

APPROVED AT THE 4-15-21 TRANSPORTATION COMMISSION



**APPROVED AS AMMENDED
SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

Thursday, March 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
Adam Yaron, Principal Planner
Taylor Reynolds, Project Coordination Liaison
Dave Meinhart, Transportation Planning Manager
Ratna Korepella, Transit Manager

3. PUBLIC COMMENT

There was one written comment from homeowners affected by the Miller Road Bridge. This topic will be discussed at the May, 2021 meeting.

4. APPROVAL OF MINUTES

COMMISSIONER KOWAL MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON FEBRUARY 18, 2021 AS PRESENTED. COMMISSIONER YATES 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. 1-GP-2021: DRAFT SCOTTSDALE GENERAL PLAN 2035

Taylor Reynolds, Project Coordination Liaison, discussed that the General Plan is a broad policy, legally mandated document, containing community-wide goals. It is not regulatory, rigid or static, is amendable and not specific to any project. The General Plan must be updated every ten years. The process includes enhanced public outreach, Planning Commission recommendation and City Council adoption. The General Plan must be ratified by the voters via election. The 2001 General Plan was ratified by public vote in 2002. There was a required update process in 2011, however it failed to be passed via election by a margin of 2 percent. As such, the 2001 General Plan remains in effect.

The City continued to meet statute requirements between 2012 and 2014, including the 2035 General Plan update process. This included a 25-member task force representative of citizens from all areas of the City, however it did not go through the public hearing process. As a highly vetted plan, it has been used as a baseline plan for the Citizen Review Committee (CRC) process. The CRC included 13 appointments from boards and commissions, with Chair Iacovo having served. The CRC completed its charge by reviewing the entire draft plan and reviewing over 300 public comments. The current stage of the process involves undertaking the state required adoption process through the Planning Commission and City Council with a goal to have the measure on a November ballot.

Highlights of major updates were reviewed, specific to the Transportation Commission's purview, including the Circulation Element, Bicycling Element and Implementation Chapter.

The CRC has requested specific input from the Transportation Commission as it relates to high capacity transit. Chair commented that previously, the term high capacity transit had a connotation of only rail. The goal of the new glossary term is to indicate the actual definition, which may include bus, articulated bus, smaller van, van pool or anything used to move a larger number of people than can be moved by a traditional vehicle or bicycle.

In response to a Commissioner question, Chair stated that this category does not exclude rail. It is any transit technology that operates or functions to move a large number of passengers.

Vice Chair commented that there should be a guideline to determine what the "large number of passengers" equates to.

Adam Yaron, Principal Planner, clarified that rail is excluded from high capacity transit in the existing 2016 Transportation Master Plan. In updating the Transportation Master Plan, there is a reliance on the details of its included modes to implement the definition. Chair stated that the CRC was reluctant to start naming types of transit modes to be considered and instead elected to introduce the glossary term for what is actually a definition of high capacity transit. To the Vice Chair's point, she stated she was not certain whether the word "large" should be quantified and

that high capacity would be considered as any mode other than a car. Commissioner suggested the possibility of adding a detail such that high capacity would entail transporting 40 or more people. Chair stated that vans do not hold 40 people, yet they are considered high capacity transit. Commissioner commented that by resisting a tighter definition now, this will prevent the need to have to defend such definition in the future. Some upcoming technologies are not known at this time. Dave Meinhart, Transportation Planning Manager suggested that definition of “large” with regard to transit would be better addressed in the transit element of the Transportation Action Plan. Ratna Korepella, Transit Manager, and Mark Melnychenko, Transportation & Streets Director, concurred.

Mr. Reynolds reviewed the public input opportunities that have been available and will continue to be available over the coming months.

Commissioners provided the following suggestion: Rewrite language that specifically addresses rail and rewrite it as “Assess high capacity regional transit alternatives.”

Commissioner addressed the bias that exists as a result of the 2016 resolution that prohibits discussion or consideration of rail options in the City.

Mr. Melnychenko suggested the following wording: “Assess alternatives for and connections to high capacity regional transit.”

In response to a Commissioner question, Mr. Yaron stated that if the plan is not ratified by the voters, staff will likely continue efforts to continue working on the plan to a point where it passes ratification. The existing 2001 plan will remain in effect until that time.

In response to a Commissioner question, Mr. Yaron stated that Commissioners are free to recommend the plan to other residents, but would need to do so as one citizen to another and not in their official capacity as a Commissioner.

6. TRANSPORTATION ACTION PLAN

Mr. Meinhart stated that this item represents the effort to update the existing 2016 Transportation Master Plan and to ensure that plans going forward are consistent with the proposed new General Plan. Scottsdale recently received the results of the 2020 National Community Survey with questions specific to Scottsdale. The process compares Scottsdale citizen responses to those received from other communities of varying sizes throughout the country. Responses have continued to trend toward “excellent” or “good” over time, particularly regarding ease of travel by car. There is modest growth in ease of walking. Ease of bicycling has remained flat since approximately 2013. Street repair is steady. Bus and transit service has seen significant growth, from a 38 percent satisfaction to 62 percent satisfaction.

Early concepts for the Streets Element were discussed, including a review of the classifications for existing and planned streets. Analysis indicates that several reductions in street classifications may be recommended in the TAP:

- Major Arterial (6 lanes with raised median) to Minor Arterial (4 lanes with raised median)
 - Hayden Road: McKellips to Indian School
- Couplet (5 lanes with raised median) to Minor Arterial

- Drinkwater Boulevard
- Goldwater Boulevard
- Minor Arterial to Minor Collector (2 lanes with center turn lane or median)
 - Tom Darlington Drive: Carefree Highway to Leisure Lane
 - Westland Drive: Scottsdale to Hayden
- Major Collector (4 lanes with center turn lane or median) to Minor Collector
 - 92nd Street: Raintree to Frank Lloyd Wright
 - 96th Street: Via Linda to Shea
 - 100th Street: Frank Lloyd Wright to Frank Lloyd Wright
 - 130th/132nd Street: Shea to Via Linda
 - Legend Trail Parkway: Pima to Stagecoach Pass
 - McCormick Parkway: Scottsdale to Hayden
 - Osborn Road: 68th to Scottsdale
 - Raintree Drive: Thompson Peak to Frank Lloyd Wright
 - Redfield Road: Raintree to Frank Lloyd Wright
 - Thunderbird Road: 89th to Frank Lloyd Wright

Staff is reviewing typical street cross sections as the TAP moves forward. One area of early focus is the minor collector classification, where the standard cross section recommends a continuous center lane in most circumstances. Early analysis indicates that approximately 50 lane miles of minor collectors could be converted to a second minor collector cross section that does not include or plan for a center turn lane.

Chair inquired as to risks of changing the lane capacity from major to minor, such as right-of-way impacts. Mr. Meinhart stated that a “paint diet” can be used to determine impacts without significant structural changes.

Commissioner commented on the major complexes planned for the area of Hayden and Oak as well as other significant growth in the area, and inquired as to what stats would justify keeping Hayden as a major arterial. Mr. Meinhart stated that for an urban area, 10,000 cars per day per lane would trigger analysis into the investment of adding more capacity. Adding capacity also increases the need for ongoing maintenance. One of the factors for Hayden is that the 2040 model builds in the fact that Pima Road to the east will have four lanes.

Vice Chair asked what conditions would warrant narrowing a road by moving curbs. Mr. Meinhart said these improvements are more likely to occur through a list of projects identified through a bond election or improvement district. Another option is the submission of projects for scoring through MAG’s regional transportation plan.

Mr. Meinhart discussed early concepts for the Transit Element. Scottsdale partners with Phoenix and Valley Metro on the operations side. Funding is nearly 100 percent funded by Proposition 400 transit element. Three trolley routes are currently operating. Due to insufficient travel volumes, the Downtown route has not been reinstated. One express bus route is still in operation, which connects along the freeway to the Mustang Transit Center and east to Fountain Hills. A map of corridors with highest potential transit ridership was reviewed.

The Bike Element and early concepts were discussed. Priorities include completing and/or renovating paths to more realistic standards for width and pavement quality. The main focus is on completing the north/south spines, however east/west paths were also reviewed. As roadway improvements are completed, eight-foot wide sidewalks will be installed over time on arterials and

major collectors. Restripe opportunities may allow inclusion of buffered bike lanes and widened bike lanes. The Trails Element includes key focus areas, such as completing connections to the McDowell Sonoran Preserve. Early concepts for the website landing page were reviewed, including story maps as a way to combine graphics, video and interviews.

In terms of the Commission calendar, Commissioners may wish to consider adding action plan only special meetings or work study sessions with a time frame of May through August or September.

Commissioner inquired as to specific studies for high capacity transit on Scottsdale Road in terms of Arizona State University at the south end, linking to Tempe Light Rail and Sky Harbor Airport. Mr. Meinhart confirmed analysis for the 2008 Transportation Master Plan, including potential rail in the corridor. It was also analyzed for potential high capacity transit in 2019. MAG and/or Valley Metro is exploring high capacity transit potential in various corridors. The need for ongoing discussions with Tempe and Chandler regarding regional connectivity and consistent frequency in this particular corridor was noted.

Commissioners discussed the potential for future work study/special meetings to continue work on this topic with general consensus for special meetings. Mr. Meinhart suggesting adding an agenda item for the April meeting for further discussion and action.

7. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Mr. Melnychenko provided a brief update on public outreach efforts for the following projects:

- 70th Street Neighborhood Bikeway Study
- Old Town Bicycle Master Plan
- Miller Road improvements and bridge

8. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

The Commission requested a discussion regarding Commission's intent to hold special meetings or work sessions.

9. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Miller and seconded by Vice Chair Anderson, the meeting adjourned at 7:39 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>**