



SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

THURSDAY, APRIL 16, 2015

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

CALL TO ORDER

Chair Olmsted called the regular meeting of the Scottsdale Transportation Commission to order at 6:05 p.m.

1. ROLL CALL

PRESENT: Steven Olmsted, Chair
Paul Holley, Vice Chair
Gary Bretz, Commissioner
Barry Graham, Commissioner (arrived at 6:33 p.m.)
Steven Rosenberg, Commissioner

ABSENT: Robert Stickles, Commissioner
Matthew Wright, Commissioner

STAFF: Rose Arballo, Transportation Commission Coordinator
John Bartlett, Traffic Engineer
Paul Basha, Transportation Director
Walt Brodzinski, Right-of-Way Manager
Jennifer Horodyski, Traffic Engineering Analyst
Phillip Kercher, Traffic Engineering and Operations Manager
Elaine Mercado, Project Manager – Capital Project Management
Andrew Merkley, Traffic Engineering Analyst
George Williams, Principal Transportation Engineer

GUESTS: Linda Milhaven, Vice Mayor
Julie Rees, Future Phoenix Transportation Committee

2. PUBLIC COMMENT

No public comment was received.

3. APPROVAL OF MEETING MINUTES

- Study Session of the Transportation Commission – March 19, 2015
- Regular Meeting of the Transportation Commission – March 19, 2015
- Special Meeting of the Transportation Commission - March 25, 2015

VICE CHAIR HOLLEY MOVED TO APPROVE THE MINUTES OF THE REGULAR MEETING AND STUDY SESSION OF MARCH 19, 2015 AND THE SPECIAL MEETING OF MARCH 25, 2015 AS PRESENTED. COMMISSIONER BRETZ SECONDED. THE MOTION CARRIED BY A VOTE OF FOUR (4) TO ZERO (0). COMMISSIONER GRAHAM WAS NOT YET PRESENT AND COMMISSIONERS STICKLES AND WRIGHT WERE ABSENT.

4. BLACK MOUNTAIN ROAD

Ms. Jennifer Horodyski, Traffic Engineering Analyst, gave a presentation on proposed improvements to the Black Mountain Road area.

Highlights of the presentation included:

- The developers of new subdivisions on the section of 84th Street to be constructed between Black Mountain Road and Hawknest Road will improve 84th Street. The developer of Sierra Highlands whose entrance is on 84th Street will construct two speed tables on the street. Neighborhood Traffic Management Program funds will be used to add two speed tables on the street south of Hawknest Road.
- Residents' concerns about Black Mountain Road between Hayden Road and Pima Road include: narrow pavement width, the curve at Hayden Road, shifts in horizontal alignment, roadway sections without curb, gutter or sidewalk, and the vertical curvature of the roadway. Other concerns were expressed about speeding vehicles, pedestrian safety, future construction traffic, and increase in traffic volumes due to the new developments.
- Residents' concerns regarding 84th Street between Westland Drive and Black Mountain Road and between Black Mountain Road and Hawknest Road (currently in construction) included the speed limit, pavement width north of Westland Drive, the absence of bike lanes, curb, gutter and sidewalk north of Westland Drive, vehicles speeding, and cut-through traffic from Pima Road.
- Residents requested additional stop signs at the intersection of Black Mountain Road and 84th Street.
- Traffic control modifications and other activity that have been completed on Black Mountain Road include improved signage and striping, added pavement in the narrow section, removal of vegetation at the intersection of Black Mountain Road and 84th Street, and advising City inspectors that construction traffic should not use Black Mountain Road west of 84th Street.
- Ms. Horodyski detailed all the improvements that have been implemented.

- An engineering study was conducted to determine the best stop control to be installed at the intersection of Black Mountain Road and 84th Street when the new section of 84th Street is complete. The recommendation is that the east and west approaches to 84th Street be stop controlled, and the north and south approaches to the intersection be uncontrolled. Sight distance for all approaches should be verified. If the recommended sight distance cannot be achieved, stop signs should be also added for the north and south approaches.
- Requested street improvements include improvements to Black Mountain Road between Hayden Road and Pima Road; improvements to 84th Street between Olesen Road and Westland Drive; and improvements to Westland Drive between 81st Street and 84th Street.
- Black Mountain Road has been requested to be improved between Pima Road and Hayden Road. Incomplete cross-sections would be brought to City standards by potentially adding curb, gutter, and sidewalk to pavement sections that lack them.
- To bring the section of 84th Street between Olesen Road and Westland Drive to City standards, bike lanes, curb, gutter, and sidewalk should be added to both sides.
- Residents requested that Westland Drive be improved between 81st Street and 84th Street. Due to right-of-way constraints and changes in the functional classification of Westland Drive, several abrupt alignment shifts exist. Right of way would be acquired to rectify this.
- Next steps include:
 - Constructing two speed tables on 84th Street using Neighborhood Traffic Management Program funds once 84th Street is completed between Black Mountain Road and Hawknest Road.
 - Installing stop signs at the intersection of 84th Street and Black Mountain Road based on the study recommendations.
 - Traffic Engineering will continue to collaborate with residents who address any new concerns.
 - A speed limit study for 84th Street between Westland Drive and Black Mountain Road will be completed to evaluate whether the 25 mile per hour is appropriate.
 - Capital improvement requests in the area will be evaluated.
 - Traffic Engineering will facilitate the removal of vegetation and the addition of a graded shoulder on sections of Black Mountain Road without curb and gutter.

Chair Olmsted opened public commentary.

- Ms. Lynne Sullivan representing the Sandflower HOA on 81st Street urged a four-way stop at the future intersection of Black Mountain Road and 84th Street. She argued that the study of existing traffic patterns could be very misleading as motorists living outside the immediate area will find 84th Street a useful route. Although residents appreciate the new barricade at the curve on Black Mountain Road at Hayden Road, this is a dangerous area due to the steep curve and sudden narrowing of the roadway. She noted 30 large cracks up to approximately four inches wide running across the roadway and a six-inch drop off at the edge. Last week tire marks were visible running off this edge.
- Mr. Chris Asterino of the Cortona Homeowners Association, living on Nightingale Star Drive, said he has a view from the back of his home of all traffic on Black Mountain

Road just west of 84th Street. He commended Ms. Horodyski's work with residents. He noted examples of poorly designed roads in the area, including the curve at Westland and 84th Street. 84th Street just north of Westland Drive is essentially a one-lane road north to Olesen with no sidewalks, yet it is used by traffic in both directions as well as pedestrians. Black Mountain Road west of 84th Street is also essentially one lane with no sidewalks or curbs. The hairpin turn into Hayden Road has been the site of accidents. Both the Cortona and the Sandflower HOAs are requesting that traffic to the incoming subdivisions northeast of the intersection of 84th Street and Black Mountain Road be forced to go east or south, and that a four-way stop sign be placed at the intersection to slow down traffic. He concurred with Ms. Sullivan that studies of existing traffic cannot accurately predict conditions once the subdivisions are occupied. He predicted that a fatality is inevitable unless these steps are taken. Residents are not opposed to development as long as traffic is managed.

Highlights of the discussion following the presentation and public comment included:

- A Commissioner suggested placing double yellow lines along the entire length of Black Mountain Road, and painting white stripes along the edge of the pavement for better visibility at night. Mr. Phillip Kercher said the department aims to minimize road markings on roads like Black Mountain Road. Double yellow lines imply that the road is bigger than it is, causing people to drive faster. Striping the edge of the roadway would reduce the width of lanes.
- The Commissioner suggested white stripes near the barricades.
- A Commissioner inquired whether the list of recent activities covers everything that can be done in the interim until the study is complete. Ms. Horodyski confirmed that the next steps cover the items still to be completed. At this point, she could not give a time frame. The Commissioner urged that grading and vegetation removal be given priority.
- Chair Olmsted said he appreciates the public commentary and staff's diligent work in addressing concerns and engaging in the process. He acknowledged that the process is long, especially in terms of capital improvements. The process to review and evaluate concerns to determine what can be taken care of in the short term is lengthy, but assured everyone that it is an organized process.
- Mr. Kercher undertook to ask the street maintenance department to examine the cracks and roadway drop-off documented by Ms. Sullivan.
- Mr. Kercher said the traffic study looked at existing traffic and considered staff's best estimate of future traffic volumes. Staff is willing to re-evaluate conditions once the subdivisions are in place. He added that the projected volumes are in the magnitude of 500 vehicles per day, which is very low.
- Chair Olmsted noted it is important for residents to keep in mind that staff has to determine what the roadway will be like in the long term. This can be visited through the Transportation Master Plan. He asked residents in attendance if they are generally happy with the initial approach.
- Mr. Asterino said many of the solutions are capital improvements that will take 10 to 12 years to bring to fruition, so residents need to understand the process.
- Chair Olmsted outlined how projects are chosen for the Capital Improvement Program.

5. PHOENIX TRANSPORTATION SALES TAX

Transportation Director Mr. Paul Basha introduced Ms. Julie Rees of Triadvocates, who sat on the Future of Phoenix Transportation Committee. As a result of this Committee's work, it is anticipated that a transportation sales tax election will be held in Phoenix in August. Ms. Rees presented an overview of Transportation 2050.

Highlights of her presentation included:

- Existing Phoenix transportation sales tax was approved by voters in 2000, and will expire in 2020.
- This tax has funded neighborhood circulators, expanded holiday services, added Sunday service, rapid commuter service to downtown Phoenix, paratransit services for people with disabilities, and the City of Phoenix's share of light rail service.
- Demand for service is growing, due to demographic shifts and the expanding population.
- If funding does not continue after 2020, bus and light rail service would be reduced by 60 percent.
- The City of Phoenix population is projected to be 2.1 million residents by 2040, up from 1.5 million today.
- Ridership has grown by 57 percent since 2000. Most routes operate at maximum capacity.
- Phoenix street infrastructure is in crisis. Local streets are all on a 65-year maintenance cycle, over twice the industry standard. The old infrastructure is not ADA accessible. ADA improvements are needed in over 4,000 places citywide. The unmet need for street infrastructure is estimated at \$7 billion.
- Their goal is to develop a citywide transportation plan. The Future of Phoenix Transportation Committee consisted of 34 volunteer members appointed by the mayor and council in 2004.

Transportation 2050 comprises:

- Investment in street systems. Funding for street overlays will be doubled. Arterial street networks will be on a 30-year maintenance schedule.
- Safety and accessibility are key components. The plan adds 1150 miles of new bike lanes, 170 miles of new sidewalks, and adds ramps and other elements for wheelchairs. It provides for 2,000 new street lights and \$280 million for additional major projects.
- Accessibility to educational and commercial facilities is important to residents and visitors. The plan would add an additional 42 miles of light rail to connect such destinations to the existing system. An additional 75 miles of bus rapid transit would be added.
- Improved bus service is the core component of the plan. Routes to the north, south and east of the existing service are proposed. Hours of service would be extended to match the light rail service. Most routes will have a frequency of 15-minute service at peak travel times. Dial-a-Ride operations would expand correspondingly.
- Investment in transportation will stimulate economic growth in the region. The existing light rail service has facilitated \$7 billion in public and private investment. Expansion of

- the service is conservatively estimated to add a further \$40 billion of public and private investment.
- Increased availability of transit reduces congestion.
 - Currently 17,000 students access ASU in downtown Phoenix. Light rail and bus service are very popular with students and school children.
 - The proposed new tax element is 7/10ths of one cent; up from the current 4/10ths of one cent. It is projected to raise \$17.3 billion. This would leverage almost \$14.4 billion in federal and county funding and passenger fares.
 - If Transit 2000 expires and no other dedicated local funding for transportation replaces it, the federal funding opportunity will be lost.
 - Phoenix voters will vote on August 25. Cost of the proposed tax is estimated at around \$5 per month for the average Phoenix family.

Highlights of the discussion following the presentation included:

- A Commissioner asked for clarification of the proposed tax rate. Ms. Rees said if approved by voters effective January 2016 the transportation sales tax would rise to 7/10ths of one cent and remain in effect for 35 years.
- A Commissioner inquired about coordinating with Glendale and extending light rail to the sports facilities. Ms. Rees said a key component of the discussion was greater connectivity with sports and entertainment assets.
- A Commissioner urged that this could be an opportunity to implement a Valley-wide paratransit system. Currently, users are stuck at the borders of their own municipality.
- Ms. Rees confirmed that her presentation reflects what the Phoenix City Council has adopted.
- The plan includes high capacity transit corridors but does not specify which corridors would be chosen.
- Mr. Basha said that staff will bear in mind the opportunity to extend a bus route past Paradise Valley Mall to the Airpark, should Phoenix implement this route.
- Ms. Rees reflected on her service on the Committee. The 34-member group was a workable size and included industry experts, neighborhood leaders, members of the Phoenix Transit Commission and major stakeholders. Members were drawn from across the entire city. Public outreach was accomplished through existing opportunities to interact with residents, face to face outreach at transit centers, and through social media.

6. 124th STREET TO 128th STREET / ANASAZI AREA TRANSPORTATION IMPROVEMENTS

Principal Transportation Engineer Mr. George Williams described the proposed improvements to the Anasazi area.

Highlights of his presentation included:

- When Anasazi Elementary School opened in 1986 it was planned that Cactus Road would connect 124th Street to 128th Street. When the Preserve was established, that plan was canceled, although a water line was constructed in the Cactus alignment.

- Consequently Anasazi is the only Scottsdale elementary school that has only one access in and out. The road it is on leads south to Via Linda. The area is busy with potential vehicle-pedestrian conflicts.
- Staff proposes a roundabout at the intersection of the Cactus alignment and 124th Street to improve the capacity of the intersection, while also improving the drop-off and pickup areas at the school.
- A shared use path is proposed along the north side of the school to connect 124th Street to 128th Street, connecting neighborhoods with amenities and the Lost Dog Wash trailhead.
- Staff has a commitment to the principles of universal design taking into account the needs of the physically challenged, seniors and the very young. Additionally, staff is working with the Scottsdale Unified School District (SUSD) on a comprehensive safe route to school program.
- Mr. Williams presented options for the alignment of the path. To be sensitive to the context they are considering building an eight-foot path rather than the usual ten feet and using buff tinted concrete for the path, which would meander. Residences would have a buffer of at least 40 feet, as opposed to the typical 20 to 30 feet. Unlike the majority of multi-use paths, this will not be striped and no lighting will be provided.
- On Via Linda, staff proposes providing a sidewalk on the south side of the street and building a right-turn bay to handle traffic to Desert Mountain High School and Mountainside Middle School.

Chair Olmsted opened public commentary and began by reading the following written comments:

- Jim Hawkins of the Sonoran Heights subdivision wrote that the proposed multi-use path is not needed or necessary to connect the neighborhoods.
- Cheryl Hawkins of the Sonoran Heights subdivision suggested a pea gravel surface would be more natural and perhaps less expensive
- Roy and Char Deopere, whose house backs up to the Preserve walking path, wrote that the proposed path would be within 20 feet of their back yard. They felt that most children would not use the path to school and that neighbors should have input into the decision that affects their privacy and property values.
- Nancy and Doug Plank wrote that their home backs up to the Preserve and they have concerns about the proximity of the proposed path to their back yard, which will compromise their privacy. Their grandson attends Anasazi and the children use the path on the playground side of the school where the entrance gate is. Children living to the east come to school by bus. Pea gravel would be more economical than concrete. If the path is to connect the 128th Street trail to the Lost Dog Wash trailhead, it could be located farther north. Although the path is intended to give better community access to the ball fields, these are locked after school hours. They were also concerned about measures to ensure that cars cannot enter the path, especially at night.

The following residents spoke:

- Mr. Jim Hawkins expressed concern that no one has done a survey to gauge student traffic. The students are sixth-graders and younger, whose parents will not allow them into the Preserve alone because of wildlife. The closest residential neighborhoods are

the gated community of Scottsdale Mountain and The Estates, east of 128th Street. Those children either bus to school or are in private schools. The only foot traffic in the area is within the Preserve along the Ringtail Trail.

- Mr. Dennis Mowery was attending on behalf of the Sonoran Heights HOA. His home backs onto the Preserve. He requested a document that spells out exactly what is planned. Neighbors are uncertain what is planned and rumors are circulating. He felt the green option was preferable to the other alternatives as it is farther from their yards. He suggested that an earthen surface would be better than concrete. He noted that the Sonoran Heights subdivision is the only residential area that backs onto the Preserve.

Chair Olmsted closed public comment and invited staff to respond.

- Mr. Williams assured everyone that a path is proposed and vehicles would be prohibited.
- Discussions with the City's Paths & Trails Subcommittee and the SUSD have identified that the preferred surface is an all-weather surface that will be ADA accessible and less costly than decomposed stabilized granite.

Highlights of discussion that ensued included:

- A Commissioner thanked everyone who attended the meeting. He noted that SUSD is prepared to contribute one-third of the cost. He asked how many students are expected to use the path and how the cost-splitting ratio had been reached.
- Mr. Williams said they have been working with SUSD for several years. Issues have changed over time. At times there is a very informal trail running through Sonoran Heights, but residents have blocked it. In any case, it is not ADA accessible.
- The cost sharing was arrived at a discussion with the SUSD and is based on the anticipated benefit to the school district as compared to the larger community.
- A Commissioner asked whether any survey has investigated how many students would use the pathway and how many students are currently walking to school.
- Mr. Williams said they have not conducted a survey but have observed children taking various paths to school. The SUSD say it varies from year to year.
- The Commissioner commented that parents might walk their children to school once a good path is in place. He suggested a survey would be useful.
- Mr. Williams said the school does not have a great mechanism for surveying parents, but that a significant proportion of the students live east of the school and it would be a good connection. Staff has had meetings with the PTO.
- A Commissioner asked about access points to the path from the subdivisions.
- Mr. Williams said staff looked at creating an access point from the gated community or from the end of Cactus.
- A Commissioner said an eight-foot path would be sufficient and would be useful for parents and other caregivers to walk small children to school. He suggested that if the path could run along the scar of the water line within the Preserve, this would probably be the best alternative.
- Chair Olmsted said the Commission must take into consideration the opinions of the neighbors who had attended the meeting. He commended staff's work in helping the Commission understand all implications of a decision and enabling the City to take

- advantage of matching funds from the SUSD. He noted that this path has long been in the Transportation Master Plan.
- Chair Olmsted asked staff to clarify the ingress and egress to Anasazi Elementary School. Mr. Williams displayed an aerial photo and demonstrated that the only way to reach the school by road is by taking 124th Street north from Via Linda. Any emergency that blocked that street would effectively cut the school off. The proposed loop and roundabout would mean traffic could turn easily without having to make U-turns when picking up or dropping off children.

VICE CHAIR HOLLEY MADE A MOTION TO DIRECT STAFF TO (1) MOVE FORWARD WITH DESIGN CONSIDERATIONS TO CONVERT THE EXISTING THREE-WAY STOP AT 124TH STREET AND CACTUS ROAD - NORTH DRIVEWAY INTO ANASAZI ELEMENTARY SCHOOL - TO A ROUNDABOUT; (2) MOVE FORWARD WITH DESIGN CONSIDERATIONS TO ADD A DROP-OFF AND PICK-UP LANE ALONG THE NORTH END OF THE SCHOOL, AND (3) MOVE FORWARD WITH PUBLIC OUTREACH AND GENERAL DESIGN CONSIDERATIONS OF CONSTRUCTING A SHARED USE PATH ALONG THE CACTUS ROAD ALIGNMENT FROM 124TH STREET TO 128TH STREET. COMMISSIONER GRAHAM SECONDED THE MOTION, WHICH CARRIED BY A VOTE OF FIVE (5) TO ZERO (0). COMMISSIONERS STICKLES AND WRIGHT WERE ABSENT.

- Mr. Williams said the next step will be an open house on April 30. The Development Review Board will consider design issues on May 7. The McDowell Sonoran Preserve Commission will also meet on May 7. Staff hopes that an intergovernmental agreement (IGA) with SUSD can be presented to City Council on May 14.
- The Commissioner suggested that staff can keep the Commission apprised of what has happened at its May meeting.
- Chair Olmsted summarized that there are four upcoming opportunities for public participation. He reminded the audience that the Transportation Commission makes recommendations and tries to help staff and City Council make decisions. The Commission is fairly comfortable with the roundabout and the drop-off and pick-up lane, but recognizes that more work and public outreach is needed for a shared use path.

7. ARTERIAL STREET DIRECTIONAL SPLITS

Traffic Engineering Analyst Mr. Andrew Merkley discussed the study conducted on directional splits on arterial streets.

Highlights of his presentation included:

- Recommended changes to signal progression.
- The ultimate goal is to improve signal progression along arterial streets so that a group of vehicles is able to reach green signals in succession.
- Directional splits are evaluated to study peak hour traffic patterns. It refers to the percentage of traffic going in either direction. The current study used data collected in 2011 and 2012, but staff will continue to evaluate traffic as future data is collected.
- Staff evaluated Scottsdale Road, Hayden Road, Pima Road, McDonald Drive, Thomas Road, Indian School Road, Shea Boulevard and Frank Lloyd Wright Boulevard.

- Mr. Merkley discussed the findings in detail for each of the streets evaluated for peak morning, midday and evening hours.
- Understanding directional splits is the first step in developing an effective progression plan, but further analysis would be required before a progression plan can be put in place. Traffic Management Center staff is currently refining progression plans on Scottsdale Road from Mayo Boulevard to Shea Boulevard, and on Hayden Road between Indian School Road and McKellips Road. Once these have been completed and calibrated, they plan to move on to further feasibility recommendations.

Highlights of the discussion following the presentation included:

- A Commissioner asked how the study of arterial splits relates to being able to drive at the speed limit and encounter a series of green lights. Mr. Merkley said this is the first step, as it shows which direction of traffic should be prioritized at different times of day to optimize everyone's travel time. He acknowledged that during the evening commute time, the progression plan might be for a lower speed due to congestion. If traffic volume is equal in both directions, both directions would have progression; however, this is far more complex to achieve.
- A Commissioner inquired what had been done in the past before advanced progression analysis became available. Mr. Basha said the analysis is typically done on a three to five-year cycle. The current information suggests that signal timing should be changed because traffic patterns have changed.
- A Commissioner asked about the prioritized east-west progression mentioned in the presentation. Mr. Merkley explained that Indian School, McDowell and Thomas have prioritized progression over Pima Road. Mr. Basha elaborated that part of the analysis is to consider all four approaches to each intersection to determine where the dominant traffic flow is at different times of the day. Staff plans to attempt improved progression on Pima Road.

8. NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM (NTMP) UPDATE

Traffic Engineer Mr. John Bartlett provided the Neighborhood Traffic Management Program update.

Highlights of his presentation included:

- Overview of the process.
- Projects in design currently are Cattletrack Road from Lincoln Drive to McDonald Drive and Cholla Street between Hayden Road and 84th Street.
- Construction of the hardscape of Granite Reef Road and 86th Street between Earll Drive and Thomas Road is finally complete. Work on this project began in 2005.
- Before and after studies of the last eight projects to have been completed document that the program is effective in reducing speeding and volume of traffic.
- The program has \$302,702 available in its budget. Approximately \$53,000 was carried forward from previous years. Projects that have been approved but not yet constructed are estimated at approximately \$305,000. The program will receive \$100,000 in the next fiscal year, down from \$250,000 this year.

Highlights of the discussion following the presentation included:

- Chair Olmsted asked if staff is satisfied with the budget. Mr. Bartlett said the current funds approximately equal the estimated cost of approved projects. Next year's allocation will roughly cover one project. In recent years, fewer projects have been requested. He concluded that the budget seems acceptable, but that could change. Mr. Basha concurred. He added that for the coming fiscal year the Department wanted to be very cautious and conservative. If new projects emerge, they anticipate being able to find funding from other categories.
- A Commissioner commented that this program is extremely successful in terms of achieving an objective at a relatively low cost. Mr. Basha said he has personal experience of traffic calming projects in other cities, and Scottsdale is head and shoulders above every other community in the Valley in this regard. Some cities have too many traffic calming projects. Scottsdale's program is successful because it is so selective.

9. CHAPARRAL ROAD IMPROVEMENTS

Mr. Bartlett presented the improvements on Chaparral Road between 68th Place and Scottsdale Road.

Highlights of his presentation included:

- Current conditions include missing sidewalks, an antiquated traffic circle at 70th Place and Chaparral, a unique intersection at Chaparral and the Portales Corporate Center, and at the intersection of Chaparral and Scottsdale Road traffic turning right has to share a lane with through traffic.
- Residents brought their concerns to the City in 2005. Concerns included excessive street width, speeding, and missing sidewalks. In 2007 plans were 90 percent complete on a project to narrow the cross-section of Chaparral with a meandering alignment, update the 70th Place traffic circle, modify the entrance to the Portales Corporate Center, add missing sections of sidewalk, and add an eastbound right-turn lane to improve capacity. Estimated cost of the project was \$3.2 million and the project was put on hold due to insufficient funding.
- In 2013, the Portales multi-family residential development was approved by City Council. The developer partnered with the City to complete the traffic calming improvements in front of their frontage and the additional capacity at the Scottsdale Road intersection.
- Plans were updated in 2015. The concept of meandering was abandoned because it impacted the homes on the north side of the street. A raised median island and bike lanes were added to narrow the roadway. The plans retain the updated roundabout and add missing sidewalk, the eastbound right-turn lane onto Scottsdale Road and increased pedestrian lighting. The current project estimate is \$2.1 million, of which \$1.2 million is in the 2014/2015 CIP. An additional \$892,000 of funding will be required. The transportation share of the project is approximately \$1.2 million, which will require an additional \$484,000 of Transportation funding. The remaining costs are for stormwater and sewer improvements.
- Mr. Bartlett noted that Project Manager Ms. Elaine Mercado was in attendance.

Highlights of the discussion following the presentation included:

- A Commissioner commented that in 2013 the cost had been estimated at about \$1.4 million and asked what accounted for the increase of approximately \$700,000. Mr. Bartlett said the storm drain system is significantly larger than in the original design. A utility conflict was identified that the previous design had not taken into account. Revisions to quantity and unit cost for the sewer main line also contributed. He noted that these are not transportation components. Transportation-related cost increases included the purchase of right-of-way at the intersection of Chaparral and Scottsdale Road, needed pedestrian improvements, and relocating a traffic signal pole. The roundabout is designed to today's standards and Fire Department requirements. Eight additional street lights were added to today's design.
- Recalling that the Commission had voted to transfer \$350,000 from the Neighborhood Traffic Management Program to the Chaparral Road improvements, while the developer also committed to providing \$350,000 Chair Olmsted asked if the developer's share was enough. Mr. Basha said the developer's contribution was negotiated based on staff recognition of the impact of the development on the street system. The \$350,000 from the Neighborhood Traffic Management Program was very beneficial and necessary. Neighbors to the north of Chaparral have always been very concerned about commercial traffic infringing upon Chaparral and impacting their neighborhood. He added that the design of the Portales intersection is to discourage traffic from using Chaparral Road to the west. The lack of a dedicated right-turn lane onto Scottsdale Road added to the difficulties. Adding a right-turn lane will encourage traffic to go east to Scottsdale Road or Goldwater Boulevard. Mr. Basha concluded that the project will directly benefit the Chaparral residents, so the transfer from the Neighborhood Traffic Management Program is well justified.
- Mr. Kercher said the original project was based on public outreach done years ago and original cost estimates were based on that data. Ms. Mercado has conducted much public outreach for the current project and the project has evolved accordingly to be a better project.
- A Commissioner asked if the \$350,000 the Commission previously committed should be added to the \$484,000 shortfall. Ms. Mercado said the \$484,000 is additional. She discussed the updated roundabout design, which has to accommodate larger fire trucks. She noted that the current project no longer includes sidewalk on the south side of Chaparral.
- A Commissioner asked where the additional \$484,000 would come from. Ms. Mercado said Transportation staff identified savings of approximately \$975,000 from the completed phase 1 of the Scottsdale Road project. Staff proposes to transfer monies from that project.
- A Commissioner inquired about the condition of the pavement on Chaparral west of the project. He commented that it would be preferable not to have a short stretch of new surface followed by a dramatically different quality of road surface.
- Citing tonight's presentation about the Anasazi improvements, Chair Olmsted asked whether costs are being properly scoped on shared cost projects.
- A Commissioner inquired about public outreach. Ms. Mercado said a neighborhood meeting and two open houses were held. Residents were favorable to the median design compared with the previous meandering roadway design. Public response has been very positive. Mr. Basha added that this has been a very contentious project. Much of the neighborhood was opposed to the project. Staff has responded to their

concerns and provided the neighborhood a project that they wanted. Now they have achieved virtually unanimous support from the neighborhood.

10. PATHS & TRAILS SUBCOMMITTEE REPORT

Vice Chair Holley reported on the March 10th meeting of the Paths & Trails Subcommittee:

- A representative from Carefree addressed the Subcommittee about the town's plans. The greatest opportunity for connectivity with Scottsdale is at Pima Road.
- Staff presented the “myScottsdale” mobile app. Staff will brief the Transportation Commission at the May 21st meeting.
- Scottsdale is working on the Bicycle Friendly Communities application.

Chair Olmsted expressed appreciation for Mr. Basha's efforts to redefine the mission of both the Commission and the Subcommittee. This benefits the work on the Transportation Master Plan and the perspective of the other Subcommittee members is valuable.

11. TRANSPORTATION MASTER PLAN POLICIES

Mr. Basha announced that this was the first substantive discussion on the Transportation Master Plan. A special meeting dedicated to the Transit Element will take place on May 7. He noted that the policy section in the current Transportation Master Plan from 2008 is 26 pages with a 17-page appendix. This has been consolidated into just two pages.

Highlights of discussion included:

- Deviation from the policies can only occur through presentation to the Transportation Commission and their majority vote to allow a deviation.
- The Complete Streets Policy is essential. Streets must accommodate cyclists, pedestrians and transit users in addition to motor vehicles.
- A Commissioner said it would be helpful to understand what the implications are for various types of streets and how to decide which streets should have bike lanes.
- The Commissioner opined that the first priority should be to promote alternative transportation modes wherever possible.
- Mr. Basha stated there will be a separate chapter in the Transportation Master Plan for each of the four modes. Each will discuss how to encourage that alternative.
- A Commissioner remarked that a Complete Streets Policy needs to keep in mind the needs of people with disabilities. Mr. Basha confirmed that the policy in fact includes the phrase "all ages and abilities."
- Mr. Basha said one of the dominant difficulties with the current Transportation Master Plan is that it is unused because at 400 pages it is unwieldy. The complete streets statement will be front and center in the new plan. Details will be specific to each street classification. The Transportation Master Plan will be a collaborative effort between the Commission and staff.
- A Commissioner commented that they need to be mindful of opportunities to incorporate infrastructure improvements that encourage alternate transportation modes. This applies not only to transportation projects but also to land use

development. Mr. Basha agreed there is a danger of making decisions that preclude future alternate transportation mode improvements. Bike lanes and paths should not be added onto a project as an afterthought. The Anasazi discussion this evening is a perfect example of a multi-use path dominated project.

- Mr. Basha noted that the next policy is that one-third of each five-year capital improvement program must be devoted to projects; primarily transit, bicycle and pedestrian improvements.
- A Commissioner questioned whether this share is still appropriate. Mr. Basha agreed staff can analyze current spending patterns.
- A Commissioner noted that the Commission must be concerned with controlling the cost of maintaining the City's aging infrastructure.
- In response to a question from Vice Mayor Milhaven, Mr. Basha confirmed that this policy refers to one-third of the budget and undertook to correct this.
- The third policy consolidates several statements from the 2008 Transportation Master Plan. Although not required, local area infrastructure plans express a clear, definitive desire for future neighborhood improvements. This helps direct new development adjacent to existing neighborhoods and ensures that neighborhoods are protected. This process has worked exceptionally well over past decades.
- The fourth policy is also a consolidation of several statements from the 2008 Transportation Master Plan. Scottsdale is the only city in the Valley to prepare a biennial traffic volume and collision rate report. The first report was prepared in 1986.
- A Commissioner asked whether it is necessary to prepare this report every two years now that the City is not growing so rapidly. Mr. Basha replied that staff would rather do it annually, because traffic patterns still change frequently. This is a compromise between the perfect practice and what is affordable. Each report identifies approximately 25 locations with higher accident frequencies, which staff can study and analyze as a priority. If staff were to prepare the report annually, they would have less time to do the analysis which can lead to safety improvements.
- Chair Olmsted said he would not want anything related to safety in the Transportation Master Plan that is not being done because it is cost-prohibitive. He recognizes that Mr. Basha's explanation is that this is a most cost-effective strategy.
- The fifth policy deals with re-evaluating speed limits on all City streets on a regular basis. A seven-year cycle balances changes in traffic patterns and land use with meaningful analysis.
- The sixth policy is that any new traffic signals shall conform to the guidelines set out in the Manual of Uniform Traffic Control Devices. Any deviations from this policy would be a decision of the Transportation Commission.
- The seventh policy is a consolidation of different statements in the 2008 Transportation Master Plan. Again, any deviations from this policy would be a decision of the Transportation Commission.
- The eighth policy is simplified from the 2008 Transportation Master Plan and is more specific. This is a strict policy befitting a mature community. Interruptions to traffic flow should only occur if absolutely warranted.
- A Commissioner asked how many exceptions to this criteria already exist and whether these can be reversed. Mr. Basha said he is certain there are hundreds. Occasionally, a local area infrastructure plan is one avenue by which these situations can be remedied. Tonight's presentation on the Chaparral Road improvements is one such example.

- A Commissioner commented that the complete streets philosophy should apply to access to developments. Mr. Basha said that Mr. Kercher works with this philosophy and uses the existing Transportation Master Plan. New developments must satisfy the bicycle and pedestrian requirements of the Transportation Master Plan. The Commissioner remarked that at many developments, pedestrians have to walk much further than necessary.
- A Commissioner suggested that policies 4 through 7, and possibly policy 8 should be grouped under "safety concerns." He asked what policy deals with mass transportation.
- Mr. Basha said these policies are not confined to safety considerations. At times, safety is better at a higher speed limit because congestion is reduced. He confirmed there will be a Transit Element in the Transportation Master Plan, to be discussed on May 7. Mass transportation in the sense of light rail, modern street car, or bus rapid transit on dedicated lanes may be included in the Transportation Master Plan. Staff has hired a high capacity transit consultant who will be examining different vehicle types that promote ridership. If the consultant's report is published in time, the findings will be incorporated in the Transportation Master Plan. Staff does not want to constrain the consultant by imposing an artificial timeline, nor delay the Transportation Master Plan.
- A Commissioner recalled previous discussions about the interchanges on Loop 101. Mr. Basha said that ADOT, at the City's request, conducted extensive data collection in March and April of 2014 from the Hayden Road to Raintree. The consulting firm that collected the data is to complete the analysis for MAG.
- Chair Olmsted reminded the Commission that transit redevelopment coincides with the five-year transit program. This is another opportunity to discuss mass transit options. The Transportation Master Plan will not include areas where they have not yet reached a decision. He added that the Transportation Master Plan should state how it relates to the City's overarching General Plan. Mr. Basha agreed that the 2008 Transportation Master Plan will continue to be a reference resource, whereas the new Transportation Master Plan will be a use resource.

12. OTHER TRANSPORTATION PROJECTS AND PROGRAMS STATUS

Mr. Basha provided a brief report.

- The Thomas Road streetscape project has progressed exceptionally well. The problems with the bridge over Indian Bend Wash have been completely corrected. The public art is in the right place and has been repainted. The final layer of rubberized asphalt is to be laid next week.
- A consultant is currently conducting the Downtown Scottsdale parking study. The intent is to identify current deficiencies and recommend improvements. Staff does not anticipate parking meters in downtown Scottsdale. A proposal for a parking structure on a City-owned parking lot is part of the current bond proposal.
- City Council adopted the Transportation Commission's recommendations regarding changes to transit. The Department's budget request for FY 2015/2016 includes funding for the new Camelback Road trolley and the improved frequency of the Downtown Trolley.

- A Commissioner suggested coordinating the bond election with the SUSD. Mr. Basha said City Council will explore the possibility of a bond election in their study session on April 21.

13. PUBLIC COMMENT

No public comment was received.

14. FUTURE AGENDA ITEMS

None.

15. ADJOURNMENT

With no further business to conduct, Chair Olmsted adjourned the regular meeting at 9:56 p.m.

SUBMITTED BY:

A/V Tronics, Inc. DBA AVTranz.

***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>**