



**SUMMARIZED MINUTES
CITY OF SCOTTSDALE TRANSPORTATION COMMISSION
STUDY SESSION
THURSDAY, JUNE 18, 2009
KIVA CONFERENCE ROOM - CITY HALL
3939 DRINKWATER BOULEVARD
SCOTTSDALE, ARIZONA 85351**

CALL TO ORDER

Chair Howard called the study session of the Scottsdale Transportation Commission to order at 5:15 p.m.

ROLL CALL

PRESENT:

William Howard, Chair
Josh Weiss, Vice Chair
Terry Gruver, Commissioner
Donald Maxwell, Commissioner
Howard Sukenic, Commissioner (arrived at 5:28 p.m.)
Paul Ward, Commissioner

STAFF:

Mary O'Connor, Transportation General Manager
Dave Meinhart, Transportation Planning and Transit Director
Commander Johnny Cervantes, Police Department
Madeline Clemann, Transit and Parking Program Manager
Annie DeChance, Public Participation & Outreach Manager
Teresa Huish, Principal Transportation Planner
Rose Arballo, Transportation Commission Coordinator
Raun Keagy, Citizen and Neighborhood Services General Manager
Kathryn Kleinschmidt, Traffic Engineering Analyst
Paul Porell, Traffic Engineering and Operations Director
Luis Santaella, Assistant City Attorney

GUESTS:

Barney Remington, ADOT
David Shu, Aztec Engineering

1. **Noise Abatement Policy, including Arizona Department of Transportation (ADOT) Sound Presentation**

Chair Howard noted that the Commission has been tasked with addressing noise issues, particularly those resulting from City transportation projects. Mr. Remington and Mr. Shu presented sound level information to the Commission. Mr. Remington defined noise as

unwanted sound. A decibel is a unit of measurement that determines how much energy is contained in a sound. The threshold of hearing is zero decibels, while 120 decibels is the threshold of pain. OSHA considers prolonged exposure to sound levels above 85 decibels as a hazard. A dBA unit differs slightly from a decibel. A dBA is an A-weighted decibel, where sounds within the range of human hearing are given greater weight. He provided a sound demonstration of various dBA relevant to transportation.

ADOT considers 64 dBA to be the approach threshold where a facility might start to have an impact. A maximally built-out transportation facility would be around 72 dBA. The average insertion loss for a facility equipped with a sound wall is 64 dBA. He noted that the further away from the source a person is, the lower the sound level. Mr. Remington said ADOT uses 64 dBA as the threshold because Federal guidelines require that sound mitigation be considered when noise approaches 67 dBA in normal activity areas. This standard is used regardless of whether it is funded by the State or the Federal government. A city street with slower traffic might generate less noise than a freeway with faster traffic, but it likely would be much closer to the receiver.

Vice Chair Weiss inquired about residential streets where traffic might occasionally reach high levels, but the number of vehicles would likely not be constant. A constant stream of steady noise might be easier to tune out than noise levels that fluctuate. Mr. Remington clarified that noise measurements are taken over a one-hour period and equalized over that time frame. Certain spikes during that hour may go much higher.

2. **Review of Commission Ordinance**

Mr. Santaella reviewed the most recent draft of changes to the Commission ordinance. He noted two ways to implement a trails subcommittee: Either it could be codified in the ordinance, or made a part of the bylaws. The bylaws authorize the Commission to form a subcommittee consisting of members of the Commission. If non-members are added to the subcommittee, they would have to be appointed by the Council, and the ordinance changed to reflect that.

Chair Howard felt that the equestrian interests should be included when mentioning trail users, along with public transportation, pedestrians, and bicycles. Mr. Santaella suggested inserting equestrians in the list of trail users to avoid having to define the term. The Commission discussed the formation of a subcommittee. Vice Chair Weiss suggested that a Commissioner be the committee chair. The Commission settled on a committee of five to seven members.

Mr. Santaella noted that the ordinance was also changed to specify that the Commission would not infringe on the Planning Commission, Airport Commission or the Development Review Board. The Transportation Commission would serve as the central clearing house for the public. Language was added to give the Commission the ability to deal with issues like maintenance on a larger scale, while avoiding having to deal with every individual maintenance issue.

Chair Howard suggested referring to complete streets as defined in the Transportation Master Plan. That way if the master plan changes, the ordinance does not have to be rewritten. He noted that Vice Chair Weiss opted to draft the changes, because the Commission wants to maintain its position in all transportation-related issues, regardless of the staff reorganization

effort. The ordinance should give the Commission the breadth necessary to provide input on streets, instead of just traffic.

3. **Review of Regular Meeting Agenda**

- Proposed Transit Service Modifications

Ms. O'Connor said staff has been working with Scottsdale's contract agencies for transit service to address concerns related to the closure of Route 114. Tempe is passing on some cost savings to Scottsdale that will allow for a staggered change to Routes 114 and 106 without exceeding the budget.

- Neighborhood Traffic Management Project (NTMP) Request

Ms. Kleinschmidt will be making a presentation on this project.

- Other Transportation Projects

The Commission reviewed the minutes from the May 21 meeting.

ADJOURNMENT

With no further business to discuss, Chair Howard adjourned the study session at 5:57 p.m.

SUBMITTED BY:

A/V Tronics, Inc. DBA AVTranz.

NOTE: VIDEO AND/OR AUDIO RECORDINGS OF SCOTTSDALE TRANSPORTATION COMMISSION MEETINGS ARE AVAILABLE FROM THE SCOTTSDALE TRANSPORTATION DEPARTMENT FOR UP TO SIX MONTHS FOLLOWING THE MEETING DATE.