



**APPROVED
SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
SPECIAL MEETING**

Thursday, July 8, 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
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
Shayne Lopez, Paving Manager

3. PUBLIC COMMENT

There were no comments submitted.

4. APPROVAL OF MINUTES

One correction was made.

COMMISSIONER KOWAL MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON JUNE 3, 2021 AS AMENDED. VICE CHAIR ANDERSON 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. PROPOSED GOALS, POLICIES AND PERFORMANCE MEASURES

Dave Meinhart, Transportation Planning Manager, noted that this is a much more detailed phase of the Transportation Action Plan. Model elements include streets, transit, trails, pedestrians and bikeways. The majority of systems are already in place. Components of the Transportation Action Plan include: Goals, policies and performance measures, including prioritization of capital projects and development of recommendations for system operations. Focal points are refinement of the existing system over adding extensive new infrastructure, and providing livable streets.

Highlights of the streets element were reviewed.

Goals

- Safety and livable streets
- Multimodal connections
- Complete Streets
- Maintenance

Policies

- Complete Streets
- Traffic safety
- Access management
- Neighborhood traffic management
- Restriping

Performance measures

- Reduce collision rates
- Level of service
- Traffic volumes

Commissioner requested clarification on the criteria for the National Community Survey for ease of travel. Mr. Meinhart said the survey has a basic question asked since the early 2000's, which is one of the standing measures the City has available when developing elements.

Commissioner referenced the policy that states a roundabout should be the first consideration for all intersections of one or two lane per direction streets and suggested clarifying the language to make the statement more clear. Mr. Meinhart concurred and clarified that this policy only applies to locations where stop control is being considered.

Commissioner addressed roadway noise abatement, where the standard and model-predicted roadway level is at 67 decibels, matching federal law and asked for clarification that Scottsdale had adopted a standard less than the federal standard. Mr. Meinhart stated that Scottsdale's standard, adopted in 2011 is currently at 64 decibels, matching what ADOT's noise mitigation

policy used to be. ADOT was required by the federal government to adjust their policy to the standard federal level.

In response to a question from Vice Chair, Mr. Meinhart stated that the City strives to maintain a Pavement Condition Index (PCI) of 80. The current pavement condition study indicates that the City is currently under 70.

Commissioner asked about using a range for the PCI, rather than a hard number. Mr. Meinhart stated that this would be discussed further, including as a topic for the August meeting. There may also be consideration for having different rating levels for different types of roadways.

Ratna Korepella, Transit Manager, provided a review of the transit element.

Goals

- Transportation alternative
- Effective routes
- Ridership
- Amenities
- State of good repair
- Regional connections

Policies

- Service standards
- Bus stops
- National Transit Database
- Automatic Passenger
- Counters

Performance Measures

- Boardings
- On-time performance
- Missed trip

Commissioner suggested rewording regarding the policy for minimum frequency of service to trip intervals of 30 minutes or less. Commissioner stressed the importance of ensuring that transit is getting travelers to their destination, whether this is confirmed via surveys or anecdotal evidence.

Commissioner inquired as to whether surveys have been done regarding frequency of bus routes. Ms. Korepella stated that the City has a standards and performance measurements document from Valley Metro. Most Scottsdale City services, including trolleys, are less than 30 minutes. For some high ridership routes during rush hour times, the frequency speeds up to as much as 10 minute frequency. Commissioner suggested redefining intervals as 30 minutes or less, rather than at a minimum frequency of service.

Chair asked whether within the performance measures and goals, there is always an assumption that this is a fixed route service. Ms. Korepella confirmed that it is a fixed route service. Chair suggested the possibility of amending the language for the policy to consider microtransit or flex route service. Ms. Korepella said is important to keep in mind that paratransit service is not a fixed route, but is door to door service. Mr. Meinhart cited Goal Number 5, which was borrowed and edited for other elements. It identifies special consideration to emerging technologies and

infrastructure. Mark Melnychenko, Transportation & Streets Director, added that upcoming discussions include potential expansion of a couple of routes and express bus service.

Mr. Meinhart reviewed the bike element.

Goals

- Interconnected network
- Encourage usage
- Maintain and expand on-street and off-street facilities
- Platinum ranking

Policies

- Construction priorities
- Restriping
- Neighborhood bikeways
- Wayfinding
- Education
- Safety and enforcement

Performance Measures

- Reduce collisions
- Mileage of completed facilities

Commissioner referenced utilization metrics or performance measures around supply and demand and asked whether this would be included in the first policy, construction priorities. Commissioner also inquired as to how supply and demand figures into performance metrics. Mr. Meinhart agreed that utilization is included in performance measures. The City has embarked in a program to install counters on a number of path segments. In addition, mobile counters can be installed in bike lanes. MAG is also beginning to collect more data in this regard and the City has access to MAG data via online applications. More data will help better determine priorities and staff will make efforts to highlight this more effectively. Commissioner commented that the City's efforts and financial resources should focus on highly utilized locations.

Chair asked about the benefits to the City in reaching a platinum ranking from the League of American Bicyclists. Mr. Meinhart said it is used to support tourism efforts and as compared to other U.S. cities, it serves to gauge ultimate performance measures. Susan Conklu, Senior Transportation Planner, added that it is a consistent program, requiring application every four years. The evaluation includes valuable feedback and measurable goals for improvement.

Mr. Meinhart addressed the trails element.

Goals

- Multimodal network
- Coordination
- Connectivity
- Standards
- Maintenance

Policies

- Construction priorities
- Access
- Undeveloped land
- Classification

Performance Measures

- Trails completed and upgraded
- Planned network constructed

Commissioner cited to the mention of completion of connections to McDowell Sonoran Preserve and completion of neighborhood trails where no sidewalks exist and asked if the neighborhood trails were being considered as alternatives to sidewalks. Mr. Meinhart stated that the area of focus is north of Jomax Road from Scottsdale Road to Pima Road. These are rural neighborhoods where sidewalks are not anticipated to be constructed.

Mr. Meinhart continued with the trails element.

Goals

- Continuous network
- Promote good development
- Programs to increase walking
- Improve access

Policies

- Construction priorities
- Roadside landscaping
- Restriping
- Neighborhood barriers

Performance Measures

- Reduce pedestrian collisions
- ADA priorities
- Sidewalks

Commissioner referred to the provision to promote land uses and provide pedestrian amenities and asked about ways to encourage private property owners to provide appropriate landscaping as an amenity for pedestrians. Mr. Meinhart stated that language could be added to goal one to work with neighborhoods to encourage additional shade along sidewalk corridors.

5. SYSTEM PRESERVATION/MAINTENANCE

Mr. Meinhart addressed the revenue sources available to the City to maintain its extensive infrastructure system:

State Highway User Revenue Fund (HURF)

- Primarily from gas tax – 18 cents/gallon has not changed since 1990
- Apportioned by population
- \$17.9 million in 2020-21

- Forecast to grow only 2.8 percent total through 2025-26

0.2% Transportation Sales Tax

- Approved by voters as permanent sales tax in 1989
- \$23.6 million in 2020-21
- Forecast to grow 3% per year on average through 2025-26
- Up to 50% may be used for operating costs

An overview was provided for paving, maintenance, streetlights and traffic signals, paths and trails and transit. Shayne Lopez, Paving Manager, clarified that the fiscal year budget for pavement maintenance is \$9.6 million.

Chair asked whether the transportation budget pays for fleet maintenance. Mr. Meinhart stated he did not have the answer readily available, however, there is likely a chargeback. The fleet department does maintain the trolley vehicles, which is charged directly to the Transportation Fund. Mr. Melnychenko stated that maintenance for large maintenance vehicles comes from the maintenance fund and is paid through the transit tax. Ms. Korepella added that transit vehicle repairs are charged through the Transportation Fund with federal funding offsets.

In response to a question from Chair, Mr. Meinhart stated that the earliest a vote on the extension of the Prop 400 tax would be November of 2022.

In response to a Commissioner question, Mr. Meinhart stated that other than federal formula funding, there are no grants for operational expenses. Funding is available for acquisition of street sweepers. Commissioner suggested looking into the Transportation Alternatives Program, which provides grants for pedestrians, bicyclists and nonmotorized transportation modes. Mr. Meinhart said there are grants for pedestrian and bike improvements and path improvements.

Commissioner asked for clarification on the meaning of natural area open space development requirements. Mr. Meinhart stated that several years ago, the City created development standards for more mountainous and northern areas of town. The terminology developed for the zoning overlay was natural area open space. There are specific requirements for how much area is left in a natural condition.

6. TRANSPORTATION COMMISSION SPECIAL MEETING SCHEDULE

The meeting was discussed, with the next meeting on August 4th and the final meeting on September 9th. Mr. Meinhart stated that a solid draft plan will be provided, with the intent to receive additional Commission feedback. A second review of the plan will be scheduled for September. Official adoption will likely occur at a regular session of the Commission. The solid draft plan will have to go through a public comment period before a final adoption.

7. ADJOURNMENT

With no further business to discuss, being duly moved by Vice Chair Anderson and seconded by Commissioner Kowal, the meeting adjourned at 7:06 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>**