Approved by the Transportation Commission on October 17, 2013

SUMMARIZED MINUTES

CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING

THURSDAY, SEPTEMBER 19, 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 6:04 p.m.

ROLL CALL

PRESENT: Gary Bretz, Commissioner
Terry Gruver, Chair
Paul Holley, Commissioner
Steven Olmsted, Vice Chair
Robert Stickles, Commissioner
Paul Ward, Commissioner
Matthew Wright, Commissioner

STAFF: Rose Arballo, Transportation Commission Coordinator
John Bartlett, Traffic Engineer
Paul Basha, Transportation Director
Susan Conklu, Senior Transportation Planner
Greg Davies, Senior Transportation Planner
Phillip Kercher, Traffic Engineering and Operations Manager
Holly Walter, Public Information Officer
Kevin Watts, Police Officer-Crime Prevention
Michael Winslow, Police Analyst II

OTHERS: Felicia Beltran ADOT Senior Community Relations Officer
Ron McCally, ADOT Project Manager
Chet Monh, DME Environmental Consultant
Ahmad Omais, Kimley-Horn and Associates Design Consultant
Avi Schmerer, URS Design Consultant
Sean Wozny, Olsson Associates

2. APPROVAL OF MEETING MINUTES

- Study Session of the Transportation Commission – August 15, 2013
- Regular Meeting of the Transportation Commission – August 15, 2013

COMMISSIONER WARD MOVED TO APPROVE THE STUDY SESSION AND REGULAR MEETING MINUTES OF AUGUST 15, 2013 AS PRESENTED. COMMISSIONER HOLLEY SECONDED. THE MOTION CARRIED UNANIMOUSLY SEVEN (7) TO ZERO (0).

3. PUBLIC COMMENT

No public comment was received.

4. ARIZONA CANAL MULTIUSE PATH PROJECT

Ms. Conklu gave a two-part presentation, which focused on character area “F” located along the Arizona Canal between Chaparral Road and the Indian Bend Wash.

Part 1 included a detailed history of the Arizona Canal and Crosscut Canal Paths. Ms. Conklu reviewed numerous other documents impacting the Arizona Canal Path and reviewed the 2008 Canal Corridor Study that provided guidance for developing the paved pathway along the Arizona and Crosscut canals. It was explained that the study broke the corridor into different character areas which helped identify proposed landscape themes, as well as the need to provide for a higher degree of public access; such as in the case of the more heavily traveled downtown area.

Part 2 included an overview of the project that highlighted the following:

- The purpose for this project is to provide connectivity, accessibility, and look at what kinds of destinations this will provide, such as direct off-street connection to Downtown.
- Improvements will consist of a 10-foot concrete path along one side of the Arizona Canal from Chaparral Road to Indian Bend Wash including pedestrian bridges, neighborhood connections, landscaping, and public art.
- The total cost of the project is estimated at $4.1M; $2.2M of that will be funded by Federal Grants and $1.9M is from the 0.2% voter approved Transportation sales tax.
- The public meeting process commenced on December 6, 2012.
- Updated information on this project has been placed on the City's project webpage at http://www.scottsdaleaz.gov/construction/azCanalPath/
- Both Options 1 and 2 were reviewed which included a review of the same and slight differences within certain sections of the path. Option 1 will construct the path primarily on the east side. Option 2 will construct the path on the west side. Both options will construct the path on the west side from Chaparral to Jackrabbit due to constraints.
- Due to some of the required improvements needed as part of the path construction, Option 1 will cost more than Option 2.
- The next public meeting will be held sometime in October.
- Staff will seek a recommendation from the Transportation Commission on the preferred path alignment in November.

Chair Gruver opened the floor for public comment.

Eric Nesvig, resident of Casa Del Mar subdivision, concerned that the canal bank elevation is about 5-6 feet above homes on the east side. Also, people's back doors would be too close to the proposed bike path. Construction of the path on the east side would impact more homes; therefore, supports Option 2.

Brian Davis, resident on the east side of the canal, supports Option 2. Option 2 will impact fewer homes and has a better sight distance for cyclists at McDonald. In addition, Option 2 can use some existing paving that will make this project less costly.

Cecilia Marquis, resident on the east side, is in opposition of a path on either side. Runners/joggers prefer a soft surface, not concrete, to run on. If a path is required to be constructed in this area, Ms. Marquis would be in favor of the west side.

Jane Larson and Paul Nichols, Scottsdale residents, are in favor of this project to be constructed on the east side. It is believed the path will provide important connectivity, improve access to downtown businesses, and provide more access points for all users including emergency vehicles.

Carole Huber, lives directly next to the canal bank. Ms. Huber is opposed to doing any project at this time. It is felt that no path is necessary. Constructing a path on the east side will put children, walkers, and joggers too close to the water creating a safety issue.

John Ministy, resident on 76th Place, supports the path being constructed on the west side where there is plenty of room to be built. It is felt there are too many homes below grade on the east side.

Dan Lare, Arroyo Verde Homeowner's Association, commented that a path constructed on either side of the canal will work. It was suggested that perhaps adding striping and reflectors on the path will address safety concerns. It is also believed that the City Engineering Department and landscape designer should design the project, not the artist. He felt that this project would improve the area.

Chair Gruver read the written public comment cards submitted to the Commission as follows:

Beth-Marie McCully opposes this project. "The east side of the canal faces west (sun all summer afternoon). West side more shade, more people walk on west side. Do not want lights or umbrellas with benches; needs to be in natural status. Landscaping on path for bike and walking is okay. I think the traffic will be a lot worse at rush hour. Both McDonald and Chaparral are connectors for the 101 if anything. Please, no modern artwork; the canal should be in its natural state. Most people that walk, ride bikes, and run are not there for leisure; they are on a mission—exercise! It reminds me of a trail to nowhere between Chaparral and McDonald. Thank you."

Nancy Kitchell, opposes this project. "Don't like direction you are going. No cement; no matter what color. Landscaping is not bad public art."

Janie Ellis, supports construction of the canal path, but opposes concrete and lights as part of the project.

Susan Wood, opposes this project. "Canal bank trail; I object to the City wasting money on needless projects. This project will negatively impact neighbors on the east side of the canal, lack of privacy, potential for crime. Property values will be devalued."

Nan Nesvig, opposes this project. "Please put the path on the west side of the canal. The canal bank is 5 feet from our back fence. The canal bank is level with the top of our fence. Right now, we get a lot of foot traffic but if you put the path on our east side, there will be more than 1,000 people (per other path numbers) on weekends because of our close proximity. It will invite more people stepping, looking into our back yards, theft, and interruption of our quality of life. People who live on the path along the golf course report theft of items on their back yards and patio. You can put it on the west side and not impact more than 300 residents. Save $500K on the crossing bridge and also save on landscape costs. Some neighbors are 3 feet from the canal. I'd think City of Scottsdale would not want to spend the $1.9M of taxpayer money given our current budget and deficits. Thank you."

Brian Davis, opposes this project. "It has been suggested that the east side of the canal (Option 1) is safer than the west; it is not. The most dangerous aspect at the pathway is the street crossings at Chaparral and McDonald. The east side (Option 1) has sub-standard visibility at McDonald making it even more dangerous; particularly with the increased traffic paving will bring to the canal bank. The $1.9M the City

proposes to spend would be more productively spent improving the safety of the Chaparral and McDonald crossings. Crossing these streets in rush hour is a challenge. Cyclists using the paved path to commute or shop are safer crossing these streets at signalized intersections such as 78th Street and McDonald. 78th Street has bike lanes and is posted at 25 m.p.h. Please note this project does not complete any path or add to any path because the path is already there. This project only paves the existing path. If this must move forward, please place it on the west side (Option 2).

Carole Huber, opposes this project. "It is not needed as are many other transportation infrastructure projects. It is a good idea lacking validity now with our country and city's finances in great jeopardy and many other facilities for bikers, roller bladers, etc. nearby like the Indian Bend Wash project system. Also, strongly object to citizens using adequate packed earth (now) getting only 5 feet of path nearest canal waters. They should get 5 feet farthest from the water. Roller bladers and bicyclists could come up suddenly, startle and cause sudden movement to cause unbalanced situation. No artwork; the proposed vertical signs are awful and becoming to the natural beauty of the area. When we chose to live in Scottsdale over 40 years ago, we chose not to live in an urban, high risk area and feel this is being brought on us and feel closed in.

Staff addressed citizen concerns regarding the lighting and art component for this project, crime rate in the area, and explained there are several differences between Option 1 and Option 2 which are noted in the matrix provided to the Commission and as shown in the presentation.

Staff addressed questions and concerns from Commissioners with regards to lighting, safety concerns along cross-sections of the path where it might not be wide enough for a continuous 10-foot concrete and 5-foot unpaved surface, enhanced crossings, potential impacts to Federal funding, and privacy of residents who sit below grade on the east side.

Commissioners emphasized on the following:

- Commissioner Ward suggested providing more information on the process of constructing on level grade.
- Commissioner Olmsted suggested that perhaps some additional analysis could be done to compare costs of other path projects versus improvements for this project.
- Due to some cost differences of concrete for Option 1 and Option 2, Chair Gruver suggested that staff provide information on any potential or projected cost differences for both options.

5. CHAPARRAL ROAD (WEST OF SCOTTSDALE ROAD) TRAFFIC CALMING

Mr. Kercher presented background information on this project and reviewed an aerial of past and current conditions of Chaparral Road. Staff will seek a recommendation of support from the Commission to use Neighborhood Traffic Management Funds for the

transportation share that will provide improvements on Chaparral between 68th Place to Scottsdale Road. Total funds available in the Neighborhood Traffic Management Program are estimated at $920,767.

It was highlighted that a traffic calming plan developed in February 2007 is at 90% completion; however, due to a number of factors, the Chaparral Road Improvements project was never incorporated into the Capital Improvement Program and never moved to construction. Since then, a multi-family development was approved for a parcel located along the south side of Chaparral Road. Negotiations with the developer resulted in an agreement for the developer and City to partner to complete traffic calming improvements along the site frontage and at the Scottsdale Road intersection. The developer has contributed $350,278 for their share of the improvements; the cost assigned to Transportation is approximately $503,813. Staff proposes that $350,000 of the Neighborhood Traffic Management Program funds be applied to the Chaparral Road project. The remaining $153,813 needed for the Transportation share of the Chaparral Road project will be funded by the Sidewalk Improvement and Intersection Mobility Enhancement funds.

Funding for current approved and potential identified neighborhood traffic calming projects has already been allotted in the amount of $441,500. The remaining $129,000 in the Neighborhood Traffic Management Program will be left for contingencies.

Staff addressed questions from the Commission relative to funding in the Neighborhood Traffic Management Program and funding for the Chaparral Road project. Commissioner Bretz expressed concern with safety and traffic congestion after construction of the recently approved multi-family development to be constructed on the south side of Chaparral. He also expressed concern on the Commission not having an opportunity to view the design of traffic calming improvements for this project. Mr. Kercher explained that since the project design was 90% complete in 2007, a consultant and staff will review the current street design and traffic calming devices (roundabouts/traffic circles) to make sure current standards are met. Additional public outreach will be conducted as the project moves forward.

No public comment was received.

COMMISSIONER HOLLEY MOVED TO RECOMMEND THAT STAFF RE-ALLOCATE FUNDS FROM THE NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM TO THE CHAPARRAL ROAD TRAFFIC MANAGEMENT IMPROVEMENTS PROJECT. COMMISSIONER WRIGHT SECONDED. THE MOTION CARRIED SIX (6) TO ONE (1) WITH COMMISSIONER BRETZ OPPOSED.

6. LOOP 101 GENERAL PURPOSE LANES UPDATE

Representatives of Arizona Department of Transportation (ADOT) and their consultants reviewed plans for the Loop 101 General Purpose Lane Widening Project. The project involves lane additions on an 11-mile segment from SR-101 to the Loop 202. Overall, the project will consist of adding one lane in each direction from SR-202 to Shea Boulevard of which 1.3 miles are within the city limits of Scottsdale.

Ms. Beltran introduced the project team and briefly reviewed the public outreach process for the design phase. Several meetings have been held. A public meeting will take place at 6:00 p.m. on Thursday, September 26, at the Granite Reef Senior Center. This will be the last chance for the public to learn about the project.

Mr. McCally presented an overview of the project. The following was highlighted:

- This project is intended to improve freeway capacity, reduce congestion of future traffic volumes, improve traffic flow at Loop 202 to northbound Loop 101, and implement the Regional Transportation Plan.
- Final design of the project began in 2012 and is anticipated to be complete in early 2014.
- Construction is anticipated to begin in late summer 2014 for approximately 24-30 months.
- The project will add an additional travel lane southbound from Shea to McKellips; an additional travel lane northbound from McDowell to Shea, two additional travel lanes from the northbound Loop 101/Loop 202 interchange entrance ramp to McDowell, Chaparral Road traffic-interchange improvements, and repaving the entire road with rubberized asphalt.
- Extensive public outreach was conducted in the development of the Transportation Management Plan for this project to ensure safe mobility for the traveling public and construction workers and to address concerns or impacts this project could have on Scottsdale streets.
- Detours will be set up on the weekends for a limited duration while concrete barriers or rubberized asphalt is being installed. Mr. Omais briefly reviewed some of the detours planned along the segment within Scottsdale city limits.

In addressing concerns from the Commission, the consultants and ADOT staff assured that all lanes of traffic on the freeway will remain open during major events. ADOT also indicated that travel lanes will be obliterated and restriped when adjusting travel lanes during construction.

No public comment was received.

7. BRIEF HISTORY OF SCOTTSDALE TRANSPORTATION

Mr. Basha reviewed some major developments in the transportation system throughout the past 20 to 50 years. This included an overview of proposed alternatives and concepts for Hayden Road at Frank Lloyd Wright Boulevard, Chaparral Road, Greenway road, the Downtown Couplet, and Shea Boulevard east of the Pima Freeway. A review of Scottsdale vicinity Freeway System Plan modifications from the 1960's to 1990's was also provided.

No public comment was received.

8. TRANSPORTATION PROJECTS/PROGRAMS UPDATE

Mr. Basha noted the following:

- As part of a public safety and security initiative, Transportation and Police temporarily converted three streets in the downtown entertainment district to one-way. The streets are Buckboard Trail, Shoeman Lane, and Saddlebag Trail. Due to serious congestion in the immediate vicinity and emergency vehicles unable to get to their destination, the one-way streets will operate for a 30-day trial. Following the 30-day trial, a public meeting will be held to decide if the one-way street operation should become permanent.
- The valet ordinance which regulates valet operations in the downtown area is currently being revised to provide greater control over valet operations. In some locations, valets are operating in public streets which are unacceptable. The valet ordinance does allow temporary short-term use of public streets for valet purposes, but is not for permanent use.
- The new streets ordinance is being revised and updated to primarily strengthen the rules and regulations to operate on the streets' right-of-way and keep it as clear as possible from obstructing construction and other non-appropriate uses.
- The City of Scottsdale has been working on a number of construction improvements along the Frank Lloyd Wright corridor including Sweetwater Avenue and Cactus Road. Construction is anticipated to be complete by the end of October.
- The Valley Metro publication for transit routes is revised every January and July. Transit changes for January 2014 are very minor, except for the addition of route 56 that will extend from the Desert Botanical Garden along Galvin Parkway to McDowell, then McDowell east to Hayden Road. This will connect part of Scottsdale adjacent to McDowell Road to the Desert Botanical Garden, Phoenix

Zoo, and the light rail station at Priest and Washington into downtown Tempe and Chandler. Route 56 will run at 30-minute service seven days a week.

- The Skysong Transit Center is under construction and will be completed the end of November.
- The non-ADA fare increase was approved by City Council and will go into effect October 1, 2013.
- The Thomas Road Streetscape project that has been under planning and design for the past two years will go to Council to consider authorizing a bid award for construction of this project. Although the project came in at $3M over budget, federal funds were re-allocated from the Hayden/Thomas Improvements project to the Thomas Road Streetscape project. The Hayden/Thomas intersection improvements will be constructed in the next two to three years.
- The City received an award of merit from MAG (Maricopa Association of Governments) for the Via Dona unpaved trail.

9. PUBLIC COMMENT

No public comment was received.

10. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

Commissioner Ward suggested an update on the Bond Program. Since there is a transportation question on the ballot, this will provide an education opportunity to the public that could help make an informed decision on this matter.

11. ADJOURNMENT

With no further business to discuss, Chair Gruver adjourned the Regular meeting at 9:13 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**