



APPROVED

SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

**Thursday, March 21, 2024
Kiva-City Hall
3939 N. Drinkwater Boulevard
Scottsdale, AZ 85251**

CALL TO ORDER

Chair Lall called the regular meeting of the Scottsdale Transportation Commission to order at 5:18 p.m.

ROLL CALL

PRESENT:

Kent B. Lall, Chair
Mary Ann Miller, Vice-Chair
Robert Marmon, Commissioner
Lee Kaufheil, Commissioner
Mailen Pankiewicz, Commissioner
Kerry Wilcoxon, Commissioner
Emmie Cardella, Commissioner

STAFF:

Mark Melnychenko, Transportation & Streets Director
Nathan Domme, Transportation Planning Manager
Ratna Korepella, Transit Manager
Kiran Guntupalli, Principal Traffic Engineer
Daniel Alire, Transit Operations Coordinator
Samuel Taylor, Senior Traffic Engineer
Phil Kercher, Traffic Engineering Manager
Susan Conklu, Senior Transportation Planner
Greg Davies, Senior Transportation Planner
Kyle Lofgren, Office Manager

PUBLIC COMMENT

There were no spoken comments submitted by members of the public. One written public comment was submitted.

1. APPROVAL OF MEETING MINUTES

COMMISSIONER WILCOXON MOVED TO APPROVE THE FEBRUARY 15, 2024, TRANSPORTATION COMMISSION REGULAR MEETING MINUTES. VICE-CHAIR MILLER SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ZERO (0) BY ROLL CALL VOTE. CHAIR LALL, VICE-CHAIR MILLER, AND COMMISSIONERS MARMON, KAUFTHEIL, PANKIEWICZ, WILCOXON, AND CARDELLA VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

2. AMENDMENT OF THE TRANSPORTATION COMMISSION BYLAWS

Mark Melnychenko, Transportation & Streets Director, initiated a discussion about revising the frequency requirement of the Transportation meeting times in the bylaws. He said that staff has spoken internally about meeting every other month. Staff concluded that it would better respect everyone's time if staff were to bring action items to the Commission as the majority of the items during regular meetings every other month and provide information on projects and program updates in the off months as needed. Amendment of bylaws would include a two-step process—amending the bylaws to reflect bi-monthly Transportation Commission meetings and discussing the desired meeting frequency. Staff suggested that the Commission alternate months with the Paths and Trails Subcommittee, meeting the third Thursday of January, March, May, July, September, and November, and continuing the current protocol for cancelling meetings as needed.

No action was taken at this time. An action item to amend bylaws will be scheduled for the next meeting.

3. TRANSPORTATION COMMISSION MEETING FREQUENCY

Discussion ensued regarding the meeting schedule. In response to a Commissioner's question, Director Melnychenko said that staff has a strong mix of both information and action items upcoming. Meeting length would remain the same as it is currently, and additional information could be sent to Commissioners in the off months as needed. He explained that if something urgent were to come up, a special meeting could be scheduled.

Commissioners commented that they find value in the presentations and do not see a need for reducing the schedule to six meetings per year. They discussed a variety of options and came to consensus that the most constructive use of time would be for the Commission to meet nine months of the year with two off months near the holidays and one floating date. Kyle Lofgren, Office Manager, noted that changing the schedule would require an update by the Commission to the bylaws to state that the Commission is not meeting every month and identification of the months that would be taken off. If the schedule is kept as it has been, staff will follow the posting process for a meeting cancellation as needed.

Commissioner Cardella said she entered a no vote because she would prefer to keep the meeting schedule as it is and handle cancellations as they have, with the ability to cancel three or more meetings throughout the year.

COMMISSIONER WILCOXON MOVED TO UPDATE THE MEETING SCHEDULE TO REFLECT JULY, DECEMBER, AND A FLOATING MONTH OFF, TOTALING NINE YEARLY MEETINGS. COMMISSIONER MARMON SECONDED THE MOTION, WHICH CARRIED FIVE (5) TO TWO (2) BY ROLL CALL VOTE. CHAIR LALL, VICE-CHAIR MILLER, AND COMMISSIONERS MARMON, PANKIEWICZ, AND WILCOXON VOTED IN THE AFFIRMATIVE. COMMISSIONERS CARDELLA AND KAUFTHEIL DISSENTED.

4. ALCP UPDATE

Nathan Domme, Transportation Planning Manager, gave a presentation outlining the Proposition 400 (Prop 400) Arterial Life Cycle Program (ALCP) and plans for the Proposition 479 (Prop 479) Life Cycle Program. His presentation included an extensive history of the arterial life cycle program. Prop 400 is a regionally voted-on 20-year half-cent sales tax and FH funding that is funding 70 percent of ALCP projects and will be coming to an end in December of 2025. Mr. Domme explained that the program is administered through the Maricopa Association of Governments and coordinated through the City of Scottsdale. The City of Scottsdale's function is to manage the projects, starting from planning, through design, into construction, and to implementation of the project, remaining in control and managing project details. 70 percent of the funding comes from regional and federal sources and 30 percent from local match, which allows the City to have a say in design features and incorporate local policies and principles, including bike lanes, sidewalks, roundabouts, and paths and trails within all of the ALCP projects. The general goals of the ALCP are to widen existing streets, improve existing intersections, construct new arterial segments, and bring existing streets to current standards.

In December of 2025, taxes will stop being collected for Prop 400; however, the remaining funds will continue to be available for Prop 400 projects through at least January of 2026. If the Prop 479 vote passes, the tax will continue, but that revenue will be allocated to a separate list of Prop 479 projects. Mr. Domme reviewed the 12 core projects that the City of Scottsdale started with in 2005, when Prop 400 began with the ALCP. Those initial 12 projects were very robust, so they were split into 39 smaller projects based on the uniqueness of each roadway, and funding was reallocated to the projects in different segments. Of the 39 smaller projects, 18 have been completed so far; five are under construction; three are nearing construction; five are in the design process and will begin construction by 2026; four are waiting for development for road widening; and four were cancelled. 74 percent of the projects will be completed by the end of the year and 83 percent by 2026. Mr. Domme reviewed a list of remaining projects in construction or nearing construction that are anticipated to be completed in 2024/2025 and projects still in design that are anticipated to begin by 2026.

Prop 479 ALCP will be in effect from 2026 through 2046. The list of projects for Prop 479 was developed in coordination with MAG and includes many east/west connections on the north end of the city. Some of the projects on the list have been modified based on the Scottsdale Transportation Action Plan (TAP), most importantly, Mountain View Road from 92nd Street to

96th street was originally slated to be a road widening and is now set as a reconstruction. Reviewing a list of all ALCP projects from 2005 through 2046, Mr. Domme noted that 67 percent of Prop 400 projects have capacity improvements and 66 percent of Prop 479 improvements will have capacity improvements, with remaining projects adding safety improvements and accessibility.

In response to questions, Mr. Domme said that projects include improved standards for sidewalks and multiuse paths, adding additional width where possible. He said that there is funding available to purchase right-of-way when necessary. Kiran Guntupalli, Principal Traffic Engineer, added that where feasible, they are able to narrow landscape buffers between the back-of-curb and sidewalk to attain the maximum sidewalk width, and occasionally, if there is a constraint, the curb is attached to the sidewalk in order to maintain consistency across the corridor.

Mr. Domme explained that the area of Pima Road north of Indian Bend is controlled by SRPMIC, and it was the tribe's decision to meander the sidewalks. Scottsdale prefers to install straight sidewalks with a buffer. Phil Kercher, Traffic Engineering Manager, said that most public streets are straight because there is limited excess right-of-way to meander streets. Master-planned communities are able to define street alignments and use street curvature to help calm traffic.

In response to a question, Director Melnychenko said that should Prop 479 not pass in November, roadway improvement projects and transit would be severely impacted, and a lot of the improvements would not be possible. Mr. Domme said that Prop 400 generated approximately \$489 million.

5. TRANSIT SYSTEM AND RECENT DATA UPDATE

Ratna Korepella, Transit Manager, gave a high-level overview of the City of Scottsdale's transit system. Transit services include fixed-route services, Scottsdale Trolley, and ADA paratransit. Fixed-route services are coordinated through an IGA with Phoenix and Valley Metro. Scottsdale Trolley is a fare-free service that operates three routes at a 20-minute frequency. The trolleys are owned and maintained by the City of Scottsdale and operated by a contracted service. ADA Paratransit service is a federally mandated service operated by Valley Metro that serves an area within a three-quarter mile buffer around existing transit routes. Funding for transit operations comes from grants, Prop 400, city transportation sales taxes, and Arizona lottery funds. Fixed route operations cost approximately \$14 million annually and are all funded with Prop 400 dollars. Trolley operations cost approximately \$4 million annually and are funded using lottery funds, city transportation sales tax dollars, and federal grants.

In response to a question, Ms. Korepella explained that service frequency is dependent upon coordinating with other jurisdictions, which can create operational challenges. Route 72 currently runs at a 20-minute frequency until 10:00 p.m. or 11:00 p.m., which is the same as in other regional cities. A Commissioner expressed interest in looking at the possibility of coordinating bus service with light rail service hours and bar hours so that people do not feel the need to drive. Ms. Korepella said that ridership data shows a drop in users in the evenings.

Aaron Xaevier, Valley Metro Service Planning and GIS Manager presented an update on the 2023 Origin Destination Study, which is conducted every three to five years. His presentation

included a comparison of data between the 2019 study and the 2023 study. The presentation included an overview of data focused on Scottsdale residents, trips into Scottsdale, and trolley usage. For the study on Scottsdale residents, approximately 500 surveys were issued, representing a daily ridership of approximately 2,800 rides. The trips into Scottsdale study issued approximately 700 surveys, representing approximately 2,200 riders who were not Scottsdale residents. For trips on Scottsdale trolleys, approximately 108 surveys were collected, representing 841 daily trips, and all samples were Scottsdale residents. The surveys highlighted the following information:

- Age and gender of Scottsdale residents that ride transit
- Race and ethnicity
- Household income
- Number of vehicles in household
- Employment status
- Student status
- 2019 vs 2023 ridership
- Top used routes
- Number of trips with transfers
- Purpose of trips
- Mode used to travel to transit

Mr. Xaevier noted that there are dashboards containing the survey information available online.

In response to a question, Mr. Xaevier reiterated that surveys are conducted every three to five years in the April/May timeframe. The survey captures riders on the Scottsdale Road corridor because that is the best mix of residential and commercial areas and the best connection opportunity with other services. A contracted company conducts the surveys verbally, selecting riders based on the order in which they board the vehicle. A Commissioner suggested that consideration be given to using the trip reduction plan to get a better sense of high-use areas and employment centers. Mr. Xaevier clarified the meaning of questions and results regarding riders connecting to the Scottsdale trolleys from other jurisdictions, the change of ridership based on declining home-based work trips, the decline in female ridership, and the addition of competing technology.

Daniel Alire, Transit Operations Coordinator, gave an update on how the survey data can be used in making future planning decisions. He explained that onboard survey data helps to understand usage and develop trolley routes that serve the community's needs while maintaining connections to the regional system. The survey results help in the consideration of service planning and providing accessible paths to transit stops and connectivity from bike paths. Clever device reports are utilized to capture top trolley stops for boardings. The clever device reports and Valley Metro survey results help in future route planning and transit stops. The current results from Valley Metro show that south Scottsdale and mid-Scottsdale depend on public transportation for a minority of their trips and north Scottsdale is progressively growing in the use of transit. Mr. Alire noted that choice riders and tourism transit provide 20-minute trolley service for transit to Giants games, which reduces traffic in Old Town and allows fans to avoid driving. Discussion is currently underway to determine the most efficient type of vehicles to replace the five trolleys that are ready for retirement. Staff collaborates with Human Services to provide senior travel training through the senior center locations, helping seniors understand how to navigate the transit system.

In response to a question, Director Melnychenko said that trolley service hours have been extended to 8:00 p.m. Service will be increased incrementally over time based on ridership. In the future, when ridership increases, weekend service can be considered. He noted that studies are showing a strong need for connections to the system, which ties to street improvements. Ms. Korepella said that there is trip reduction data available that they could look at for transit purposes.

6. 2022 TRAFFIC VOLUME AND COLLISION REPORT

Samuel Taylor, Senior Traffic Engineer, gave an overview of the latest volume and collision report, including a discussion of the segments and intersections with the highest number of collisions and collision rates. Traffic Volume Collision Reports have been done every two years since 1986. The reports focus on three main areas—traffic volume, collision frequency, and collision rate—and include various rankings for 202 major intersections and 323 major segments but do not include minor and local intersections and segments. When gathering information for the 2022 report, information about collisions between 2021 and 2022 was gathered and verified with the Police Department, and then those collisions were separated by intersection and segment and sent through a variety of different analyses. Reports are processed into the City's collision database and sent to ADOT for inclusion in their collision database. Traffic volume data collection is done over a two-year period using tube counters at each intersection approach, and those numbers are normalized using monthly adjustment factors based on historical data. Mr. Taylor reviewed details of the Traffic Volume and Collision Report data. He said that the Traffic Volume and Collision Report is used for many things, including tracking collision rates, collision frequency, and traffic volume changes over time; comparing individual locations to citywide trends and averages; capital improvement project selection; and identifying segments and intersections with high collision rates and frequencies for road safety assessments.

In response to a question, Mr. Taylor explained that data is collected from the Police Department regarding mitigating factors causing crashes when preparing the Traffic Volume and Collision Report. That information is used when considering safety assessments or traffic studies at specific locations. Phil Kercher, Traffic Engineering Manager, said that the City did a deep dive into pedestrian and bicycle collisions a few years ago that could be provided to the Commission.

A comment was made that segment crashes are concentrated in south Scottsdale and intersection segments are concentrated in areas where the interstate intersects with the City. Mr. Taylor said one theory is that a lot of the roadways in south Scottsdale were built to different standards and do not have good access control, which has an impact on segment collisions. At intersections, the primary factor is traffic volume.

Commissioners requested that an agenda item to further discuss the 2022 Traffic Volume and Collision Report be agendaized for the next meeting. Commissioners expressed an interest in a deeper analysis of bicycle collisions and pedestrian volumes, total numbers as opposed to just percentages, characteristics of collisions, a map showing areas of concentration, as well as the role of police enforcement. It was mentioned that the document is not user-friendly for the

public. Mr. Domme said that the Department is gearing up to develop a safety action plan that will be more digestible for the public.

In response to a question, Mr. Taylor said that speed limit studies are in the process of being updated based on speed data that has been collected over the past three to four years.

A Commissioner suggested that staff consider the use of AI technology when reviewing large amounts of data.

Director Melnychenko encouraged Commissioners to email any additional questions to him or Mr. Kercher.

7. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

Possible future agenda items include:

- ADQ trip reduction survey update
- Update on role of police and traffic enforcement

8. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Kaufheil and seconded by Commissioner Wilcoxon, the meeting adjourned at 8:16 p.m.

AYES: Chair Lall, Vice-Chair Miller, and Commissioners Marmon, Kaufheil, Pankiewicz, Wilcoxon, and Cardella

NAYS: None

SUBMITTED BY:
eScribers, LLC.