



**APPROVED AS AMENDED
SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

Thursday, August 19, 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
B. Kent Lall
Mary Ann Miller

ABSENT: Karen Kowal
Donald Pochowski
Andy Yates

STAFF: Mark Melnychenko, Transportation & Streets Director
Susan Conklu, Senior Transportation Planner
Dave Meinhart, Transportation Planning Manager
Greg Davies, Senior Transportation Planner
Ratna Korepella, Transit Manager
Dan Worth, Executive Director Public Works
Phil Kercher, Traffic Engineering Manager
Kiran Guntupalli, Traffic Engineer Principal

3. PUBLIC COMMENT

Chair Iacovo noted that written public comments and staff responses have been forwarded to Commission members. Susan Conklu, Senior Transportation Planner, added that the comments were posted online with the agenda packet for the public to view.

4. APPROVAL OF MINUTES

Typographical errors were identified.

VICE CHAIR ANDERSON MOVED TO APPROVE THE SPECIAL MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON JULY 8, 2021 AS AMENDED. COMMISSIONER MILLER SECONDED THE MOTION, WHICH CARRIED 4-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS LALL AND MILLER VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

5. GUIDELINES TO IDENTIFY PEDESTRIAN CROSSING TREATMENTS

Kiran Guntupalli, Traffic Engineer Principal, provided a brief background of the item. The main goal of the program includes improving pedestrian safety. The evaluation process includes: identification and description of the crossing location, traffic data collation and operational analysis and cross evaluations. Evaluation considerations include: Origin and destination: pedestrian volume; vehicular volume; distance to nearest defined crossing; posted speed limit; crossing distance; median type; roadway illumination; collision history and sight distance. A score sheet is used to evaluate pedestrian crossings. Treatment options include: Improved street lighting; high visibility striped crosswalk, in-pavement signage, raised crosswalk; bulb-out/curb extension; unmarked pedestrian refuge; rectangular rapid flashing beacon; pedestrian hybrid beacon; traffic signal and separated grade crosswalk. Examples of treatment options were reviewed.

Commissioner referred to the calculation for site distance calculation, noted that the terms are not defined and asked that they be added to the legend at the bottom of the document.

Commissioner inquired about addressing these issues proactively, as roads are being constructed, rather than reactively, after they are already constructed. Mr. Guntupalli confirmed that as new developments come in, the City does look at what pedestrian circulation methods are being provided. The City requires the development to provide warranted facilities. In addition, when a street is identified for restriping, the City looks at various treatments to be applied for pedestrian travel, including refuges, bike lanes and other treatments.

Chair referred to rectangular rapid flashing beacons and asked if the City has considered installing in-pavement flashing lights. Mr. Guntupalli stated that those have not been considered, as they are difficult to maintain. Travel lanes must be closed down to replace damaged lights.

In response to a Commissioner question, Mr. Guntupalli stated that this is a new document based on the City's experience over time. In the past, there was no documented process; the presented guidelines will formalize the City's approach. Phil Kercher, Traffic Engineering Manager, clarified that they have had a working document which has evolved over time. This is the first time the processes have been formalized and presented for review.

Chair referred to pedestrian refuges and asked where this application may be used in the City. Mr. Guntupalli provided a photograph of the location at 100th Street north of Frank Lloyd Wright. Mr. Kercher noted that there is also one located at 68th Street south of Indian School and another on Miller Road north of Indian School.

Chair questioned the safety level at locations mixing higher speed traffic volumes with pedestrian hybrid beacons. Mr. Guntupalli stated that these are controlled crossings; vehicles are required to stop for crossing pedestrians. They are the safest pedestrian crossing mitigation facilities. There are currently 12 crossings in the City with plans for two more in the works at Thomas and 86th Street, and Camelback and Saddleback.

6. FY 2021-22 ARTERIAL LIFE CYCLE PROGRAM (ALCP) UPDATE

Dave Meinhart, Transportation Planning Manager, provided a brief background on the ALCP update process, which occurs each fiscal year. The ALCP was approved on June 23rd by the Regional Council.

Greg Davies, Senior Transportation Planner provided a budget overview of the ALCP 2021/22 program. The Regional 0.5 percent Transportation Sales Tax was approved in 2004. The Regional Transportation Plan is funded by Prop 400 and managed by MAG. The cost of the 20-year plan is approximately \$16 billion. Prop 400 expires on December 21st, 2025 and the program is in its final phase, Phase 4, of the 20-year plan. MAG is currently looking into an extension of Prop 400 with a tentative election date of November, 2022, which would be a 25-year, five-phase program. Regional funds of \$171 million and federal block grants totaling \$69 million fund 70 percent of the Scottsdale arterial roadway projects in the amount of \$240 million for Fiscal Years 2022 through 2026. This includes 42 programmed projects. The City is required to match funding at \$103 million. Matching funds are generated in Scottsdale through its 0.2 percent sales tax, which has no sunset, as well as funding from the 0.1 percent temporary sales tax in 2018, which sunsets after ten years.

One year ago, a substitute project request was granted by MAG to program funds associated with the extension of Legacy Boulevard from 88th Street through the Water Campus to Hualapai Drive. \$12.4 million was freed up to transfer to other ALCP projects. A review of the reallocated amounts and uses was provided.

Mr. Davies provided a review of project updates including:

- Raintree Drive: Scottsdale to Hayden
- Pima Road: Pinnacle Peak to Happy Valley
- Happy Valley: Pima to Alma School
- Hayden/Miller: Pinnacle Peak to Happy Valley
- Scottsdale Road: Jomax to Dixileta
- Raintree Drive: Hayden to Loop 101
- Pima Road: McDowell to Via Linda

Upcoming designs include:

- Hualapai Drive: Hayden to Pima
- Freeway interchanges
- Pima Road: Happy Valley to Jomax
- Carefree Highway: Cave Creek to Scottsdale
- Pima Road: Dynamite to Las Piedras

Project schedules may be affected by utility relocations, right-of-way acquisition and drainage issues.

Commissioner referenced Hualapai Drive in terms of portions already constructed and inquired as to whether those portions will fit into the design of the elements not yet installed. Mr. Davies explained that portions of the roadway were built as a minor arterial by the Grayhawk Development. The campus built the frontage for the eastbound lanes. There is a four-lane section for a short distance, then a two-lane section connecting to Pima Road. The roadway is of sufficient width for current roads. Resurfacing and repaving will be required.

Commissioner identified the crossings over Indian Bend Wash and asked if this comes strictly out of the Transportation budget. Mr. Meinhart said the structures were constructed via various partnerships with private development, City bond funds, Army Corps of Engineers and County Flood Control District. What exists now is the City's responsibility in terms of ongoing issues or reconstruction.

Chair referenced improvements to the interchanges at Raintree and Frank Lloyd Wright and the 101 as part of the ADOT widening project. She sought clarification that Raintree was intended to be an interchange, however, the City subsequently saved money by just adding additional right-turn bays. Mr. Davies clarified that it is still an interchange. The original budget assumed the possibility of doing a series of roundabouts. ADOT's consultant team took a more detailed option through their design concept report. The findings indicated challenges on whether the roundabouts would function properly, so they were not comfortable proceeding with roundabouts. The next alternative was to make the existing interchange work as well as possible. That included an extra right-turn bay for the southbound off-ramp, new right-turn bay for the northbound off-ramp and a right-turn bay for the west bound on-ramp. This was reviewed with the Commission in fall of 2020.

Chair commented that 18 months for the widening seems like a long time and asked whether right-of-way needs to be acquired. Mr. Meinhart said ADOT is the agency that sets the schedule. They must go through environmental clearance processes.

Chair inquired about the Raintree Road, Scottsdale to Hayden project, noting that this has been a long-running project. She inquired as to how long it has been pending. Mr. Meinhart said that the project was set to head into preliminary design when he originally retired in 2013. There have been a number of issues delaying the project, including right-of-way. The guaranteed maximum price from the contractor was first obtained in 2019-20 and the budget to complete the project exceeded funding remaining in the program at that time. The strategy moved to a phasing approach. This was followed by major delays on utility relocation work. Mark Melnychenko, Transportation & Streets Director, stated that the utility challenge has been raised with MAG. A regional working group is to be formed to gather regional input. He commended City staff for their creative use of balancing funds for various projects.

7. PATHWAYS WAYFINDING SIGNAGE

Susan Conklu, Senior Transportation Planner, provided a brief background of design of the City's paths and trails wayfinding signage, which was completed in 2016. This was followed by extensive public outreach. Staff are currently working on the path wayfinding signage CIP project from Thomas Road to Indian Bend Road. The total project budget is \$802,600. A job order contractor is ready to go upon notice to proceed. Future phases will move through the regular CIP cycle. Sign types were reviewed. Next steps include: Project webpage and virtual open house; Development Review Board meeting September, 2012 and tentative installation in October, 2021.

Chair asked for a comparison of the project budget compared to the original cost estimates for the signage. Mr. Meinhart stated that the budget is consistent with original estimates.

8. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

Chair noted that the November meeting will include recommendations for the Transportation Action Plan.

9. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Miller and seconded by Vice Chair Anderson, the meeting adjourned at 6:50 p.m.

AYES: Chair Iacovo, Vice Chair Anderson, Commissioners Lall and Miller

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>**