



**APPROVED AS AMMENDED
SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
SPECIAL MEETING**

Thursday, June 3, 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

ABSENT: Donald Pochowski

STAFF: Mark Melnychenko, Transportation & Streets Director
Susan Conklu, Senior Transportation Planner
Dave Meinhart, Transportation Planning Manager
Ratna Korepella, Transit Manager
Greg Davies, Senior Transportation Planner
Dan Worth, Executive Director Public Works

3. PUBLIC COMMENT

No public comments were received.

4. APPROVAL OF MINUTES

Corrections were made.

COMMISSIONER LALL MOVED TO APPROVE THE MINUTES OF THE SPECIAL MEETING OF THE TRANSPORTATION COMMISSION ON MAY 4, 2021 AS AMENDED. COMMISSIONER KOWAL SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER AND YATES VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

4. TRANSPORTATION ACTION PLAN

Ratna Korepella, Transit Manager, provided an overview of the existing transportation system and available paratransit services as well as transportation system funding sources. Transit data is utilized to develop and build trips and routes. Public input and customer complaints, positive and negative feedback, are all taken into account. Ridership levels for bus routes was reviewed. Ridership indicates that 66 percent of trips into Scottsdale originate from Phoenix and 23 percent from Tempe. In addition, 54 percent of trips into Scottsdale are home to work trips, which emphasizes the important connection between these cities. For trolleys, 88 percent of usage is by Scottsdale residents. Bus stop maintenance challenges were discussed. There is a prioritization process for refurbishment, however, the intent is to reexamine the process and make improvements in the coming months, including moving from Blue Diamond enclosures to the standard City of Scottsdale enclosures as well as providing additional shade.

Commissioner inquired about the household survey. Ms. Korepella stated that the intent is to oversample transit-dependent, zero vehicle households. This is a small data set.

Commissioner asked about how the single City staff member handles maintenance of all bus stops, including issues that may arise due to the homeless population. Ms. Korepella acknowledged the challenges, particularly as there is currently no maintenance on the weekends, which has created challenges. The City plans to employ a contracting company to assume this work. There will be an afterhours number available for service.

Commissioner inquired as to how the contractor will address homeless concerns. Ms. Korepella stated the more often the bus stops are serviced, the fewer homeless issues will arise. Visibility of personnel is key to reducing issues related to homelessness.

Chair inquired as to the typical run time of 20 to 30 minutes between fixed route bus runs. Ms. Korepella stated that the 20 to 30 minute frequency was pre-COVID. During COVID, late night service was discontinued, however overall, frequencies remained the same. Funding plays a role in frequency. Another important factor is that Scottsdale is at the tail end of Phoenix Metro routes. Phoenix Metro notifies the City regarding necessary modifications to meet specific ADA requirements. There is a phased approach for more significant modifications.

Ms. Korepella discussed that the City must complete the National Transit Database annually in order to qualify for federal funding. The Transit Asset Management Plan monitors and measures transportation vehicle useful life. APC data is collected from clever devices to gather ridership information. Upcoming goals for the system including marketing, travel training and trolley branding.

In response to a question from Chair, Ms. Korepella stated that new routes are determined via a public feedback process. The City has the opportunity to make changes in April and October annually. Ms. Korepella continued with an overview of mid-term and long-term recommendations.

Commissioner referenced the 514 route to Fountain Hills, which is potentially to be eliminated in October and asked how Scottsdale is working with Fountain Hills generally on connectivity. Ms. Korepella stated that ridership between Mustang Transit Center to Fountain Hills has only been three to four riders at the most. In the past two years, conversations between the two cities have been occurring. In addition, Valley Metro has been conducting a study for Fountain Hills. The outcome of the study revealed that the segment between Mustang Transit Center to Fountain Hills is not performing. Scottsdale made the decision that it does not wish to fund the segment past Mustang Transit Center. Because Fountain Hills is planning other connectivity to Mesa, they agreed to run the service until October. Fountain Hills would like a new route through SR-87 and would express to several express routes.

Mark Melnychenko, Transportation & Streets Director, stated that Valley Metro has a number of service performance measures, such as on-time performance, which Scottsdale ties into. Scottsdale will be looking at performance measures specific to the City and which address the City's goals.

Commissioner suggested future discussion on new methods of circulation, including microtransit, for example. Mr. Melnychenko acknowledged that technology is evolving and staff will add verbiage on this suggestion. This can be included as a recommendation for mid- to long-term and be brought back to the Commission for review.

In response to a Commissioner question, Mr. Melnychenko stated that the BRT on Scottsdale Road is part of the regional Prop 400 extension and is a number of years out.

Greg Davies, Senior Transportation Planner, discussed changes with the pedestrian crossings in the active transportation systems. Typical crossing locations include intersections, physical barriers, grade crossings with high pedestrian and bike volumes. Justifications for enhanced crossings include regional connectivity, transit access and ADA access. Proposed changes include enhanced pedestrian crossing guidelines and this will be presented to the Commission in the near future. Types of enhanced crossings include: Bridge over, bridge under, HAWK, raised pedestrian, rectangular rapid flashing beacon, pedestrian refuge and tunnel. Existing and future enhanced crossing maps and lists were reviewed.

Commissioner requested an update on the tunnel connection at 124th Street and Shea. Mr. Davies stated that the City is working to get the underpass opened up. Litigation regarding the construction of the gabion wall on the north side is pending.

Chair asked when future crossings may be implemented. Mr. Davies stated that if they are included in the Transportation Action Plan as future enhanced crossings, they will have to be programmed and federal funds requested. The time frame would be estimated at five to ten years. Mr. Meinhart added that a key component is an implementation program, which includes prioritization with input from the Commission, the public and City Council prior to plan adoption.

Chair noted the underpass at Mayo Boulevard is not far from the underpass at Miller Road. She inquired about how the Mayo Boulevard underpass will work if bike lanes and sidewalks are added to the Miller Road underpass. Mr. Davies stated that the Mayo alignment is identified based upon the amount of activity in the area, centered off the Hayden Road Interchange and Loop 101. The Miller Road underpass will be about a half mile to the west. The purpose of the Mayo alignment is to provide a better, more direct connection to the path corridor at the northern reach of Indian Bend Wash along Pima Road.

Susan Conklu, Senior Transportation Planner, addressed sidewalks and accessibility. Existing sidewalk standards are drawn from the 2008 Transportation Master Plan and the Design Standards and Policies Manual as well as accessibility needs. Proposed changes to sidewalks include cross-sections to include landscape placement on north and west sides of streets as well as adjustments to sidewalk width. New policies include pedestrian access from neighborhoods, which support efforts to improve pedestrian access from neighborhoods to collector and arterial streets and activity centers, especially in corridors with existing planned transit service, by reducing average walk distances from nearby homes.

The ADA Transition Plan priority areas include:

- Civic Center
- Fashion Square
- Saguaro High School
- Scottsdale Healthcare Shea
- Scottsdale Healthcare Thompson Peak
- Coronado High School

There will be a renewed focus on access to transit stops, including providing connections between gaps.

Commissioner inquired as to media interest regarding Fashion Square. Dan Worth, Executive Director Public Works, surmised that media interest about sidewalks in the downtown area is tied to citizen comments regarding the condition and connectivity of sidewalks in the area. He recently had a discussion with a reporter and explained that many sidewalks in the area were built long ago and often do not have the desired width. There are challenges with sloping and ramps. Most of the system is actually on private property with narrow rights-of-way. A number of projects are scheduled, including four approved by voters in the 2019 bond election.

Commissioner commended staff for their idea of strategic tree placement.

Chair inquired as to any advantage of having an eight-foot sidewalk on one side of the street acting as a side path versus a six-foot wide sidewalk on the other. Ms. Conklu stated that in these areas, the City looks at having an unpaved trail on one side. Mr. Meinhart added that the concept is as a result of lower density, much lower level of commercial activity and very long distances between access points into neighborhoods and onto the arterial network. The activity level does not warrant a minimum eight-foot sidewalk on both sides.

5. TRANSPORTATION COMMISSION SPECIAL MEETING SCHEDULE

Mr. Meinhart noted that three special meetings remain: July 8, 2021; August 4, 2021 and September 9, 2021. Topics were reviewed. Virtual public meetings will comment in late July/early August. Staff will be incorporating the Commission's input for draft plan review in August.

9. ADJOURNMENT

With no further business to discuss, being duly moved by Vice Chair Anderson and seconded by Commissioner Lall, the meeting adjourned at 7:29 p.m.

AYES: Chair Iacovo, Vice Chair Anderson, Commissioners Kowal, Lall, Miller 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>**