



**SUMMARIZED MINUTES
CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

THURSDAY, MAY 21, 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 6:03 p.m.

1. ROLL CALL

PRESENT: Steven Olmsted, Chair
Paul Holley, Vice Chair
Robert Stickles, Commissioner
Matthew Wright, Commissioner
Barry Graham, Commissioner (arrived at 6:09 p.m.)
Steven Rosenberg, Commissioner

ABSENT: Gary Bretz, Commissioner

STAFF: Rose Arballo, Coordinator
Paul Basha, Transportation Director
Madeline Clemann, Transportation Planning and Transit Operations
Manager
Susan Conklu, Senior Transportation Planner
Holly Walter, Public Information Officer
George Williams, Principal Transportation Engineer
Dan Worth, Executive Director-Public Works

2. PUBLIC COMMENT

No public comment was received.

3. APPROVAL OF MEETING MINUTES

COMMISSIONER ROSENBERG MOVED TO APPROVE THE MINUTES OF THE STUDY SESSION AND REGULAR MEETING OF APRIL 16, 2015, AND THE SPECIAL MEETING MINUTES OF MAY 7, 2015. VICE-CHAIR HOLLEY SECONDED. THE MOTION CARRIED BY A VOTE OF FIVE (5) TO ZERO (0). COMMISSIONER GRAHAM WAS NOT YET PRESENT. COMMISSIONER BRETZ WAS ABSENT.

4. SCOTTSDALE BOND PROGRAM

Mr. Dan Worth, Public Works Executive Director, gave a presentation updating the Commission on the City's Bond Program.

Highlights of the presentation included:

- There are five projects grouped into Question 2, the Transportation and Trails question.
- There is a separate project Question 4 regarding street pavement. This question gives citizens an opportunity to use it as a referendum on the condition of the City's asphalt. If citizens want the roads to go back to the way they were ten years ago, the bond will be rejected.
- Between Question 2 and Question 4, there is approximately \$29 million in proposed projects.
- The bond package that will go to City Council consists of seven questions concerning Parks and Recreation facilities, public safety for the Fire Department, public safety for the Police Department, a flood control project, and citywide technology issues. The total package is estimated at \$98.7 million.
- General bond information, including project costs, scope, description, and diagrams are available to the public on the City's website.
- The scope statement points out that City Council asked for \$4.8 million in regional funding, which the City is applying for.
- The five projects in Question 2 include Highland Avenue improvements; traffic and pedestrian improvements in the Downtown area; bike lanes on McDowell Road; a standalone project; and replacement of street pavement.
- During the April 21, 2015 Council Work Study, Councilmembers were asked to prioritize the original 34 projects totaling approximately \$170 million. The Council was given staff's prioritization, which was based on the prioritization criteria published in the CIP.
- Next steps include:
 - June 2nd City Council meeting for a formal vote to call the election.
 - Obtain Council input on the voter information language pamphlet.
 - Prepare for an election to be held in the fall.

Highlights of the discussion following the presentation included:

- Mr. Worth explained that each of the seven questions consists of a group of projects and each question is voted on separately.

- Mr. Basha indicated that Happy Valley Road Improvements would extend from Pima Road to Alma School Road, providing an additional thru motor vehicle lane in each direction, a raised landscaped median, left-turn lanes at every major intersection, and right-turn lanes at some intersections. Bicycle lanes will be provided on Happy Valley Road. Sidewalks will not be provided since sidewalks are currently not present in that area of Scottsdale. Also, there will be no parallel trails.
- A Commissioner suggested that the Transportation Commission have an opportunity to review the language that describes each project before the informational pamphlet is published. Mr. Worth indicated that the ballot language is reviewed by bond counsel and ultimately approved by Council and. There are specific requirements the ballot language must meet; however, all citizens have an opportunity to publish their opinion on a specific project for a small fee.

5. U.S. BICYCLE ROUTE SYSTEM

Ms. Conklu gave a presentation on the U.S. Bicycle Route System (USBRS) being coordinated nationally by Adventure Cycling Association and the American Association of State Highway and Transportation Officials (AASHTO) to promote bicycle tourism and seek concurrence on the proposed route that goes through Scottsdale.

Highlights of the presentation included:

- The project is intended to promote interstate cycling and bike tourism nationwide.
- The project is a joint venture between the Adventure Cycling Association and the American Association of State, Highway, and Transportation Officials. In the state of Arizona, the Arizona Department of Transportation and their consultant, Lee Engineering, have been coordinating the project.
- The U.S. Bicycle Route includes four routes proposed in Arizona. Route 90 goes through the Phoenix metro area and a portion of that route goes through Scottsdale at 68th Street and Oak Street.
- Cyclists coming through Scottsdale would enter the city from Mesa on Rio Salado and cross into Tempe. At Mill Avenue, cyclists would cross Tempe Town Lake, head east on Curry Road, and go north on College Avenue (which becomes 68th Street in Scottsdale), then head west on Oak Street into Phoenix.
- Another future route consideration is on the Cross Cut Canal.
- The routes are not intended to be permanent and will be redesigned as cities develop.
- Potential change to the Cross Cut Canal route will depend on connections into Tempe because routes are intended to go both directions. (Currently, the Cross Cut Canal ends just north of Curry Road.)
- Additional future changes could be tied to the future path planned along the south side of Tempe Town Lake that will be completed in 2016.
- On May 12, the Paths & Trails Subcommittee made a recommendation to the Transportation Commission that they recommend to City Council approval of the U.S. Bicycle Route System through Scottsdale.

- Next steps include:
 - Transportation Commission recommendation
 - Presentation to City Council with possible action on June 16, 2015
 - Development of a promotion plan
 - ADOT will send a final report to AASHTO
 - Future designation of the Cross Cut Canal path route and coordination between Scottsdale and Tempe

Highlights of discussion following the presentation included:

- Ms. Conklu explained that the City is offering support of the route. Some agencies are providing letters of support or offering Council resolutions.
- Cities are not required to construct anything, but are encouraged to install directional signage.
- Some communities have published maps and offered information about nearby lodging and restaurants.
- The City has no obligation to promote the route.

COMMISSIONER STICKLES MOVED THAT THE TRANSPORTATION COMMISSION RECOMMEND TO CITY COUNCIL ADOPTION OF SCOTTSDALE'S PORTION OF THE U.S. BICYCLE SYSTEM ROUTE 90 AS PRESENTED. VICE-CHAIR HOLLEY SECONDED THE MOTION, WHICH CARRIED BY A VOTE OF FIVE (5) TO ONE (1). COMMISSIONER ROSENBERG DISSENTED. COMMISSIONER BRETZ WAS ABSENT.

6. CITY OF PHOENIX BIKE SHARE PROGRAM UPDATE

Ms. Conklu gave an update on the GRID Bike Share Program.

Highlights of the presentation included:

- The GRID Bike Share program launched in Phoenix on November 25, 2014.
- Mesa and Tempe will launch this program in fall 2015 or spring 2016.
- GRID memberships are \$79 per year for non-students, \$30 monthly, and \$5 for an hourly membership.
- Ms. Conklu noted that if a user locks the bike outside the system service area, a \$20 fee is added to the user's account.
- Bikes can be checked out from a GRID station or regular bike rack.
- If the bike is checked out from a kiosk and returned to a bike rack, there is a \$2 fee.
- If the bike is checked out from a bike rack and returned to a GRID station, the user receives a \$2 credit.
- Current program data shows approximately 4,000 users and 17,000 total trips.
- A majority of users are prepaid hourly memberships.
- Currently, there is no way to know whether users are residents or visitors.
- Common issues in planning include:
 - Cities are best served if they are not the operator of the system.

- RFPs should include everything the community Bike Share program might need.
- Vendor profits should signify monthly metrics and standards to include station re-balancing and maintenance.
- Launch delays are common due to the process of procuring equipment and the climate.
- Budgeting should include federal funding options, which usually require a local match.
- Public outreach should be done throughout the planning phase.
- Consideration should be given to city permit requirements for location and advertising, and density of the service area.
- Common Issues in operations include:
 - Membership revenue does not cover annual costs. The program needs to be subsidized and budgeted for each year. Federal grants do not cover the cost of operations for bike share programs.
 - Bike share sponsorships should be adequate to cover operational costs.
 - It is difficult to predict whether a program will have more annual or hourly memberships.
 - Challenges with keeping stations re-balanced.
 - Software challenges and display screen readability in the sunlight.
 - Nationally, there have been questions about equality for low-income users and users who do not have a credit card. Solutions being considered include purchasing a membership card and subsidized membership fees.
 - Some areas have added a three-wheeled bicycle option for people with mobility issues.

Highlights of the discussion following the presentation included:

- A Commissioner suggested the Commission recommend to Council that they initiate a package that would include the SkySong/McDowell Road corridor to complement the Phoenix system. Ms. Conklu mentioned that consideration has been given to a route throughout Scottsdale that could focus on Downtown, resorts, Indian Bend Wash, SkySong, and other activity centers such as the Greater Airpark area. The system could include connections to Phoenix and Tempe.
- Mr. Basha noted that an action item could be included on the June 18th agenda. He mentioned that a discussion of the bicycle element of the draft Transportation Master Plan will be on the agenda as well.
- Chair Olmsted stressed the importance of being aware of timing and taking advantage of funding opportunities.
- Ms. Conklu explained that the app software shows a street system with destinations, but is not a GPS system for the rider.
- A Commissioner expressed interest in receiving more information about the availability of bicycle helmets.
- A Commissioner asked for information on benchmarking the City of Scottsdale compared to larger urban areas.

- Chair Olmsted suggested that discussion for potential action regarding bicycle workshops and tourism interest in Bike Share be scheduled for a future Commission meeting.
- Ms. Clemann noted that Ms. Conklu will be holding bicycle workshops relative to the Bicycle Friendly Communities application process.

7. ROAD SAFETY AUDIT - FRANK LLOYD WRIGHT/GREENWAY-HAYDEN LOOP

George Williams, Principal Traffic Engineer, reviewed and discussed a road safety audit at Frank Lloyd Wright/Greenway-Hayden Loop.

Highlights of the presentation included:

- The City produces a traffic volume and collision report every two years. This report focuses on high collision locations.
- For each one of the identified high collision intersections, staff reviews police reports, compiles data, and creates a report.
- One of the top 20 collision locations is Frank Lloyd Wright-Greenway Hayden Loop.
- The report on Frank Lloyd Wright-Greenway Hayden Loop made it apparent that westbound rear-end collisions were prominent. Eastbound collisions were secondary.

Highlights of the discussion following the presentation included:

- Mr. Williams noted that collisions at this intersection on Frank Lloyd Wright/Greenway-Hayden Loop are not related to the traffic signal. Most collisions occur in the eastbound curb lane.
- A Commissioner noted that the primary problem at this intersection is the lane adjacent to the right-hand turn lane and the southbound turn lane heading west. The corrective actions listed do not extend the turn lanes, which could resolve many of the issues.
- As a useful tool for determining the value of corrective actions at this intersection, a Commissioner suggested it would be good to know the City's cost when responding to a collision.
- Mr. Williams indicated that analysis of pedestrian and bicycle accidents at this location were considered as part of the accident analysis.
- A Commissioner commented that in the future, he feels there will be a demand to translate capital project and maintenance activities into dollars and economic impact, and suggested that the Commission be presented with information on a quarterly basis. Having more lead time to consider with the capital program would be beneficial in identifying mitigations and costs.
- Mr. Williams noted that projects are historically addressed through the Intersection Mobility Enhancement funding. Projects that cannot be addressed immediately go into the five-year CIP. Some projects are addressed through the intersection Mobility Enhancement program.
- Smaller projects such as striping changes, signal head changes, and sight distance landscaping issues are done through work orders.

- A Commissioner suggested doing a road safety audit for each intersection.
- A Commissioner noted there is an existing right-turn lane into the mall area just before the Greenway-Hayden intersection. Mr. Williams pointed out that the right-turn bay is a simple solution to control capacity.
- A Commissioner suggested that the collision report should include areas of mitigation so that it can be determined whether the fixes were successful.

8. COMMUNICATION TOOLS

Holly Walter, Public Information Officer, gave an overview of the “myScottsdale” app. This is a free app available for Android and Apple devices used to report problems regarding bus shelters, cracked sidewalks, signs, etc. In addition, the City participates in community conversations through “Nextdoor,” the neighborhood social network.

Highlights of the presentation included:

- The City has recently employed the use of several forms of social media.
- The City has a Facebook page that is used for sharing information about transportation projects, road closures, and weekly traffic restrictions.
- The City’s Twitter account has approximately 16,000 followers.
- The City also has a specific Twitter traffic account: “@drivescottsdale” for citizens who are specifically interested in traffic information. This information is provided by the Scottsdale Traffic Management Center.
- A City of Scottsdale Instagram account has recently been launched.
- A Traffic Restrictions Update Newsletter is available for those citizens who prefer receiving email. Traffic restrictions information is also available on the City’s website.
- The new “myScottsdale” app offers citizens an opportunity to report issues to the City and gives users an option to enter their contact information for followup information.
- “Nextdoor” is a social network for neighborhoods that has been launched with several departments including Transportation, Solid Waste, Neighborhood Services, Parks and Recreation, the various City libraries, and City Hall. The network offers an opportunity for residents to share information and answer questions at a neighborhood level.

Highlights of the discussion following the presentation included:

- A Commissioner suggested editing the verbiage in the “myScottsdale” app indicating that if a submission is not within the jurisdiction, it will be "rejected."

9. OTHER TRANSPORTATION PROJECTS AND PROGRAMS STATUS

Mr. Paul Basha, Transportation Director, updated the Commission on capital improvement projects and other Transportation program activities.

Highlights of the presentation included:

- The Thomas Road Streetscape project is virtually complete. Some work is still needed on one of the traffic signals before the project is finished.
- Mr. Basha encouraged everyone to drive Thomas Road and see the improvements, in particular the artwork on the bridge over Indian Bend Wash and the median barriers approaching the bridge.
- A new repaving project is ongoing in Downtown Scottsdale from Indian School Road south to Earll Drive. The project includes replacement of crosswalks, improvement of sidewalk ramps, replacing asphalt, and the installation of a new pedestrian crossing in the vicinity of 4th Street.
- The Arizona Canal Multiuse Path project adjacent to the Arizona Canal from approximately Chaparral Road to just south of Indian Bend Road consists of approximately two miles of concrete path. The path will be the last connection for this entire network and will connect Phoenix to Salt River Pima-Maricopa Indian Community and Tempe. Also, the project will include two pedestrian hybrid beacons at Chaparral Road and one at McDonald Drive with two bridges. The project is anticipated to begin in the fall.
- A multiuse path is being planned along the Cactus Road alignment from 124th Street to 128th Street. The project includes substantial improvements to the parking area and circulation to Anasazi School. The next two sections of the multiuse path have not been approved. Staff is in the process of modifying the alignment. Another public hearing with the neighborhood will be scheduled in the spring or summer. It is hoped that the project will go before the Transportation Commission in June and City Council in July for final recommendation pertaining to the alignment of the multiuse path immediately adjacent to the Sonoran Heights community.
- 2015 Bike Month activities included:
 - The Cycle the Arts program led by Susan Conklu, which offered two routes. Art installations along the routes included the equestrian statue at the northeast corner of WestWorld, a traveling sculpture located at the Arizona Canal south of McDonald Drive, and a sculpture at Scottsdale Road and Pinnacle Peak near the Appaloosa Library.
 - Bike to Work Day was on April 22nd. City of Scottsdale employees rode almost 5,000 miles.
 - National Bike to School Day was earlier in May.

10. Public Comment

No public comment was received.

11. Commission Identification of Future Agenda Items

No future agenda items were identified.

12. Adjournment

With no further business to conduct, Chair Olmsted adjourned the regular meeting at 8:05 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>**