



**APPROVED
SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

Thursday, February 18, 2021

Meeting Held Electronically and Remotely

1. CALL TO ORDER

Chair Iacovo called the regular meeting of the Scottsdale Transportation Commission to order at 5:15 p.m.

2. ROLL CALL

PRESENT: Pamela Iacovo, Chair
Don Anderson, Vice Chair
Karen Kowal
B. Kent Lall
Mary Ann Miller
Donald Pochowski
Andy Yates

STAFF: Mark Melnychenko, Transportation & Streets Director
Mariah Maindonald, Staff Representative
David Smith, Senior Traffic Engineer
Brad Lundahl, Government Relations Director
Lieutenant Chris DiPiazza, Scottsdale Police Department
Dave Meinhart, Transportation Planning Manager
Greg Davies, Senior Transportation Planner
Susan Conklu, Senior Transportation Planner
Ratna Korepella, Transit Manager
Phillip Kercher, Traffic Engineering and Operations Manager

3. PUBLIC COMMENT

Carolee Hoth introduced herself as a licensed realtor, resident of Pinnacle Ridge, Troon North HOA board member, participant on the Architecture Review Committee for the HOA and chair of

the Dynamite Safety Committee. The Committee was formed to address numerous calls and complaints from homeowners in the Troon North area. The main concerns include safety, noise and property values. Traffic volumes have substantially increased, as the development to the east of Alma School has increased. The speed limit is posted at 50 miles per hour with a small stretch posted at 35 miles per hour. The committee feels strongly that posted speed limits should be lowered. Stoplights and/or roundabouts should be added to assist with traffic flow. Residents have noticed a significant increase in noise as a result of traffic volumes, speeds and construction vehicles. They would like to see acceleration lanes added westward. Property values are decreasing, due to noise and traffic issues. Chair thanked Ms. Hoth for her comments and noted that several other written comments were received on this issue.

4. APPROVAL OF MINUTES

VICE CHAIR ANDERSON MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON JANUARY 12, 2021 AS AMENDED. COMMISSIONER POCHOWSKI SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER, POCHOWSKI AND YATES VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

5. PATHS AND TRAILS SUBCOMMITTEE APPOINTMENT

After brief discussion, it was confirmed that Commissioner Lall will continue to serve on the Subcommittee as appointed.

6. DYNAMITE BOULEVARD: TRANSPORTATION UPDATE & OUTREACH

David Smith, Senior Traffic Engineer, identified the subject site. A CIP project extends east of Alma School Parkway, however the presentation predominately addressed the segment from Pima Road to Alma School Parkway. A background was provided, with the catalyst being contact from a citizen regarding a U-turn issue occurring on Dynamite Boulevard at 101st Way. In September, 2019 a meeting between City staff and six homeowner association representatives was held to address transportation-related issues. Mr. Smith also presented at Troon North's annual meeting in February, 2020. A meeting was also held with an On the Green representative. Correspondence was sent from Troon North to the Transportation Department and City Manager regarding traffic issues reiterated by Ms. Hoth five weeks ago. Concerns include exponential growth of traffic volumes on Dynamite Boulevard, however studies reveal a trendline that is consistent and fairly flat in terms of volume to capacity. Dynamite Boulevard is an arterial roadway and has sufficient capacity. The collision rate for this segment is 60-65 percent lower than Citywide collision rates. The overall data points to this being a fairly healthy corridor in terms of collision rates. A review of relevant completed and pending CIP projects in the area was provided. In terms of the U-turn issue at Dynamite Boulevard and 101st Way, three possible mitigation options are being considered, which would relocate the U-turns to other locations. Traffic Engineering sets the speed limits. A draft study is underway, which historically looks at data, including the 85th percentile speed. Other elements to be studied include presence of bicycle and pedestrians and facilities and sight distance along the corridor.

Lieutenant Chris DiPiazza, Scottsdale Police Department, stated that the Department has worked with City staff for quite some time to improve travel along the corridor. Decisions by the police

department are primarily driven by traffic data. Information from speed studies and the photo enforcement system reveals that there has not been a speeding issue along the corridor, with violation rates well below the City average.

Mr. Smith stated that roadway-related noise has been raised as a neighborhood concern. The City has a roadway noise abatement policy, which is considered as part of any major roadway infrastructure project. Proposed mitigations for this corridor do not rise to the level of a major project. The Transportation Action Plan will review the current noise policy previously approved in April of 2011. The Federal Highway Administration and Arizona Department of Transportation (ADOT) have set specific noise level thresholds. Dynamite Boulevard is an arterial roadway carrying 15,000 vehicles per day and is operating as it was designed to do. In response to traffic control requests, the 2013 study addressed 97th Street (Estancia and Monument) and a 2017 study addressed the Troon North Golf Club entrance and Pinnacle Canyon to the south at 103rd Street. Traffic signal warrant criteria must be met as established by the Federal Highway Administration and the Arizona Department of Transportation. The studies did not result in a single warrant. Installing signals or roundabouts where not warranted introduces unnecessary collisions and delay.

Staff responded to Commission questions. Phillip Kercher, Traffic Engineering and Operations Manager, stated that an assessment of buffering needs for noise abatement on arterials was performed when City Council adopted the current road noise abatement policy in 2011. There are roughly 200 miles of roadway in the City that have residential adjacent to arterials and there is only a very small percentage where noise walls have been constructed. Consideration for noise walls is inconsistent with the way in which the City has proceeded with development. Dynamite is a scenic corridor, hence subject to additional guidelines.

In response to a Commissioner question, Mr. Smith stated that the City has not performed formal studies based upon the input received from the public in this area. Some informal measurements were taken and were fairly consistent with what was seen along other arterials, also consistent with City and ADOT thresholds. A challenge in northern areas of the City is that ambient noise levels are so low. Adding traffic noise creates a very noticeable differential. Dave Meinhart, Transportation Planning Manager, stated that the City will be reviewing a number of policies, including noise mitigation abatement and roadway noise.

In response to a Commissioner question, Mr. Smith stated that the acceptable decibel rating for noise levels is 67 DBA for FHWA and 64 DBA for the City of Scottsdale and ADOT. The recent informal studies were fairly consistent at approximately 62 DBA. The comparative location was Hayden Road. In addition, informal readings at 84th and Shea Boulevard were comparable or slightly higher.

Commissioner inquired as to increased volume density since 2018, due to new developments to the east. Mr. Smith stated that current construction is underway, however he was not in possession of specific data. Planned development continues, currently in the planning process. It is not anticipated that volumes will increase significantly. Mr. Meinhart said that even with additional traffic coming from the east, it is not expected to necessitate more than a four-lane roadway. The Dynamite Corridor has been downgraded from a major arterial (six-lane roadway) to a four-lane roadway.

In response to a Commissioner question on the timeline for installation of the four westbound turn lanes, Mr. Smith stated that according the CIP list, it is scheduled for shortly after July 1st, 2021. Items in the CIP have gone through a prioritization process. Mark Melnychenko, Transportation

& Streets Director, added that the emphasis has been on improving safety with the right turn lanes and a solution for the U-turn concerns.

7. TRANSPORTATION CONCERNS AT A LEGISLATURE LEVEL

Brad Lundahl, Government Relations Director, stated that the 2020 election resulted in close split margins in state representation. Over 1,700 bills were introduced. The Government Relations Department is tracking approximately 130 of them. The Governor's budget proposed only approximately \$3 million for transportation funding, however the senate proposed approximately \$200 million in highway projects. Overall, the State is looking at \$2 billion surplus with \$1.6 billion for one-time spending.

A brief review of the following bills and current status was provided:

- SB 1650: Transportation tax: Would enact numerous changes in statutes related to transportation
- HB 2813: Autonomous vehicles: Would establish a new chapter in Title 28 regulating autonomous vehicles
- SB 1720: Peer-to-Peer car sharing: Would establish a new chapter in Title 28 regulating peer-to-peer car sharing
- HB 2006: Speed Limits; Roadway Turn Off: Prohibits driving a motor vehicle at such a slow speed as to impede the movement of traffic
- SB 1533: Addresses street racing complaints, accidents and deaths, imposes additional penalties
- SB 1419: Annual photo radar bill, which would ban the use of all photo radar: This bill was killed this month.

Potential paths forward for a Proposition 400 extension were discussed. A one-half cent extension will barely maintain current traffic facilities and will not finance development of new facilities. It may be helpful to have MAG provide a presentation to the Commission on the Prop 400 extension. Chair noted that MAG presented to the Commission last year, when it was beginning to formulate the process for messaging on Prop 400. Chair noted that a new ballot measure would be the only item that the general public would have the power to pass or veto, while the house and senate bills are in the hands of the legislators. Mr. Lundahl stated that such measures are typically put on the ballot in even years or years for presidential elections, in order to garner the most participation and increase chances for passage. It is most likely that the measure would be balloted in 2022.

8. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Mr. Melnychenko provided a brief update on staff projects and storm emergency response as well as follow-up to questions asked at previous meetings.

The recent storm resulted in downed trees in approximately 20 City locations, requiring emergency response. There were signal and camera outages and downed light poles at numerous locations.

Illuminated street signs are planned at 51 intersections on Scottsdale Road from McKellips to Thompson Peak, which is funded in the CIP. There are a total of 200 lit signs at a cost of \$1.2 million. The first completed intersection is at Scottsdale Road and Camelback.

A pedestrian hybrid beacon was installed at McCormick-Stillman Railroad Park entrance on Indian Bend Road on February 9th, 2021. It provides a safe crossing for the many pedestrians who already use the crossing at this location. It will connect park visitors in public parking to shopping and restaurants.

A City waste truck knocked over a light pole in McCormick Ranch. It was discovered that the light was in a system not part of a streetlight improvement district, which is required by the City. As an interim basis, the light was replaced with an LED light. All of the lights in that area will now be replaced by SRP and incorporated into the street system.

Trial programs and pilots are being operated in several areas in the City. Recently an electric street sweeper was tested, however it did not go as well as anticipated. The demo was done through Global Environmental Products of San Bernardino, California. The advertised charge rate was inaccurate and the battery never displayed a 100 percent charge. This did not allow for a full shift completion without having to recharge partway through. The electric broom machine does not pick up as well as the City's air pick-up machines.

A second virtual public meeting for the 70th Street Bike study is expected to be underway next week. The planning team is working with the consultant to finalize the presentation. The first virtual meeting was held November 16th through the 30th with 160 surveys submitted. The corridor will connect Tempe to Old Town Scottsdale, connect to nearby bike routes and serve neighborhoods along 70th Street.

A virtual public meeting is underway for the Pinnacle Vista and Ranch Gate Trails projects. These projects provide off-road dirt trails in neighborhoods without sidewalks and close gaps in Scottsdale's larger trail system.

At a previous meeting, the Commission asked whether research and development (R &D) could be included in the Transportation Action Plan. It is confirmed that R & D will be addressed through the Plan's introduction and more so through the implementation section of the Plan.

At the last Commission meeting, there were questions on the paving presentation. These included what additive gives the product a white-gray color. The main component that makes the material gray is the titanium dioxide. Cool paving has all of the raw materials that provide asphalt sealers, except that light colored sand is used in cool paving, instead of slate. A second question asked whether the cool paving technology could be adapted to be part of the hot mix asphalt. The manufacturer has indicated that this type of application is still in research and development.

Mr. Melnychenko read a citizen letter of appreciation regarding the 105th Street paving project.

9. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

The Commission requested the following future agenda items:

- Update on the HAWK locations and how they are performing

- Presentation on what is being done with cool pavements in the City
- MAG presentation on the status of the update to Prop 400E
- Invite the ASU director in charge of a research project on cool pavements

10. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Lall and seconded by Vice Chair Anderson, the meeting adjourned at 7:25 p.m.

AYES: Chair Iacovo, Vice Chair Anderson, Commissioners Kowal, Lall, Miller, Pochowski and Yates

NAYS: None

SUBMITTED BY:

eScribers, LLC

***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>**