



SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

**Thursday, September 15, 2022
Kiva-City Hall
3939 N. Drinkwater Boulevard
Scottsdale, Arizona 85251**

CALL TO ORDER

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

ROLL CALL

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

STAFF: Mark Melnychenko, Transportation & Streets Director
Parker Murphy, Traffic Engineer
Kiran Guntupalli, Traffic Engineer Principal
Phil Kercher, Traffic Engineer & Ops Manager
Kyle Lofgren, Office Manager
Nathan Domme, Senior Transportation Planner
Susan Conklu, Senior Transportation Planner
Greg Davies, Senior Transportation Planner

GUESTS: John Tucker, ADOT
Berwyn Wilbrink, Jacobs Engineering Group
Greg Fly, WSP

PUBLIC COMMENT

One written comment was received.

1. APPROVAL OF MINUTES

COMMISSIONER LALL MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON AUGUST 18, 2022 AS PRESENTED. COMMISSIONER MILLER SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON COMMISSIONERS KOWAL, LALL, MILLER AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

2. LOOP 101 PRINCESS DRIVE TO SHEA BOULEVARD PROJECT

Berwyn Wilbrink, Jacobs Engineering Group, stated that the process is 60 percent through final design. An overview of the project was provided and recommended improvements were outlined.

Greg Fly, WSP, provided a review of planned improvements:

- Adding one general purpose lane in both directions (Princess to Shea)
- Converting Frank Lloyd Wright Boulevard interchange to conventional diamond configuration
- Adding turn lanes to Princess Drive, Raintree Drive and Shea Boulevard
- Updating non-compliant ADA facilities

Currently, the project team is in the process of its 60 percent submittal, which will be delivered by WSP to ADOT in October. A virtual public meeting is scheduled for November 2nd. Construction is set to begin in summer/fall of 2023, with project completion in 2025. Construction expectations were reviewed.

In response to a Commissioner question, Mr. Fly stated that the project format is design-bid-build. Final drawings will be developed and advertised to contractors for competitive bids. The overall budget is approximately \$125 million.

Commissioner asked which ramp lanes are being doubled up. Mr. Fly stated that ADOT has requested an increase to some existing ramps to two lanes. At this time, they are proceeding with these at the Raintree exit and northbound Pima Road exit. There are discussions regarding proceeding with the southbound Pima Road exit.

Commissioner inquired about consideration to make the free-flowing rights instead have sharper corners to accommodate for slower speeds where there are pedestrian crossings. Mr. Fly stated that this particular consideration has not been developed. The DCR completed in 2021 contained an update specific to crossroad improvements. There were no recommendations in that update to tighten ramps.

Commissioner referred to the intersections and asked if there have been studies on the impact of signal timing and progression along surface streets in conjunction with the proposed changes. Mr. Fly stated that they have been working with the City on this. Some of the improvements have already been made by the City in terms of signal changes. There is close work with the City's traffic signal department to ensure that changes being made are consistent with the needs of the rest of the signals and to optimize movements.

Commissioner inquired about installation of wrong-way detection. Mr. Wilbrink stated that it could be added at a future date and none of the current plans would restrict it.

Commissioner addressed the triple left turn at Princess and asked whether there are other such triple left turn locations in the City. Mr. Wilbrink stated that there are none in the City. However, the plan includes improvements to the ramp, so all three lanes will be able to enter onto the ramp and through the merge. Mr. Fly added that one lane will have an option to go to the frontage road or an option to the ramp. There will be three lanes approaching the ramp. There will be a lane drop of the outside third lane on the ramp approaching the ramp meter. The ramp meter will have the standard drop after the meter, just as there is at every other two-lane entrance ramp in the City.

In response to a Commissioner question, Mr. Wilbrink stated that signage will be included as part of the interchange work. It will be signed for the two left-most turn lanes at 101 only and then the third left turn bay will be signed both. The third lane will show as an option for the 101 or Pima Road.

Chair asked about potential locations for closure details. Mr. Fly said the initial concept is included with the 30 percent design. On the previous design build project, there is a requirement that the contractor could only close a few miles within ADOT restrictions. However, this project is right on that boundary. It is anticipated that the contractor would be able to close the segment. The initial thought, subject to comment, review and modifications would be a detour route Shea to Scottsdale Road and Scottsdale Road back to the 101. However, with the frontage road system already in place between Princess and Thunderbird (Raintree), they would likely capitalize on the frontage road system, if there was a full closure of the main line for the northern half.

Mark Melnychenko, Transportation & Streets Director, noted that there has been strong coordination with the City, including biweekly meetings. He asked the presenters to address the turn-backs. Mr. Fly said there is a regional discussion between MAG and ADOT throughout the Valley. When the loop system was originally constructed, there were many locations without existing development. ADOT was required to obtain quite a bit for right-of-way down crossroads. There are orphan right-of-way pieces, which officially fall under the ADOT system. However, per IGA, the City maintains PCCP (concrete) limits. The concrete pavement is the boundary between ADOT and City maintenance. ADOT has approached the City about potentially abandoning excess right-of-way back to the City to make things simpler for future development.

3. TRANSPORTATION ACTION PLAN (TAP) IMPLEMENTATION: CORRIDORS WITH REDUCED SIDEWALK WIDTHS

Nathan Domme, Senior Transportation Planner, stated that the TAP pedestrian element addresses areas that are less likely to experience high volumes of pedestrians, due to lower density and/or subdivision access restrictions. One side of the four-lane and six-lane streets have a narrower sidewalk of six feet while maintaining eight-foot sidewalks on the other sides. The Paths and Trails Subcommittee approved the criteria on August 2, 2022 for subsequent presentation to the Transportation Commission.

Reasoning for the reduction was outlined:

Plan to reduce sidewalk widths in key locations based on:

- Use in areas with limited walking demand on the corridor
- Use in areas with limited walking demand for one side in particular
- Use for new facilities or gaps in sidewalk network

Cost Savings

- Installation Savings: Per mile reduction: \$106,000 savings per mile
- Significant cost savings between 6 feet and 8 feet
- Maintenance Savings

Sustainability

- Reduce heat island
- Maintain natural aesthetic

Criteria includes:

- Limit to current or future four or six-lane roadways (since the standard sidewalk width for two-lane roadways is already 6 feet)
- Focus on area north of Bell Road due to lower population and employment densities
- Utilize non-complete streets inventory that identifies areas missing sidewalk
- Look for areas with subdivision access restrictions created by perimeter walls
- Look for areas with planned or existing trail or shared use paths along one side
- Look for connectivity to existing sidewalk or side path

Specific locations for the reduced sidewalk widths were identified. Next steps are to note locations that would be eligible for the reduction in sidewalk width in the next update to the City's Design Standards & Policy Manual and incorporate the changes into future capital improvement projects.

Commissioner suggested that the sidewalk reduction occur between curb and the sidewalk, which would allow further separation between traffic and pedestrians. Mr. Domme stated that the City always endeavors to maintain the buffer.

In response to a Commissioner question, Mr. Domme stated that bike lanes are strongly encouraged and as part of the standards, they will likely be included.

In response to a Commissioner question, Mr. Domme clarified that they are not looking to replace existing infrastructure. This process will be applicable only for gaps and new sidewalk.

Chair asked whether a public involvement process must be followed to institute the reduction in sidewalk widths. Mr. Domme stated that the public outreach process will be followed as projects are scheduled.

Commissioner commented on the significant savings per mile with the width reductions.

VICE CHAIR ANDERSON MOVED TO ACCEPT THE TRANSPORTATION DEPARTMENT'S RECOMMENDATION TO PROCEED WITH THE IDENTIFIED CORRIDORS FOR PARTIALLY REDUCED SIDEWALK WIDTHS. COMMISSIONER KOWAL SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON COMMISSIONERS KOWAL, LALL, MILLER AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

4. NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

Parker Murphy, Traffic Engineer, provided the NTMP overview for Lafayette Boulevard. The street is a collector from Arcadia. There is cut-through traffic during congestion on Camelback Road and Indian School Road. There is a transition from 25 miles per hour to 30 miles per hour going west. Because the speed zones are so close and considering the curve leading up to the transition, two counts were taken from 25 mile an hour zone and 30 mile an hour zone. A review of the data was provided. Staff recommends installation of two speed cushions with a cost of \$6,000. A petition was successfully completed with more than 70 percent of affected residents. The plan overview was discussed. Staff recommends that the petition for traffic calming on Lafayette Boulevard between 66th Street and 68th Street be accepted.

Vice Chair asked about the size of the area considered in the petition. Mr. Murphy identified the affected areas on the map.

Mr. Murphy reviewed the site location and data overview for Oak Street. The location on Oak Street east of Scottsdale Road provides access to a number of residences with direct frontage as well as Corona High School. At the intersection of Oak Street and Miller is the El Dorado Community Center. Data was collected in March, 2022 and was within the volume threshold. Over 70 percent of residents approved the plan. Two speed cushions will be placed at a cost of \$6,000. Staff recommends approval.

COMMISSIONER WILCOXON MOVED TO PROCEED WITH THE LAFAYETTE BOULEVARD AND OAK STREET SPEED CUSHIONS AS PRESENTED. COMMISSIONER KOWAL SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON COMMISSIONERS KOWAL, LALL, MILLER AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

5. HOA EXCEPTION FROM NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM (NTMP)

Mr. Murphy identified the site location as south of Indian Bend Road between Indian Bend Road and the Silverado Golf Club. The access is not owned by the City and is within the parcel of the Corriente Condominiums, however the City has been maintaining the access. There is no residential frontage, which is one of the main components of the NTMP. A data overview of traffic volumes was provided. From the data collected in May, 2022, the Corriente/Silverado Golf Club access roadway does not meet either of the NTMP speed criteria. Previous City action includes extension of the double yellow and installation of curve signs with 20 mile per hour advisory speed. Staff recommends that the City not deviate from the accepted guidelines regarding installation of traffic calming devices for public roadways.

Commissioner inquired as to pedestrian accidents at the location. Mr. Murphy stated that the team was unable to find any pedestrian accident records. Because it is not a named roadway, the police department may mark them as private property crashes.

Commissioner noted the severe bend in the roadway and stated that the HOA is legitimate in requesting protection for pedestrians. A simple change could be made, such as a pedestrian crossing at the light coordinated with the light just before the bend. Kiran Guntupalli, Traffic Engineer Principal, stated that the City has guidelines for where it would complete such an

installation. This type of installation is called a rectangular rapid flashing beacon. The pedestrian volumes crossing this segment do not warrant such a device. In addition, there is no pedestrian infrastructure on the west side of the street. Without a sidewalk, there is nothing to connect. In addition, it is not recommended that a crosswalk be installed within a curve, due to sight distance concerns. Commissioner clarified that the suggestion is not for flashing beacons, but a simple pedestrian cross light, which can be coordinated with another light before the bend. The light will not be activated without the presence of a pedestrian.

Phil Kercher, Traffic Engineer & Ops Manager, stated that pedestrian crossing guidelines were approved by the Transportation Commission previously. These include the guidelines for evaluating crossings. Typically, crosswalks are not marked midblock without some type of control or enhancement. Staff would be happy to reevaluate. He noted that this site was evaluated a few years ago. Counts, volumes and observations were made. Changes included the addition of the double yellows and curve advisory signs. A crosswalk would have to be valuated against the pedestrian crossing guidelines in place. Commissioner commented that there are always exceptions to policy and that this situation warrants additional consideration.

Commissioner asked whether there has been consideration to change the curve to a 90-degree street. Mr. Murphy stated that the City does not own the property, but merely maintains it. Commissioner asked if the owners of the property could make it a 90-degree turn. Mr. Guntupalli stated that if the owners wished to change the alignment, the City would likely not have an objection. However, it would still have to go through the plan approval process.

Vice Chair noted that the property is owned by the HOA and asked why they would not be permitted to install speed bumps. Mr. Anderson stated that the site is publicly maintained and is treated through public roadways in the NTMP.

Commissioner inquired as to whether most of the traffic is going to and from the golf course. Mr. Murphy identified another condominium complex, Paradise View Villas, south of Corriente, whose residents also use the roadway.

Commissioner asked about stop signs at the golf course. Mr. Murphy stated that leaving the golf course, there is a raised pedestrian crossing as part of the Indian Bend Wash Path along the driveway into the golf course as well as the west side of the golf course. There is an existing traffic calming element, but no stop sign.

Commissioner asked whether the HOA is able to withdraw from the maintenance agreement with the City. Mr. Kercher stated that this will not likely be possible, due to the other existing condominium projects.

Commissioner asked about the possibility of edge striping, which would narrow the road and slow traffic. Mr. Kercher said southbound, there may be potential for edge line striping, however, at the exit of the curve, there is only 11 to 12 feet, which would not allow for striping. Discussion ensued regarding the origins and timeline of the golf course.

Commissioner suggested an additional review of the situation with additional proposals and solutions presented to the Commission.

Commissioner commented that the issues are exacerbated by the parking on the south side. Mr. Kercher stated that when the hotel was present, the southwest portion was open. When

Corriente was developed, the building was constructed inside the yellow curve, which is creating some of the current issues. Removal of the parking area is a potential option.

In response to a Commissioner question, Mr. Murphy confirmed that the HOA owns the parking lot. Commissioner suggested negotiation with the HOA to make changes.

Commissioner commented that some of the proposed solutions are expensive when compared with the price of speed bump installation and suggested the possibility of granting the variance for this purpose. Mr. Guntupalli stated that from a traffic engineering perspective, it is not seen as a safety concern and therefore, it does not meet the criteria for NTMP policy and procedure. Mr. Kercher added that NTMP is more of a quality of life program.

Public member, Harry Maron introduced himself as president of the Corriente HOA. He stated that the roadway is the only access to Silverado Golf Course, Paradise View Villas, Siena Front Road and Corriente main entrance and rear exit. It also provides access to the existing bike path. He described the uses of the roadway by local residents.

Public member, Sharon Gordon, expressed concerns regarding potential for injuries. Residents regularly complain about speeding vehicles. There is also the potential for significant liability for this foreseeable risk.

Vice Chair referenced the parking spaces on the south side of the road and asked if they belong to Corriente. Mr. Maron stated that anything along the roadway is Corriente property.

In response to a Commissioner question, Mr. Maron stated that there are 192 units within the HOA. In response to a Commissioner question regarding how many members voted for and against a speed bump, Ms. Gordon stated that no such vote was taken. Mr. Maron added that there is consensus among the members that this is a problem for residents.

Commissioner asked what alternatives the HOA has discussed in the past. Ms. Gordon said the main solution considered is a speed table or speed cushion. Commissioner suggested that the HOA speak with City staff to discuss options and gain insight.

Commissioner asked if the HOA would agree to changing the alignment of the roadway so it is a 90-degree turn, which would include a stop sign and reduce speeds. Mr. Maron said this would have to be discussed with the HOA board.

Vice Chair asked about the downside to the City, if the HOA agrees to install the speed bumps, but do not meet the criteria for the NTMP. Mr. Kercher stated that the City has preferred policy. Any exceptions should be well understood considering potential future applications.

Chair suggested recommending that the City continue to work with the HOA on potential solutions.

COMMISSIONER KOWAL MOVED TO RECOMMEND THAT TRANSPORTATION STAFF FOLLOW THE NTMP PROCESS AS IS AND FOLLOW UP WITH CORRIENTE HOMEOWNERS AND REPORT BACK TO THE TRANSPORTATION COMMISSION. VICE CHAIR ANDERSON SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON COMMISSIONERS KOWAL, LALL, MILLER AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

6. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

The following agenda items were identified:

- Corriente Condominium future action plan for NTMP
- EMS and Fire Department response times and environment
- Bike prioritization

6. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Kowal and seconded by Vice Chair Anderson, the meeting adjourned at 7:46 p.m.

AYES: Chair Iacovo, Vice Chair Anderson, Commissioners Kowal, Lall, Miller and Wilcoxon
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>**