SUMMARIZED MINUTES

CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING

THURSDAY, JANUARY 17, 2013

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

CALL TO ORDER

Chair Gruver called the Regular Meeting of the Scottsdale Transportation Commission to order at 6:06 p.m.

ROLL CALL

PRESENT: Terry Gruver, Chair
Gary Bretz, Commissioner
Paul Holley, Commissioner
Donald Maxwell, Vice Chair
Steven Olmsted, Commissioner
Robert Stickles, Commissioner

ABSENT: Paul Ward, Commissioner

STAFF: Rose Arballo, Transportation Commission Coordinator
Madeline Clemann, Transit Manager
Susan Conklu, Transportation Planner
Greg Davies, Sr. Transportation Planner
Reed Kempton, Principal Transportation Planner
Phillip Kercher, Interim Traffic Engineering Manager
Todd Taylor, Senior Traffic Engineer
Holly Walter, Public Information Officer

2. ELECTION OF TRANSPORTATION COMMISSION OFFICERS

CHAIR GRUVER OPENED THE FLOOR FOR NOMINATIONS OF CHAIR AND VICE CHAIR FOR 2013. COMMISSIONER STICKLES MOVED TO RE-ELECT CHAIR GRUVER AND VICE CHAIR MAXWELL. COMMISSIONER HOLLEY SECONDED. THE MOTION CARIED BY A VOTE OF SIX (6) TO ZERO (0).

3. APPOINTMENT OF TRAILS SUBCOMMITTEE MEMBERS

CHAIR GRUVER RE-APPOINTED COMMISSIONER STICKLES AS CHAIR OF THE TRAILS SUBCOMMITTEE FOR 2013, AND APPOINTED COMMISSIONER HOLLEY TO SERVE AS A MEMBER OF THE TRAILS SUBCOMMITTEE.

4. APPROVAL OF MEETING MINUTES

- Study Session of the Transportation Commission – December 20, 2012
- Regular Meeting of the Transportation Commission – December 20, 2012

VICE CHAIR MAXWELL MOVED TO APPROVE THE STUDY SESSION AND REGULAR MEETING MINUTES OF DECEMBER 20, 2012. COMMISSIONER STICKLES SECONDED. THE MOTION CARRIED UNANIMOUSLY SIX (6) TO ZERO (0).

5. PUBLIC COMMENT

No public comment was received.

6. TRANSPORTATION MASTER PLAN

Mr. Davies briefly reviewed a revised matrix of the document development process. To further better understand the matrix, Chair Gruver will provide staff with an example of what she suggests will make it easier for the Commission to follow and understand as they move forward with the process in updating the Transportation Master Plan.

Mr. Davies reviewed Goal 6 – *"Increase system efficiency, invest wisely, and support economic vitality."* It was highlighted that this goal identifies strategies and focuses on improving the quality of life in Scottsdale. This goal is proactive oriented and has a series of flexible strategies as well as a range of possibilities.

A review of Goal 7 – *"Coordinate with neighboring communities"* was also provided. This goal focuses on coordination from a state and regional level as well as working with adjacent jurisdictions.

Relative to Goal 8 – Trails Element, which focuses on expanding and enhancing the unpaved trail network to provide safe and enjoyable access for equestrians, pedestrians, and bicyclists between neighborhoods, businesses, trailheads, parks, and Scottsdale's McDowell Sonoran Preserve, Mr. Davies noted that the 2004 trails Master Plan and 2009 Ad Hoc Citizens Trails Task Force Report form the basis of the Trails Element for inclusion in the Transportation Master Plan Update. In addition, a list of prioritized trail projects was included in the Ad Hoc Citizens Trails Task Force Report which will be integrated into the 2013 Implementation Program.

Mr. Davies reviewed detailed area maps for planned paths and trails that show where planned and existing infrastructures are located throughout the City's trails and paths network system.

With regards to Goal 9 – Paths Element, Mr. Davies noted that the Paths Element is similar to the Trails Element addressed in the 2008 Transportation Master Plan, and thus will move forward into the 2013 Implementation Program. The Path Element will focus on major corridors such as the Indian Bend Wash and Salt River Project Canal system corridors.

No public comment was received.

Input from the Commission included the following:

- There is some confusion in the draft documents as to whether it is referencing guidance and/or policy about the City or City employees versus residents and employees of businesses within the City. (Chair Gruver will provide staff with examples that show identified sections of concern within the documents.)

- Referring to carsharing in <u>Goal 6, page 7</u>, this is an example of a section in the document that provides more instructional or educational information rather than guidance or strategy on "how" to achieve a particular goal or policy. It is suggested that the identified sections be revisited to better define

the "how" in providing strategies. (Chair Gruver will provide staff with examples of sections that need to be further defined.)

- A suggestion is to clearly identify employee status in respect to City of Scottsdale employees or non-City employees.
- Within several of the Policies and/or Goals, the "Performance Measures" section does not establish or identify a baseline. It is suggested that a quantified element be provided by using the word "number" or percentage." (Policy 6.9 is a good example of support documentation and how performance measures should be portrayed.)
- It is believed that Transportation Management Associations (TMAs) establish their own goals; therefore, it is suggested that in the performance measures section, Policy 6.16 relating to TMAs, a good performance measure would be to track the number of TMAs that reach 80% of their goals.
- It is suggested that in Policy 6.20 on page 28 to "Add bike lanes wherever possible with street maintenance and other restriping projects," and the section within the Transportation Master Plan referencing bike lanes and facilities on new streets should be combined into the section regarding the bike lane policy as opposed to new streets versus maintenance or restriping on existing roadways.
- In Policy 6.24, on page 33, the suggestion is to accomplish a blend between frequency and coverage. It is suggested that expanding coverage continue to be a focus as well as a description on what would trigger increasing coverage and when surface frequency is considered to be sufficient should be noted in this section.
- The Commission encouraged staff to clearly define the words "sustainable" and "environment", and use these words in the correct context throughout the document to avoid vacillating back and forth between the use of these words.
- It was suggested that staff consider adding verbiage on page 29 explaining that although 12-foot lanes may be preferable when adding bike lanes, there is a possibility that speed reduction measures could be introduced when adding bike lanes where existing lanes are LESS than 12 feet wide.

- A suggestion on page 30, Performance Measure 6.22.2 that notes "number of riders by *route*" should read "number of riders per *mile.*" Obtaining data for "number of riders per *mile" versus* "number of riders by *route"* could be less difficult to obtain.
- To further improve the efficiency and effectiveness of the City's transportation system, it was suggested that a further in-depth approach on staffs' efforts to expand marketing and public outreach be focused on not only on the bike system, but on other areas such as the artwork along paths/trails. A more circular dialogue with the community and residents, along with staff and the Commission would be beneficial. Additionally, it was expressed that it is important to promote and include other accomplishments within the document.
- Positive comment was received on Policy 6.13 in that extensive information was provided on the City's Intelligent Transportation Systems (ITS). This is one of the Commission's Purpose, Power, and Duties as outlined in the Transportation Commission's Ordinance No. 3870.

Staff addressed questions from the Commissioners relative to the use of green bike lanes used in other cities for nominal protection of bike lanes. It was also asked whether the bike lane element discussed is something that will be incorporated into the Transportation Master Plan in a potential element or policy approach.

7. GRADE-SEPARATED CROSSINGS

Ms. Conklu gave an overview of grade-separated crossings in Scottsdale and reviewed how the various types of crossings work at different locations and how we compare to the rest of the Valley.

It was explained that a grade-separated crossing such as an underpass, overpass, or bridge allows motorized and non-motorized traffic to avoid any interaction at street crossings or intersections. Additionally, a grade-separated crossing is used to safely move bicyclists and pedestrians across a street at specific intersections. Ms. Conklu reviewed a few of the City's different grade separated crossings installed at certain locations and explained how they function at these identified areas. To date, the City has 110 crossings, which total about one-third of the crossings installed valley-wide.

No public comment was received.

In addressing questions from the Commission regarding potential safety issues or lighting concerns in existing tunnels, staff explained that most of the tunnels and/or underpasses either have built-in or natural lighting Staff has not been made aware of any safety issues or concerns, and encourage the public to continue to contact staff of any lighting problems so that they can be addressed.

With regards to an inquiry on any undercrossings along Scottsdale Road, staff explained that there are not many locations with grade-separated crossings along this thoroughfare, but focus is certainly being made on making connections to other communities such as Phoenix and Paradise Valley.

8. PEDESTRIAN CROSSING ALTERNATIVES

Mr. Taylor reviewed mid-block pedestrian crossing alternatives used at mid-block or uncontrolled pedestrian crossings to improve safety in the City of Scottsdale. . Crossings that do not meet the Federal warrants for a traffic signal, but are locations where pedestrian crossings occur were also discussed.

Examples were provided of the various options used for enhancing mid-block pedestrian crossings at different identified locations. These options include grade-separated crossings, pedestrian signal, high intensity activated crosswalk aka HAWK, Rectangular Rapid Flashing Beacons (RRFB), and the use of pedestrian refuges.

It was also noted that the Transportation Master Plan addressed mid-block crossings in the Pedestrian Element, which identifies guidelines to provide a safe crossing by addressing four questions:

1. Should a grade-separated crossing be provided? If not, then,
2. Is a traffic signal warranted? If not, then,
3. Is a designated mid-block crossing appropriate? If so, then,
4. What specific measures should be installed?

No public comment was received.

Staff addressed questions from Commissioner Holley regarding a safety concern on pedestrians not having enough time to cross the street, specifically on east Shea at 90th Street. Commissioner Bretz commented on the importance of having auditory controls for pedestrians with low vision or visually impaired.

9. OTHER TRANSPORTATION PROJECTS/PROGRAMS

Mr. Kercher gave a brief status update on the following projects:

- Camelback from 82nd Street to Granite Reef
  Staff continues to work with residents on a traffic calming plan in this area. A public meeting held earlier this year resulted in increasing concerns that went beyond traffic calming. Since no consensus of residents was received, efforts between staff and residents are being made to develop other alternative traffic calming plans.

- Cholla between Hayden and 84th Street
  This traffic calming project is in the public outreach portion of the process in which three options will be reviewed by residents at a public meeting to be held at 6:00 p.m. at Saint Patrick's Church on January 23rd.

- Scottsdale Road between Thompson Peak to Pinnacle Peak
  Utility relocation and improvements to the Pinnacle Peak/Scottsdale Road intersection are nearly complete. A two-lane detour at this location will be replaced by a four-lane detour to relieve traffic congestion starting the week of January 21st. The next phase of construction for this project which consists of a bridge at the Rawhide Wash begins on January 18th. The final phase will consist of mill and overlay of existing pavement from Thompson Peak to Pinnacle Peak. This project is scheduled to be complete by Fall 2013.

- Hospitality Trolley
  In comparison to last year's Hospitality Trolley service, boarding results show a slight decline for the period from September 26, 2012 thru January 16, 2013. The average number of ridership this year showed 104 riders per day during this period; however, the number of ridership increased to 133 riders per day during the Barrett Jackson event.

10. PUBLIC COMMENT

No public comment was received.

11. IDENTIFICATION OF FUTURE AGENDA ITEMS

- Pedicab issues

11. ADJOURNMENT

Chair Gruver adjourned the Regular Meeting at 7:17 p.m.

SUBMITTED BY:

Rose Arballo
Transportation Coordinator

***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**