



SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
SPECIAL MEETING**

THURSDAY, JUNE 4, 2015

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

CALL TO ORDER

Chair Olmsted called the special meeting of the Scottsdale Transportation Commission to order at 6:02 p.m.

1. ROLL CALL

PRESENT: Steven Olmsted, Chair
Gary Bretz, Commissioner
Steven Rosenberg, Commissioner
Robert Stickles, Commissioner

ABSENT: Paul Holley, Vice Chair
Barry Graham, Commissioner
Matthew Wright, Commissioner

STAFF: Rose Arballo, Transportation Commission Coordinator
Paul Basha, Transportation Director
Susan Conklu, Senior Transportation Planner
Greg Davies, Senior Transportation Planner
Andrew Merkley, Traffic Engineering Analyst
Holly Walter, Public Information Officer

2. PUBLIC COMMENT

No public comment was received.

3. TRANSPORTATION MASTER PLAN UPDATE

Transcriber's note: Recording starts at approximately 6:07 p.m., after the meeting is called to order.

Transportation Director Mr. Paul Basha presented the Streets Element of the Transportation Master Plan.

Highlights of the presentation and discussion included:

- Staff recommends retaining the current policy to conduct speed limit studies every seven years for every street in the City, even though at this point staff is not able to meet this goal.
- A consultant has been conducting the Downtown Parking Study. Mr. Basha is currently reviewing the first draft, which will then be studied by other departments in the city, including Public Works. Staff will also provide an update to the Commission in the fall. The study should be completed by November and the Transportation Commission's recommendations may be presented to Council in December. A review of potential locations for parking structures, if necessary, will be included. Staffs' intent is that all downtown on-street spaces would remain free. Some free spaces might be included in the parking structures. Mr. Basha noted that advancements in parking enforcement technology can be implemented to improve the downtown experience.
- Chair Olmsted asked if the thought is to use parking to control volume of traffic in downtown Scottsdale. Mr. Basha agreed that larger cities use parking as a strategy to reduce traffic volume. He cited the examples of Portland, Los Angeles, and San Francisco. Transportation and Planning Department staffs' desire is to never use parking strategies to reduce traffic volumes. Staffs' intention is to develop options that will suit the community. This includes parking, transit, bike lanes, and multi-use paths. Staff prefers to provide citizens and visitors with a wide range of options that are more desirable, rather than forcing people to drive or not drive.
- Existing policies regarding placement of traffic signals and prohibiting new access to arterial streets from single family residences are to be retained. Deviations from these policies are permitted with a hearing before the Transportation Commission. Mr. Basha summarized that the new draft Transportation Master Plan is more concise than the current policy document, but still consistent with current policy.
- The verbiage on policies for major streets is consistent with existing policy, but has been simplified and recognizes that much development has occurred. The new policy represents a logical progression from the previous policy.
- The land use map shows that Scottsdale is the West's most Western Town. Most of the community is relatively undeveloped. Over one-third of the area is in the Preserve or designated as natural area open space. One-quarter of the community is classified as rural neighborhood. One-fifth of the area is suburban neighborhood, with small percentages of urban and mixed use neighborhoods, and employment and commercial areas.
- Chair Olmsted recalled discussion of an annual report on sustainable transportation to show the additional quality work that staff does.
- Mr. Basha discussed 2014 data on roadway capacity and traffic volumes. He summarized that most of the arterial streets are in good shape. Some collector streets

- are operating at or above capacity and staff plans to conduct further analysis. It may be possible to reduce some arterials to make better use of resources and space.
- A Commissioner commented that almost three-quarters of the city's arterial streets appear to be operating at half their capacity. He asked how long it will take before all the arterials are operating at full capacity. Mr. Basha noted that staff is refining the prediction model for traffic volumes in 2035. This information is tentatively scheduled to be presented at the September Transportation Commission meeting. The commissioner added that in any case, 100 percent capacity will not be achieved before 2035. Chair Olmsted indicated that the Commission needs to understand what the street system is today and how long it took to arrive at where it is currently.
 - Mr. Basha presented a list of the ten segments of the City street system currently operating over capacity. Three of the segments are in the CIP or the proposed Bond Program. Other segments are in the Arterial Life Cycle Program, which are currently more than five years into the future. Based on 2014 data, staff will re-evaluate the CIP to see if other segments should be incorporated sooner than currently envisioned.
 - Overall, Mr. Basha stressed that this data is good news. It indicates a good balance between the amount of space devoted to roadways and the volume of traffic.
 - Mr. Basha reviewed potential locations for arterial streets on a map of the Crossroads East area. The land is currently vacant, but the State Land Department has received a number of recent inquiries from developers. The arterial street system is critical to State Land's determination of which properties to sell first and potential land uses.
 - When the time comes to extend Mayo Boulevard east from Phoenix, it will connect to Perimeter Drive west of the Pima Freeway. The extension cannot pass under the freeway because of existing drainage and utilities infrastructure. An overpass would be too costly due to the elevation of the freeway. Staff noted that this would be a prime location for an east-west bus route and that the contemplated Perimeter Trolley could also serve this location. At this point, there are no specific recommendations regarding a timeline for these improvements. It was suggested that this be included in the Transportation Master Plan.
 - The only north-south arterial in the Crossroads East area is on the Miller Road alignment with an underpass beneath the Pima freeway. It is believed that this area will not be congested with turning movements because it will not have an interchange with the freeway. Interchanges between arterials and freeways provide freeways with effective barriers for the arterial street system in the Valley.
 - Legacy Drive/Trailside currently runs from Scottsdale Road to Hayden Road. This could be extended east through the water campus. As an important east-west connection, some residents have requested that this section be expedited to provide an additional interchange access for Grayhawk.
 - Mr. Basha discussed the section of 128th Street that is currently partially paved. Since this section would cross the Preserve, it might be removed from the Transportation Master Plan and replaced with a north-south street closer to 118th Street. The existing dirt road would be replaced by an emergency access road.
 - Although it is preferable for all neighborhoods to have more than one access route, building a road within the Preserve is contrary to the concept of the Preserve and would create a barrier for wildlife and vegetation.
 - Staff is investigating the possibility of making Dynamite Boulevard a two-lane road, one lane per direction with a raised landscaped median, which would be a first in Scottsdale. This segment would extend from 118th Street to the border at 144th

Street. Mr. Basha stressed that these are concepts for consideration and not staff recommendations.

- Mr. Basha presented data on traffic volume of east-west streets between McDowell and Chaparral Roads. He noted that Chaparral is operating at 50 percent capacity on the four-lane segments and that the two-lane segment between Miller and 78th Street is operating at 114 percent capacity. Currently, Indian School Road is operating at 120 to 125 percent capacity. Traffic calming measures and vigorous enforcement of speed limits are not effective in reducing noise for residents.
- The Chaparral Road interchange with the freeway is needed for access to Scottsdale Community College and downtown Scottsdale.
- When Indian School Road and McDonald Drive were widened to accommodate traffic to the freeway, residents sold their homes to the City. The roads were widened and the extra land was converted to linear park. The same concept could be applied to the two-lane segment of Chaparral Road. Residents would be able to purchase homes in the same Villa Monterey neighborhood that extends north and south of Chaparral Road.
- Mr. Basha reviewed the traffic system in downtown Scottsdale. The couplet roadway has proved very successful, although it was controversial when it was planned and built. The bridge over Drinkwater Boulevard between the Civic Center and the Scottsdale Center for the Arts was approved by City Council on a vote of three to two.
- The couplet was conceived to relieve traffic volumes on Scottsdale Road. This goal has not been realized as Scottsdale Road is operating at 75 to 80 percent capacity, which is much higher than the operating capacity on Drinkwater Boulevard or Goldwater Boulevard. Staff is exploring the possibility of narrowing Scottsdale Road between Drinkwater and Goldwater Boulevards to one lane per direction. The roadway would be replaced with bicycle lanes, on street parking in some areas, wider sidewalks, and patios to make it more pedestrian friendly. Mr. Basha reiterated that this is a concept at this stage.

Chair Olmsted invited comments from the public.

- Mr. Bill Tabinsky, a resident of Troon Village, noted a significant increase in traffic on Happy Valley Road over the past 12 years. He requested rubberized asphalt on Happy Valley Road to reduce noise. He expressed concern that construction vehicles use this roadway despite of posted signs prohibiting large trucks. Mr. Tabinsky also expressed interest in the need to construct 128th Street.
- Mr. Murray Nelson, HOA President of Troon Ridge Estates II, commented that all 72 residents concur with Mr. Tabinsky's concerns. Chair Olmsted suggested that staff consider researching this issue and provide an update to the Transportation Commission at a later meeting this year or early in 2016.
- Mr. Steve Bonniwell, Treasurer of Troon Ridge Estates II, echoed the concerns about the need for rubberized asphalt on Happy Valley Road. He has lived bordering Happy Valley Road for 17 years and feels that the significant increase in traffic has impacted his quality of life. It was mentioned that the asphalt is cracking on Happy Valley Road due to heavy construction traffic and believes that traffic calming is also needed on this roadway. Concern was expressed regarding a blind corner at 112th Place and Happy Valley Road. It is felt that this area is dangerous. Mr. Bonniwell also suggested that a roundabout is needed at the intersection of Happy Valley Road and Alma School Road. Mr. Bonniwell thanked Mr. Basha for taking the time to discuss his concerns.

- Mr. Don Hadder, resident on East San Miguel, submitted a written comment indicating: “I do not support taking away 128th Street south of Jomax. It is important to keep this route open for both daily and emergency purposes; otherwise the Ranch Gate/118th Street intersection will likely become a bottleneck and unsafe. Without this link, there would be one function way in or out for neighborhoods covering 2/12 to 3 square miles. There are ways to design and construct a roadway to encourage slower traffic that should be applied to this segment. Also, I never found a resolution tied to the last approval of the Transportation Master Plan. All the other Transportation Master Plans previously and other Master Plans (Parks, water, sewer, etc.) have had resolutions. This affirms the official status of the policy.

4. Public Comment

No public comment was received.

5. ADJOURNMENT

With no further business to conduct, the special meeting was adjourned at 7:57 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>**