

**SCOTTSDALE CITY COUNCIL
WORK STUDY MINUTES
TUESDAY, APRIL 12, 2016**



**CITY HALL KIVA
3939 N. DRINKWATER BOULEVARD
SCOTTSDALE, AZ 85251**

CALL TO ORDER

Mayor W.J. "Jim" Lane called to order a Work Study Session of the Scottsdale City Council at 4:06 P.M. on Tuesday, April 12, 2016, in the City Hall Kiva.

ROLL CALL

Present: Mayor W.J. "Jim" Lane
Vice Mayor David N. Smith
Councilmembers Suzanne Klapp, Virginia L. Korte, Kathleen S. Littlefield,
Linda Milhaven, and Guy Phillips

Also Present: Acting City Manager Brian Biesemeyer
City Attorney Bruce Washburn
City Treasurer Jeff Nichols
City Auditor Sharron Walker
City Clerk Carolyn Jagger

MAYOR'S REPORT – None

PUBLIC COMMENT

- Wayne Ecton spoke in support of all forms of multi-modal transportation.
- Bob Pejman spoke in opposition to light rail.
- Steve Bonniwell expressed support for keeping 128th Street open as a minor collector.
- Mark Hiegel spoke in support of high capacity transit and multi-modal transportation.
- Dale Fingersh spoke in support of a transportation plan study.

NOTE: MINUTES OF CITY COUNCIL MEETINGS AND WORK STUDY SESSIONS ARE PREPARED IN ACCORDANCE WITH THE PROVISIONS OF ARIZONA REVISED STATUTES. THESE MINUTES ARE INTENDED TO BE AN ACCURATE REFLECTION OF ACTION TAKEN AND DIRECTION GIVEN BY THE CITY COUNCIL AND ARE NOT VERBATIM TRANSCRIPTS. DIGITAL RECORDINGS AND CLOSED CAPTION TRANSCRIPTS OF SCOTTSDALE CITY COUNCIL MEETINGS ARE AVAILABLE ONLINE AND ARE ON FILE IN THE CITY CLERK'S OFFICE.

1. Transportation Master Plan

Request: Presentation, discussion, and possible direction to staff regarding the Transportation Master Plan.

Presenter(s): Paul Basha, Transportation Director

Staff Contact(s): Paul Basha, Transportation Director, 480-312-7651,
pbasha@scottsdaleaz.gov

Transportation Director Paul Basha gave a PowerPoint presentation (attached) on the draft Transportation Master Plan (Plan).

Council provided direction to:

- Revise the Policies Element of the Plan to reflect "Deviation from Transportation Master Plan Policies can only occur with approval by the City Council."
- Retain Transportation Master Plan Policy Element No. 3 "Roundabouts shall be the first consideration for all intersections of one or two lane-per-direction streets."
- Make improvements to 128th Street and keep it open to all traffic, including construction traffic, until the completion of development projects or until improvements are made to 118th Street.
- Remove all light rail maps (figures 30, 31, and 32) from the proposed Transportation Master Plan. Revise the language at the bottom of Page 32 and the top of Page 33 to read:

Provide guidance to the Transportation Department to consider non-light rail, multi-modal transportation options for further study and assessment in order to meet the needs of projected congested street segments and regional connectivity. The purpose of this action is to facilitate community consideration of physical and fiscal feasibility, to conduct community outreach, and to initiate public agency evaluation of economic development, environmental, and socio-economic impacts prior to any potential future action.

The process for implementing high capacity transit decisions in the United States requires regional support and approval (in the Phoenix metropolitan area, this includes Valley Metro and Maricopa Association of Governments), alternatives analyses, environmental analysis, and Federal Transit Administration approval and support. These regional and federal agencies would direct these analyses with City of Scottsdale direct participation.

Mayor and Council Items – None

ADJOURNMENT

The Work Study Session adjourned at 8:20 P.M.

SUBMITTED BY:



Carolyn Jagger
City Clerk

Officially approved by the City Council on

May 3, 2016

CERTIFICATE

I hereby certify that the foregoing Minutes are a true and correct copy of the Minutes of the Work Study of the City Council of Scottsdale, Arizona held on the 12th day of April 2016.

I further certify that the meeting was duly called and held, and that a quorum was present.

DATED this 3rd day of May 2016.



Carolyn Jagger, City Clerk

TRANSPORTATION MASTER PLAN

TRAFFIC DATA

1

Employees Living in Scottsdale

29% work in Scottsdale.

71% work elsewhere.

Employees Working in Scottsdale

17% live in Scottsdale.

83% live elsewhere.



2

Selected Age Percentages

Over 74 Years Old

<u>YEAR</u>	<u>SCOTTSDALE</u>	<u>METROPOLITAN PHOENIX</u>
2000	8%	6%
2010	9%	5%

65 to 74 Years Old

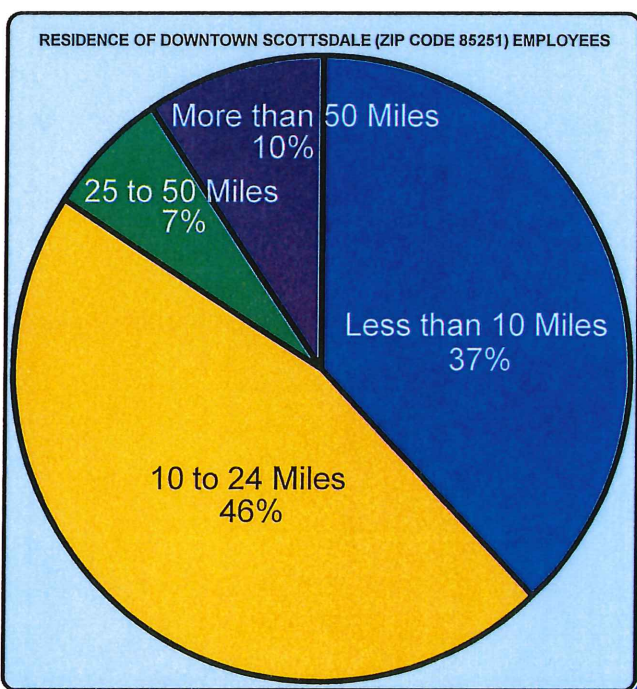
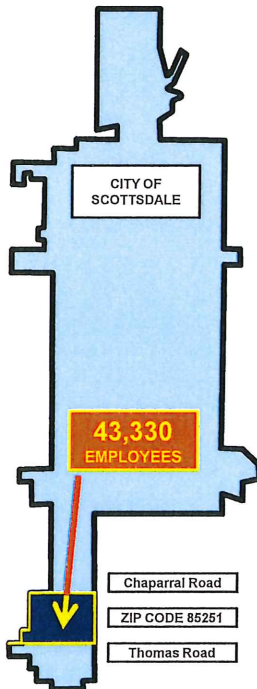
<u>YEAR</u>	<u>SCOTTSDALE</u>	<u>METROPOLITAN PHOENIX</u>
2000	9%	6%
2010	11%	7%

45 to 64 Years Old

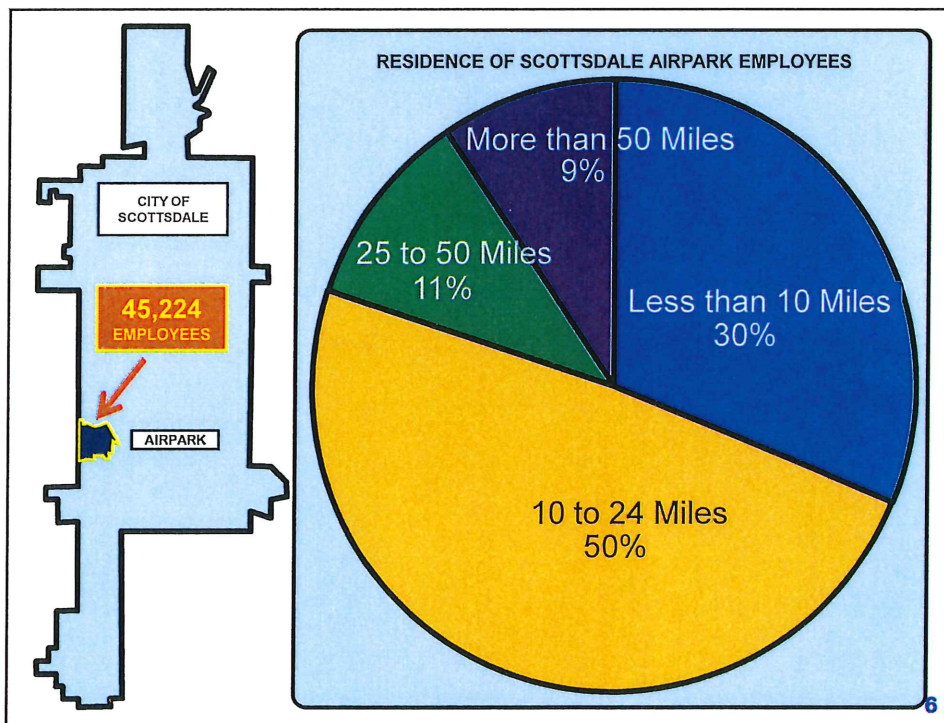
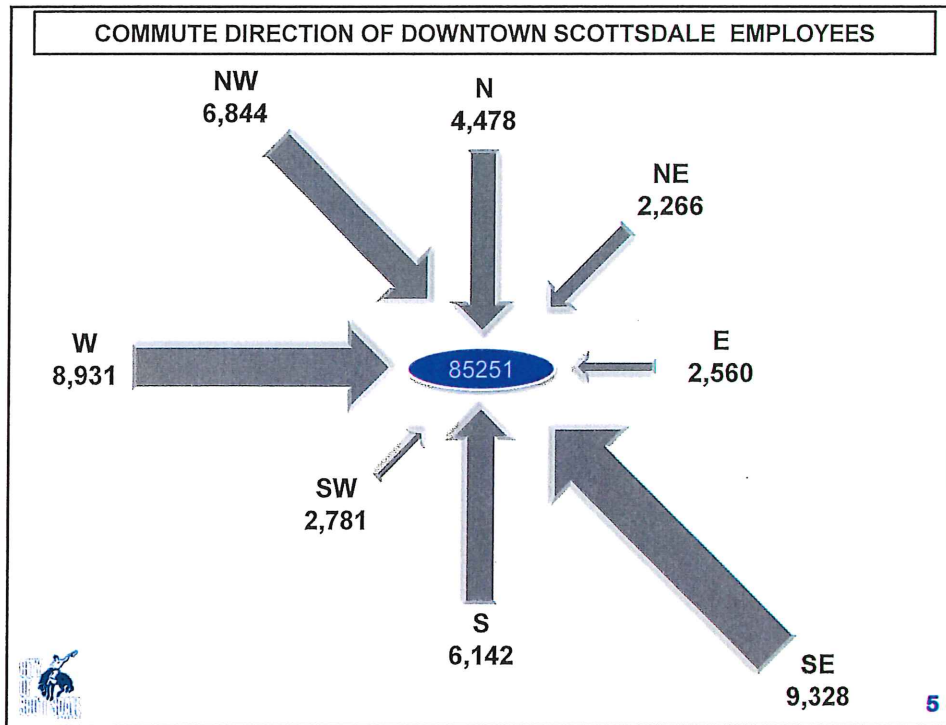
<u>YEAR</u>	<u>SCOTTSDALE</u>	<u>METROPOLITAN PHOENIX</u>
2000	27%	20%
2010	31%	17%

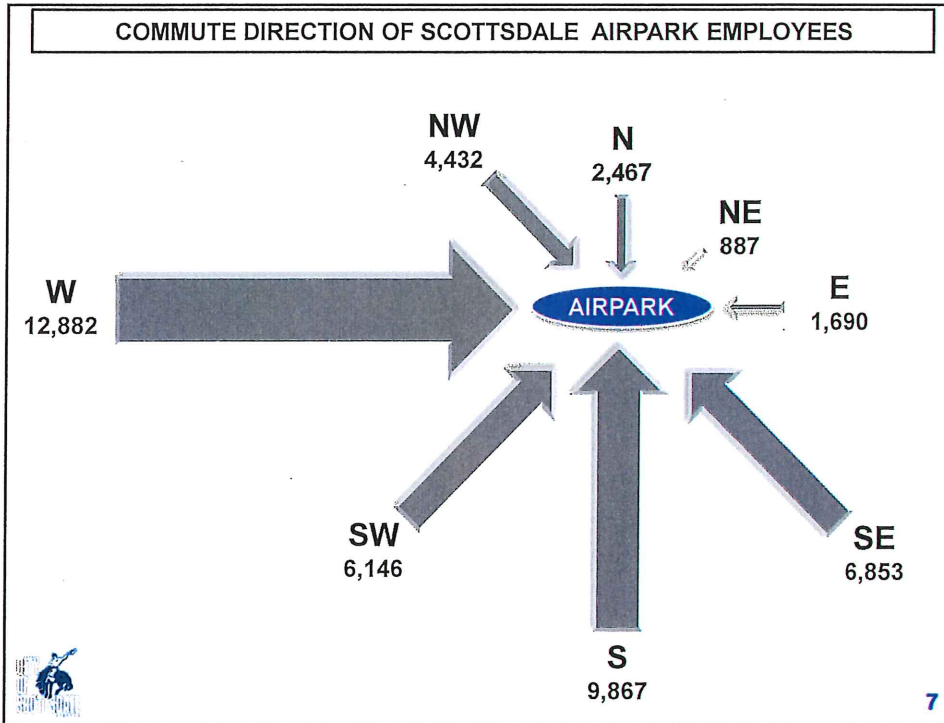


3



4





2014 DAILY TRAFFIC VOLUMES

ARTERIALS

Over or Near Capacity..... 25%

Between 50% and 80% of Capacity..... 45%

Less than 50% of Capacity..... 30%

COLLECTORS

Over or Near Capacity..... 8%

Between 50% and 80% of Capacity..... 18%

Less than 50% of Capacity..... 74%

Highest Volume-to-Capacity Streets in Scottsdale

<u>STREET SEGMENT</u>	<u>CAPACITY</u>
1. Shea, SR-101 to 90 th	128%
2. Chaparral, Miller to 78 th	122%
3. Indian School, Miller to Hayden	116%
4. Scottsdale, Williams to Pinnacle Peak	115%
5. Indian School, Drinkwater to Miller	113%
6. Shea, 90 th to 92 nd	113%
7. Indian School, Hayden to Granite Reef	113%
8. Indian School, Granite Reef to Pima	109%
9. Scottsdale, SR-101 to Thompson Peak	107%
10. Cactus, 84 th to SR-101	106%



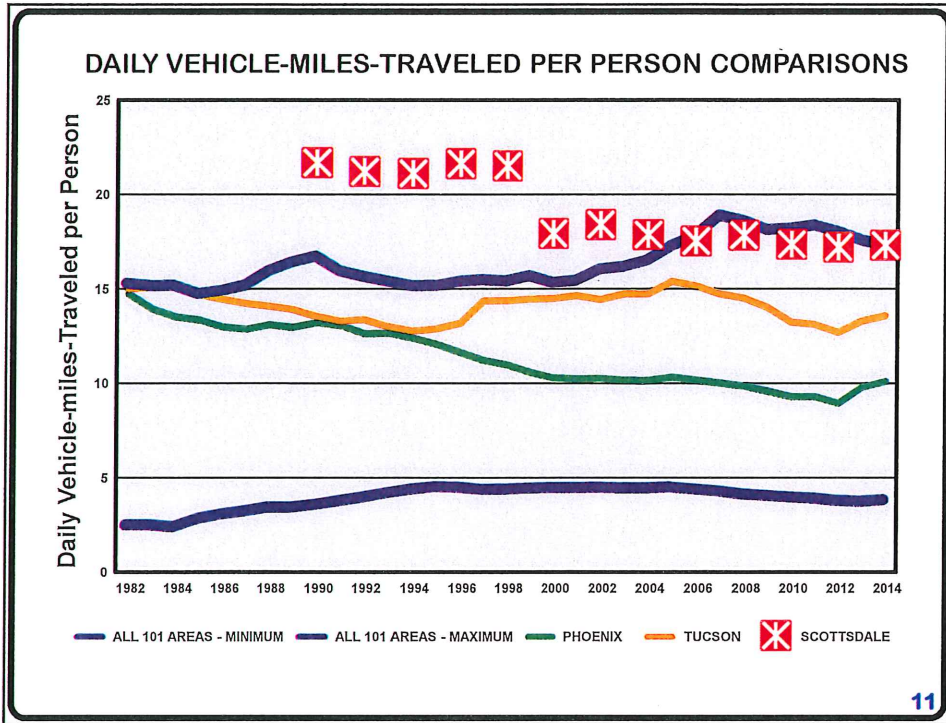
9

Highest Volume-to-Capacity Streets in Scottsdale

<u>STREET SEGMENT</u>	<u>CAPACITY</u>
11. Pima, Pinnacle Peak to Happy Valley	105%
12. Scottsdale, Thompson Peak to Grayhawk	103%
13. Scottsdale, Deer Valley to Williams	102%
14. Cactus, Hayden to 84 th	102%
15. Scottsdale, Grayhawk to Deer Valley	101%
16. Shea, 92 nd to 96 th	100%
17. Cactus, Scottsdale to Hayden	98%
18. Raintree, Northsight to SR-101	97%
19. Camelback, 68 th to Goldwater	96%
20. Frank Lloyd Wright, Hayden to SR-101	95%
21. Happy Valley Road, Pima to Alma School	94%



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TRANSPORTATION MASTER PLAN

ELEMENTS

12

Transportation Master Plan – ELEMENTS

Policies

Shea Boulevard Access Policy

Streets

Transit

Transit – New Trolley Routes

Transit – New Bus Route

Transit – Potential Future Rail Route

Non-Motorized Vehicles – Multi-use Paths

Non-Motorized Vehicles – Trails

13

Transportation Master Plan – EXISTING

**Deviation from Transportation
Master Plan Policies can only occur
with a majority vote of the
Transportation Commission at a
regular or special Transportation
Commission meeting.**

14

Transportation Master Plan – SUGGESTED

Deviation from Transportation Master Plan Policies can only occur with approval by the City Council.

15

Transportation Master Plan – POLICY ELEMENT

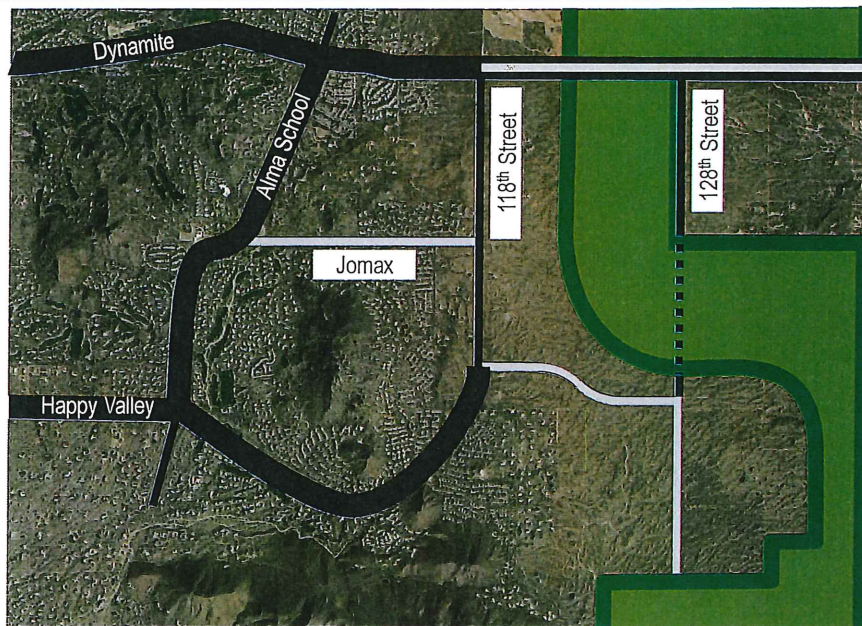
3.Roundabouts shall be the first consideration for all intersections of one or two-lane-per-direction streets. Traffic signals should only be installed or remain if specific analysis justifies their superiority.

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TRANSPORTATION MASTER PLAN

PRESERVE AREA

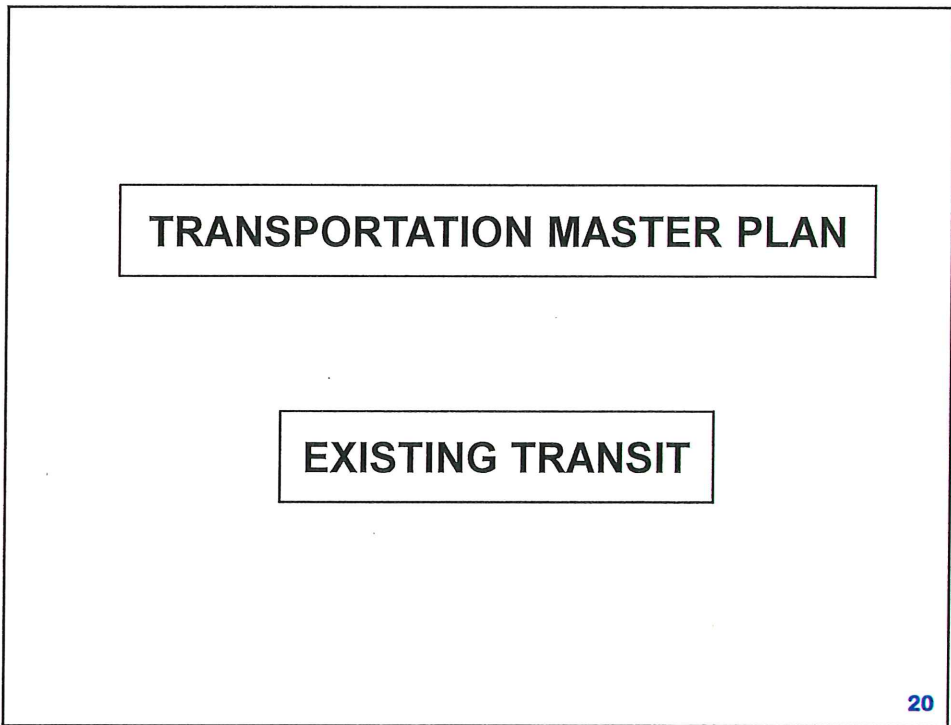
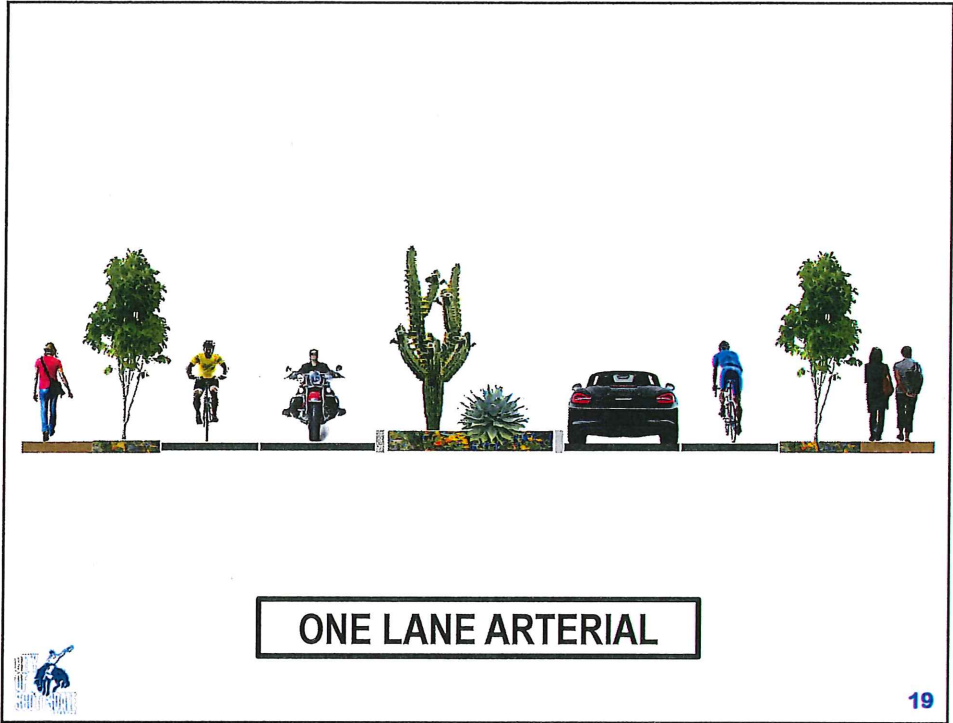
17

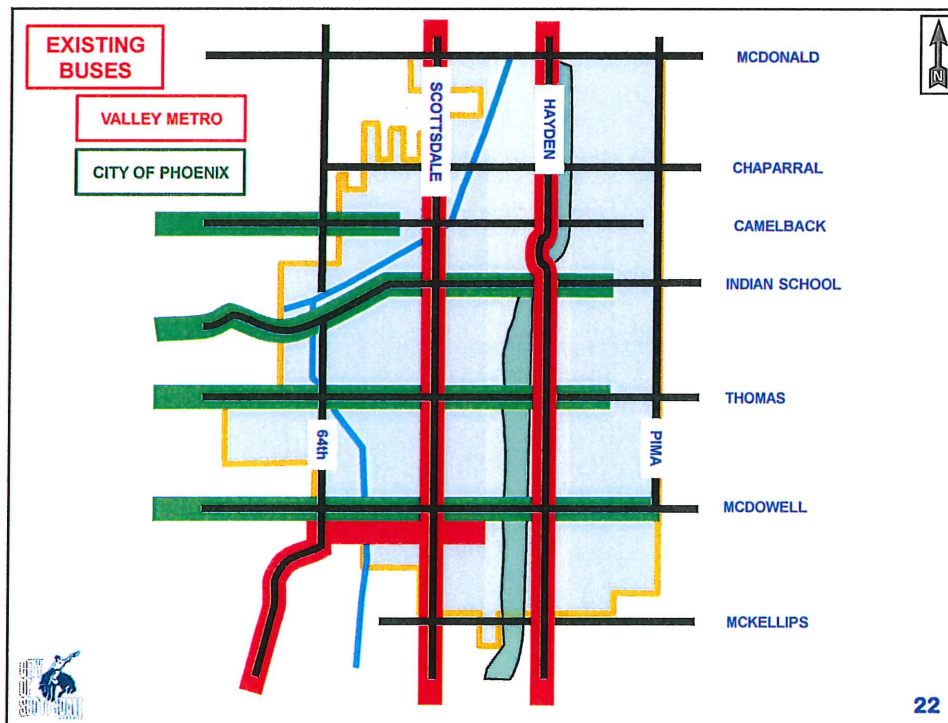
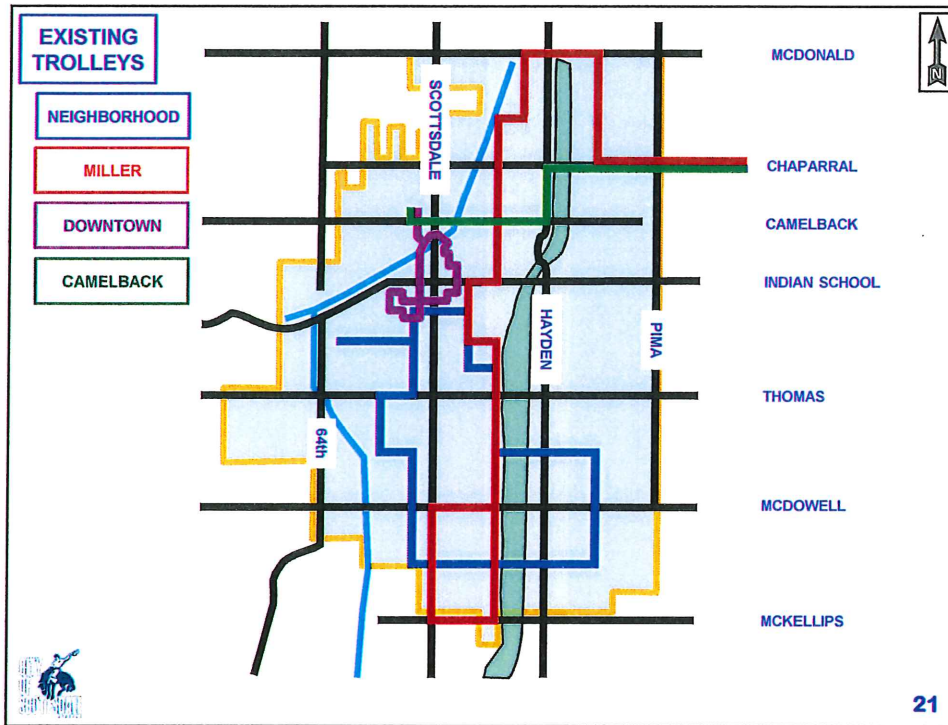


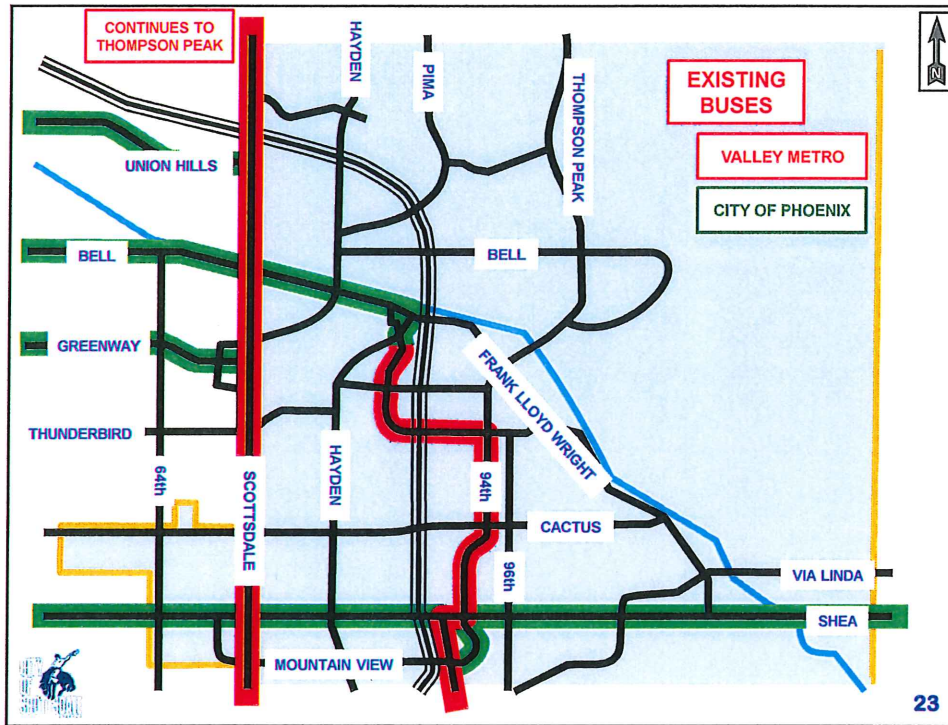
■■■■■ Remove from Transportation Master Plan as City Street

— One motor vehicle lane and one wide bicycle lane per direction, with raised and landscaped median

18







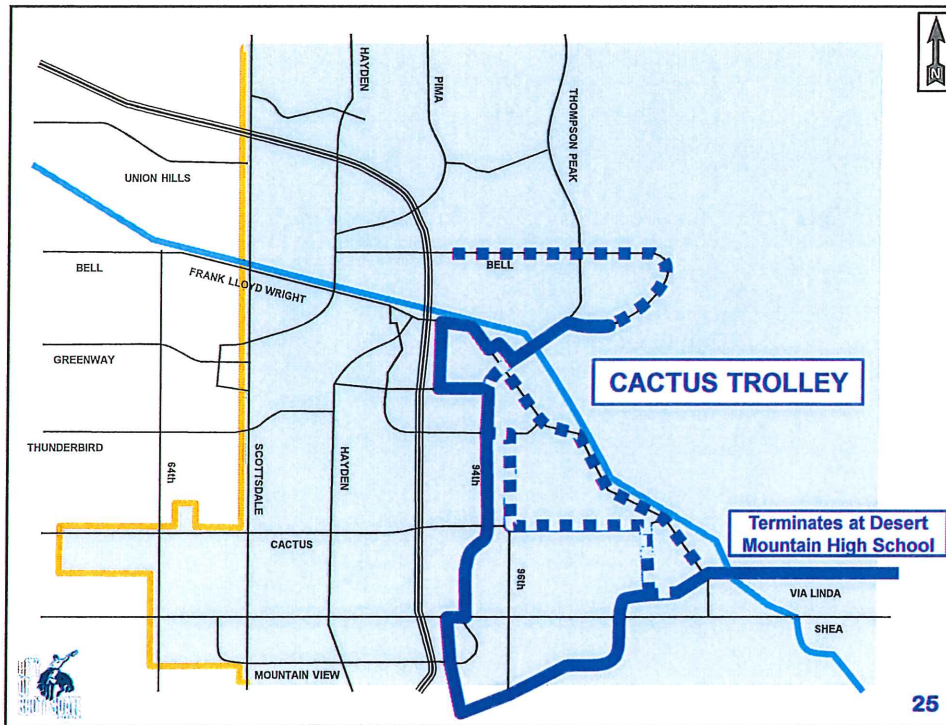
Transportation Master Plan TRANSIT ELEMENT

Two New Trolley Routes

Cactus
Airpark

New Bus – Limited Stop

Scottsdale Road: Airpark to Fashion Square



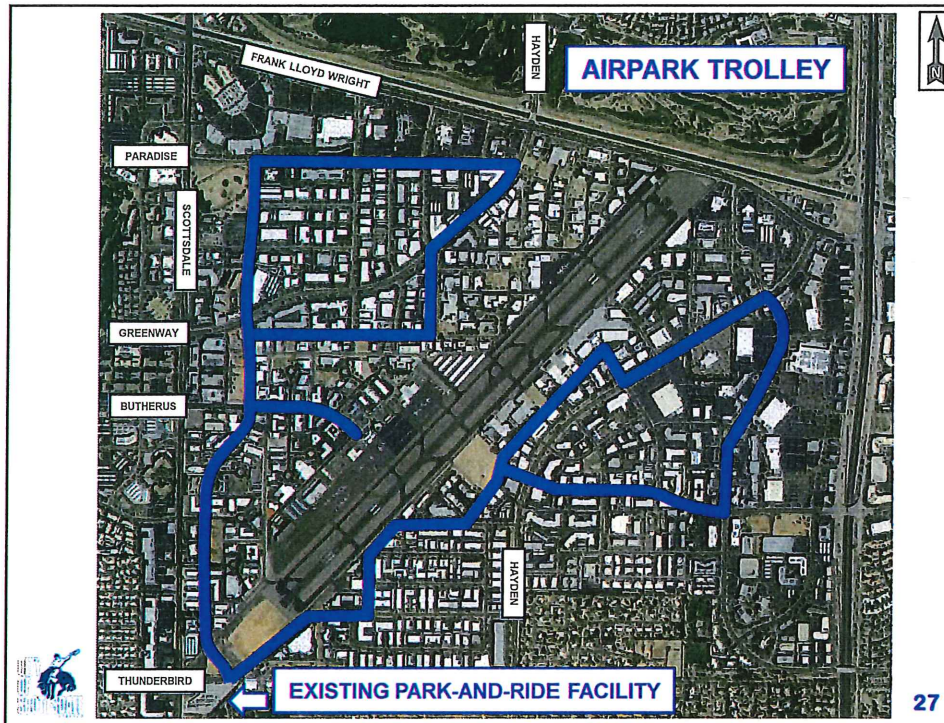
Cactus Trolley

15-minute frequency, 6:30 AM to 6:30 PM

6 New Vehicles

~\$1,400,000 Annual Operating Cost





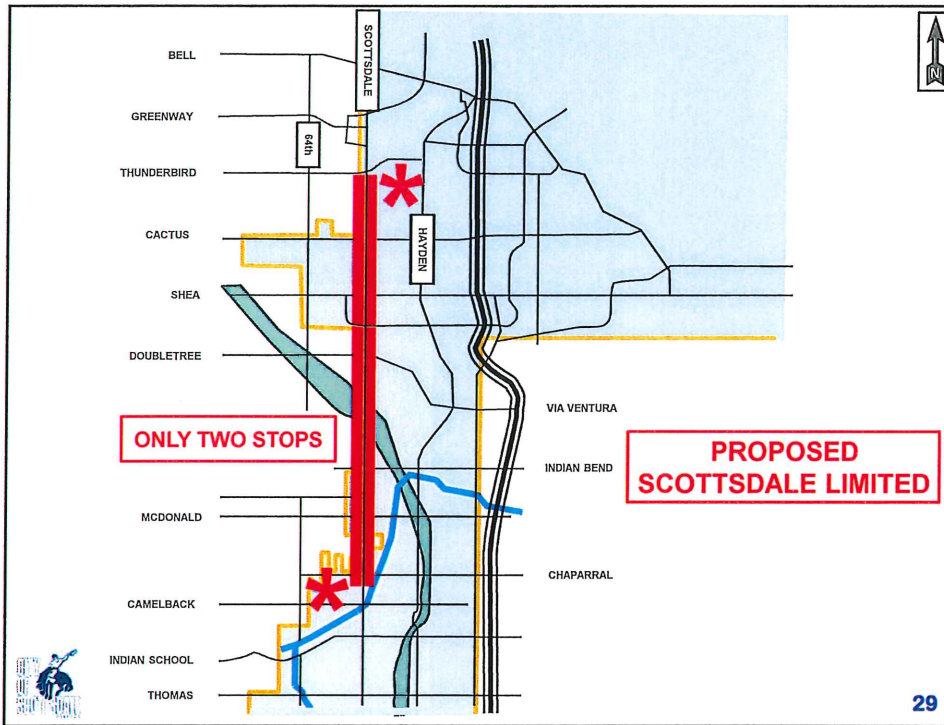
Airpark Trolley

15-minute frequency, 8:00 AM to 6:00 PM

4 New Vehicles

~\$700,000 Annual Operating Cost





Scottsdale Road Limited
Scottsdale / Thunderbird to Fashion Square

10-minute frequency, 6:00 AM to 7:00 PM

5 New Vehicles

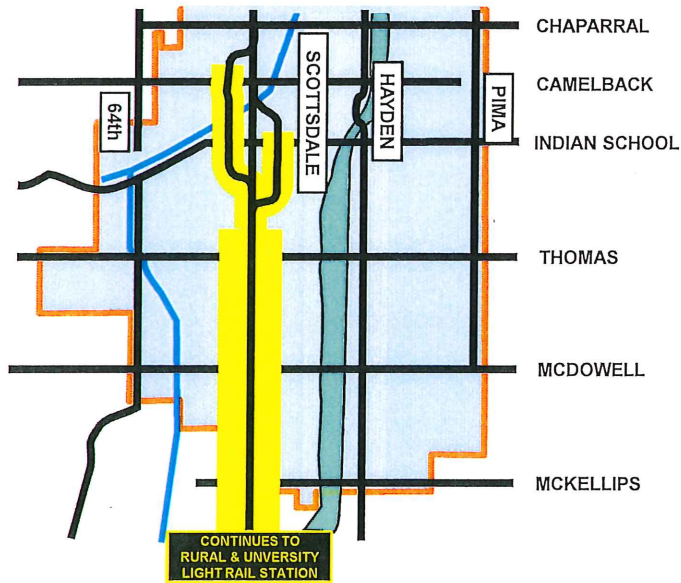
~\$1,000,000 Annual Operating Cost – Scottsdale Trolley

~\$2,900,000 Annual Operating Costs – Valley Metro Bus

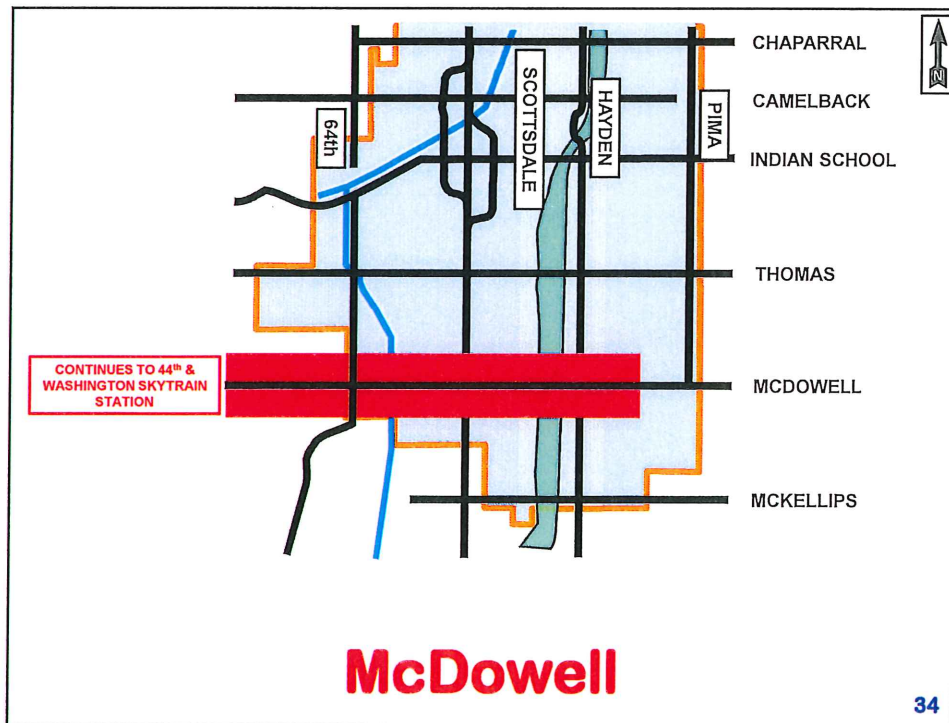
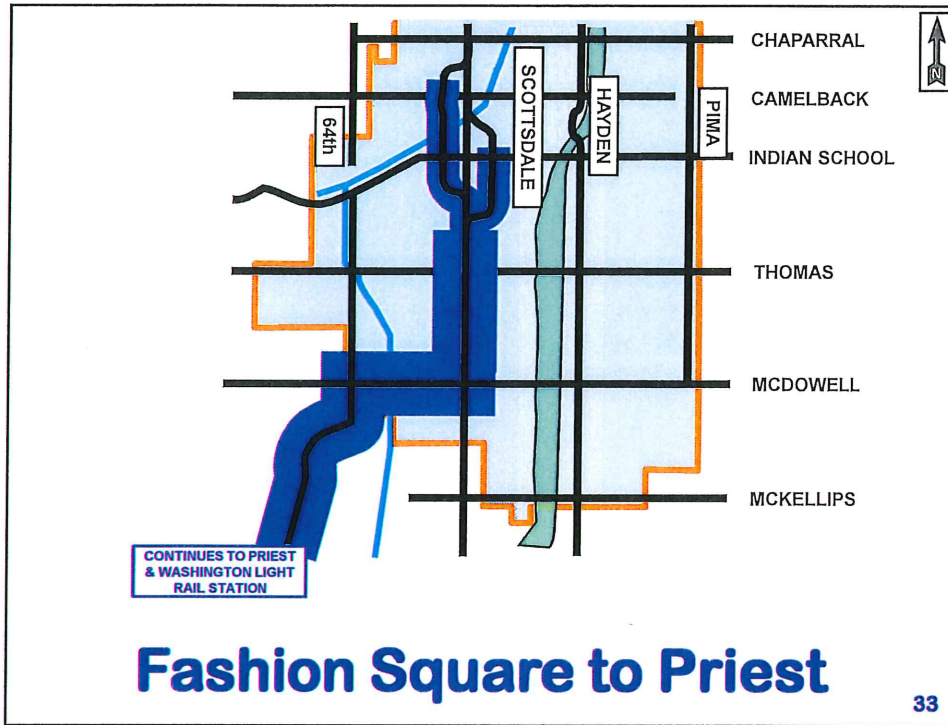


TRANSPORTATION MASTER PLAN

POTENTIAL RAIL ROUTES



Fashion Square to Rural



TRANSPORTATION MASTER PLAN

NON-MOTORIZED VEHICLES

35

**Transportation Master Plan
NON-MOTORIZED VEHICLE ELEMENT**

Paths – Paved

Trails – Unpaved (Outside of Preserve)

**Desired Project Maps and Lists
by High, Medium, or Low Priority.**

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Transportation Master Plan BICYCLE AND MULTI-USE PATHS

<u>PRIORITY</u>	<u>NUMBER</u>	<u>LENGTH</u>
High	90	48
Medium	95	49
Low	120	93



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Transportation Master Plan TRAILS (Outside of Preserve)

<u>PRIORITY</u>	<u>NUMBER</u>	<u>LENGTH</u>
High	41	48
Medium	51	52
Low	183	38



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ONLY IF SPECIFIC QUESTIONS

39

Transportation Master Plan – POLICY ELEMENT

Deviation from Transportation Master Plan Policies can only occur with a majority vote of the Transportation Commission at a regular or special Transportation Commission meeting.

- 1. Transportation network shall maximize travel route choices, travel mode choices, and access and mobility for all ages and abilities.**
- 2. All new and improved Scottsdale streets shall provide sufficient right-of-way and shall be designed with “complete streets” concepts to safely accommodate motorists, bicyclists, pedestrians, and transit riders of all ages and abilities.**

40

Transportation Master Plan – POLICY ELEMENT

3. Roundabouts shall be the first consideration for all intersections of one or two-lane-per-direction streets. Traffic signals should only be installed or remain if specific analysis justifies their superiority.
4. Traffic signals shall be installed only at intersections satisfying the Manual on Uniform Traffic Control Devices signal warrants as determined by a comprehensive traffic signal warrant study and approved by the Transportation Director.
5. The Traffic Volume and Collision Rate Report shall be prepared biennially, and used to prevent and reduce collisions.

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Transportation Master Plan – POLICY ELEMENT

6. Comprehensive speed limit studies – in accordance with the Manual on Uniform Traffic Control Devices – shall be prepared for every major arterial, minor arterial, couplet, and major collector roadway segment a minimum of every seven years.
7. No new single-family residential access shall be permitted to a major arterial or a minor arterial.

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Transportation Master Plan – POLICY ELEMENT

8. Minimum new traffic signal and median opening separation, measured centerline to centerline, is:

CLASSIFICATION	TRAFFIC SIGNALS	MEDIAN OPENINGS
Major Arterial	One-half mile	One-quarter mile
Minor Arterial	One-half mile	One-eighth mile
Couplet	One-quarter mile	One-eighth mile

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SHEA BOULEVARD, 96th Street to 144th Street, POLICY ORIGINALLY ADOPTED 5 JANUARY 1995 REVISED (Master Transportation Plan Approval Date)

1. Driveway Minimization

Cross Parcel Easement

- A. A parcel (one or more properties owned or controlled by a single entity) for non-residential use, adjoining Shea Boulevard, should provide cross parcel access easement to adjoining east and west parcels.

Shared Drives

- B. A parcel (one or more properties owned or controlled by a single entity), adjoining Shea Boulevard, should only directly access Shea Boulevard with a shared access on the property line.

2. Traffic Signals and Median Openings

No additional traffic signals, full median openings, or partial median openings are permitted.

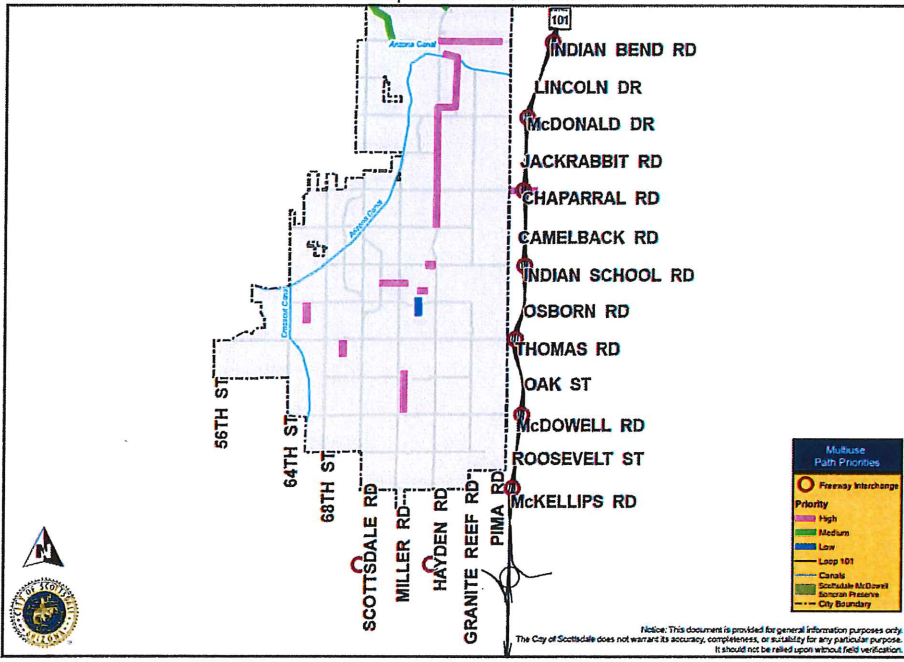
3. Access

- A. New right-turn-in-right-turn-out accesses are permitted only 660 feet approaching a public street and 660 feet departing a public street. A deceleration lane is required.

44

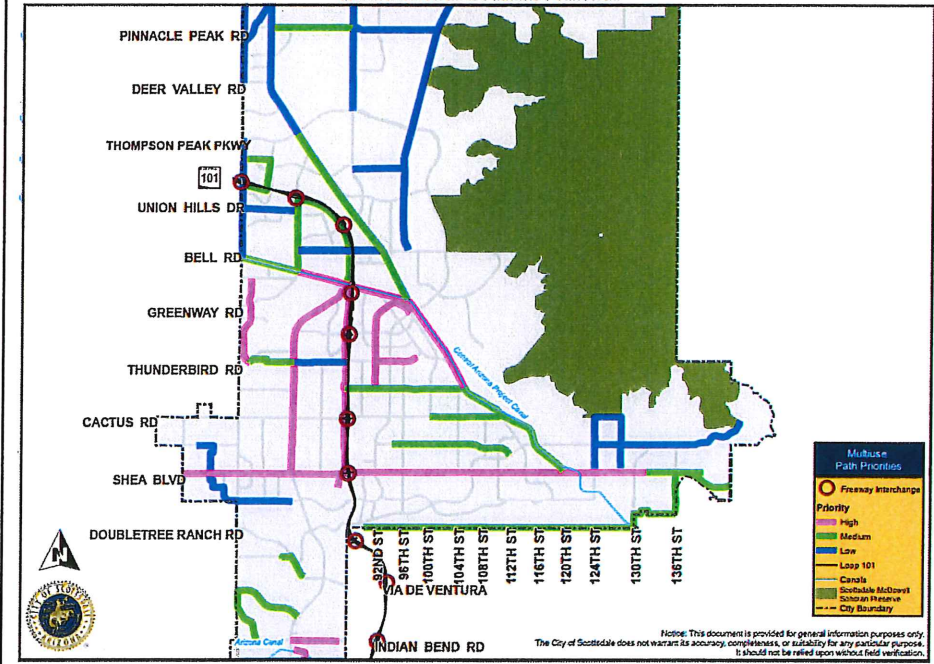
Proposed Multiuse Path Priorities

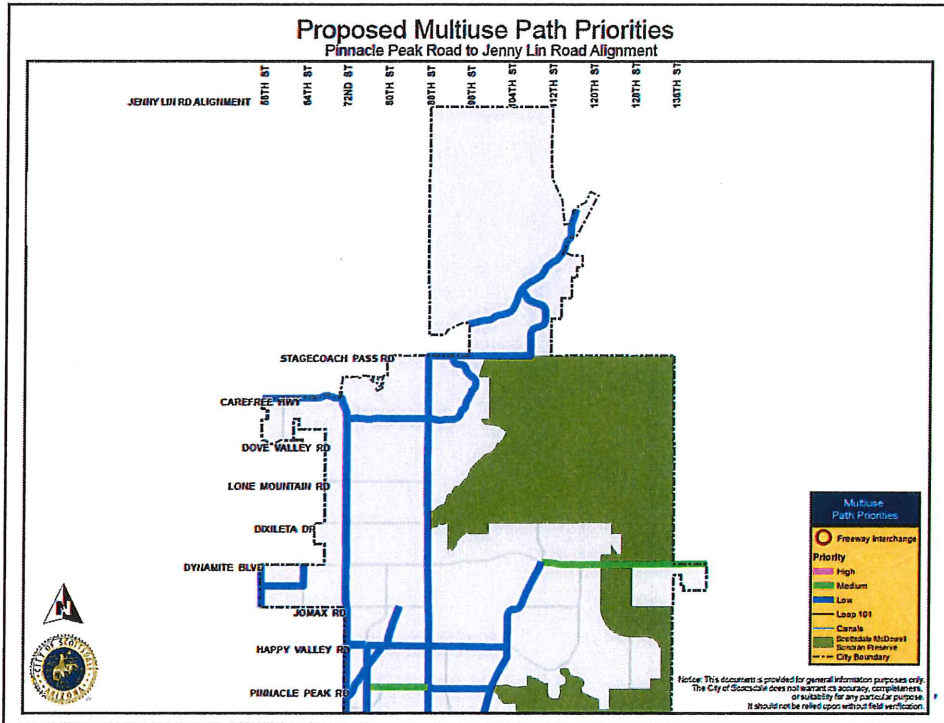
McKellips Road to Indian Bend Road



Proposed Multiuse Path Priorities

Indian Bend Road to Pinnacle Peak Road





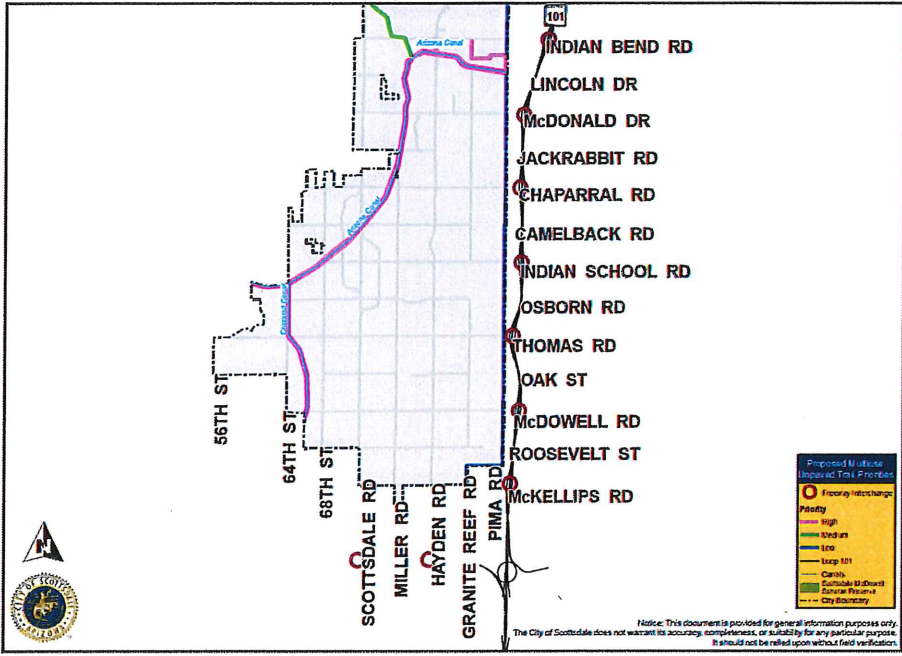
TRANSPORTATION MASTER PLAN

TRAILS

OUTSIDE OF PRESERVE

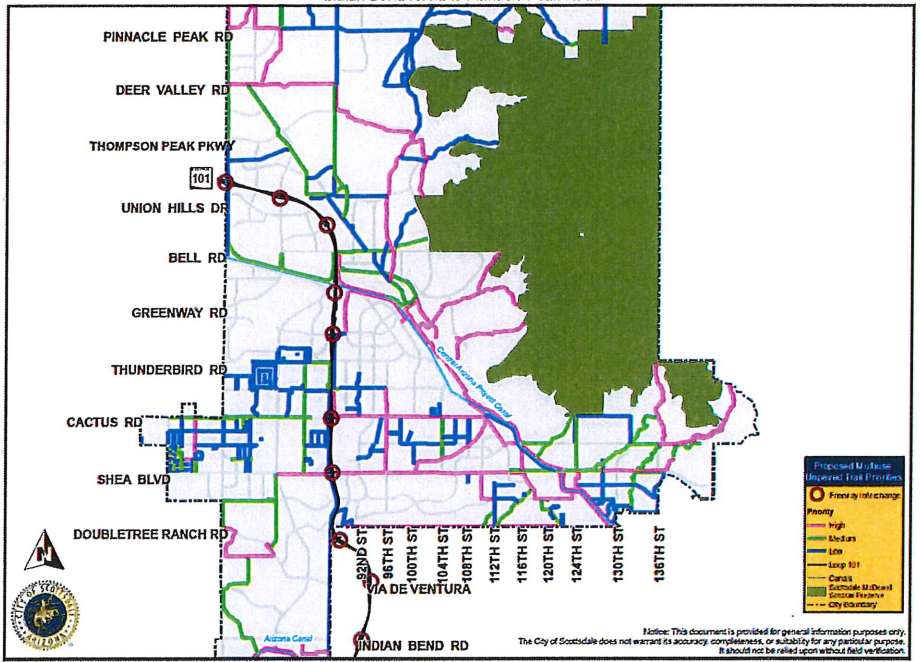
Proposed Multiuse Unpaved Trail Priorities

McKellips Road to Indian Bend Road



Proposed Multiuse Unpaved Trail Priorities

Indian Bend Road to Pinnacle Peak Road



Proposed Multiuse Unpaved Trail Priorities

Pinnacle Peak Road to Jenny Lin Road Alignment

