



SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

THURSDAY, JUNE 18, 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
Gary Bretz, Commissioner
Barry Graham, Commissioner (arrived at 6:33 p.m.)
Robert Stickles, Commissioner
Matthew Wright, Commissioner

ABSENT: Steven Rosenberg, Commissioner

STAFF: Rose Arballo, Coordinator
Paul Basha, Transportation Director
Susan Conklu, Senior Transportation Planner
Don Hadder, Principal Planner
Sara Javoronok, Project Coordination Liaison
Erin Perrault, Long Range Planning Manager

2. **PUBLIC COMMENT**

No public comment was received.

3. APPROVAL OF MEETING MINUTES

- Study Session of the Transportation Commission – May 21, 2015
- Regular Meeting of the Transportation Commission – May 21, 2015

COMMISSIONER STICKLES MOVED TO APPROVE THE MINUTES OF THE REGULAR MEETING AND STUDY SESSION OF MAY 21, 2015. VICE CHAIR HOLLEY SECONDED. THE MOTION CARRIED BY A VOTE OF SIX (6) TO ZERO (0). COMMISSIONER ROSENBERG WAS ABSENT.

4. DRAFT GENERAL PLAN 2035

Ms. Sara Javoronok, Project Coordination Liaison for Long Range Planning and Ms. Erin Perrault, Long Range Planning Manager, presented the draft General Plan.

Highlights of the presentation included:

- The General Plan is mandated by the State through the Standard Planning Enabling Act. Once adopted by City Council, it is then ratified by the voters. It is a policy statement and an aspirational document, not a regulatory document. The 2011 General Plan was adopted by City Council, but the voters did not ratify it; therefore, the 2001 General Plan remains in effect.
- Extensive public consultation and input has gone into the 2015 draft General Plan, which was drawn up by the General Plan Task Force in 2014. The plan is comprised of 22 elements, 17 of which are mandated by the State. Four new elements are: arts, culture and creative community; energy, and neighborhood preservation and revitalization. Energy and neighborhood preservation and revitalization are State mandated. Scottsdale has chosen to also include: arts, culture and creative community; healthy community; character and design; community involvement; and economic vitality.
- The three aspirations are: exceptional experience, outstanding livability, and community prosperity.
- The community values are to: respect character and culture; conserve and preserve the environment; collaborate and engage; connect the community; revitalize responsibly; and advance innovation and prosperity.

Ms. Javoronok reviewed Chapter 5, Connectivity, as the elements of circulation and bicycling are the most relevant to the Commission.

- In the existing goal to design and improve the transportation corridors to safely and efficiently move people and goods, two new policies have been added:
 - Recognition that the Scottsdale Airport is an integral transportation hub.
 - Promote consistent accessibility in wayfinding elements such as signage and numbering throughout the community.
- In the existing goal to balance the sensitive relationships and respective mobility needs of schools and neighborhoods, two new policies have been added:
 - Improve school drop off zones.
 - Work with schools to create safe and accessible transportation routes.

- In the existing goal to provide a comfortable and accessible transportation system, a new policy has been added:
 - Consider the needs of all members of the community and visitors, especially in regards to ADA and other aspects.
- The bicycling element includes some new goals and policies.
- An existing goal is to develop continuous, accessible and interconnected bicycle networks. New policies under this goal are:
 - Provide convenient connections between on street and off street cycling networks.
 - Continue to integrate bicycle lanes.
 - Continue to expand off street cycling networks and connect them to on street cycling networks.
 - Maintain or improve Scottsdale's designation in the Bicycle Friendly Community Award program.
- A new goal is to provide convenient and comfortable bicycle facilities to encourage cycling. Policies under this goal are:
 - Integrate wayfinding systems into shared use path and trail systems.
 - Provide a variety of accessible bicycle facilities including bike lockers, showers, and storage facilities.
 - Embrace new bicycle facility technologies that will enhance use in the community.
- Another new goal is to promote bicycle education, safety, and enforcement. Policies under this goal are:
 - Promote opportunities for the community to participate in cycling and educate residents about bicycle safety.
 - Reduce physical and regulatory barriers that would hinder improvements to safety.
 - Incorporate safety measures at grade crossings, straight crossings, and other intersections to minimize conflicts.
 - Work with law enforcement to ensure that traffic laws are followed by drivers and cyclists.
- The Transportation Master Plan will contain a number of more specific goals, policies and aspects.
- The Transportation Commission gave input on the General Plan to Long Range Planning staff last year. Their comments were forwarded to the General Plan Task Force for their evaluation.

Next steps:

- Long Range Planning staff has met with the Planning Commission several times and a work study session is scheduled with City Council. Staff continues to meet with other boards and commissions to review relevant aspects of the plan throughout the summer.
- The Planning Commission has scheduled two public hearings in October.
- The tentative date for adoption of the General Plan by City Council is in December 2015, followed by a ratification vote in November 2016.

Highlights of ensuing discussion included:

- A Commissioner asked why the title is Draft General Plan 2035 if it is in effect for up to ten years. Ms. Javoronok indicated that the plan looks further into the future than the

ten-year time frame for planning purposes. The plan will most likely need to be updated ten years from now. Ms. Perreault added that at the start of this multi-year process, a consultant carried out some demographic projections and land use analysis and development scenario projections. The consultant's study used 2035 as the end year. This also coincided with work being done with the Water Resources Department to plan infrastructure.

- A Commissioner suggested that sustainability should be addressed. He urged that the City needs to address high capacity mass transit even though it will take longer than ten years to put in place. He opined that eventually Scottsdale will be a part of the regional light rail system and it is to the City's advantage to begin planning.
- Chair Olmsted concurred with the previous Commissioner's comments. He commended staffs' efforts on long range planning.
- Chair Olmsted commented that the draft General Plan now acknowledges the critical importance of providing a variety of mobility choices and examining transportation issues at the local level. This goes beyond bicycling, pedestrian, and bus routes. The Commission understands there is a 25 to 30 year time frame to even visit the idea of high capacity mass transit. There may be opportunities in the Transportation Master Plan to encourage staff to start looking at these options even though City Council and citizens may not feel it is appropriate to include this in the draft General Plan 2035. It is felt that the Transportation Commission may be able to initiate some groundwork to facilitate the inclusion of high capacity mass transit in the next General Plan ten years from now.
- Chair Olmsted noted that the connectivity chapter contains goals and asked Mr. Basha how the Transportation Master Plan would relate to these goals of the draft General Plan. Mr. noted that the purpose of the Transportation Master Plan is to develop policies and transportation networks that align with the goals and policies in the General Plan. The General Plan supplies the direction and the Transportation Master Plan follows that direction with specific recommendations that are eventually constructed through the CIP.

Discussion with Long Range Planning staff continued with the following highlights:

- A Commissioner commented that it is essential to build consensus to ensure that the General Plan is ratified. It should not be controversial. He opined the General Plan should include language about some form of fixed transit and mention increased investment in bus service.
- Commissioner Wright was pleased that the draft General Plan recognizes the importance of the Airport. He urged that perhaps a specific goal could be added to underline the importance of the public transit system for the City and suggested the following verbiage:
"Support the Scottsdale public transit system to assure adequate access to and within our community for workforce, citizens and visitors through the use of existing and future technologies that incorporates traditional and high capacity transit modes."
- A Commissioner commented that sustainability must be defined in the plan and put into context. Transit needs to be emphasized more. Chair Olmsted agreed.
- Chair Olmsted noted that the draft of the connectivity element in the General plan includes in goal C 1.1 "Coordinate transportation and land use planning to provide a continuous and integrated mobility system." This provides an opportunity to continue

to incorporate the term sustainability as it relates to land use and planning. It is felt that the phrase "integrated mobility system" connects seamlessly to the Transportation Master Plan.

- Chair Olmsted commented that if a 25 to 30 year time frame for high capacity mass transit is being considered, focus should be made on identifying right-of-ways and conducting public outreach with residents and businesses of those potential neighborhoods that could be impacted.
- Chair Olmsted commended staff on their work relative to fixed route transit. Since the fall, staff has completed a full review and assessment of the bus and trolley routes.
- Chair Olmsted noted that under Goals B1, B2 and B3 a series of new policies appear and questioned whether existing goals and policies have been eliminated. Ms. Perrault explained that the bicycling element and the circulation element were combined even though they are two separate State mandated elements. It was noted that the goals for bicycling have been expanded.
- A Commissioner suggested adding a transit element. Ms. Perreault replied that the State requires both a circulation and a bicycle element; however, Scottsdale could add a transit element if recommended by the Transportation Commission. At that time, this would be forwarded through the public hearing process to the Planning Commission and City Council for consideration. The Commissioner indicated he would like this added and elaborated that above and beyond bus service, this would cover access for the disabled and others who need transit support, as well as providing a place to discuss high capacity mass transit.
- Chair Olmsted said the Commission needs to look at the current Transportation Master Plan policy regarding the Capital Improvement Program. Currently, one third of each five-year CIP is dedicated to projects primarily providing transit, bicycle, and pedestrian system enhancements. He noted that this will be discussed by the Commission during the next fiscal year.
- Vice Chair Holley recommended to staff that a transit element be added to the General Plan, using the verbiage Commissioner Wright had suggested: "Support the Scottsdale public transit system to assure adequate access to and within our community for workforce, citizens and visitors through the use of existing and future technologies that incorporates traditional and high capacity transit modes."
- Commissioner Wright clarified that his suggestion is to add a specific transit goal to the existing element.
- Vice Chair Holley said he would ask staff to consider adding a transit element and feels that Commissioner Wright's goal is a good starting point.
- Mr. Basha reminded Commissioners that this is an information item and that it would not be appropriate to take action on this item. He suggested that this be agendaized as an action item at a later meeting at which staff could present options for incorporating transit into the General Plan. Meanwhile staff in Transportation and Long Range Planning can discuss the ramifications of an element versus a goal.
- Chair Olmsted concurred with Commissioner Wright's concept of transit as a goal within the circulation element of the connectivity section of the General Plan.

5. TRANSPORTATION MASTER PLAN UPDATE

Mr. Basha presented the bicycle element of the Transportation Master Plan.

Highlights of the presentation relative to policies included:

- The draft Transportation Master Plan now has eight policies, which have been condensed into two pages. Any deviation from these policies must be heard by the Transportation Commission, with a vote by the Commission in favor of the proposed deviation.
- The City's complete street concept is that all modes of transportation are served by the Scottsdale street system.
- One-third of all five-year CIP projects are to be primarily non private automobile projects, primarily transit, bicycle, and pedestrian improvements.
- 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 voluntary process has worked exceptionally well over past decades.
- Scottsdale is the only city in the Valley to prepare a biennial traffic volume and collision rate report that staff uses to select locations for specific analysis and recommendations to prevent or reduce collisions.
- The City has a policy to re-evaluate speed limits on all major streets every seven years. This is a goal that staff believes is necessary and achievable.
- Any new traffic signals shall conform to the guidelines set in the Manual on 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. No new access for single family homes to arterial streets will be allowed.
- Finally, the eighth policy is simplified from the 2008 Transportation Master Plan and is more specific. This is a strict policy benefitting a mature community. Interruptions to traffic flow should only occur if absolutely warranted.

Highlights of discussion relative to policies included:

- A Commissioner asked whether any consideration is given to eliminating traffic signals and access to arterials. Mr. Basha indicated that although the City does have a program for removing traffic signals, only one (at Miller north of Camelback) has ever been removed. If the local community, the Transportation Commission and City Council wish, they can be removed. Management of medians is accomplished on a street by street, project by project basis and occurs quite frequently during major projects. These matters are too specific to require a policy in the Transportation Master Plan.
- A Commissioner inquired about the status of the one-third of the five-year CIP program dedicated to transit, bicycle, and pedestrian improvements. Mr. Basha undertook to have staff research and provide the information for the July meeting.
- A Commissioner questioned whether the policy to no longer allow new single-family access to arterials is good from the standpoint of safety and traffic flow and asked

whether there are other repercussions that might preclude adopting this policy. Mr. Basha stated that this is a statement of the City's current practice. It primarily alerts property owners that if they wish to have access to an arterial street for a single family home, they will need to present a convincing argument to the Commission. He is aware of a couple of vacant properties that front arterial streets, but have frontage on other streets as well. If these properties are developed as single family homes, they will affect traffic on the non-arterial streets. The Commissioner feels the Commission should consider whether it wants to have the role of reviewing these cases when policy exemptions are requested. He suggested changing the word "shall" to "should" in this policy element, because "shall" implies no exceptions.

- A Commissioner asked why this policy only applies to single family residences. He cited a large new complex on McDowell Road which has access from Miller Road, 74th Street and McDowell Road. Mr. Basha said that a traffic impact analysis is conducted as part of the approval process for all large projects in the City. He noted that the Planning Commission and City Council typically have to give approval prior to construction. Single family homes are not subject to this level of scrutiny, hence the need for this policy. Mr. Basha added that staff will rewrite the policy to clarify that it applies to a single home, not a subdivision. The Commissioner opined that a discussion about expanding this policy to larger projects might be warranted.

Mr. Basha continued reviewing the policy element of the Transportation Master Plan.

- The language of the second policy requires a change to make it clear that one-third of transportation capital improvement program projects be dedicated to improvements for non automobile transportation. Staff will incorporate this change to the verbiage and clarify whether one-third of the total value of transportation projects or one third of the number of projects is meant.
- The Shea Boulevard policy is being slightly revised in the new Transportation Master Plan. The policy has been the ruling principle for 20 years, effectively limiting access to Shea Boulevard and has been very successful.

Highlights of the presentation relative to the bicycle element of the Transportation Master Plan included as follows:

- Mr. Basha listed recently completed multi-use path projects. Seven have been completed in the last two years. There is now a continuous concrete path from north of the CAP Canal to Tempe Town Lake. Over the past 15 years the City has been paving canals adjacent to the canal system, converting them into concrete paths. The last two-mile segment is currently in design and construction is scheduled for 2016. One segment was supposed to be constructed by a private developer but the project fell through. Staff will present possibilities for the construction of that segment to the Commission in the next few months. Multi-use paths connect Scottsdale with Phoenix, the Salt River Pima-Maricopa Indian Community, and Tempe.
- The Paths & Trails Subcommittee suggested adding bicycle lanes on Indian Bend Road from Hayden Road to Pima Road and on Osborn Road through the wash.
- North of Pinnacle Peak Road, the Dynamite Boulevard bicycle lanes have recently been constructed. Continuing the bicycle lanes east of Alma School Road to the City boundary is a medium priority.
- In summary, these projects comprise of approximately 150 miles of multi-use and bicycle paths throughout the city. There are three levels of priority for the projects, but

the Department does not assign construction dates to projects. Sometimes an opportunity to construct a low priority project arises because of other projects. In addition, high priority projects are expected to be completed in the next two to three years. Medium projects would be completed within three to five years and low priority projects would be done within the next five to ten years.

Chair Olmsted opened public commentary.

- Mr. Mark Miller of East Rimrock Drive raised a number of bike path concerns.
 - Plans for a bike path along Shea Boulevard towards Fountain Hills.
 - The bike lanes on Happy Valley Road east of Pima Road and Pinnacle Peak west of Pima do not appear to adhere to precise standards; however, both are improved compared to their previous condition.
 - Will paving Dynamite Boulevard to the Scottsdale border complete the Rio Verde loop, as there is a stretch with no bike lane beyond the Scottsdale border?
 - How will continuation of the Indian Bend Wash to the north be configured?

- Mr. Scott Walters of Tempe said he is impressed with the City's ambition and dedication. He praised the ambitious goal of dedicating one-third of the Transportation CIP to non-automobile projects as there has been serious neglect of cycling infrastructure. It is felt that cycling connectivity to businesses is key. He thanked Mr. Basha for his dedication and the Commission for their work on bike projects and connectivity to the Scottsdale Airport by public transit. Younger people want to live in the city and love the freedom of not driving cars. The city experience of interacting on transit and by cycling is drawing young people into the cities.

- Ms. Jane Larson, a member of the Downtown Bicycle Strategy Task Force and longtime member of the Phoenix Metro Bicycle Club commended staff on their focus of transit. She presented suggestions to help Scottsdale maintain its current gold level Bicycle Friendly Community status:
 - Create a multi-use path and bike route between Indian Bend Wash path and Old Town Scottsdale on the Second Street alignment.
 - Improve bike-pedestrian bridge and connections at the Indian Bend Wash path and Osborn Road.
 - Create and improve the Indian Bend Wash path connections at Indian School Road into downtown.
 - Complete the Arizona Canal Path between Camelback Road and the Indian Bend Wash path at Silverado Golf Course.
 - Create a multi-use path or bike route between the Indian Bend Wash path and the Cross Cut Canal path to allow visitors and families access to the Desert Botanical Garden and Phoenix Zoo.
 - Consider reconfiguring Scottsdale Road for downtown to make it bike and pedestrian friendly.
 - Develop consistent clear signage at intersections and driveways along the multi-use paths.
 - Expand bicycle detection infrastructure at intersections.
 - Add bike lanes and bike routes to encourage bicycle commuting in Scottsdale Airpark.

- Create safe connections between the Pima path and Scottsdale Community College campus.
- Create safe connections between Scottsdale and Fountain Hills.
- Improve the Scottsdale Police Department's enforcement of laws protecting cyclists.
- Encourage the Parks and Recreation Department to offer cycling classes.
- Partner with Scottsdale Community College on effective cycling classes through the League of American Bicyclists.
- Encourage City-owned facilities to add visible, secure, and convenient bike racks.
- Establish the Bike Scottsdale bike-friendly business program.

Chair Olmsted thanked the public for their positive comments and suggestions. He added that the Commission feels the pressure to address these issues. He assured everyone that the Transportation Master Plan, including the bicycle component, has a long way to go and encouraged citizens to provide input. At the last meeting of the Transportation Commission meeting, Public Information Officer Ms. Holly Walter shared various avenues for citizens to share their feedback. This includes Facebook, Twitter, “myScottsdale” app, and Nextdoor. He commended the City for aggressively expanding these avenues of communication.

Mr. Basha and Ms. Conklu addressed the public comments received.

Highlights of discussion by Commissioners included:

- Vice Chair Holley shared that the Paths & Trails Subcommittee were challenged with the future of Scottsdale Road for cycling, equestrian, and pedestrian use. This issue is complicated because in some areas the west side of the road is within the City of Phoenix.
- Mr. Basha commented that the benefits and costs for Scottsdale taxpayers need to be balanced. It is inappropriate to spend Scottsdale tax dollars for construction in Phoenix and he could not recommend that. The current Transportation Master Plan shows widening Scottsdale Road to six lanes at least as far north as Pinnacle Peak Road. Staff is in constant contact with the City of Phoenix to try and get this constructed, but want to be vigilant with Scottsdale taxpayer money. He noted that south of Doubletree Ranch Road, a segment of Scottsdale Road is actually in the Town of Paradise Valley. He summarized that the City does take initiative to expedite projects; however, it is a balancing act.
- Widening Scottsdale Road north of the canal is in the five-year CIP program. Equestrian, bike, and pedestrian improvements are proposed for the east side of the road. The Scottsdale Road streetscape project extends from the Tempe border to Carefree.
- Chair Olmsted commented there are 89 high priority projects and questioned whether these could all be completed within the five-year plan. He asked staff for more detail on the scope of these high priority projects. Mr. Basha indicated that the scopes of many of these projects are relatively limited. The projects are essentially encompassed in the bicycle chapter of the 2008 Transportation Master Plan.
- Ms. Conklu stated that the trail and intersection improvements along Scottsdale Road are at 90 percent design; however, the trail may be moved in the future as this is not a road widening project at this time.

6. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Mr. Basha provided a brief review.

- All Things Bike meetings will be held at the Community Design Studio on June 19 from noon to 2:00 p.m., and on June 23 from 6:00 to 8:00 p.m. Ms. Conklu will lead a discussion on the needs of the bicycle community in Scottsdale to incorporate these elements into the Transportation Master Plan.
- Scottsdale is applying to the League of American Bicyclists for the platinum level of Bicycle Friendly Community, aiming to move up from the City's current gold level.
- Because of freeway construction, the entrance and exit ramps at Indian School Road will be partially closed for the next 60 days. In August and September, the 90th Street ramps will be partially closed. Drivers are advised to avoid these interchanges.
- Mr. Basha described the scope, nature, and findings of the downtown parking study. Staff has reviewed the consultant's first draft report and after revisions are made, a second draft will be submitted. Mr. Basha indicated that the parking at Scottsdale Fashion Square was excluded because of its size, location, and for cost considerations. Full data on parking at the Galleria could not be gathered because the owners would not allow the consultant to access the property. Since the parking count was conducted in April, some private businesses within the Galleria have expanded and employee parking south of the Galleria has increased. Staff will present the finalized results of the study at a future Transportation Commission meeting.
- Through the Scottsdale Cab Connection, vouchers are given to citizens who need personalized transit because of age or physical limitations. One of the Cab Connection providers has terminated their participation in the program, after being directed by staff to correct deficiencies. Staff has provided participants who have utilized Cab Connection in the past 18 months with a list of contact information for the nine providers who will continue with the program. This change will be effective mid-July.
- The Raintree Extension project is ongoing. The 30 percent design plans are completed and 60 percent design plans are in preparation.
- Portions of Pima Road south of Shea Boulevard have been widened to four lanes. The Salt River Pima-Maricopa Indian Community has been very cooperative with the City in this joint project,. The entire length of Pima Road from McDowell has been segmented and these will be constructed in phases over the next ten years. The City is following the Salt River Pima-Maricopa Indian Community lead in prioritizing the segments because most of the improvements are on their land. Indian Bend to Chaparral Road is expected to be complete within the next two years.
- The variable speed limits on Camelback Road between Scottsdale Road and Miller Road have proven very effective. Police are now enforcing the speed limits. Traffic flow has improved as travel speeds are more consistent.

7. PUBLIC COMMENT

No public comment was received.

8. FUTURE AGENDA ITEMS

- Report on Valley Metro's use of smart cards for their subsidized cab program, with possible applicability to Scottsdale Cab Connection and Dial-a-Ride.
- Access to arterial streets and consideration about limiting access for safety and traffic flow.
- Brief overview of the City's arrangements with valet parking companies on City parking lots.
- Relative to the City's right-of-way, provide discussion on the design quality of freeway interchanges within City limits. Mr. Basha commented that ADOT is obligated to construct and maintain roadways it leases from the Salt River Pima-Maricopa Indian Community; however the City operates most of the traffic signals on Pima Road.

9. ADJOURNMENT

With no further business to conduct, Chair Olmsted adjourned the regular meeting at 8:35 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>**