



AMENDED

SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

**Thursday, August 17, 2023
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 5:16 p.m.

ROLL CALL

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

ABSENT: Emmie Cardella

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

PUBLIC COMMENT

One written public comment was included in the packet. Kyle Lofgren, Office Manager, read an additional written public comment into the record in regards to Agenda Item 2 and the commenter's support for installation of a speed bump.

1. APPROVAL OF MINUTES

Chair called for approval of the minutes. One correction was made.

COMMISSIONER KOWAL MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON JUNE 15, 2023 AS AMENDED. COMMISSIONER WILCOXON SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON AND COMMISSIONERS KOWAL, LALL, MILLER AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

2. NTMP EXCEPTION: TRAFFIC CALMING ON OAK STREET TO HAYDEN ROAD VARIANCE REQUEST

Parker Murphy, Traffic Engineer, provided an overview of site location attributes, speed and collision data. Neighborhood residents seek an exception to allow the petition phase of the NTMP process to commence for the installation of traffic calming devices, however, the May 2023 data showed that the speed thresholds are not met. Resident Blake Hill was the primary petitioner.

Commissioner asked about the severity and timing of the collisions at the site. Mr. Murphy stated that there were two in 2017, one in 2018, one in 2020 and one in 2022 along the entire segment from 77th to Hayden. One was listed as an injury crash, involving a drunk driver who collided with a parked car.

In response to a Commissioner question, Mr. Murphy stated that the May 2023 data gathering occurred prior to school being let out for the summer break.

In response to a Commissioner question, Mr. Murphy stated that the speed limit on this section of roadway is 25. A multifamily development was constructed on the south side of Oak west of Hayden in the past ten years, however, no other major changes have been made. The City introduced a no parking restriction around the curve, due to residents' concerns of sight distance and increased traffic. The current design standard would include a speed cushion.

In response to a question from Vice Chair, Nathan Domme, Senior Transportation Planner, stated that the identified section of roadway goes up 77th Street and turns west back onto Oak Street and Oak Street becomes a collector through most of the City.

Commissioner asked how many of the 36 to 39 single family homes have signed the petition. Mr. Murphy stated that for collection of data, at least ten signatures are required and approximately half of the residents completed the interest form. Because conditions did not meet the criteria, the process did not move to a full petition.

Commissioner asked about the origins of the NTMP requirement. Mr. Murphy stated that a Neighborhood Traffic Management policy was passed by the Transportation Commission in April,

2020, which formed the basis of the requirements. The requirements are a minimum of 500 vehicles per day, a maximum of 3,000. Forty percent of the traffic must be five miles per hour or over and 20 percent to ten miles per hour over. As a 25 mile per hour roadway, those criteria are 30 miles per hour and 35 miles per hour. In terms of comparisons, Peoria utilizes similar criteria.

Phil Kercher, Traffic Engineering Manager, gave an overview of the current status. This roadway did not meet the criteria to continue with the traffic calming installation process. If the Commission provides an exception to the criteria, staff will begin to work on a traffic calming plan. Once the plan is developed, the neighborhood must garner 70 percent resident approval. If this is successful, the plan would come back to the Commission for approval. If the exception is not granted, the neighborhood would need to wait for six months to repeat the process.

In response to a question from Chair, Mr. Kercher stated that a speed and volume count was done in 2013 and there is no history of a traffic calming request. While there are no bike lanes on this stretch of roadway, it is a bike route.

COMMISSIONER WILCOXON MOVED TO FOLLOW CITY STAFF'S RECOMMENDATION TO NOT PROCEED WITH TRAFFIC CALMING, AS THE CRITERIA HAVE NOT BEEN MET. COMMISSIONER LALL SECONDED THE MOTION, WHICH CARRIED 5-1 WITH VICE CHAIR ANDERSON AND COMMISSIONERS KOWAL, LALL, MILLER AND WILCOXON VOTING IN THE AFFIRMATIVE WITH CHAIR IACOVO DISSENTING.

3. NTMP EXCEPTION: OSBORN ROAD, 85TH STREET TO 87TH STREET VARIANCE REQUEST

Mr. Murphy provided an overview of site location attributes, speed and collision data. Data collected in September 2019 was utilized to determine that the speed thresholds had not been met. The request was received in June 2023, and since school was out, staff elected not to collect new data. Speed data does not meet the criteria to continue with the traffic calming installation process. Preliminary discussion with the stormwater department and City of Scottsdale Fire Department did not note any concerns. Staff does not recommend installation of traffic calming devices on Osborn Road between 85th Street and 87th Street, as neither of the speed criteria were met in September 2019 data.

In response to a Commissioner question, Mr. Murphy stated that there were two collisions in 2017, one in 2018, one in 2020 and one in 2022. One was listed as an injury.

Commissioner noted that the stretch of Osborn goes all the way to Hayden and asked why the entire area was not looked at. Mr. Murphy stated that the only area considered for data collection is the residential area where the request is identified. If the process were to continue to petition and planning, adjacent segments could be included. Commissioner commented that there has been a proliferation of visitors and Airbnbs in the area.

Commissioner asked about the number of homes within the two blocks and how many are requesting a traffic calming device. Mr. Murphy stated that two residents collected the ten required signatures. Commissioner estimated that approximately 11 of the 26 homes made the request.

VICE CHAIR ANDERSON MOVED TO FOLLOW CITY STAFF'S RECOMMENDATION TO NOT PROCEED WITH TRAFFIC CALMING, AS THE CRITERIA HAVE NOT BEEN MET. COMMISSIONER WILCOXON SECONDED THE MOTION, WHICH CARRIED 5-1 WITH CHAIR IACOVO, VICE CHAIR ANDERSON AND COMMISSIONERS KOWAL, LALL AND WILCOXON VOTING IN THE AFFIRMATIVE WITH COMMISSIONER MILLER DISSENTING.

4. LINKING THE FIVE-YEAR PAVING PLAN TO RESTRIPIING EFFORTS

Sam Taylor, Traffic Engineer, provided a brief background of City paving:

- 1912: First paved roads in Arizona were constructed in Phoenix
- 1927-1956: Many roads in Scottsdale began to be paved
- Annual repaving of asphalt roadways ever since
- 2018: Incorporated signing and marking improvements – methods and procedures
- 2021: Most recent pavement index survey and 5-year paving plan
- 2023: Program continues to be refined

Commissioner requested that the Commission be provided with details on the Pavement Index Survey. Mr. Taylor stated that he does not work in the group that generates the survey, but this information could be sent to the Commission after the meeting. Commissioner inquired how the survey is conducted. Mark Melnychenko, Transportation & Streets Director, stated that a consultant was engaged to assist with this process. It involves use of a vehicle that measures the condition of roadways throughout the City. The goal is a ranking of 70 or better. The five-year plan will be posted to the website this month, which shows all roadways to be upgraded in the next five years.

Mr. Taylor reviewed pavement preservation and maintenance treatments, which include ADA ramp upgrades; crack fill; fiber/micro/slurry seal; mill and overlay and full reconstruct.

The transportation planning review process is as follows:

- Maps of the repaving locations are sent out to stakeholders prior to the start of the repaving season
- Transportation Planning staff review each PID location in to determine if bike facilities can be improved through pavement marking to meet the goals of the TAP
- Primarily looking to fill gaps in bicycle network and create a consistent roadway

An overview of the traffic engineering review process and signing and marking plan process was provided. These are followed by public outreach, construction, and coordination.

In response to a request for clarification from Commissioner regarding pavement age deterioration percentages, Mr. Taylor stated that this depends on the actual thickness of the pavement and the nature of the subsurface. Typically, Scottsdale roads are reviewed for treatment after five years.

Commissioner asked for a range on how often micro and slurry seal would typically be done on a road, versus mill and overlay. Mr. Taylor stated that fiber seal and microseal would ideally be done within five years of a previous treatment. Mill and overlay may be considered after five years, depending on pavement condition. Mr. Taylor agreed with Commissioner's assertion that

a roadway surface will last longer if micro and slurry seals are performed on a four to five-year schedule.

Commissioner inquired as to the effects of increasing temperatures on the quality of the pavement. Mr. Taylor recalled that utilization of rubberized asphalt resulted in heat-related challenges in the past.

Commissioner asked about the effects of rising asphalt costs on the overall program. Mr. Melnychenko noted a significant raise in cost for many materials. Asphalt contains oil and increased costs have impacted the program budget.

Vice Chair asked about the weighting of priority roadways on the five-year plan. Mr. Melnychenko stated for each, year, the program consists of a mix of local arterial and major streets as well as City parking lots and alleys. The conditions index may serve to prioritize some projects over others. Mr. Taylor added that the five-year paving plan is an automated process, which utilizes software to prioritize locations. Mr. Melnychenko suggested a future session on this portion of the paving program.

Commissioner inquired as to coordination with the Development Service Department to avoid repaving roads that will be subsequently damaged during construction. She asked about working with the utility companies to coordinate under-street upgrade while roadwork is in progress. Mr. Taylor confirmed coordination with other departments as well as school districts with is a focus on avoiding duplication of efforts. Cristina Lenko, Public Information Officer, provided an overview of the public outreach process for road closures during the repaving and upgrade process.

In response to a question from Vice Chair, Mr. Melnychenko stated that there are specific policies in the City's policy design guidelines and timeline requirements for cutting pavement for utility work. These guidelines will soon be under review for potential updates. In response to a question from Chair, rights-of-way are handled via barricade plans and other monitoring measures.

5. CIP UPDATE

Nathan Domme, Transportation Planning Manager, provided a review of CIP projects, which consist of a relatively high monetary value of \$50,000, a life of five years or more and result in the creation of a capital asset or the revitalization of an existing capital asset.

A review of current projects was provided:

- 17 locally funded projects: Miscellaneous project from various needs and resident requests
- 22 Arterial Life Cycle Program (ALCP) projects
 - Regional Connections
 - Roadway Widening Project
- 6 Federal projects
 - 68th Street
 - Chaparral Underpass
 - Goldwater Underpass
 - 77th Emergency Connection
 - CAP Multiuse Path
 - PM-10 Dirt Road Paving

- Average \$32 million of improvements annually
- Per the Complete Streets Policy, all roadway projects include bike and pedestrian improvements

An overview of the CIP timeline was provided.

New projects for Fiscal Year 2023/24 include:

- Alma School Rd: Jomax Rd to Quail Track Drive
- Doubletree Ranch Road Bridge Repair
- Indian Bend Wash Path Renovation – Phase II
- 68th Street Sidewalk – Arizona Canal to Camelback Road
- Pima Road – Chaparral Road to Thomas Road (ALCP)
- Pima Road Jomax to Dynamite (ALCP)
- Pima Road – Las Piedras to Stagecoach Pass (ALCP)

Factors for consideration moving forward include inflationary costs of materials and equipment; labor shortages, supply chain constraints and potential recession.

Commissioner asked about a timeline for developers to come through on the last two ALCP projects. Mr. Domme stated that for Pima Road Las Piedras to Stagecoach, the developers have not yet been identified. He is uncertain about developer status for Pima Road Jomax to Dynamite.

Chair commented that the Indian Bend Wash upgrade is tied to the Complete Streets and bicycle upgrades.

6. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

The following agenda items were identified:

- City of Phoenix cool paving milestone report
- Update on roundabout program
- ADOT update on freeway process

Vice Chair noted that this is Chair's last meeting and thanked her for her service on the Commission. Chair spoke about her time serving on the Commission.

7. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Wilcoxon and seconded by Commissioner Lall, the meeting adjourned at 6:50 p.m.

AYES: Chair Iacovo, Vice Chair Anderson, Commissioners Cardelle, Kowal, Miller and Wilcoxon
NAYS: None

SUBMITTED BY:

eScribers, LLC