



**APPROVED
SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
MEETING**

THURSDAY, MAY 19, 2016

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

1. CALL TO ORDER

Vice Chair Holley called the special meeting of the Scottsdale Transportation Commission to order at 6:04 p.m.

2. ROLL CALL

PRESENT: Steven Olmsted, Chair
Paul Holley, Vice Chair
Gary Bretz, Commissioner
Barry Graham, Commissioner (left at 8:53 p.m.)
Jyme Sue McLaren, Commissioner (left at 7:55 p.m.)

ABSENT: Robert Stickles, Commissioner
Steven Rosenberg, Commissioner

STAFF: Paul Basha, Director of Transportation
John Bartlett, Senior Traffic Engineer
Alan Ruck, Traffic Engineering Analyst

GUESTS: Rachel Pearson, SCVB

3. PUBLIC COMMENT

No members of the public wished to address the Commission.

4. APPROVAL OF MEETING MINUTES

- Study Session of the Transportation Commission – April 7, 2016
- Regular Meeting of the Transportation Commission – April 7, 2016

COMMISSIONER BRETZ MOVED TO APPROVE THE STUDY SESSION MINUTES OF APRIL 7, 2016 AND THE REGULAR MEETING MINUTES OF APRIL 7, 2016 AS PRESENTED. VICE CHAIR HOLLEY SECONDED. THE MOTION CARRIED BY A VOTE OF FIVE (5) TO ZERO (0). COMMISSIONERS STICKLES AND ROSENBERG WERE ABSENT.

5. 2016 SMART/CONNECTED/COMPLETE TRANSPORTATION SPEAKER SERIES

Chair Olmsted stated that the presentation would focus on technology as it specifically relates to transportation. Highlights included:

Accomplishments of the Transportation Commission:

- Upgrade the Paths and Trails Subcommittee.
- Make the Capital Improvement Plan more user friendly.
 - Clarify the funding path.
 - Balance need versus all modes goal.
 - Steward the CIP forward to City Council, who reviewed it in a work study session in April.
 - Fixed route, transit and trolley components improved utilization.
 - Addresses the needs of non-drivers.
- Improved communication with other city departments, City Council and residents.
- Staff manages and maintains 2,800 lane miles.

Transformative elements include:

- United States Department of Transportation (USDOT) has current policy initiatives, including Beyond Traffic and Smart City Challenge
 - The USDOT invited cities to submit their grand plan.
 - Scottsdale and Tucson submitted Smart City Challenge maps.
 - Scottsdale's submission will open opportunities for funding.
 - Focus on rotating toward the concept of all demographics for all users.
- Transformative technologies include cloud and mobile computing, connective devices, the internet of things, virtual reality, big data.
- In examining where Scottsdale's transportation system will go in the future, it helpful to conceptualize it as a digital nerve system.
 - The system itself is wired to gather, transmit and process data in real time so that staff can readily make informed decisions.
 - Feeds back to itself in a circle supporting real time traffic management.
- Future technology driven possibilities include:
 - Urban automation, or self-driving vehicles.
 - Vehicle to vehicle and vehicle to infrastructure communications.
 - Sensor based infrastructure.
 - Supporting electrical infrastructure, smart grid and transportation operation centers.

Vice Chair Holley stated that sustainability will affect future transportation systems.

6. NEIGHBORHOOD TRAFFIC MANAGEMENT

Paul Basha, Director of Transportation prefaced the discussion by stating that the signs on display are prototypes that will be installed throughout the City on shared use paths. Initial installation will occur throughout Indian Bend Wash from the southern part of the City on McKellips Road, continuing north to WestWorld. A more complete discussion regarding the signs will be held at the next Transportation Commission meeting.

John Bartlett, Senior Traffic Engineer provided the update. Highlights included:

- Resident requests inquiring about traffic calming go through a process.
 - Speed awareness program, overseen by the Scottsdale Police Department.
 - Education component typically involves deployment of speed feedback trailers.
 - Since the last update in September of 2015, 18 new requests for speed feedback trailers were received.
 - Ten requests completed the educational component and went on to enforcement, which consists of a Scottsdale motor police officer visiting the area, conducting observations and issuing warnings and citations.
 - Once a speed awareness program has been completed, residents must submit an initial interest petition form, which requires ten individual signatures.
 - Speed and data volume data is collected and compared to program criteria.
 - If criteria is met, staff works with residents to develop an initial traffic calming plan.
 - A public meeting is hosted to present the plan to the surrounding area.
 - Following the meeting, residents must document neighborhood support, which requires 70 percent of residents within the affected area to sign in favor of the traffic calming plan.
 - Once the petition has been submitted, staff presents the project to the Transportation Commission for funding approval.
 - Approved projects are constructed.
 - Within one year of construction completion, staff performs a before and after analysis comparing speed and volume.
 - There is currently one project in the public outreach portion of the program, which is Via de Lago, from Via de Ventura to McCormick Parkway.
 - The stormwater department has significant concerns with the potential impact of traffic calming devices on stormwater flows along both roadways.
 - Currently impacts are being identified along with what modifications may be made to the plan to ensure that drainage is not impacted significantly.
 - One project is currently under construction at Cattletrack Road from Lincoln Drive to McDonald Drive.
 - Consists of two center median island and a chicane device.
 - Construction began in April, 2016.
 - Significantly finished with only final thermoplastic pavement markings remaining, which will be installed in June, 2016.
 - A recently completed project is Cholla Street between Hayden Road and 84th Street.
 - Completed at the end of 2015.

- Consists of two sets of side median islands and one center median island.
- After count data reflects a slight reduction in volume.
- The percentage of vehicles traveling more than five miles an hour over the speed limit was lowered by 17 percent, ten miles an hour over the speed limit lowered by 16 percent, 15 miles an hour over the speed limit lowered by approximately nine percent and 20 miles an hour over the speed limit was reduced by two percent.
- Budget overview
 - The program currently has \$33,516 available funds, which includes all funds remaining from previous years.
 - All approved projects have been funded.
 - The five year Capital Improvement Program includes an additional \$250,000 of program funding in the next fiscal year.

A Commissioner requested that in future, staff provide financial data for completed projects in terms of budget versus actual.

Chair Olmsted suggested the possibility of having some participating residents attend the year-end report meeting to provide comments. He asked for an opinion on the side island versus the center island. Mr. Bartlett stated that if the road is narrowed appropriately next to a center island, it is slightly more effective. The problem with side islands stems from driver behavior.

7. CITYWIDE TRAFFIC VOLUME

Mr. Basha stated that for decades, the traffic engineering component of the Transportation Department has analyzed traffic volumes, including publishing a biannual report of traffic volumes and collisions. He provided the first portion of the presentation. Highlights included:

2014 Biannual Report:

- Arterial streets are half mile and mile streets, such as Scottsdale, Hayden, McDowell, Thomas, Shea, Frank Lloyd Wright.
 - Approximately one-quarter of these streets were over capacity.
 - Forty-five percent of the arterial street system are between 50 and 80 percent of capacity.
 - Thirty percent of arterial streets are less than 50 percent of capacity.
 - Twenty-five percent are over capacity.
 - Streets at less than 50 percent of capacity utilize too many resources in proportion to use.
- Collector streets connect the streets in residential neighborhoods to the arterial streets, such as Cholla Road, 68th Street, Miller and Granite Reef.
 - Only eight percent of collector streets are over capacity.
 - Eighteen percent are between 50 and 80 percent of capacity.
 - Three-quarters are less than 50 percent of capacity.
- Of the ten most congested streets, four street segments are on Indian School Road between Downtown Scottsdale and State Route 101.
 - Six to ten years ago, a decision was made to widen Indian School Road only to four lanes, as the Transportation Master Plan at the time recommended. If it had been widened to six lanes, it would be under capacity.

- The second highest congested street is Chaparral Road between Miller Road and 78th Street.
 - This two-block segment is only one lane per direction, whereas the other 2-3/4 miles of Chaparral Road is two lanes per direction.
 - The fact that it is over capacity is directly related to the fact that Indian School Road is over capacity.
- The 21st highest volume street compared to capacity is Happy Valley Road from Pima Road to Alma School Parkway. The street was included in the bond election that was denied by the voters in November of 2015.
- Capacity is classified in four categories:
 - Less than 50 percent.
 - From 50 percent to 80 percent.
 - From 80 percent to 100 percent.
 - Over capacity streets.
- For data on daily vehicle miles traveled per person, Scottsdale's statistics are included in Phoenix' statistics.
 - From 1982 to 2014, the daily travel on arterial streets has reduced by one-third on a per-person basis.
 - In 1982, Phoenix had two interstate freeways, which did not connect.
 - Since 1982, a large number of freeway lane miles have been constructed, which has diverted traffic from arterial streets onto the freeway system.
 - Between 1998 and 2000, the Loop 202 and Loop 101 were constructed.
 - Prior to the construction of Loop 101 Freeway, the daily per-person travel in Scottsdale was off the charts compared to 101 metropolitan areas in the United States.
 - After construction of the 101 and 202, the per capita travel reduced dramatically. However, it is still at or above the maximum per capita travel in metropolitan areas in the United States.

Alan Ruck, Traffic Engineering Analyst, provided the report on historic traffic volumes. He prefaced the presentation by explaining that screenline analysis is a tool used by traffic engineers to analyze traffic trends on roadways. Highlights of the report included:

- Statistics presented cover from 1986 to 2014.
 - Northbound and southbound traffic from 64th Street to Pima Road just north of McDowell shows a decrease in traffic after 1996.
 - From 1996 to 2000, there is a 60 percent decrease.
 - This correlates to the construction of the 101 Loop.
 - From 2000 to 2014, traffic volumes leveled off.
 - Northbound and southbound traffic north of McDowell:
 - Substantial decrease of 100 percent in north/south traffic after completion of the 101.
 - After completion of the 101, volumes continued to decrease slightly but remained constant.
 - East/west traffic in the southern portion of the City from McDowell to Indian Bend, located just east of Scottsdale Road:
 - Slight increase in traffic volumes.

- As traffic was deviated from north/south streets to the freeway and motorists had to travel towards destinations off the freeway, they must travel along an east/west roadway.
- East of Granite Reef, east/west roadways from McDowell to Chaparral Road:
 - A spike in volume occurred after completion of the freeway.
- Central area of Scottsdale, north/south between 64th Street and Frank Lloyd Wright north of Shea Boulevard:
 - Substantial decrease in traffic after completion of the 101.
 - Some subsequent minor deviations and more or less stagnant, with a slight decrease leading up to 2014.
- East/west roadways from Mountain View to Frank Lloyd Wright:
 - Slight increase in volumes after completion of the freeway.
 - Volume increase not as significant as screenlines located closer to the freeway.
- Northern section of the City:
 - Only two north/south arterials service the entire area, Scottsdale Road and Pima Road.
 - Substantial decrease in north/south traffic in early years, which correlates to the construction of Tatum Boulevard and Cave Creek Road in Phoenix.
 - From 1996, volumes have increased on Scottsdale and Pima Roads.
- East/west traffic in northern Scottsdale:
 - Every major east/west roadway in the area from Deer Valley to Westland show an increase in traffic since data collection began.
 - From 2006 this increase can be attributed to growth in northern Scottsdale.
- A total of 35 screenline analyses were performed, including 20 north/south and 15 east/west.
- For years 1996 and 1998, there is a 30 percent decrease in traffic throughout the city, which correlates to completion of the Loop 101.

Mr. Basha provided the report on future traffic volumes in the year 2035. Staff uses a transportation traffic volume prediction model prepared the Maricopa Association of Governments (MAG). Highlights included:

- For the southern area of the City between McDonald and Indian Bend, streets are over capacity.
 - West of Downtown and into Downtown are over capacity.
 - The Downtown area is between 50 and 80 percent of capacity.
 - Closer to the freeway, east/west traffic is over capacity.
 - A positive factor derived from the statistics is that Downtown Scottsdale is generating significant travel.
 - East/west streets will be congested in the year 2035.
 - Traffic could be mitigated with the addition of traffic lanes or increase in bus and trolley service.
- From McDowell north to Chaparral, there are several east/west streets.
 - Seven towards the south end with fewer towards the north.
 - There are only four east/west streets in Scottsdale north of Chaparral.
 - For the segment between McDonald and Indian Bend, there are only three north/south sheets.

- Central portion of the City:
 - North/south streets are over capacity.
 - Over capacity ends at Indian Bend Road.
 - North of Indian Bend Road, volume capacity is within reason.
 - Closer to the freeway, Frank Lloyd Wright and the Central Arizona Project Canal, streets are at overcapacity.
 - Where the freeway accommodates some north/south traffic, streets are at 50 to 80 percent capacity.
 - North of Union Hills, streets are over capacity.
 - East/west streets:
 - Majority are between 50 and 80 percent of capacity.
 - There are notable exceptions, including segments of Via Linda and Shea Boulevard between Pima Road and Frank Lloyd Wright Boulevard, which are heavily over capacity.
 - Far northern portion of the City:
 - Portions are over capacity, including segments of Pima and Scottsdale Road between Pinnacle Peak and Happy Valley Road.
 - Under capacity north of this area.
 - For a short segment, there will be over capacity in the year 2035.
 - East/west streets will remain between 50 percent and 80 percent of capacity.
- As a result of the refined 2035 project volumes, the Transportation Master Plan was modified since the Commission last saw it.
 - In the Transportation Master Plan that the Commission saw last, the segment of Pima Road between Happy Valley Road and Dynamite Boulevard was shown as four lanes.
 - Scottsdale Road from Happy Valley Road to Dynamite Boulevard was shown as four lanes.
 - The Transportation Master Plan has changed for this mile segment, which is now shown as three lanes per direction.
 - This modification will be included in the draft Transportation Master Plan shown to City Council in July.

In response to a question from Chair Olmsted, Mr. Basha stated that he and Mr. Ruck chose the 35 screenlines based on their understanding of the street system and traffic patterns in the City. Those discussed by Mr. Ruck during his presentation are most representative of the entire 35.

In response to a request from Vice Chair Holley, Mr. Basha stated that staff would create a documented report that can be used as a source of reference material and provided to Commissioners.

A Commissioner commented that the period of time when Phoenix travel demand declined coincided with significant investment in public transit.

Chair Olmsted encouraged a focus on Shea and the 101 for more in-depth exploration into solutions and mitigation efforts. Mr. Basha stated that in the early 1990s, the City of Scottsdale hired Lee Engineering to analyze this portion of Shea Boulevard prior to the final design of the 101. At the time, they provided three alternatives. Their recommended

alternative would have placed Shea Boulevard below the 101. Currently, the 101 goes below Shea Boulevard. Lee Engineering's suggestion was to run Shea Boulevard beneath the 101 Freeway for a one-mile segment. The concept was that through traffic would be below grade. On either side of Shea Boulevard, there would be a one lane per direction at-grade street to provide access to adjacent properties. It was an excellent idea, although very expensive, however, it was not accomplished. The Transportation Commission at the time firmly believed that Shea Boulevard would never become congested.

8. TRANSPORTATION MASTER PLAN

Mr. Basha provided the report.

On April 12th, 2016 during its study session, the City Council discussed the Transportation Master Plan for four hours, resulting in a number of directives from the City Council to the Transportation Department for modifications to the Transportation Master Plan. Staff has made these modifications to the current version of the Transportation Master Plan. The revised Transportation Master Plan is available on the website.

Mr. Basha reviewed the Transportation Master Plan and the modifications made by City Council. Highlights included:

- The Transportation Master Plan includes:
 - Two new trolley routes.
 - The first limited stop bus route service in Metropolitan Phoenix.
 - A roundabouts first policy.

Commissioner McLaren left the meeting at 7:55 p.m.

- The lane number on four streets in the northern part of the City has been reduced.
- There are a large number of shared use paths and bicycle facilities throughout the City, which are included in the Transportation Master Plan.
- Changes to the Transportation Master Plan:
 - The previous Transportation Master Plan, last seen by Commissioners in February, allowed deviation of Transportation Master Plan policies by the Transportation Commission. However, only City Council has the legislative authority to deviate from the Transportation Master Plan. The revised policy states that deviation can only occur the approval of City Council.
 - A new element of the Transportation Master Plan is a two paragraph change. The Transportation Master Plan that the Department and the Commission recommended to the City Council included three potential rail routes and three to four paragraphs of discussion regarding the potential rail routes. The City Council directed staff to remove the three potential rail route figures and three of the four paragraphs, to be replaced with the new two paragraphs. The second paragraph is nearly identical to the last seen Transportation Master Plan with a slight difference in wording. The other paragraph is mostly new and discusses potential future multimodal options.

- Another segment of the Transportation Master Plan changed by the City Council involves the Preserve area:
 - Five street segments had been previously designated to be constructed as one wide lane per direction and one wide bicycle lane per direction with a raised landscaped median.
 - For the segment of Dynamite Boulevard, City Council directed that it be constructed at two motor vehicle lanes per direction. This change is reflected in the new Transportation Master Plan.
 - City Council also directed that the designated portion of 128th Street remain in the document shown through the Preserve. The intention of the Commission and the Department had been to remove this as a street and construct it as emergency vehicle access only.
 - Ranch Gate Road curves to the south and connects to 128th Street, and was recently constructed.
 - With the adoption of the Transportation Master Plan, should the City Council adopted it, the existing street would become eastbound travel only one wide motor vehicle lane and one wide bicycle lane.
 - The developments to the south would be required to construct a raised landscaped median and westbound lanes – one westbound motor vehicle lane and one wide westbound bicycle lane.
 - The property is currently owned by the Arizona State Land Department, which has embraced the concept and is comfortable with constructing the median and the westbound lanes.
 - An identified portion of 118th Street is currently only one lane per direction.
 - The developer east of 128th Street and bounded by the Preserve is required by stipulation to widen this portion of 118th Street from one lane per direction to two lanes per direction with a raised landscaped median.
 - Where 118th Street becomes Happy Valley Road to the south and west, it is two lanes per direction.
 - This would complete the street to Ranch Gate Road. North of Ranch Gate Road, 118th Street would be one lane per direction.
 - There are no plans to widen or improve the segments at 118th Street and 128th Street south of Dynamite Boulevard. Some residents in the area have asked the Department to include 118th Street in a future Capital Improvement Plan and the Department has committed to do so.
 - Next year, as the Department develops the next five year Capital Improvement Plan, it will include construction of 118th Street from Dynamite Boulevard Road. It is not certain what year the construction will be performed.
 - There is a question as to how construction traffic will access the development east of 128th Street within the Preserve.
 - Construction inspectors believe that the roadway could be used for construction traffic, with some improvements and dust palliatives required.
 - The developer of the property has committed to investigate the possibility of using 128th Street in its current condition for construction traffic access.
 - Review of changes that have occurred in the Transportation Master Plan since last seen by the Commission.

- 128th Street is now a minor collector through the Preserve.
- Dynamite Boulevard east of 118th Street is now designated as a minor arterial with two through lanes per direction.
- All diagrams and narrative pertaining to rail transit have been removed from the document.
- These three changes were the direct result of direction from the City Council on April 12th.
- Other modifications include:
 - Included on the cover is a seventh small photograph depicting a person in a wheelchair accessing a trolley.
 - The Maricopa Department of Transportation suggested a change in language from multi-use path to shared use path.
 - The Maricopa Department of Transportation suggested that nonmotorized is not a hyphenated word. This has been changed in the document.
 - Previously the Transportation Master Plan only included proposed shared use facilities. The new Transportation Master Plan includes separate diagrams depicting existing bicycle facilities, proposed bicycle facilities and a combination of existing and proposed.
 - Pima Road between Happy Valley Road and Dynamite Boulevard is now classified as a six-lane major arterial.
 - There a one-quarter mile street in the State lands freeway close to the 101 freeway. It had previously been incorrectly labeled as a major collector and is now correctly labeled as a minor collector.

Vice Chair Holley suggested that the 128th portion be labeled as to be determined. Mr. Basha noted that the Transportation Master Plan is tentatively scheduled for public hearing and City Council vote on July 5th. The segment has been classified as a minor collector, instead of the emergency access only route. Some residents in the vicinity were very concerned about construction traffic. The dirt road can be minimally improved and used for construction traffic. Construction of the development is planned for 2018.

A Commissioner expressed concern for the City Council's decision to exclude reference to rail and modern streetcar, as excluding these modes will disconnect the City with possibilities to be a regional transportation system. He also voiced disappointment for the potential of a road cutting through the Preserve.

A Commissioner shared concern over the language modification made by City Council in the Transportation Master Plan. In response to his question, Mr. Basha confirmed that the City Attorney was present when the modification and motion was made by the City Council. The City Attorney concurred with the language. However, it is not legally binding on future Council Members.

Vice Chair Holley shared the disappointment of having City Council exclude reference to rail and modern streetcar.

Chair Olmsted noted the unfortunate tone and absence of due respect that occurred during the Transportation Master Plan discussion portion of the City Council meeting. Additionally, there were no expressions of appreciation for the work that went into developing the Transportation Master Plan at the start of the discussion. Some notable comments by the City

Council in reference to the Transportation Master Plan were that it was short-sighted, lacked vision, did not have predictive indicators relative to land development and other approaches. However, the Mayor and the City Council took a big step in actually scheduling a work study program on a very progressive document.

9. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Mr. Basha provided the status. Highlights included:

- City Council meeting on April 19th.
 - Four transportation grants were accepted by the City Council, pertaining to three transportation projects.
 - Three projects have a total cost of slightly more than \$7 million.
 - The total of four grants were slightly less than \$6 million.
 - The total City of Scottsdale taxpayer contribution is slightly more than \$1 million.
 - The grants come from regional and federal funds.
 - Projects
 - Two grants for McDowell Road bicycle lanes.
 - One grant for Chaparral Road underpass.
 - One grant for Osborn Road Scottsdale to Hayden project.
 - The first two projects were included in the bond election in November of 2015 and were rejected.
 - Bond funds would have been used, if no other funding source had become available.
 - The grants became available after the bond election, which allowed the Department to proceed.
 - The bond was discussed by the City Council in early March of last year. Direction was received in mid April. The bond was authorized in early June of last year.
 - The availability of funds was announced in August, two months after the bond was authorized.
 - Applications were due in mid September and the awards were announced in late February, 2016.
 - If the bond election had passed, the Department would still have applied for the grants.
 - Fiscal year expenditures in the next fiscal year beginning July 1st, 2016 will total approximately \$27,000 on all three projects.
 - During FY 2017/18, approximately half a million dollars will be expended.
 - The third fiscal year, approximately \$400,000 will be expended.
 - In the fourth fiscal year, approximately \$80,000 will be expended.
 - McDowell Road from 64th Street to Pima Road crosses the Arizona Canal Path, the Indian Bend Wash Path. There are existing bicycle lanes for a half-mile segment of McDowell Road and slightly less than another half-mile segment of McDowell Road.
 - When McDowell Road Bridge over Indian Bend Wash was widened, it was done so to provide additional sidewalks as well as bicycle lanes.
 - The one-block portion from Miller Road to 77th Street has already been widened. It still has three motor vehicle lanes per direction.

- Miller Road intersection.
 - There is a bicycle lane on the east side of Miller Road, but none on the west side of Miller Road.
 - During the discussion prior to the election vote in November of last year, there was considerable false information that if the bond had passed, McDowell Road would have been narrowed from three motor vehicle lanes per direction to two motor vehicle lanes per direction to accommodate the bicycle lane.
 - As is clearly depicted on the aerial photograph of the existing street, the bicycle lane and the three motor vehicle lanes per direction exist east of Miller Road. With this project, they will also exist west of Miller Road and for the entire three miles of 64th Street to Pima Road.
 - McDowell Road is three lanes per direction and will remain so. The only change will be a bicycle lane in each direction.

Commissioner Graham left the meeting at 8:52 p.m.

- Chaparral Road Underpass at Indian Bend Wash.
 - Currently there is an underpass on the west side. This would construct an underpass on the east side of Hayden Road at the Indian Bend Wash.
 - Was included in the bond election which failed in November of 2016.
 - In the bond election, the northbound right-turn lane would have been increased in length.
 - The grant application was for alternative transportation modes and would not have allowed the Department to include the lengthening of the right-turn lane.
 - If the bond election had passed, the Department would have increased the length of the right-turn lane.
 - During the bond election, a number of residents living adjacent to Chaparral Road called Mr. Basha stating that they intended to vote against the bond election. They did not want improvements at the Hayden/Chaparral intersection, fearing this would increase traffic on Chaparral Road.
 - Mr. Basha advised these residents that the purpose of lengthening the right-turn lane was to decrease traffic on Chaparral Road. With this information, a number of residents indicated they would be voting for the bond.
 - The underpass will also benefit motor vehicle traffic, because bicycle and pedestrian traffic will be able to cross underneath Chaparral Road both east and west of Hayden.
- Osborn Road from Scottsdale Road to Hayden Road.
 - This one-mile segment of street is currently two lanes per direction.
 - Some segments have bicycle lanes and some do not.
 - The project will provide a continuous bicycle lane from the Cross Cut Canal just west of 64th Street to Hayden Road and then a bicycle route from Hayden Road to Pima Road.
 - The Miller Road and Osborn Road intersection will be evaluated for a roundabout. If a roundabout is not practicable, consideration will be given to retaining a traffic signal.

In response to a question from Vice Chair Holley, Mr. Basha stated that the signals at the intersection of Miller and Osborn could be left as is. The cost estimates include reconstruction as a roundabout. Considerable delays at the intersection could be alleviated with a roundabout. It also currently does not feature bicycle lanes on either side.

Mr. Basha noted that City Council accepted the grants and authorized the projects to proceed.

- May 10, 2016 City Council meeting
 - There has been a great deal of discussion regarding parking in the northeast downtown area. At the May 10th City Council meeting, there was a study session where this topic was discussed for the second time, the first discussion having occurred on February 1st. At that time, the City Council directed the Department to conduct further investigation.
 - At the May 10th meeting, City Council accepted the Department's recommendations, directing them to continue the process of implementation.
 - The northeast portion of Downtown east of Scottsdale Road, north of 3rd Avenue, south of Camelback Road, west of Miller Road was displayed. Currently existing trolley routes were identified, including the Camelback Road Trolley, the Miller Road Trolley and the Downtown Trolley.
 - The Department has been asked to consider modifying the Downtown Trolley to better connect parking areas to employment areas.
 - The Downtown Trolley currently begins operation at 11:00 a.m. and ends at 9:00 p.m.
 - The suggestion is to begin operating at 5:00 a.m., as some employment areas begin work at 6:00 a.m.
 - This provides an opportunity for a more express route connecting the parking areas to the employment areas.
 - There is currently a detour route used during events on the Marshall Way Trolley Bridge over the canal. The suggestion is in the evening that every other trip would use the detour route, thereby better serving parking areas from 3:00 p.m. to 5:00 p.m.
 - P3 Zoning designation areas were identified as areas that are given credit for parking spaces that do not exist. This credit totals approximately 1,600 parking spaces that do not exist in the area. However, the buildings can be expanded as though the 1,600 parking spaces exist.
 - Currently most of the on street parking areas have a three-hour restriction. The Department is recommending this be changed to two hours.
 - It is believed that a number of employees who work in this area park in the three-hour parking spaces and move their vehicles every three hours.
 - There is currently only one parking enforcement staff member, whose schedule and route is well known, including the fact that there is no enforcement on Wednesdays.
 - The Department has asked Council to hire a second parking staff member to provide parking enforcement five days a week on a randomized route.
 - A surface lot straddles 6th Avenue south of Stetson Drive east of Drinkwater Boulevard.
 - Currently there are 127 parking spaces in the area and 703 on street parking spaces.
 - Two public parking areas are nearby.

- One has 400 parking spaces, approximately half of which are restricted to three hours and the other half unrestricted.
- The other parking structure is underground underneath the South Ridge area. Of these 300 parking spaces, over 200 will be converted to three hour parking spaces.
- An 800 parking space structure is intended for construction which will be entirely privately financed, planned, designed, constructed and operated.
 - Financing will be recovered by the parking fees to be charged.
 - Per City Council direction on May 10th, the Department is finalizing a request for proposal.
 - Tentative construction is scheduled for the next two years.
- Other projects
 - Chaparral Road west of Scottsdale Road has been completed, opening in mid April.
 - Primarily a traffic calming project.
 - Features extensive drainage improvements as well as utility improvements.
 - Includes strong pedestrian connections and roundabout.
 - Provides raised median island.
 - Bicycle lanes on both sides of the roadway.
 - Additional right-turn lane east on Chaparral on Scottsdale Road.
 - Pima Freeway in the area of Frank Lloyd Wright Boulevard.
 - Ten projects in this area.
 - Mostly consist of median islands, left-turn lanes and right-turn lane additions.
 - Five are complete and the sixth and seventh will be complete in the next four weeks.
 - The last three will be constructed this summer.
 - Dixileta Road from 66th Street to Scottsdale Road.
 - Resurfacing enabled the asphalt to be improved.
 - Restriping was completed to narrow the motor vehicle lanes.
 - Through lanes are now ten feet wide, the two way left-turn lane is nine feet wide with four-foot bicycle lanes on either side.
 - Indian Bend Road.
 - Recently reconstructed to provide bicycle lanes, one in each direction.
 - Maintained raised landscaped median and two motor vehicle lanes per direction.
 - Scottsdale Shea area.
 - A turn lane bypass at the intersection was constructed in the late 80s, early 90s, at a time where most streets did not include bicycle lanes.
 - During a resurfacing project, the motor vehicle lanes were narrowed to provide a bicycle lane in both directions.
 - Several activities occurred commensurate with Valley Bike Month in April.

10. **PUBLIC COMMENT**

There were no public comments.

11. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

Vice Chair Holley suggested for future consideration the possibility for having a transit subcommittee.

Chair Olmsted requested to agendaize a Shea and 101 data pilot project discussion.

11. ADJOURNMENT

With no further business to conduct, Chair Olmsted adjourned the regular meeting at 9:21 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>**