



APPROVED

SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

**Thursday, February 15, 2024
Kiva-City Hall
3939 N. Drinkwater Boulevard
Scottsdale, Arizona 85251**

CALL TO ORDER

Chair Lall called the regular meeting of the Scottsdale Transportation Commission to order at 5:17 p.m.

ROLL CALL

PRESENT: B. Kent Lall, Chair
Mary Ann Miller, Vice-Chair
Lee Kauftheil
Robert Marmon
Mailen Pankiewicz (telephonic)
Kerry Wilcoxon

ABSENT: Emmie Cardella

STAFF: Cristina Lenko, Transportation & Streets Public Information Officer
Aaron Bolin, Scottsdale Police Department
Nathan Domme, Senior Transportation Planner
Susan Conklu, Senior Transportation Planner
Mark Melnychenko, Transportation & Streets Director
Greg Davies, Senior Transportation Planner
Kyle Lofgren, Office Manager
Ratna Korepella, Transit Manager

PUBLIC COMMENT

There were no spoken comments. Four written comments were included in the agenda packet.

1. APPROVAL OF MINUTES

Chair Lall called for approval of the minutes.

COMMISSIONER WILCOXON MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON JANUARY 18, 2024, AS PRESENTED. VICE-CHAIR MILLER SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR LALL, VICE-CHAIR MILLER, AND COMMISSIONERS KAUFTHEIL, MARMON, PANKIEWICZ, AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

2. NEW PATHS AND TRAILS SUBCOMMITTEE CHAIR

CHAIR LALL MOVED TO APPOINT COMMISSIONER KAUFTHEIL AS THE NEW CHAIR OF THE PATHS AND TRAILS SUBCOMMITTEE. VICE-CHAIR MILLER SECONDED THE MOTION, WHICH CARRIED 6-0, WITH CHAIR LALL, VICE-CHAIR MILLER, AND COMMISSIONERS KAUFTHEIL, MARMON, PANKIEWICZ, AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

COMMISSIONER MARMON MOVED TO APPOINT COMMISSIONER WILCOXON TO THE PATHS AND TRAILS SUBCOMMITTEE. VICE-CHAIR MILLER SECONDED THE MOTION, WHICH CARRIED 6-0, WITH CHAIR LALL, VICE-CHAIR MILLER, AND COMMISSIONERS KAUFTHEIL, MARMON, PANKIEWICZ, AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

3. TRANSPORTATION ACTION PLAN (TAP) IMPLEMENTATION

Nathan Domme, Senior Transportation Planner, provided an overview of the Transportation Action Plan (TAP) that was adopted by City Council two years ago. The Transportation Commission refined and converted the 20-year Transportation Master Plan to the 10-year TAP. The TAP impacts several sections within the Transportation Department, such as transit, transportation planning, traffic engineering, intelligent transportation systems, pavement management, public information, and maintenance. The TAP incorporates a massive amount of infrastructure within the Transportation Department and the City of Scottsdale, which is the primary focus for updating, maintaining, and improving the plan, such as 14,000 street lights and 900 center-line miles of pavement.

A safe, efficient transportation system for all users is guided by several approved policies and plans that help to accomplish them, with the TAP being the primary one, along with the Complete Streets Policy and the future Strategic Transportation Safety Plan. The three prominent goals of the TAP are to prioritize people, safety, and livability over motor vehicles and travel speed, improve accessibility for all types of transportation and transportation users, and promote active and healthy living. The TAP eliminates the one-size fits all approach and replaces it with a smarter, flexible network that prioritizes people and provides access for cars while encouraging use of all nonmotorized networks.

A summary of the street, bikeway, trail, and pedestrian elements, including updates, strategies and goals, and notable progress, was provided. An overview of the implementation section

included a list of projects hoped to be accomplished or started during the 10-year period, criteria taken into consideration when prioritizing capital improvement projects to go into this year's capital budget, a list of approximately 42 identified future CIPs, street reconfiguration and enhanced pedestrian/bicycle crossings, and preservation, maintenance, and optimization projects.

Greg Davies, Senior Transportation Planner, provided an overview of the dashboards being developed to measure the success of the TAP. Each modal element will have a dashboard with relevant metrics. The plan is to have public access using links to the dashboard within the TAP through the scottsdaleaz.gov webpage.

In response to questions, Mr. Davies explained missed miles are when a vehicle goes out of service and is unable to complete the miles within a specific period of time. The dashboards will be going live soon; however, there is not an exact "go live" date because the dashboards need some minor refinements. Mr. Davies stated they have not determined how often the dashboards will be updated, but they are looking at every six months. Mr. Domme noted the metrics are focused on the long-term 10-year plan. Mr. Davies stated the target numbers come from a variety of sources, such as a National Community Survey as well as what has been accomplished in the past. Mr. Domme stated the Details tab only describes what the metric shows but agrees with incorporating more background on what the target focuses on and steps being taken to meet the target. Regarding crash data, the ultimate goal is to reduce the number of crashes throughout the network, and they will rework the dashboard to reflect the actual goal. Commissioner Kauftheil suggested that reconfiguring the metrics to indicate the progress on all goals will present this in a more realistic manner.

Projects that have been removed were done so because of varying factors, such as a grade issue, cost, the benefit to cost not being there, or an incomplete right-of-way or easement. Mr. Domme stated citizen input is not specifically sought for capital projects. Generally, citizens are making requests for projects, contacting the Commission, City Council, or merely providing input in various ways. Mr. Domme explained there is no minimum distance between crosswalks, but they also do not want to overload them. He further explained the extensive evaluation process prior to installing a new crosswalk. There are many schedules for keeping the network maintained, and they are always looking for ways to make things easier to maintain. Ratna Korepella, Transit Manager, noted the bus stops are maintained by a contracted service three times a week, and they also address citizen complaints. Although the City has a great evaluation process for the installation of a crosswalk, they do not have a process for monitoring the use of them after installation. Biannual updates of the TAP are vital to keeping the Commission informed on the document that drives the department. Significant improvements have been made, and the progress to date is on schedule.

Mark Melnychenko, Transportation & Streets Director, explained the BRT. The cost from Valley Metro is very high and continues to escalate. It will be very difficult to take a lane of traffic away on Scottsdale Road. The Route 72 ridership is not doing well; resources are limited to implement something like this, and the community likely does not want it right now. Ms. Korepella discussed communications with Tempe and Chandler and suggested starting by working on getting the frequency to 10–15 minutes. She explained Valley Metro uses standards to determine the performance of routes and segments within the routes as well as revenues. Mr. Melnychenko stated the light rail was not included in the recently adopted General Plan and will not move forward.

4. PATH AND TRAIL NETWORK GAP ANALYSIS

Mr. Davies presented the network gap analysis for the Path and Trail Network, also known as the Nonmotorized Network and Active Transportation Network, which is essentially a system for bicyclists, pedestrians, and equestrians.

This process originated in 2020 and was refined through the process of updating the TAP. The current robust network has been in existence since 1965 and contains 150 miles of shared-use and side paths, 162 miles of trails and 247 miles of planned paths and trails. It is anticipated that this will be a 50-year build-out process. An interactive aerial map of active paths and trails is available through the City Map Center at Scottsdaleaz.gov.

The transportation system is an important asset for the City. It is managed by a Geographic Information System (GIS) that was used to perform the network gap analysis that was completed in November 2023. Citizen input related to network gaps was acquired through the Bike Friendly Community questionnaire. The analysis revealed 26 gaps throughout the city. During the evaluation process, benefit factors such as distance of continuity, status of property control/ownership, and cost were used to identify gaps that provide the highest benefit to the nonmotorized network. The results of the ranking exercise revealed the need to evaluate connectivity between 100th Street: Frank Lloyd Wright to Frank Lloyd Wright, as well as WestWorld Path's end to Bell Road, a component of the Reata Wash Drainage Improvement Project. The goal is to fill in three miles per year of these gaps utilizing the yearly capital project funding source.

In response to questions, Mr. Davies explained that, depending on feasibility, trails are inexpensive to build, and many gaps can be filled in over the life of the current TAP. The City works with the development community in regard to filling in gaps.

5. WAYFINDING SIGNAGE IMPLEMENTATION

Susan Conklu, Senior Transportation Planner, provided an overview of the wayfinding signage project that started as a recommendation to compliment maps in the 2008 Transportation Master Plan. In 2011, the project was looked into, and in 2013, low-cost test signage was installed. Utilizing feedback, in 2015, staff worked with consultants Gavan and Barker with JRC Design to come up with a design. In the FY20 and FY21, the budget for the Wayfinding Signage CIP was funded. A lot of work was conducted behind the scenes, including creating a project webpage and virtual open house, seeking amended approval from the development review, and visiting all of the sign locations.

The signs were completed in January 2024 and are nearly finished being installed, including the removal of the old signs. This covered seven miles of trail and the installation of 200 signs. Upon staff checking all signs with the contractor, including taking inventory photos, work will begin on the next phase. The process will continue with additional phases until all wayfinding signage has been installed. The goal is to help people find where they are going.

In response to questions, Ms. Conklu explained that the sign with the map was a prototype that has been put on hold until they can decide on the best place to put it. Mr. Domme noted they are also looking at the possibility of using a QR code on the signs that will pull up a digital map. Ms. Conklu noted they have worked with schools on the Walk, Bike, and Roll to School program but have not specifically discussed the paths with them. Some initiatives she would like to begin is

learning how kids bike and walk as students or as families, and she has been looking at options for a Safe Route to School program.

Commissioner Kauftheil suggested wayfinding signage on the streets that indicate where the trail is because having something on neighborhood bikeways would be very helpful for residents since a majority of them, according to the survey, are road users who are trying to get to the path or involve the road in some way.

6. ADJOURNMENT

With no further business to discuss, being duly moved by Vice-Chair Miller and seconded by Commissioner Wilcoxon, the meeting adjourned at 7:08 p.m.

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

NAYS: None

SUBMITTED BY:
eScribers, LLC