

APPROVED AT THE 6-17-21 TRANSPORTATION COMMISSION



**APPROVED AS AMMENDED
SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

Thursday, May 20, 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
Susan Conklu, Senior Transportation Planner
Gregory Davies, Senior Transportation Planner
Nathan Domme, Senior Transportation Planner
Dave Meinhart, Transportation Planning Manager
Ratna Korepella, Transit Manager
Dan Worth, Executive Director Public Works
Phil Kercher, Traffic Engineering Manager
David Smith, Senior Traffic Engineer
Jeremy Richter, Project Manager

3. PUBLIC COMMENT

Steven Sussholz expressed concern about the Miller Road extension, which will pass adjacent to his backyard. Jeremy Richter has been responding to some of his questions and sent him a copy

of the noise reduction report. Mr. Sussholz's concerns include traffic counts and methodology, noise abatement and bridge height. Specifically, he would like to know when the 22,000 automobile traffic projection on Miller Road is expected to begin. Dave Meinhart, Transportation Planning Manager, stated that the requested information is in the staff report and in the upcoming presentation. The traffic counts were based on a 2040 projection by Maricopa Association of Governments (MAG). In response to a question from Mr. Sussholz, Mr. Richter stated that the wall behind his house will be approximately 12 feet above the finished grade.

Frederic White introduced himself as a Scottsdale resident as well as President of the HOA for the Pinnacle Reserve Community. The HOA board objects to the continuation of the Rawhide flood project that would extend Miller Road between Pinnacle Peak and Happy Valley. This would be detrimental by eliminating much of the foot and bike traffic in the neighborhood. A resulting shortcut option would send speeding vehicles east and west through the neighborhood in addition to north/south traffic on Miller. Residents will go from backing to a beautiful natural wash to backing against a busy street.

Dan Lunberg spoke as a resident of Pinnacle Reserve, noting that he, his family and neighbors all object to the Miller Road extension project. They would like to have it be built to the east of Pinnacle Peak Reserve in the desert wash area. Increased traffic flows will be detrimental to the community via noise and increased crime. Homes have only a nine-foot buffer from the road and sidewalks are directly adjacent to street asphalt, not separated by the road. In 2021, nine pedestrians have been hit by vehicles in North Scottsdale, including one fatality. Alternative ideas for diverting traffic were given.

Chris Marino introduced himself as a resident of Pinnacle Reserve and an objector to the project, including massive neighborhood traffic. He suggested an environmental study, as there is wildlife in the wash. Many neighbors are in agreement that they would not like to see the project go forward.

4. APPROVAL OF MINUTES

A grammatical correction was identified.

COMMISSIONER LALL MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON APRIL 15, 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. MILLER ROAD BRIDGE AND FLOOD CONTROL PROJECT

Dave Meinhart, Transportation Planning Manager, provided a description and history of the roadway, which serves as a regional connection for the City. The project corridor was identified in both the 2008 and 2016 Transportation Master Plans. In the 2016 Plan, as approved by City Council and recommended by the Commission, the roadway is planned as a major collector, which is a four-lane roadway with sidewalks and bike lanes and reduced center medians. Residents have been made aware of the project via onsite signage.

A brief review of the Rawhide Wash Project was provided. It is not being considered as a project site, as there are existing roadway connections that will provide links. The Wash Corridor is natural area open space and via the Flood Control Project, the City is attempting to reduce impacts. Rather than digging a channelized wash, there will be raised floodwalls. The City is attempting to coordinate roadway improvements as much as possible with flood control improvements. Pima Road is a busy road, with approximately 11,000 vehicles per lane per day average. Scottsdale Road averages close to 11,000 vehicles per lane per day. Averages will be reduced as the roadways are widened. The Scottsdale Pinnacle Peak intersection has the fourth highest approach lane volume. MAG 2040 projects 34,000 vehicles per day in the three corridors in the vicinity. The project is estimated at \$14.2 million, with \$9.9 million funded via MAG's Arterial Life Cycle Program. Design process and schedule, project corridor limits and key project elements were discussed. Aerial photographs of proposed roadway improvements were reviewed. Public information has been provided on the City website and a project hotline is available for comment. A public meeting was held with 75 comments received with a variety of opinions and questions. Details were provided in the staff report regarding traffic concerns, roadway noise abatement policy, noise analysis findings and next steps. Construction completion is scheduled for winter of 2023.

Mr. Meinhart responded to Commissioner questions, beginning with the meaning of the cost of benefit to residents. Design and build of a noise wall cost would be divided by the number of homes above the threshold of 64 decibels.

The flood control height specifics fall under the purview of the Flood Control District. Commissioner questioned the impact of the floodwall on neighbors. Mr. Richter stated that the bridge is sufficiently high that the lower section of the bridge will go over the containment top elevation of the floodwalls. The floodwalls are currently in preexisting locations. The Flood Control District will merely be heightening them. The bridge contains no lighting, other than a single streetlight at Mariposa Grande and Miller, to be consistent with the current lighting theme on Miller.

In response to a Commissioner question, David Smith, Senior Traffic Engineer, stated that staff has been using scenarios and assumptions to gauge anticipated volumes upon opening. As part of this, data has been collected at nearby intersections to project shifts to the Miller and Happy Valley intersection. There is projected to be between 7,500 to 12,000 ADT on Miller. MAG projections incorporate the 600 acres north of Happy Valley.

Commissioner inquired as to whether residents in the area are required to buy floodplain insurance. Mr. Meinhart said federal flood insurance requirements are not a mandate on all mortgages, but it is a requirement for anything federally-backed. The intent of the Flood Control District is to take residential and commercial properties out of the floodplain. Mr. Meinhart confirmed Vice Chair's understanding that the homes in the project area would be taken out of the floodplain via the flood control project.

Commissioner stated that without mechanism to slow drivers down, speed will be a concern. It would be helpful to see analysis for adding four-way stops or a roundabout to curb speeds. Phil Kercher, Traffic Engineering Manager, stated that the City does not do traffic calming on major collector streets. For traffic control, warrants need to be met before installation of traffic control devices, such as all way stops, roundabouts and traffic signals. Speed slowing is typically done through photo enforcement.

In response to a question from Vice Chair, Mr. Meinhart stated that there will be at least one additional virtual public meeting as well as public meetings for the Design Review Board and City Council public meeting for construction contract award.

Commissioners discussed next steps/recommendations. Chair stated a preference to direct staff to continue with design and return to provide a status of the project when the project manager deems an update to be relevant. Mr. Meinhart suggested that staff provide an update after the process has gone through the Development Review Board process.

VICE CHAIR ANDERSON MOVED TO MOVE FORWARD WITH DESIGN AND HAVE STAFF RETURN WITH UPDATE AS A FUTURE ITEM. COMMISSIONER LALL 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.

6. 70TH STREET NEIGHBORHOOD BIKEWAY STUDY

Ms. Conklu stated that the City applied for and was selected for MAG's Design Assistance Program funding for the 70th Street Neighborhood Bikeway Study. There is no match requirement. These projects typically create design concepts and include public input. The City selected from MAG's on-call consultant list. An overview of the project area was provided, which will be the first of several planned Neighborhood Bikeways. They are typically located along low stress routes. This project will link several residential areas in southern Scottsdale and Old Town. The study divided the corridor into five segments, characterized by the width of existing right-of-way and adjacent land uses. Design concepts were reviewed. Potential elements include wayfinding signage, traffic calming, intersection enhancements, signal timing and detection. Virtual open house meetings were held in November of 2020 and March of 2021 and the information is still online. Key comments focused on connectivity, biking options, reducing automobile speeds, desire for bike lanes, increased signal timing, better detection for bicyclists and safety along the alley path.

In terms of next steps, staff is currently reviewing the final project assessment report. Revisions will be made prior to receipt of the final version. Future design and construction will require staff to prioritize concepts and which segments should move forward. Funding may include federal or local sources. Public outreach will continue.

Commissioner inquired as to whether the City currently has any bike paths in alleys. Ms. Conklu stated that there are a few, including unpaved trails and paved paths through alleys. One example is just east off of the Crosscut Canal connecting to Bellevue.

In response to a question from Chair, Ms. Conklu gave an alternative route for the bikeway, should the alleyway plan not be feasible.

7. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Mark Melnychenko, Transportation and Streets Director, provided a brief update on the following projects:

- Bikeway within the Old Town Bicycle Master Plan

- HAWK installation on Scottsdale Road
- Sidewalk improvements in southern Scottsdale
- Scottsdale Road and Camelback illuminated street signs
- Indian School Road improvements
- Osborn Road construction project
- HAWKs on Saddleback and Camelback Road; future HAWKs at 86th Street and Thomas and at Oak Street and Scottsdale Road
- Roadway upgrade on Camelback to Chapparal and 68th Street
- Roadway restriping and buffered bike lanes on 68th Street
- Paving on McDowell Road and on Indian School Road
- Ongoing alley maintenance program
- Ongoing streetlight conversion program
- Lighted intersection street signs on Camelback and Scottsdale Road

8. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

Identified items include:

- Update presentation for Miller Road bridge
- Special meeting on June 3rd to focus on the transit program, sidewalk and pedestrian crossing plans

9. ADJOURNMENT

With no further business to discuss, being duly moved by Vice Chair Anderson and seconded by Commissioner Kowal, the meeting adjourned at 7:21 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>**