



**SCOTTSDALE TRANSPORTATION COMMISSION
Notice and Agenda**

Date: Thursday, February 18, 2021

Time: 5:15 P.M.

Location: Virtual

Live Stream: <https://www.scottsdaleaz.gov/scottsdale-video-network/live-stream>

Meeting will be held electronically and remotely

Until further notice, Transportation Commission meetings are being held electronically to virtually attend and listen/view the meeting in progress. Transportation Commission meetings are televised on Cox Cable Channel 11/streamed online at ScottsdaleAZ.gov (search “live stream”) or will be available on Scottsdale’s YouTube channel to allow the public to listen/view the meeting in progress.

Call To Order

Roll Call

Don Anderson, Vice-Chair	Mary Ann Miller, Commissioner
Pamela Iacovo, Chair	Donald Pochowski, Commissioner
Karen Kowal, Commissioner	Andy Yates, Commissioner
B. Kent Lall, Commissioner	

Public Comment

Spoken comment is being accepted on agenda action items. To sign up to speak on these items, please [click here](#). Request to speak forms must be submitted no later than 90 minutes before the start of the meeting.

Written comment is being accepted for both agenda and non-agenda items and should be submitted electronically at least 90 minutes before the meeting. These comments will be emailed to the Transportation Commission and posted online prior to the meeting. To submit a written public comment electronically, please [click here](#).

- [Approval of Meeting Minutes](#)----- Discussion and Action**
Regular Meeting of the Transportation Commission – January 21, 2021
- [Path and Trails Subcommittee Appointment](#)-----Discussion and Action**
Discuss, nominate, and/or appoint one (1) Transportation Commissioner to Path and Trails Subcommittee
- [Dynamite Boulevard: Transportation Update & Outreach](#)----- Presentation and Discussion**
Review of traffic concerns and potential improvements – David Smith, Senior Traffic Engineer

4. **Transportation Concerns at a Legislature Level**----- **Presentation and Discussion**
Discussion of transportation tracking of concerns and issues at a legislature level – Brad Lundahl,
Government Relations Director

5. **Other Transportation Projects and Program Status**----- **Presentation and Discussion**
Status of projects and programs – Mark Melnychenko, Transportation & Streets Director

6. **Commission Identification of Future Agenda Items**----- **Discussion**
Commission members identify items or topics of interest to staff for future Commission
presentations

Adjournment



Persons with a disability may request a reasonable accommodation by contacting Frances Cookson at 480-312-7637. Requests should be made 24 hours in advance, or as early as possible, to allow time to arrange the accommodation. For TYY users, the Arizona Relay Service (1-800-367-8939) may also contact Frances Cookson at 480-312-7637.



DRAFT SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

Thursday, January 21, 2021

Meeting Held Electronically and Remotely

1. CALL TO ORDER

Chair Iacovo called the regular meeting of the Scottsdale Transportation Commission to order at 5:15 p.m.

2. ROLL CALL

PRESENT: Pamela Iacovo, Chair
Don Anderson, Vice Chair
Karen Kowal
B. Kent Lall
Mary Ann Miller
Donald Pochowski
Andy Yates

STAFF: Mark Melnychenko, Transportation & Streets Director
Mariah Maindonald, Staff Representative
Ratna Korepella, Transit Manager
Sam Taylor, Traffic Engineering Analyst
Frances Cookson, Staff Representative
Dave Meinhart, Transportation Planning Manager
Shayne Lopez, Paving Manager
Greg Davies, Senior Transportation Planner
Susan Conklu, Senior Transportation Planner

3. PUBLIC COMMENT

No comments were submitted.

4. APPROVAL OF MINUTES

COMMISSIONER KOWAL MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON DECEMBER 17, 2020 AS AMENDED. VICE CHAIR ANDERSON SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER, POCHOWSKI AND YATES VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

5. APPROVAL OF TRANSPORTATION COMMISSION ANNUAL REPORT

VICE CHAIR ANDERSON MOVED TO APPROVE THE TRANSPORTATION COMMISSION ANNUAL REPORT AS PRESENTED. COMMISSIONER KOWAL SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER, POCHOWSKI AND YATES VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

6. APPROVAL OF PATHS AND TRAILS SUBCOMMITTEE ANNUAL REPORT

Vice Chair Anderson made a correction regarding the appointment of Commissioners Anderson and Lall at the December 8th, 2020 meeting.

VICE CHAIR ANDERSON MOVED TO APPROVE THE PATHS AND TRAILS SUBCOMMITTEE ANNUAL REPORT AS AMENDED. VICE CHAIR ANDERSON SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER, POCHOWSKI AND YATES VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

7. TRANSPORTATION ACTION PLAN

Dave Meinhart, Transportation Planning Manager, stated that staff is in the initial stage of updates to the 2016 Transportation Master Plan (TMP) noting that they have chosen to change the terminology to Transportation Action Plan. He reviewed the history of the current TMP, noting that it represents a condensed version of the City's first Transportation Master Plan, adopted in 2008. The transition to a Transportation Action Plan will be coordinated with the proposed General Plan Update in 2021 and not acted upon prior to review of the General Plan by City Council. The Transportation Action Plan will have less emphasis on new infrastructure, turning attention to maintaining the current system for livable streets and communities.

Factors influencing the Transportation Action Plan include:

- Viability of existing infrastructure is the highest priority
- Travel demand on most corridors has not grown significantly over the past 20 years, even with continued development
- Most major roadway improvements will be completed by mid-2020's
- Events of 2020 accelerated public demand for non-motorized options
- Technology change is likely to further reduce congestion issues
- Land use patterns are very well defined

A draft work plan and anticipated key outcomes were reviewed. Key outcomes include street classification changes; clarification on high priority transit routes; removal of low feasibility future projects; policy updates; identification of system gaps and regional connections; emergency access routes near the McDowell Sonoran Preserve; implementation plan and performance measures. A series of examples and photographs of opportunities created through street classifications were reviewed. Mr. Meinhart provided a process timeline for the plan development, with the target completion date of fall 2021.

Staff answered questions from the Commission. It remains to be answered how the changes will impact or potentially reduce overall costs. It is evident that there is a need for investment in the City's existing infrastructure.

In response to a question on tracking bus ridership levels, Mark Melnychenko, Transportation & Streets Director, stated that the Department is putting together an action plan to evaluate the transportation system, routes and ridership to determine whether adjustments are needed. Ratna Korepella, Transit Manager, added that bus ridership fell over the past year, due to the effects of the pandemic. Commissioner suggested a survey of residents to determine needs for public transit going forward.

In replying to a Commissioner question, Mr. Meinhart stated that the existing Transportation Master Plan does not provide for the utilization or research and development of new technologies, such as alternative road surface products or solar pavement. They will be looking at ways to encourage demonstration projects. Mr. Melnychenko stated that the City is currently testing an electric street sweeper. The City's buses also utilize smart devices. The City is turning the page, beginning to look at new and developing electrical elements for the transit system. Commissioner suggested creating a research and development fund as part of the plan. Sam Taylor, Traffic Engineering Analyst, added that the Department is currently engaged in a research project to analyze the safety impact of left-in and left-out median treatments.

8. PAVING PROGRAM

Shayne Lopez, Paving Manager, discussed pavement management, including pavement treatments (crack fill, fog seal, microsurface, slurry seal, mill and overlay). Sustainability efforts involve saving the stockpile from mill and overlays. This crush milling produces sand and fractured aggregate, which is used in the microsurface seal. The pavement condition index (PCI) is a numerical rating of the pavement condition, based on type and severity of distresses observed and measured on pavement surfaces, with zero being the worst possible condition and 100 being the best. The Citywide goal is 80 PCI, with the current overall condition being 77.2. The compares to the national average of 60 to 65 PCI. Pavement lifecycles were reviewed. All treatments except fog seal require ADA upgrades. Infrastructure Management Services has been contracted to perform the 2020 pavement condition survey. The survey includes data analysis and integration into the City's asset management and pavement modeling software, Lucity. This will help the City with maintenance and budget forecasting, enabling staff to determine when and where to perform pavement rehabilitation, which techniques to use and the budget needed to accomplish a goal of 80 PCI. The survey also includes a comprehensive assessment of City-owned alleys. The City will explore alternate technologies and pavement treatments, including HA5 high density mineral bond, chip seal and cool pavement. The five-year plan will make efficient use of the current budget while allowing forecasting for future budgets. It also includes a resident engagement component, where the City will provide time frames for treatment for specific neighborhoods. Next steps include identifying location studies for the pilot studies. For

asset maintenance, staff will focus on maximizing value with limited resources. A Citywide pavement condition survey is projected for 2025 and a proposed parking lot survey in 2021.

In response to a Commissioner question, Mr. Lopez gave a time frame of one to two years on the pilot studies.

Other Commissioner input included praise for the transparency of the posting of the five year plan online.

Commissioner suggested considering residential areas as a potential for use of the cool pavement application.

Commissioner inquired as to a price comparison between standard slurry seal and cool pavement slurry seal. Mr. Lopez stated that cool pavement is approximately twice the cost of standard at this time. However, the marketing materials for the product state that it can also last twice as long as the standard coat.

In response to an inquiry from the chair, Mr. Lopez stated that all of the pavement treatments are performed by vendors contracted by the City.

9. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Mark Melnychenko, Transportation & Streets Director, reported on completion of a large overlay project on 105th Street between Gelding Drive and McDowell Mountain Ranch.

Mr. Taylor provided an update on a project located on 86th Street between Chapparral Road and McDonald Drive, undertaken in response to citizen complaints about excessive speeds in the area. Bike lanes were added and the travel lanes were narrowed, which results in greater driver attention and provides buffer space between pedestrians and vehicles. The process included public outreach via a website and mailed postcards. Residents were given one month to respond. Of 140 postcards, 15 comments were received. Based on this public input, the plan was revised to provide additional parking in the area, which was a subject of concern for residents. As next steps, the Department will once again collect speed and volume data as a comparison to the pre-mitigation levels.

Susan Conklu, Senior Transportation Planner, provided an update on outreach efforts for the 70th Street Bikeway Study and Old Town Scottsdale Master Plan. The 70th Street Bikeway Study covers a 2.5 mile corridor from Roosevelt to 2nd Street and Old Town on the north end. It will connect people in the neighborhood to bike routes. Over 160 people filled out the webpage questionnaire, which is currently being evaluated to fine tune the study and plan for the second open house, planned for February. The plan is to come up with concepts rather than a full design. The Old Town Scottsdale Master Plan will look at everything in the Old Town area connections for bicyclists. There were 79 responses to the questionnaire. The design team is evaluating the input and preparing for the next open house in late February/early March.

Greg Davies, Senior Transportation Planner, provided a brief update on the Pinnacle Vista and Ranch Gate Trail projects. Both trails are in the north portion of the City and both have just completed plan level design. Next steps are to hold public meetings for both trails, hopefully followed by construction in March.

Mr. Melnychenko stated that staff presented to City Council at Tuesday's meeting in terms of the City's updates to the revised code on bicycles and related devices in a draft ordinance on licensing of shared mobility device providers. There was a great deal of discussion on the item and City Council approved tabling the item to allow staff to address the concerns raised. Once completed, a final draft will be brought to the Commission as an action item.

10. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

Chair stated that Scottsdale is officially a Golden Rule City.

Mr. Melnychenko listed items discussed further upcoming meetings, including the Transportation Action Plan, Transportation Plan evaluation recommendations, recommendations for approval of the 70th Street Bikeway, scooter ordinance as well as the Old Town Bike Plan recommendations.

11. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Lall and seconded by Commissioner Pochowski, the meeting adjourned at 7:07 p.m.

AYES: Chair Iacovo, Vice Chair Anderson, Commissioners Kowal, Lall, Miller, Pochowski and Yates

NAYS: None

SUBMITTED BY:

eScribers, LLC

***Note: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/transp.asp>**

Trails Subcommittee protocols:

Description

The Paths & Trails Subcommittee of the Transportation Commission is hereby established to advise the Commission as a whole and provide a public forum for issues surrounding paths and trails. The Subcommittee shall consist of five members: two Transportation Commissioners, one Parks and Recreation Commissioner, and two non-commission members. Commission members will be appointed annually by their respective commission's Chair; non-commission members will be appointed by the City Council for terms of three years with a maximum of two terms.

- Commissioner's (Transportation Commission and Parks and Recreation Commission) term ends prior to serving the full year on the Trails Subcommittee, then his term with the Trails Subcommittee ends on the same ending term as the Transportation Commission/Parks and Recreation Commission.
- All members of Subcommittee need to sign a new Loyalty Oath even if they serve on another board/commission.
- Personal Interest Disclosure forms are also needed for all members
- Ethics training and orientation is needed for all NEW members. If ethics training/orientation has been previously done due to serving on another board/commission, then it is not necessary.

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: David R. Smith, Senior Traffic Engineer
Subject: Dynamite Boulevard – Transportation Updates & Outreach
Meeting Date: February 18, 2021

Action: Information and Discussion

Purpose:

Discuss the transportation related issues raised by community area residents and City staff as well as potential mitigation measures along the Dynamite Boulevard corridor in North Scottsdale. The corridor referred to is the approximate three (3) mile segment on Dynamite Boulevard from Pima Road to Alma School Parkway. There is also activity that goes slightly beyond this three (3) mile stretch to the east where Dynamite Boulevard becomes Rio Verde Parkway that will be referenced in the presentation.

Background:

Traffic Engineering staff has been working with north area residents in an on-going effort to respond to various transportation related issues. The main concerns are noise, speeding, and safety. These affected communities and the concerns are discussed below:

Impacted Communities:

The following communities are located along the subject corridor.

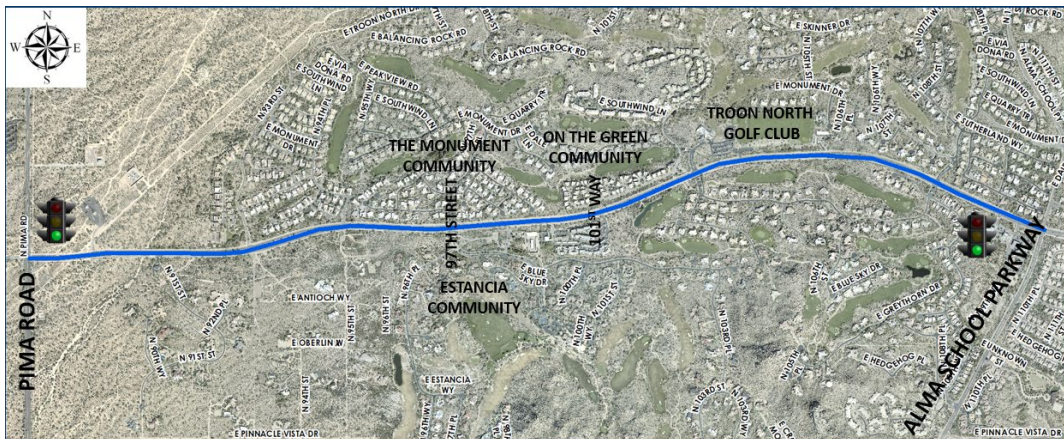


Figure 1

- Troon North – Balancing Rock, Boulder Crest, Candlewood Estates, Echo Ridge, Estates at Troon North, Golf Villas, Monument, On the Green, Parcel D-1A, Pinnacle Canyon, Pinnacle Canyon las Ventanas, Pinnacle Ridge, Pinnacle Views I & II, Quisana, Skyline Estates, Stonedage, Talus, The Ridge, Tierra Encantada
- Estancia

- Merit Crossing
- Goldie Brown Pinnacle Peak
- Other Communities potentially not listed
- Individual property owners (not associated with a community HOA)

Data along corridor:

Traffic Volumes along Dynamite Boulevard between Pima Road and Alma School Road:

- Current and historical traffic volumes along Dynamite Boulevard (Pima Road to Alma School Parkway, Figure 2).

Year	Volume	Volume to Capacity	Segment Rank	% Inc/Dec
2018	15,600	0.46	199 of 323	7.6%
2016	14,500	0.43	213 of 323	20.8%
2014	12,000	0.35	229 of 324	-9.8%
2012	13,300	0.39	N/A	-2.9%
2010	13,700	0.40	N/A	0.0%
2008	13,700	0.40	N/A	-8.7%
2006	15,000	0.44	N/A	--

Figure 2

- Current and historical collision data along Dynamite Boulevard (Pima Road to Alma School Parkway, Figure 3).

Year	Rank	Segment Rate	Citywide Collision Rate	% Above / Below Citywide Rate
2018	216 of 323	0.61	1.53	-60.1%
2016	230 of 323	0.56	1.50	-62.7%
2014	179 of 324	0.68	1.35	-49.6%
2012	N/A	0.34	1.32	-74.2%
2010	N/A	0.53	1.27	-58.3%
2008	N/A	0.60	1.28	-53.1%
2006	N/A	0.30	1.87	-84.0%

Figure 3

Safety Concerns:

- To improve safety at intersections along Dynamite Boulevard, there is currently a capital improvement project (CIP) to construct westbound right turn deceleration lanes at four (4) locations – 93rd Street, 95th Street, 101st Way, and 103rd Street (Figure 4) – and completing missing bike lane segments on Dynamite Boulevard from Alma School Parkway to 118th Street and on Rio Verde Drive from 128th Street to 136th Street (Figure 5).

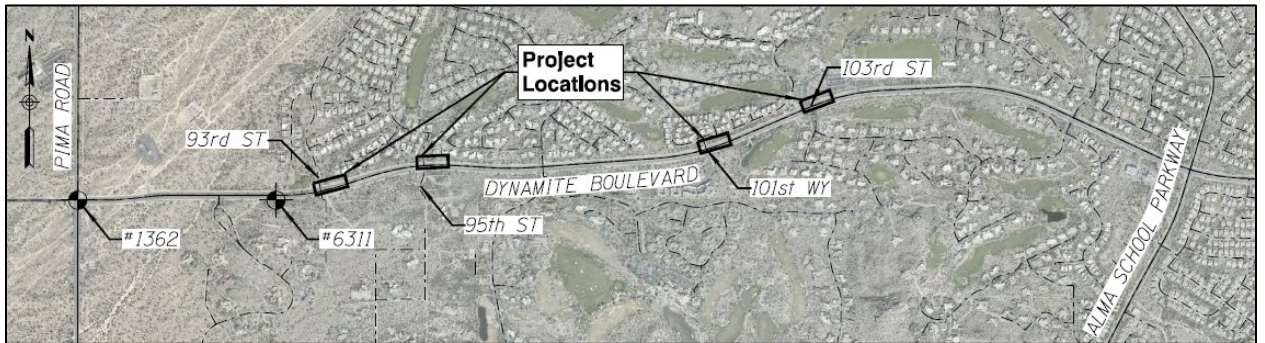


Figure 4



Figure 5

- On the Green residents have expressed a concern about U-Turns that occur on Dynamite Boulevard at 101st Way. There are three possible mitigation options that are being considered that would relocate the U-turns to other locations. Figure 6 depicts the current connections to Dynamite Boulevard currently in question.



Figure 6

Travel Speeds:

- The current speed limit along this section of Dynamite Boulevard is 50 miles-per-hour. A speed limit study is underway and being prepared by Transportation staff. The study is being prepared using traditional empirical data and other non-empirical factors including:
 - Bicycle and pedestrian activity and facilities along subject segment
 - Site distance requiring on-going maintenance due to wide landscaped medians
 - Federal emphasis for speeds to be set based on context as well as data

Noise Concerns:

- Noise complaints
 - Roadway related noise has been raised as a neighborhood concern
 - Per City Council policy, roadway noise abatement is considered as part of a major roadway infrastructure improvement project
Examples: Noise study for roadway widening but not considered for minor improvements such as turn bays
 - Transportation Action Plan will review current policy last approved in April 2011

Active and Planned Projects:

- Dynamite Boulevard capital improvement project (CIP) that includes construction of deceleration lanes at four (4) locations and completing missing segments of bike lanes
 - Right turn deceleration lanes at the following four (4) locations, all for westbound travel, are anticipated to be constructed by the end of calendar year 2021:
 - 103rd Street
 - 101st Way
 - 95th Street
 - 93rd Street

- Install missing segments of bike lanes on Dynamite Boulevard from Alma School Parkway to 118th Street and on Rio Verde Drive from 128th Street to 136th Street. Dedicated bike lanes will be five (5) to six (6) feet wide.
- U-Turns at 101st Way and possible mitigation options
- Current speed limit study underway that will evaluate traditional empirical speed data as well as other non-empirical information such as bicycle and pedestrian activity and facilities along the segment, the on-going effort to maintain sight distance along the corridor due to wide landscaped medians, and understanding the federal emphasis to set speed limits on a contextual basis and not be solely reliant on speed data collection.
- Dynamite Boulevard at Pima Road intersection – installation of dual left turn lanes for westbound to southbound was completed fourth quarter 2020 (in advance of the Happy Valley Road widening project).

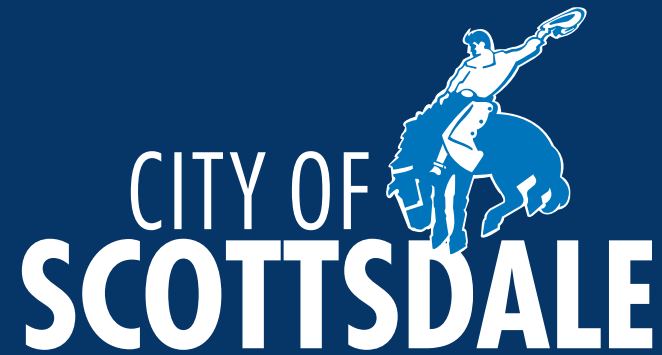
Next Steps:

Staff is updating the Commission regarding on-going activities in North Scottsdale, particularly along the Dynamite Boulevard corridor from Pima Road to Alma School Parkway and beyond. The presentation provides the public an opportunity to provide feedback to the Commission directly and an update on projects and scheduling.

Following through with the items discussed herein and in the presentation are the following:

- Continue working with community area representatives in a collaborative effort to the extent possible
- Finalize speed limit study
- Work with police enforcement on an as-needed basis
- Complete the installation of four (4) westbound right turn lanes
- Install missing segments of bike lanes
- Move forward with preferred alternative to address U-Turn issues
- Review the Transportation Action Plan in terms of noise impacts

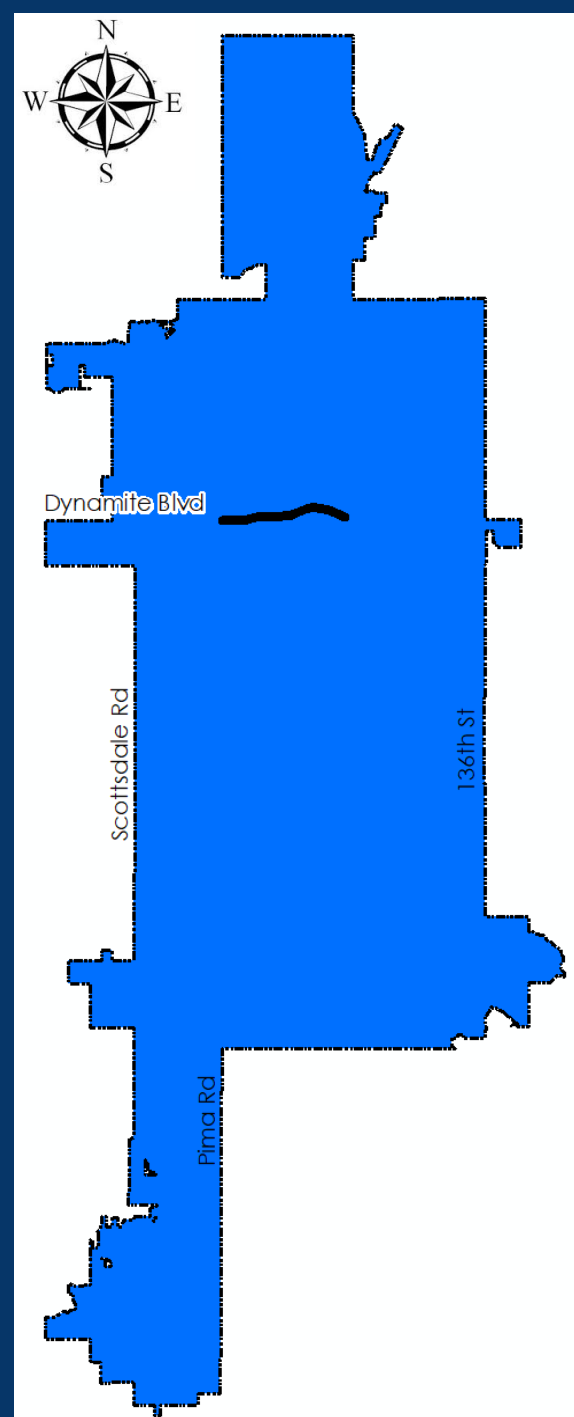
Staff Contact: David R. Smith, 480-312-7613, drsmith@scottsdaleaz.gov



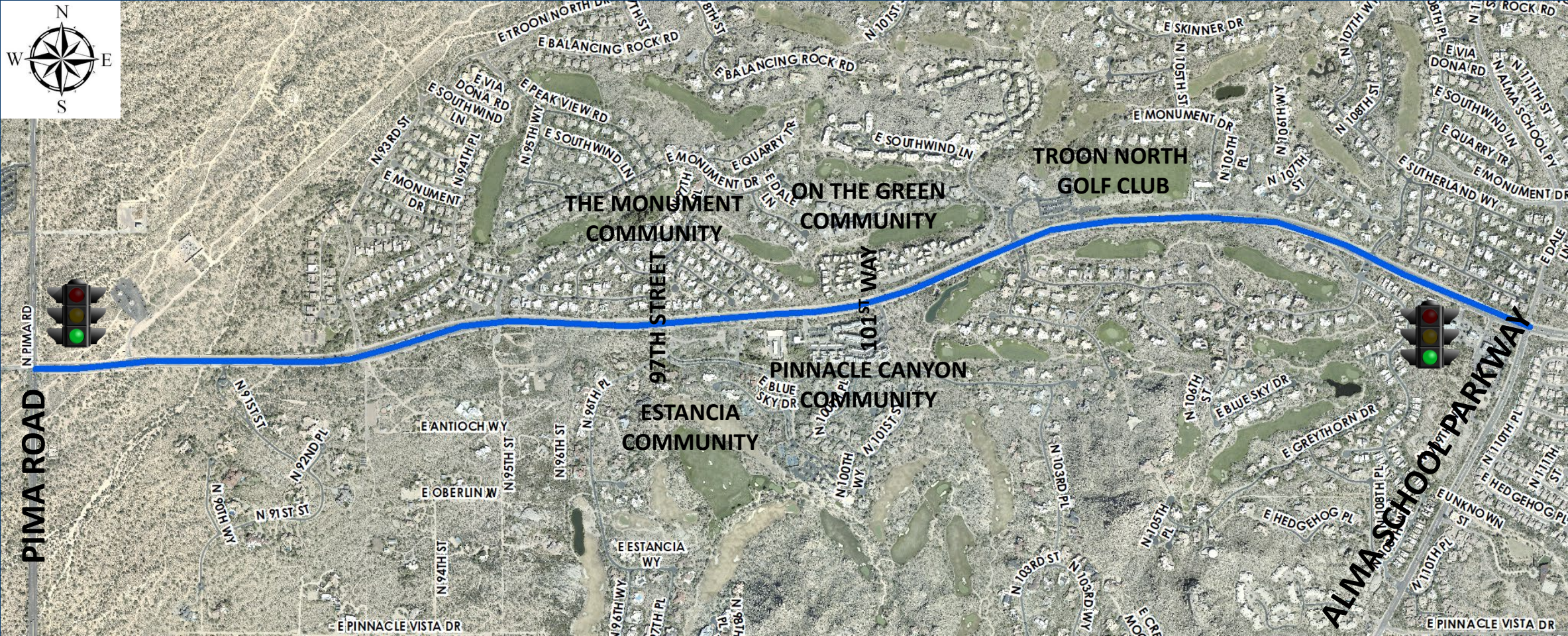
Dynamite Boulevard: Transportation Update & Outreach

Transportation Commission
February 18, 2021

Vicinity Map



Aerial – Dynamite Boulevard: Pima Road to just east of Alma School Parkway



Presentation Topics

- Introduction/History
- Current and historical traffic volumes
- Current and historical collision activity
- Capital improvement projects on segment and in area
- U-Turn issue at 101st Way
- Speed
- Noise
- Traffic Control

Recent Timeline of Activities/Meetings related to Dynamite Boulevard transportation related items:

- Interview Estancia staff regarding operations of accesses
 - On-site, May 17, 2019
 - Multiple site visits – observations, data collection, vegetation clean-up
- Met with multiple homeowners' association representatives
 - One Civic Center, September 5, 2019

Recent Timeline of Activities/Meetings related to Dynamite Boulevard transportation related items:

- Present at Troon North annual meeting
 - Troon North Golf Club, February 4, 2020
- Met a second time with On the Green representative
 - One Civic Center, November 5, 2020
- Correspondence sent from Troon North Association to the Transportation Department and City Manager expressing concern over Traffic Issues, January 11, 2021
- On-going email exchanges and phone conversations

Historical Traffic Volumes – Dynamite Boulevard: Pima Road to Alma School Parkway

Year	Volume	Volume to Capacity	Segment Rank	% Inc/Dec
2018	15,600	0.46	199 of 323	7.6%
2016	14,500	0.43	213 of 323	20.8%
2014	12,000	0.35	229 of 324	-9.8%
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Historical Collision Rates - Dynamite Boulevard: Pima Road to Alma School Parkway

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Capital Improvement Projects (near-term)

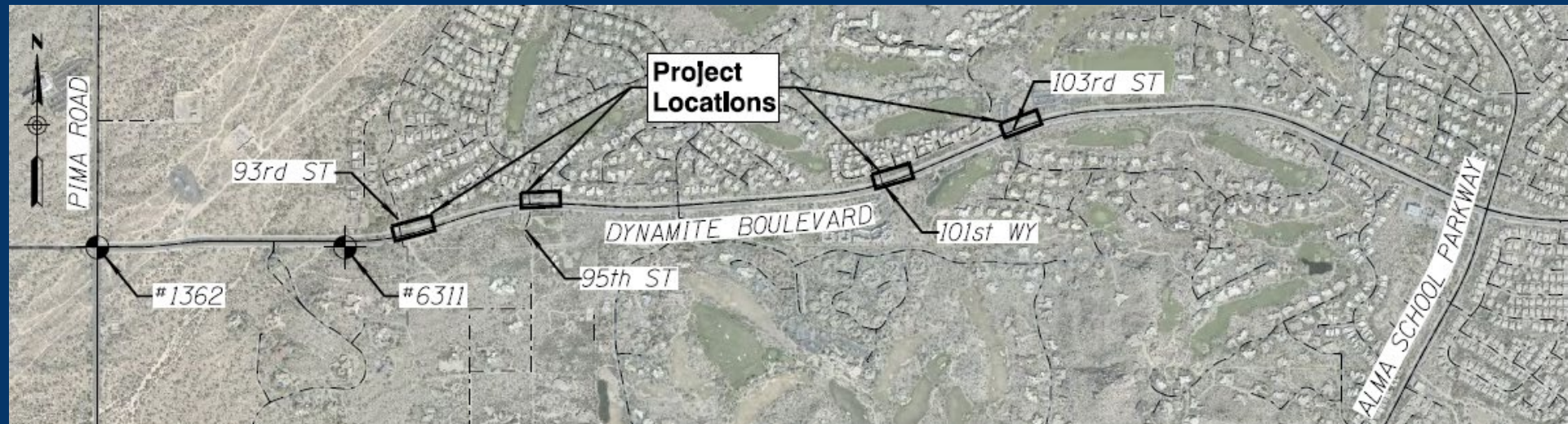
- Pima Road and Dynamite Boulevard Intersection Improvements

- Westbound to southbound dual lefts
- Completed 4th quarter 2020



- Dynamite Boulevard turn lanes – westbound right turns

- 93rd Street
- 95th Street
- 101st Way
- 103rd Street



Capital Improvement Projects / Other (continued)

- Dynamite Boulevard – additional bike lanes added
 - Five (5) foot wide (minimum)
 - Missing segments between Alma School and 136th St
- Widening of Happy Valley Road
 - Anticipated early 2022



U-Turn Issue: 101st Way



U-Turn Issue: 101st Way

- Service and other vehicles that depart Estancia do so via a service access
- Those wishing to travel west (nearly all) must exit right and U-Turn. The closest legal U-Turn is at 101st Way



U-Turn Issue: 101st Way

Estancia Service Access



**U-Turn at 101st Way
(access to On the Green)**



U-Turn Issue: 101st Way



U-Turn Issue: 101st Way - Options

- Option 1: Left out only with U-Turn restriction at 101st Way
 - Pros: Shortest route
 - Cons: For vehicle type, storage may be inadequate, potential conflicts with westbound vehicles turning into Estancia



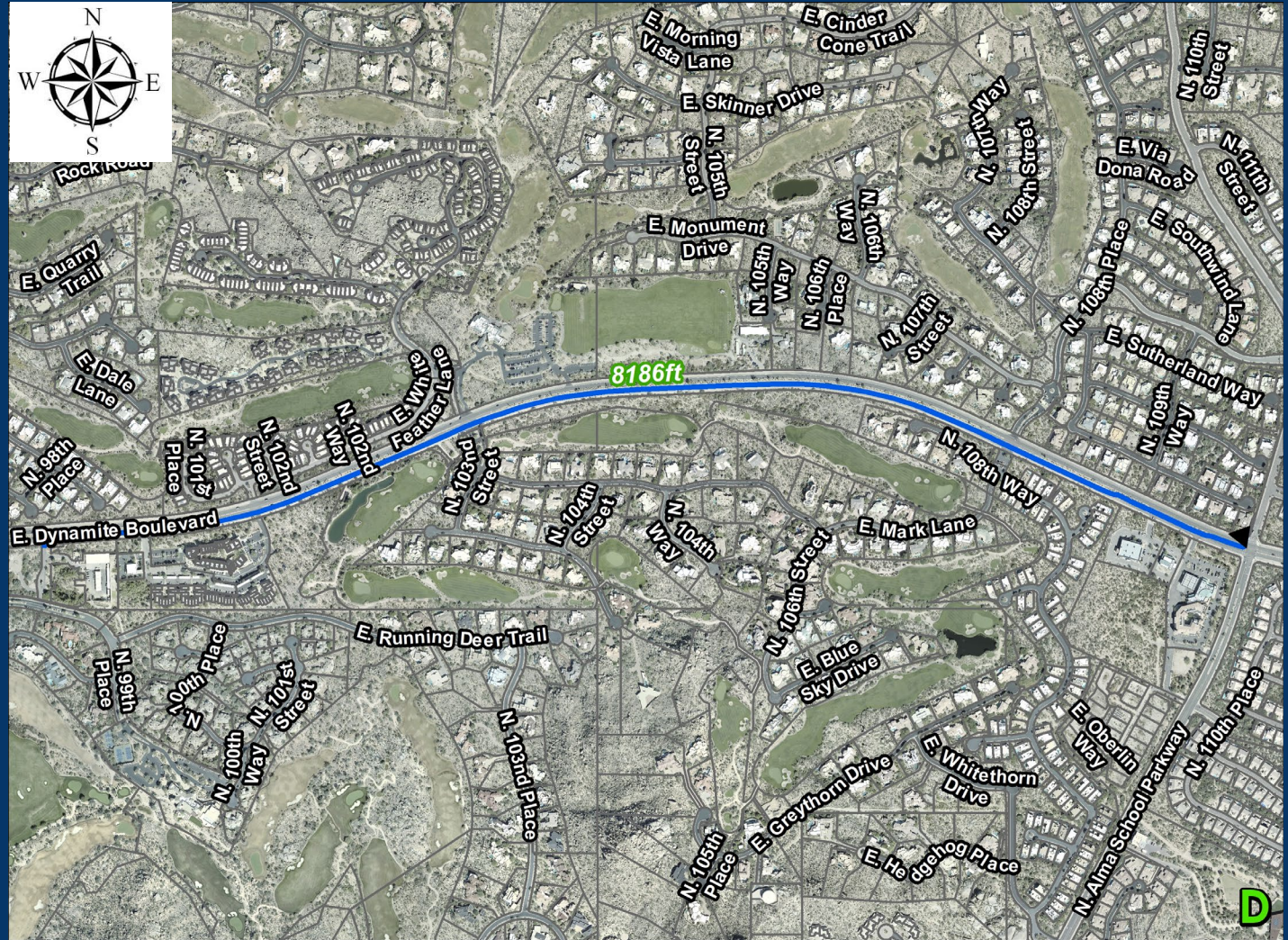
U-Turn Issue: 101st Way - Options

- Option 2: Modify U-Turn Location & Post No U-Turn at 101st Way
 - Pros: Shorter distance to U-Turn, no conflict north leg, lower volumes from south
 - Cons: Cost, potential enforcement of U-Turn eliminated at 101st Way



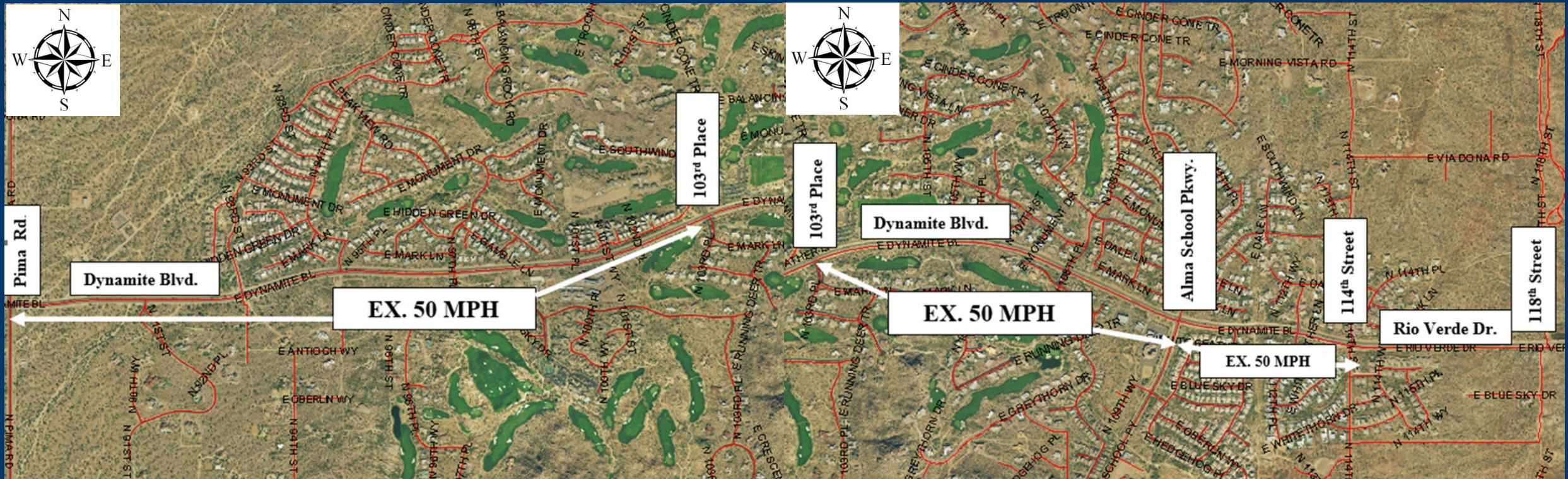
U-Turn Issue: 101st Way - Options

- Option 3: Utilize signal at Alma School Parkway with U-Turn restriction at 101st Way
 - Pros: Existing infrastructure, cost
 - Cons: Unrealistic, increased vehicle miles traveled and carbon footprint



Speed

- Speed limit study – draft underway

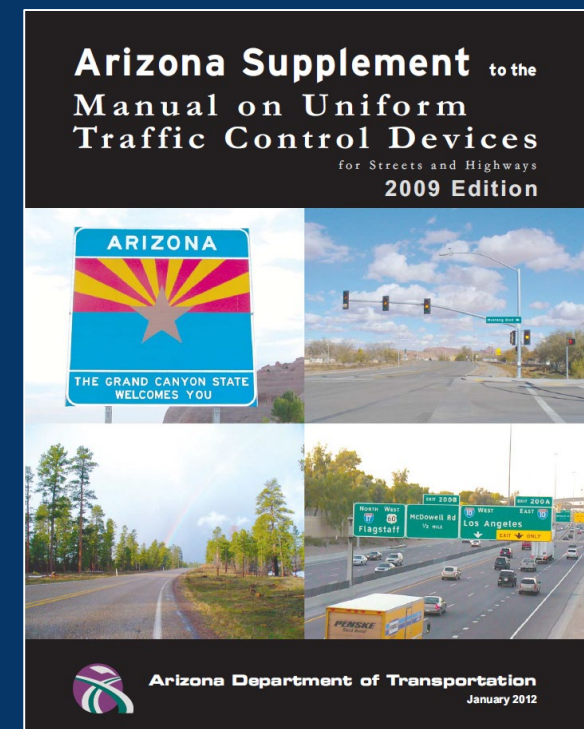
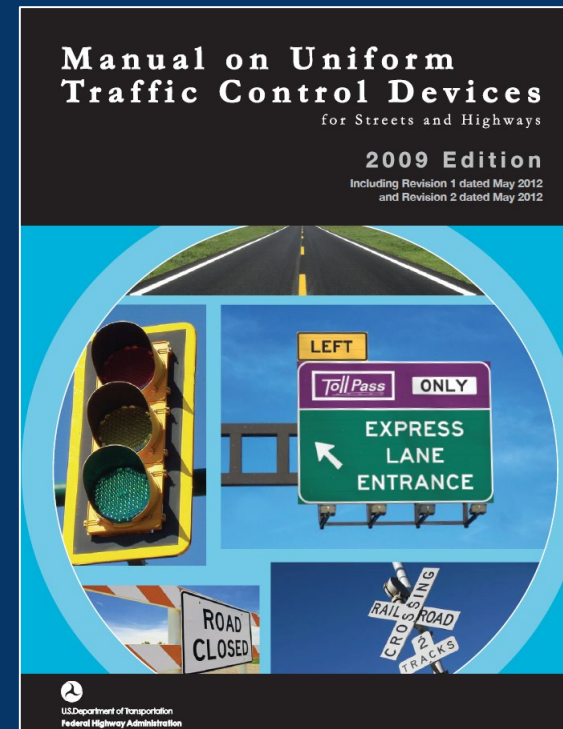


Noise

- Roadway related noise has been raised as a neighborhood concern
- Per City Council policy, roadway noise abatement is considered as part of a major roadway infrastructure improvement project
 - Examples: Noise study for roadway widening and not considered for minor improvements such as turn bays
- Transportation Action Plan will review current policy previously approved in April 2011
- Noise level expectations
 - Federal Highway Administration vs. Arizona Department of Transportation vs. City of Scottsdale

Traffic Control Requests

- Evaluated previously in 2013 (97th Street) and 2017 (103rd Street)
- Must meet traffic signal warrant criteria established by Federal Highway Administration and Arizona Department of Transportation
- Installing a traffic signal/roundabout where not warranted introduces unnecessary collisions and delay



Questions?

From: Transportation Commission <TransportationCommission@scottsdaleaz.gov>
Sent: Monday, February 15, 2021 4:24 PM
To: Cookson, Frances <FCookson@Scottsdaleaz.gov>
Subject: Transportation Commission Public Comment (response #191)

Transportation Commission Public Comment (response #191)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Transportation Commission Public Comment
URL:	https://www.scottsdaleaz.gov/boards/transportation-commission/public-comment
Submission Time/Date:	2/15/2021 4:23:28 PM

Survey Response

COMMENT	
Comment:	<p>TO: City of Scottsdale Transportation Commission FR: Pinnacle Canyon Homeowners Association RE: Dynamite Blvd. Traffic and Safety Issues We understand you will be discussing the long-standing traffic and safety issues on Dynamite Blvd. at your Feb. 18 meeting. That is excellent news, as residents in this area are deeply concerned about:</p> <ul style="list-style-type: none">• The safety hazard posed by high vehicle speeds (normally well in excess of the 50mph limit) and increased traffic volume, due to population growth and development east of Alma School Parkway.• The high noise level caused by the increased traffic and truck drivers' engine braking on Dynamite.• The negative impact on property values and enjoyment of our beautiful desert environment due to the big jump in traffic and noise volumes. Pinnacle Canyon, a sub-community of Troon North, is a gated community of 136 lots on the south side of Dynamite. The main entrance at 103rd St. lies across from the Troon North Golf Club. We also have a gate at 108th Place and Dynamite. Our residents primarily comprise retired business executives, and homes range in value from \$1.5 to \$3.5 million. Our residents and visitors trying to turn left (west) onto Dynamite often face a challenging and dangerous experience, due to

high traffic volume, high speeds and the terrain's hilly nature. It's the number-one concern raised by Pinnacle Canyon residents. In addition, those living close to Dynamite have difficulty enjoying their backyards, due to the noise, and are worried about their property values. We acknowledge that Dynamite Blvd. is a significant east/west artery for North Scottsdale. When Pinnacle Canyon was developed more than 25 years ago, however, few expected the city's enormous growth east of Alma School and its resulting – and growing - impact on our residents and visitors. This beautiful area attracts people from around the world (and their tourism dollars), with championship golf courses, the superb McDowell Sonoran preserve at our doorstep and the nearby Four Seasons Resort at Pinnacle Peak. Residents in Pinnacle Canyon ask that you adopt traffic policies, processes and technologies to address these concerns – whether it's employing new road technologies (such as diamond-grinding to reduce noise), lowering the speed limit, increasing radar patrols, adding turn lanes, expanding the Dynamite median's width to allow vehicles to sit in the middle while waiting to turn, adding roundabouts at 103rd St. and at Estancia, limiting U-turns or prohibiting engine braking. We do want to thank the city for the recent improvement to the Dynamite and Pima intersection, with the addition of a second left-turn lane to go south on Pima, and also for adding directional signage in the medians of both Dynamite and Alma School. We have received many positive comments from our residents and appreciate the city's response to the concerns we expressed. If you have any questions or would like additional information, please don't hesitate to ask. We all love living in Scottsdale and want to work with you to keep it a beautiful, high-value community known for its thoughtful planning and concern for its residents and visitors. Best regards, Ann E. Adams President, Pinnacle Canyon Homeowners Association

Comments are limited to 8,000 characters and may be cut and pasted from another source.

PLEASE PROVIDE YOUR NAME:

First & Last Name:

Ann Adams

AND ONE OR MORE OF THE FOLLOWING ITEMS:

Email:	annadams3@gmail.com
Phone:	(480) 323-5198
Address:	10695 E Running Deer Trail, Scottsdale 85262
Example: 3939 N. Drinkwater Blvd, Scottsdale 85251	

From: Transportation Commission <TransportationCommission@scottsdaleaz.gov>

Sent: Wednesday, February 17, 2021 6:57 AM

To: Cookson, Frances <FCookson@Scottsdaleaz.gov>

Subject: Transportation Commission Public Comment (response #192)

Transportation Commission Public Comment (response #192)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Transportation Commission Public Comment
URL:	https://www.scottsdaleaz.gov/boards/transportation-commission/public-comment
Submission Time/Date:	2/17/2021 6:55:40 AM

Survey Response

COMMENT	
Comment:	To All, It is my understanding that the commission will discuss the current issues regarding the Dynamite traffic flows and safety concerns on February 18th. Being a resident of Pinnacle Canyon for nearly 9 years we have witnessed a significant increase in East - West traffic on Dynamite. While growth is certainly essential to our community along with that comes infrastructure issues. One of the consistent conversations of the neighborhood is how difficult and dangerous it is to exit our community from 103 and 108th gates particularly going to the West. There used to be speed radar detectors which have been removed in the last couple years which helped

	<p>but let me assure you NO One is driving the speed limit in either direction which is posted at 50. I see cars, trucks, semis etc all exceeding the limits and some are going over 65-70 mph. By the time they even stop at Alma School and Dynamite signals (if needed) they are up to full speed before they reach the 108 or 103rd crossings. Looking Back to the East is almost "blind " in that vehicles are coming off the crest of a hill and trees and other landscaping block much of the view until they are almost at the intersection. Invariably you then have to sit in the middle of the intersection and wait to get a clear access to turn West. I can assure you it is not "IF" a major accident or fatality occurs but "WHEN". It simply is not safe. What a lot of residents have had to do in order to keep from risking getting broadsided is go East to Alma School to avoid the risk. It certainly is more miles and inconvenient for this route however and leads to more traffic on Happy Valley as a result. The roundabouts that were constructed to the East by Scottsdale National have significantly reduced speed which of course is the purpose but yet let traffic flow in an orderly manner. Many of our resident will not write the Commission regarding this safety concern but it is a "universal" concern for our neighborhood. I appreciate your consideration to rectify this safety concern. Sincerely Marvin Hachmeister. Pinnacle Canyon Resident.</p>
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Comments are limited to 8,000 characters and may be cut and pasted from another source.

PLEASE PROVIDE YOUR NAME:

First & Last Name:	Marvin Hachmeister
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AND ONE OR MORE OF THE FOLLOWING ITEMS:

Email:	marv@thehachmeisters.com
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Phone:	(816) 730-9446
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Address:	10632 E. Blue Sky Dr, Scottsdale 85262
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Example: 3939 N. Drinkwater Blvd, Scottsdale 85251

Transportation Commission Public Comment (response #194)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Transportation Commission Public Comment
URL:	https://www.scottsdaleaz.gov/boards/transportation-commission/public-comment
Submission Time/Date:	2/17/2021 10:27:33 AM

Survey Response

COMMENT	
Comment:	<p>My name is Scott Trommer. My home is located at 10965 E. Dale Lane. We are three lots north of the intersection of Dynamite and Alma School. We purchased this home in August of 2015. My comments are directed to the ever increasing and unacceptable traffic noise transiting east and west on Dynamite and especially at the intersection of Dynamite and Alms School. Since we bought our home, the noise level and occurrence thereof has grown exponentially. The worst of it is weekdays from 0530-1130 and then 1430-1900. Friday afternoons through the weekend has motorcycle traffic constantly. The intersection has also become popular for Friday and Saturday night drag racing. The "entrants" gather at the Shell gas station and then enter Dynamite for the "competition". While 50 MPH is the posted limit on Dynamite, it is nothing more than a sign. The most obedient average 60, while others go far above it. The intersection is a major issue for noise generation. The high rate acceleration from a stop to desired speed (50mph-75mph) is like a freeway entrance. There is no steady transition. It is many times a full on, high tach shift through 4-5 gears. The noise that is most irritating stems from exhaust and engines more than dynamic parasitical drag quotient or tire noise. Many, many of the vehicles that transit the area have after market exhaust systems that exaggerate and amplify the noise. Add heavy trucks that engine brake and motorcycles with straight pipe exhaust and the noise level is extreme. We have double pane</p>

windows and the noise heard inside our home can be obnoxious. When outside in our backyard, it is quality of life destructive. While we are not considering selling our home at this time, we wouldn't have bought it under the current climate of traffic noise. Neighbors closest to Dynamite are having difficulty selling their home and the only alternative is lowering the price which effects all. SOLUTION: After studying other areas that have successfully enacted traffic noise mitigation, I believe the following would address the issue at this location. 1. Reduce the speed limit to 35 mph 1/2-1 mile east and west of Dynamite/Alma School. 2. Construct permanent photo/speed control east and west of the intersection to enforce the reduced speed. Otherwise, like the post 50 mph limit, it will be ignored. 3. Install and roundabout at the intersection of Dynamite/Alma School. This would negate the acceleration issue and keep traffic moving. It would also reduce the light pollution of the traffic signals. On another note, traffic traveling from Dynamite/Alma School to/from the Brown Mountain preserve is also increasing. The 35 mph speed limit is also considered "advisory" by too many. For this stretch, I suggest initially installing a solar powered digital speed indicator similar to the one entering Cave Creek from Carefree. It is red if over the speed limit and turns green when at/under the limit. It appears to be effective. They also post a decibel limit sign as well. Speed/noise mitigation is found everywhere in the valley. We need it here and need it now. Home values are and will continue to be negatively impacted by this issue. It can be resolved. Even the temporary photo/speed van had an impact when place just west of the intersection. It was slight, but noticeable. While the recorded impact of speeders was small, it was due to the warning signs of the device prior to entering the recording zone. Even speeders want to avoid a ticket! Thank you in advance for for considering my thoughts and hopefully enacting a solution. I offer my residence for anyone that would like to gauge the noise level first hand. It is eye opening to say the least. Most sincerely, Scott Trommer

Comments are limited to 8,000 characters and may be cut and pasted from another source.

PLEASE PROVIDE YOUR NAME:	
First & Last Name:	Scott Trommer
AND ONE OR MORE OF THE FOLLOWING ITEMS:	
Email:	trommer@aol.com
Phone:	(925) 984-3714
Address:	10965 E. Dale Lane
Example: 3939 N. Drinkwater Blvd, Scottsdale 85251	

Transportation Commission Public Comment (response #195)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Transportation Commission Public Comment
URL:	https://www.scottsdaleaz.gov/boards/transportation-commission/public-comment
Submission Time/Date:	2/18/2021 10:05:32 AM

Survey Response

COMMENT	
Comment:	<p>Howard S Baer 10260 E White Feather Lane Unit 1041 Scottsdale AZ 85262 Scottsdale Transportation Committee Commissioners I am a resident of The Ridge at Troon North, which is part of the larger Troon North Community. My residence is located just off 103rd at the entrance to the Troon North Golf Club. I have owned my condo since 2016 and my wife and I are full time legal residents of Arizona. I would like to comment on the traffic situation on Dynamite Blvd. The current situation, particularly at the intersection of 103rd and Dynamite is a major accident waiting to happen. The traffic coming from the east on Dynamite does not allow a safe left hand out of the development onto Dynamite. The speeds far exceed the posted limits. An additional concern is the lack of a right-hand</p>

	<p>turn bay off Dynamite coming from the East and turning into Troon North. It is an extremely scary situation trying to slow down to make a safe turn when there are vehicles behind you traveling at speed. I have personally been involved in several near misses when the driver behind me was not slowing down despite me having my turn signal on. I understand that the turn bay has been approved but has not yet been funded or scheduled for construction. Please note that the cost of a single life and the ensuing legal problems will far exceed any possible rationale for allow this dangerous situation to continue to exist. I further support the ongoing efforts by the Troon North Association to address the Dynamite Blvd. situation as regards the current terrible situation regarding congestion, speed, and noise. I may be reached at (703) 994-8524 if any clarification of my comments is needed. Regards, Howard S Baer, Colonel USAF (Ret) Scottsdale Arizona</p>
<p>Comments are limited to 8,000 characters and may be cut and pasted from another source.</p>	
<p>PLEASE PROVIDE YOUR NAME:</p>	
<p>First & Last Name:</p>	<p>Howard Baer</p>
<p>AND ONE OR MORE OF THE FOLLOWING ITEMS:</p>	
<p>Email:</p>	<p>baer1041@cox.net</p>
<p>Phone:</p>	<p>(703) 994-8524</p>
<p>Address:</p>	<p>10260 E White Feather Ln #1041</p>
<p>Example: 3939 N. Drinkwater Blvd, Scottsdale 85251</p>	

Transportation Commission Public Comment (response #196)

Survey Information

<p>Site:</p>	<p>ScottsdaleAZ.gov</p>
<p>Page Title:</p>	<p>Transportation Commission Public Comment</p>

URL:	https://www.scottsdaleaz.gov/boards/transportation-commission/public-comment
Submission Time/Date:	2/18/2021 1:52:42 PM

Survey Response

COMMENT	
Comment:	<p>I am writing to introduce myself and ask that this be added to the agenda the board can address in a future meeting. I have several pictures and concerns that I want to send to the board for review and consideration regarding the impact this project will have on our community and the communities to the south of Pinnacle Peak Reserve including Talara, Los Portones and La Vista. We are attempting to contact the transportation commission in regards to the proposed building of a bridge over Rawhide Wash and the extension of Miller Rd between Park View Lane (south of Happy Valley Rd.) and Mariposa Grande Rd. (north of Pinnacle Peak Rd.) This will have a huge impact on our communities directly adjacent to the project. My family and I have lived Pinnacle Peak Reserve for 23-years, and I am a 57 year resident of Scottsdale. We object to the road extension and bridge construction over Rawhide Wash. Presently Miller Rd. runs through the center of Pinnacle Peak Reserve with no more then 9ft. set backs between the road and the back of the property lot lines of the homes backing up to Miller Rd. the proposed 35,000 cars per day will have a huge impact on our community, the safety of pedestrians and home owners, noise, crime, property values, and a huge increase in traffic through our community. We are requesting the project be terminated. If this is not possible, the homeowners in Pinnacle Peak Reserve would prefer the road be ran through Rawhide Wash from Mariposa Grande to Happy Valley Rd., between Pinnacle Reserve East and Santa Catalina Estates, and not through the center of our community. Several emails to follow in the coming days. Thank you for your consideration.</p>

Comments are limited to 8,000 characters and may be cut and pasted from another source.

PLEASE PROVIDE YOUR NAME:

First & Last Name:	Dan and Lori Lundberg
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AND ONE OR MORE OF THE FOLLOWING ITEMS:

Email:	DL@Centurylink.net
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Phone:	(602) 618-8155
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Address:	7545 E Alameda Rd
----------	-------------------

Example: 3939 N. Drinkwater Blvd, Scottsdale 85251

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Brad Lundahl, Government Relations Director
Subject: Transportation Concerns at a Legislature Level
Meeting Date: February 18, 2021

Action: Presentation and Discussion

Purpose:

As of February 10, 2021, 1,707 bills have been introduced to the Arizona State Legislature and 18 have passed the House and Senate and are on Governor Ducey's desk for consideration. The City of Scottsdale is currently tracking 121 bills. Dozens of bills with a nexus to transportation have been introduced; however, the list of bills below may be of most interest to the Transportation Commission.

Background:

SB 1650 – Transportation Tax; Election; Gas Tax – Would enact numerous changes in statutes related to transportation:

- Raise the motor fuel and use fuel tax rates (fuel tax) of 18 cents per gallon, by 1 cent annually, beginning January 1, 2022 and ending after December 31, 2045.
- Beginning July 2, 2022, the fuel tax rates would be required to be adjusted annually to reflect the average annual change in the consumer price index published by the U.S. Department of Labor, Bureau of Labor Statistics.
- Each fiscal year, DOT would be required to allocate 40 percent of the revenues received from fuel taxes to counties with a population of at least 3 million persons (Maricopa County) and municipalities within those counties, and 60 percent of the revenues to counties with a population of less than 3 million persons and municipalities within those counties.
- Would impose a tax on vehicles that access a street or highway, which are powered only by alternative fuel, or a combination of alternative fuel and other fuels:
 - \$500 per year if propelled only by alternative fuel
 - \$300 per year if propelled by a combination of alternative fuel and other fuels
- If approved by a majority of the qualified electors at an election held November 8, 2022, beginning January 1, 2026, a county with a population of 3 million or more persons (Maricopa County) is required to levy a county transportation excise tax at a rate of up to 15 percent of the transaction privilege tax (TPT) rate that applies as of January 1, 2024 to each person engaging in a business subject to TPT. The tax would be in effect for a term of 20 years. Net revenues from the tax must be distributed as follows:
 - 56.2 percent to the Regional Area Road Fund for freeways
 - 10.5 percent to the Regional Area Road Fund for major arterial streets and intersection improvements

- 33.3 percent to the Public Transportation Fund for specified bus and rail expenses.
- The termination date of a county regional planning agency transportation policy committee would extend 20 years to July 1, 2044.
- Due to a potential increase in state revenue, this legislation requires the affirmative vote of at least 2/3 of the members of each house of the Legislature for passage and becomes effective on signature of the Governor.

Status: *Introduced by Senator David Livingston and is scheduled to be heard in the Transportation & Technology committee on February 15th.*

SB 1720 – Peer-to-Peer Car Sharing – Would establish a new chapter in Title 28 (Transportation) regulating "peer-to-peer car sharing," defined as the authorized use of a shared vehicle by an individual other than the shared vehicle owner through a "peer-to-peer car sharing program" (defined).

- A peer-to-peer car sharing program would be required to assume the liability of a shared vehicle owner for bodily injury or property damage that occurs to a third party during the car sharing period.
- A peer-to-peer car sharing program would be required to ensure that during each car sharing period the shared vehicle owner and the shared vehicle driver are insured under a motor vehicle liability insurance policy.
- Would establish authorized motor vehicle liability insurer exclusions relating to peer-to-peer car sharing.
- Would establish various requirements for peer-to-peer car sharing programs.
- A shared vehicle transaction would be subject to transaction privilege taxes but would not be subject to the rental vehicle surcharge.
- A peer-to-peer car sharing program would be required to register with the Department of Revenue (DOR) to address their requirements.

Status: *Introduced by Senator Karen Fann and is assigned to Finance and Rules committees.*

HB 2436 – Motor Fuel Taxes; Inflation Adjustment – Beginning July 1, 2022, the motor fuel and use fuel tax rates of 18 cents per gallon would be required to be adjusted annually to reflect the average annual change in the consumer price index published by the U.S. Department of Labor, Bureau of Labor Statistics.

Status: *Introduced by Representative Frank Carroll and was heard in the Transportation committee on February 10th.*

HB 2437 – Fuel; Electric Cars; Hybrids; Taxes – Would impose a tax on a vehicle that accesses a street or highway and that is propelled by electricity of:

- \$111 per year for FY2021-22
- \$139 per year for FY2022-23
- \$166 per year for FY2023-24

Would impose a tax on a vehicle that accesses a street or highway and that is propelled by a combination of electricity and other fuels of:

- \$45 per year for FY2021-22

- \$56 per year for FY2022-23
- \$67 per year for FY2023-24

For FY2023-24 and each year after, each of these rates would be adjusted annually.

Status: *Introduced by Representative Frank Carroll and was heard in the Transportation committee on February 10th.*

HB 2769 – Transportation Funding Task Force – Would establish a 9-member Transportation Funding Task Force to study transportation funding options. The Task Force would be required to submit a report of its activities and recommendations to the Governor and the Legislature by December 15, 2021, and self-repeals October 1, 2022.

Status: *Introduced by Representative Richard Andrade and has been assigned to the Transportation and Rules committees.*

AUTONOMOUS VEHICLES

HB 2007 – Autonomous Vehicles; Safety Features; Prohibitions – A person would be prohibited from "installing or using a defeat device" (defined) to interfere with or disable a safety feature of a vehicle equipped with specified levels of driving automation that is designed to ensure that a human driver is alert and attentive while driving automation features were engaged. Some exceptions.

Status: *Introduced by Representative John Kavanagh and has been assigned to the Transportation and Rules committees.*

HB 2083 – Safety Features; Autonomous Vehicles; Prohibitions – A person would be prohibited from "installing or using a defeat device" (defined) to interfere with or disable a safety feature of a vehicle equipped with specified levels of driving automation that is designed to ensure that a human driver is alert and attentive while driving automation features were engaged. Some exceptions.

Status: *Introduced by Representative John Kavanagh HB 2083 passed the House and was transmitted to the Senate on February 10th.*

HB 2476 – Autonomous Vehicles; ADOT Director's Duties – The Director of the Department of Transportation would be required to develop standards for testing the operation of "autonomous vehicles" (defined) in Arizona, including a statewide training curriculum for operators of and passengers in autonomous vehicles and for emergency personnel's response to an autonomous vehicle emergency.

Status: *Introduced by Representative Richard Andrade and has been assigned to the Transportation, Commerce and Rules committees.*

HB 2813 – Autonomous Vehicles – Would establish a new chapter in Title 28 (Transportation) regulating autonomous vehicles. Except as otherwise provided, the operation of autonomous vehicles with or without a human driver would be subject to all applicable federal and state laws. A person would be allowed to operate an autonomous vehicle with the automated driving

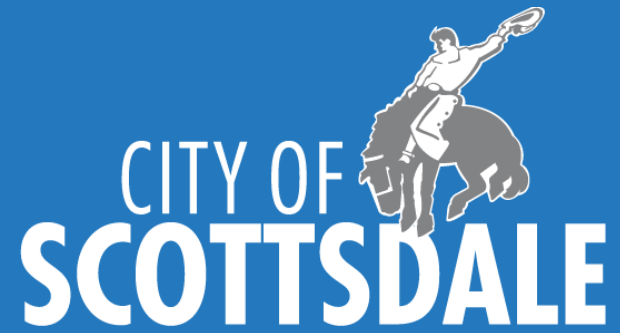
system engaged on public roads in Arizona with a licensed human driver who is able to resume part or all of the dynamic driving task or respond to a request to intervene. A fully autonomous vehicle would be authorized to operate on public roads without a human driver only if a person submits both a law enforcement interaction plan to the Arizona Department of Transportation (ADOT) and the Department of Public Safety (DPS) that is consistent with and addresses all of the elements in the law enforcement protocol that was issued by DPS in 2018, and a written statement to ADOT acknowledging that a list of specified requirements for the equipment and functioning of the fully autonomous vehicle are met.

Status: *Introduced by Representative Jeff Weninger and has been assigned to the Commerce and Rules committees.*

Next Steps:

Staff can provide periodic updates to the Commission regarding the progress of these transportation bills as well as other pertinent information, as it is available.

Staff Contact: Brad Lundahl, 480-312-2683, blundahl@scottsdaleaz.gov



2021 Transportation Concerns at a Legislative Level

**Transportation Commission Meeting
February 18, 2021**

Governor/Senate Budget; Transportation

The Executive FY 22 Budget includes \$3.3 million for ongoing maintenance of the new lane-miles, which will include roadside and shoulder maintenance, landscaping, and surface treatments.

The Senate plan proposes \$200 million for soon-to-be identified highway projects.

Transportation Bills of Interest

SB 1650 Transportation Tax; Election; Gas Tax

- Proposes to raise gas tax, new fees on electric and alt fuel vehicles
 - .01 gas tax increase annually until 2045 w/ CPI index
- Requires 2022 Maricopa County vote to extend regional sales tax:
 - 56.2 % to freeways
 - 10.5 % to major arterial streets and intersection improvements
 - 33.3 % to public transportation specified bus and rail expenses
- Establishes county transportation planning assistant
- Proposes five interstate highway construction projects
- 14/15 counties

Transportation Bills of Interest

HB 2813 – Autonomous Vehicles – Establishes new statewide regulations for operation of autonomous vehicles.

SB 1720 – Peer to Peer Car Sharing - Establishes regulations for “peer-to-peer car sharing”

Transportation Bills of Interest

HB 2006 – Speed Limits; Roadway Turn Off – Prohibits driving a “motor vehicle” at such a slow speed as to impede the movement of traffic. "Vehicle" would specifically include electric bicycles, electric miniature scooters, electric standup scooters, devices moved by human power, and personal mobile cargo carrying devices.

Proposition 400 Extension

- MAG took the lead on Prop 300, Prop 400 and is working on Prop 500?
- The role of MAG, the Legislature, and the Board of Supervisors.
- Developing the next regional transportation plan.

Questions?

TENTATIVE FUTURE AGENDA ITEMS

Rev.2-12-2021

TRANSPORTATION COMMISSION

MEETING DATE: Mar 18, 2021

REPORTS/PRESENTATIONS DUE MAR 12

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes February 18, 2021
- **1-GP-2021: Draft Scottsdale General Plan 2035** **Information/Discussion and Possible Action**
Planning staff will present and discuss case 1-GP-2021 draft Scottsdale General Plan 2035 – Adam Yaron, Principal Planner and Taylor Reynolds, Project Coordination Liaison
- **Neighborhood Traffic Management Policy Update** **Action**
Update revised policy – Sam Taylor, Traffic Engineer
- **Other Transportation Projects and Programs Status** **Information**
Status of projects and programs – Mark Melnychenko, Transportation & Streets Director
- **Commission Identification of Future Agenda Items** **Discussion**
Commissioners may identify items or topics of interest for future Commission meetings

MEETING DATE: April 15, 2021

REPORTS/PRESENTATIONS DUE APR 9

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes March 18, 2021
- **Miller Road Bridge Flood Control Project** **Presentation and Discussion**
Update on the Miller Road Bridge Flood Control Project – Jeremy Richter, Project Manager
- **Other Transportation Projects and Programs Status** **Information**
Status of projects and programs – Mark Melnychenko, Transportation & Streets Director
- **Commission Identification of Future Agenda Items** **Discussion**
Commissioners may identify items or topics of interest for future Commission meetings

FUTURE ITEMS:

- **Impact on Parking** **Presentation and Discussion**
Latest parking study, Walter Brodzinski, Right-Way Supervisor
- **November 2018 Sales Tax Projects** **Presentation and Discussion**
Status of Projects funded by November 2018 Additional Sales Tax
- **MAG Overview** **Presentation and Discussion**
A MAG representative to give a presentation on their programs and relationship with Scottsdale
- **McCormick-Stillman Underpass** **Presentation and Discussion**
Update on McCormick-Stillman Underpass
- **Assist Business' during CIP Construction** **Presentation and Discussion**
Discussion on working with local business' during Capital Improvement Projects
- **Urban Air Mobility** **Presentation and Discussion**
Discuss Urban Air Mobility as Mode of Transportation
- **Smart City** **Presentation and Discussion**
Discussion on the City's participation in Smart City applications.
- **Neighborhood Traffic Management Policy Update** **Presentation and Discussion**
Revised policy for Commission to review.
- **Pedestrian Crossing Policy** **Action**
Draft policy for Commission review.
- **Median Opening Analysis** **Presentation and Discussion**
Reviewing data for "pork Chop" median openings compared to standard median openings.
- **New Project Development** **Presentation and Discussion**
Project development and how it ties in with Transportation
- **Vacant Land** **Presentation and Discussion**

Impact on areas and traffic with new buildings created

- **Study and Results from Truck Platooning**Presentation and Discussion
Update on Study and Results from Truck Platooning
- **Sidewalk Conditions**.....Presentation and Discussion
Update condition of sidewalks within the city
- **Electric Car Movement**.....Presentation and Discussion
Presentation on electric car movement – Hong Huo
- **Shea and 124th Street Underpass**Presentation and Discussion
Update on underpass – Meinhart or Kercher
- **Trolley usage**.....Presentation and Discussion
Update on trolley usage – Ratna Korepella
- **General Plan Update**.....Presentation and Discussion
Update on general plan – Erin Perreault
- **Bus Ridership and the Transit System**.....Presentation and Discussion
Update on bus ridership and the Transit System – Ratna Korepella
- **Transportation Action Plan** Action
Presentation of the Transportation Action Plan recommendations - presented by David Meinhart
- **Transit System Evaluation Recommendations**..... Action
Presentation of the Transit Plan Evaluation Recommendations
- **Old Town Bikeway Plan** Action
Presentation of the Old Town Bikeway Plan recommendations
- **Bicycle and Related Devices Ordinance** Action
Presentation of the amended Bicycle and Related Devices Ordinance
- **70th Street Bikeway Plan**..... Action
Presentation of the 70th Street Plan recommendations
- **Clever Devices Application on buses**Presentation and Discussion
Discussion of the status of the Clever Devices application that will provide computer aided dispatch a vehicle locator system

PATHS & TRAILS SUBCOMMITTEE

MEETING DATE: April, 6 2021

REPORTS DUE March 30, 2021

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes of February 2, 2021
- **Other Transportation Projects and Programs Status**..... **Information**
Status of projects and programs –
- **Subcommittee Identification of Future Agenda Items**..... **Discussion**
Subcommittee members may identify items or topics of interest for future Subcommittee meetings
Planner

MEETING DATE: June, 1 2021

REPORTS DUE May 24, 2021

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes of February 2, 2021
- **Other Transportation Projects and Programs Status**..... **Information**
Status of projects and programs –
- **Subcommittee Identification of Future Agenda Items**..... **Discussion**
Subcommittee members may identify items or topics of interest for future Subcommittee meetings
Planner

FUTURE ITEMS:

- **Bicycle Education Program** **Presentation and Discussion**
Update on Laws and Education – Susan Conklu, Senior Transportation Planner
- **Bike Month Recap**..... **Presentation and Discussion**
Information on Bike Month – Susan Conklu, Senior Transportation Planner
- **Scooters** **Presentation and Discussion**
Update on Scooter Regulation – Susan Conklu, Senior Transportation Planner
- **Wayfinding**..... **Presentation and Discussion**
Update on Wayfinding – Susan Conklu, Senior Transportation Planner
- **Vision Zero**..... **Presentation and Discussion**
Information on Vision Zero (Tempe) – Susan Conklu, Senior Transportation Planner
- **Equestrian Connectivity** **Presentation and Discussion**
Panel – Susan Conklu, Senior Transportation Planner
- **Access to Indian Bend Wash** **Presentation and Discussion**
Better access and how the Parks Dept. can assist. – Susan Conklu, Senior Transportation Planner
- **Path and Trail Gap Analysis** **Presentation and Discussion**
Information on gaps in the citywide path and trails network – Greg Davies, Senior Transportation Planner