



APPROVED
SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
SPECIAL MEETING**

Wednesday, August 4, 2021

Meeting Held Electronically and Remotely

1. CALL TO ORDER

Chair Iacovo called the regular meeting of the Scottsdale Transportation Commission to order at 4:00 p.m.

2. ROLL CALL

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

ABSENT: Andy Yates

STAFF: Mark Melnychenko, Transportation & Streets Director
Susan Conklu, Senior Transportation Planner
Dave Meinhart, Transportation Planning Manager
Greg Davies, Senior Transportation Planner
Ratna Korepella, Transit Manager
Dan Worth, Executive Director Public Works

3. PUBLIC COMMENT

No comments were submitted.

4. APPROVAL OF MINUTES

VICE CHAIR ANDERSON MOVED TO APPROVE THE SPECIAL MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON JULY 8, 2021 AS PRESENTED. COMMISSIONER LALL SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER AND POCHOWSKI VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

5. IMPLEMENTATION PLAN

Dave Meinhart, Transportation Planning Manager, reviewed the first draft of the Implementation Plan. Revenue sources and amounts were reviewed, including: State Highway User Revenue Fund (HURF), 0.2 percent Transportation Sales Tax, Proposition 400 0.5 percent Regional Transportation Sales Tax, 0.1 percent Transportation Sales Tax, federal grants and Local Transportation Assistance Fund (LTAF). Funding recipient City programs were discussed according to funding source.

In response to a Commissioner question, Mr. Meinhart clarified that the forecast from the Budget Office is for a 3 percent average annual growth in the 0.2 percent sales tax revenues. To the contrary, there is limited growth in the current forecast for HURF tax, largely because vehicles are becoming more fuel efficient.

Chair referred to the Proposition 0.5 sales tax funding the super grid transit rounds of \$43.7 million through fiscal year 2026 and asked how this equates to the expiration of the sales tax in December 2025. Mr. Meinhart said this is Valley Metro's forecast for the distribution of funds through the end of fiscal year 2025. Fiscal year 2026 is only half a year. The \$43.7 million is for 4.5 fiscal years.

Mr. Meinhart reviewed investment priorities:

- Preserve/maintain/optimize existing infrastructure
- Meet Americans with Disabilities Act, air quality, water quality and other regulatory requirements
- Enhance safety and test new concepts/technology
- Provide transit service with minimum 30-minute frequency
- Develop capital projects with funding from outside sources
- Develop capital projects that are funded only by the City and prioritize nonmotorized access

Factors to assist in prioritizing specific CIP projects were discussed. Mr. Meinhart addressed the potential Proposition 400 extension. MAG is developing a new Regional Transportation Plan, having identified a five-year phase list of potential projects. This includes ten arterials within Scottsdale and five on shared borders. Also included is 3.5 miles of bus rapid transit on Scottsdale Road. Arterial projects will have a 30 percent local match. MAG would like to have a county-wide vote on the extension in November of 2022. The proposal is to continue at the 0.5 percent sales tax level.

Chair referred to priority four in the implementation program. There is a list of items that the Commission recommends for changes/modifications. One of the suggestions was to change the

following wording, “Provide transit service with *minimum* 30 minute frequency,” to “Provide transit service with *maximum* 30 minute frequency.” Mr. Meinhart stated that both wording choices are trying to express the goal of providing service no less often than 30 minutes.

6. DRAFT PLAN REVIEW

Mr. Meinhart provided a brief review of the historical meeting timeline:

- January 2021: General Plan coordination/focus areas/work plan
- March 2021: Early concepts and potential changes from 2016 Transportation Master Plan
- May 2021: Recommended changes to street, bikeway and trail networks
- June 2021: Transit and pedestrian network concepts and proposed changes
- July 2021: System preservation/maintenance and goals/policies/ performance measures

Additional roadway segments were identified for potential classification adjustment, including McDowell Mountain Ranch Road 105th Street to Bell Road, and 64th Street, Jomax to Dynamite Boulevard. Also in the works is the development of specific guidelines for right-of-way widths on different roadway corridors. There are also considerations for scenic corridor guidelines.

Chair asked whether the City has acquired the right-of-way on any of the street classifications that are being reduced from a minor arterial to minor collector. Mr. Meinhart stated that in many cases, either acquisition for a roadway improvement project or through a dedication, the City does already have the right-of-way.

Vice Chair asked if there is consideration to return right-of-way to the homeowners or developer when a street goes from a minor arterial to a minor collector, for example. Mr. Meinhart stated that the recommendation is to maintain control of the right-of-way. Chair agreed with the City’s approach in retaining right-of-way.

Commissioner commented on the need to clarify some terms, such as truck routes and shared use paths. Mr. Meinhart said staff will work with public communications to develop a glossary.

Vice Chair referred to the location north of Indian Bend up to Frank Lloyd Wright Boulevard and noted that it does not fall within planned communities, or central or northern Scottsdale, nor is it identified as a character area. Mr. Meinhart said it is not the intent to exclude this area; staff will take a look at this.

Ratna Korepella, Transit Manager, reviewed the Transit Element portion, noting that staff took feedback from the last meeting to make the following modifications:

- Importance of ensuring that transit is getting users to their destination, confirmed via surveys or data
- Redefining intervals as 30 minutes or less, rather than at a minimum frequency of service.
- Special consideration to emerging technologies and infrastructure that add speed and convenience and help build ridership
- Bus stop maintenance is now undertaken by a private contractor, and no longer done by City staff. As a result, eliminate the following language as a future recommendation: *“Outsource bus stop maintenance to a contractor to help address our expanding system,*

growing homeless concerns and other issues such as a lack of weekend and after hour services.”

- To coincide with the Complete Streets Policy and the focus on livable streets/community, the following recommended has been added: *“Work in tandem with Complete Streets efforts to accommodate all users of the street and make strong ties to the active transportation system.”*

Chair referred to the slide reference, “Special consideration to emerging technologies and infrastructure that add speed and convenience and help build ridership,” which corresponds to her notes indicating, “To add to the transit recommendations for mid or long-term technology incorporation,” noting that it was suggested that there be possible discussion regarding microtransit. Ms. Korepella acknowledged the reference to microtransit at the last meeting, adding that transit signal priority can be another element. Mark Melnychenko, Transportation & Streets Director, stated that in planning sessions with Public Transit staff, they were discussing emerging technologies, such as the potential BRT route on Scottsdale Road. There is the possibility of signal priority and other improvements for BRT.

Mr. Meinhart addressed the Bikeway element, which includes additional routes into the proposed neighborhood bikeway network. Corridors were developed via the Old Town Bike Master Plan. There were no recent changes to the Trails element or the Pedestrian element.

Mr. Meinhart stated that based on feedback from the Commission at this meeting, staff will make additional changes to the draft plan. After that will commence a more formalized electronic public outreach process. The feedback will be reviewed with the Commission to determine whether it needs to be incorporated into an updated version of the plan in September.

Commissioner asked whether staff has discussed incorporating anything related to business continuity or disaster recovery and how it would relate back to the General Plan for transportation. Mr. Meinhart stated that they have not incorporated this into a plan. The operating budget has funding to help with emergency operations. Disaster exit routes out of the City are coordinated through Public Safety and potentially Risk Management.

Commissioner asked what would happen if the electrical system went down. Mr. Meinhart said that the transportation system would have challenges with its signals, however, decisions would go through Public Safety. The City also coordinates with ADOT on freeway-related issues. Commissioner commented that it would be good to take a proactive approach in terms of these types of conversations.

Vice Chair Anderson asked about the possibility of identifying proposed right-of-way widths for major arterials, which are not shown on the cross-section. Mr. Meinhart said that the standard right-of-way widths are shown in the Design Standards and Policies Manual (DSPM).

Commissioner inquired as to data to support express bus expansion. Ms. Korepella stated that currently, the City has only one express route, Route 514, which connects downtown Phoenix to Mustang Transit Center and continuing into Fountain Hills. The section between Mustang Transit Center and Fountain Hills will be discontinued effective October of 2021. That section is not performing well from a ridership perspective. It would be helpful for Scottsdale to have good express service to carry commuters to downtown Phoenix.

Commissioner discussed an article regarding the potential of having a transit center near Highway 101 between Scottsdale and Hayden, however no such center is contained in the presentation

document. Ms. Korepella stated that there is no connector in that area and that the transit center at Shea and 90th Street is the largest connector at this time. Mr. Meinhart provided historical background. When the City was notified that it would receive funding through recovery program in the 2000's, the first locations for consideration were along the 101 Freeway. However, it was determined to be infeasible based on the price of the land and lack of interest from the Arizona State Land Department, which owned the land at the time. Mr. Melnychenko stated that a main objective is to utilize existing facilities to the highest extent. At this time, Thunderbird is not well-used. With other route connections and possibly future commuter service, the passenger connection facilities will be used to a greater degree. There is a higher transit need in the southern portion of the City, however there is still focus on growing portions of the transit system to the north.

Mr. Meinhart addressed the bikeway element, noting that staff received feedback from the Paths & Trails Subcommittee at its most recent meeting. The input was in regard to the Indian Bend Road Corridor path between Scottsdale and Hayden. There has been a wide sidewalk, which is considered a side path constructed on the north side of Indian Bend Road for a quarter mile to the east of Hayden Road. The suggestion was to show a planned path connecting the rest of the way east over to Pima Road and this will be added to the plan. There was also discussion regarding the proposed removal of a path along the west side of the Freeway Corridor from Shea Boulevard going up to the Airpark area to Scottsdale Road. It is still proposed that this not be included, due to significant feasibility and cost challenges. It was discussed with the Subcommittee that if financial conditions change this could be reconsidered.

Mr. Meinhart said there were no adjustments to the trail element and no specific comments or changes proposed by the Paths & Trails Subcommittee. Greg Davies, Senior Transportation Planner, added that there have been minor changes to the network, including the addition of five miles of network between Jomax and Dixileta and Scottsdale Road to Pima.

In response to a Commissioner question, Mr. Meinhart stated that staff is working on a citizen questionnaire. In addition, the draft elements will be available on the City's website for comments. Public comment dates were reviewed.

Mr. Meinhart addressed the Pedestrian element, noting that staff had updated the goals and policies to incorporate feedback from the Commission. The remaining details remain the same. Chair commented about previous discussions to add or enhance language that would encourage neighborhoods and homeowners to keep pedestrian improvements in mind when making improvements to their homes in terms of building a sense of community. Mr. Meinhart directed the Commission to this language, which is captured in Goal 2. There was discussion regarding the placement and amount of shade trees along sidewalks. Commissioner suggested incorporating more shade trees at bus shelters.

7. TRANSPORTATION COMMISSION SPECIAL MEETING SCHEDULE

It was discussed that the upcoming special meeting on September 9th could be cancelled and that the second draft plan review could occur at the regular meeting on September 16th. There was consensus to proceed with canceling the September 9th meeting.

There was discussion regarding the potential for Commissioners to provide comments on the public comment site as well as to review the public comments of others in preparation for the next Transportation Commission meeting on September 16th. Ms. Conklu noted that this topic of

discussion is not listed as an agenda item for formal vote. It was noted that Commission comments to the site are received as a Scottsdale citizen comment and not particularly as a Commission member comment; comments to the website are seen by City staff only and not the public at large. The upcoming meeting and plan outline were reviewed.

8. ADJOURNMENT

With no further business to discuss, being duly moved by Vice Chair Anderson and seconded by Commissioner Pochowski, the meeting adjourned at 6:15 p.m.

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

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>**