



APPROVED

SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

**Thursday, August 18, 2022
Kiva-City Hall
3939 N. Drinkwater Boulevard
Scottsdale, Arizona 85251**

CALL TO ORDER

Chair Iacovo called the regular meeting of the Scottsdale Transportation Commission to order at 5:16 p.m.

ROLL CALL

PRESENT: Pamela Iacovo, Chair
Karen Kowal
B. Kent Lall
Mary Ann Miller
Kerry Wilcoxon

ABSENT: Don Anderson, Vice Chair

STAFF: Mark Melnychenko, Transportation & Streets Director
Nathan Domme, Senior Transportation Planner
Susan Conklu, Senior Transportation Planner
Kyle Lofgren, Office Manager
Dave Meinhart, Transportation Planning Manager
Greg Davies, Senior Transportation Planner
Cristina Lenko, Public Information Officer

PUBLIC COMMENT

There were no spoken or written comments.

1. APPROVAL OF MINUTES

One typographical correction was made.

COMMISSIONER WILCOXON MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION OF JUNE 16, 2022 AS AMENDED. COMMISSIONER KOWAL SECONDED THE MOTION, WHICH CARRIED 5-0 WITH CHAIR IACOVO, COMMISSIONERS KOWAL, LALL, MILLER AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

2. NEIGHBORHOOD BIKEWAYS PRIORITIZATION CRITERIA

Mr. Domme stated that the Transportation Action Plan (TAP) established several key corridors to become neighborhood bikeways. The bikeways will be ranked for implementation. Roadway characteristics and design features were reviewed. The TAP established 19 neighborhood bikeways which will be prioritized according to the following criteria: Engineering, safety, connectivity, equity, demand.

Commissioner inquired as to whether consideration was given to the repaving schedule. Mr. Domme affirmed that they are always in conversation with the Street Operations Department regarding the resurfacing schedule.

Commissioner cited the extra points for number of major crossings and expressed concern that by giving two points per location, it is possible that decisions may tip in favor of these locations as opposed to other existing criteria. Dave Meinhart, Transportation Planning Manager, stated that the extra points go to the corridors that need the most help. Commissioner suggested the possibility of having a maximum listing of six points per location.

Commissioner inquired as to consideration for bike-related crash locations. Mr. Domme confirmed that this was discussed during the process, however, there was not a clear pattern to identify specific locations with repeated bike crash events.

Commissioner asked about the possibility of using actual recorded speeds rather than posted speed limits. Mr. Meinhart stated due to limited resources for extensive studies, the department's goal was to complete the work without the collection of volumes of extra information.

Chair cited 110th Street and inquired as to a safety consideration for removing the median. Mr. Domme clarified that there was no median, but there was a striped left turn lane. There was restriping to have a center yellow lane and narrowing of travel lanes.

Discussion ensued regarding equity considerations specific to age groups, with a commissioner commenting that in terms of weighting, younger demographics are likely to need bikeways more than individuals aged 65 and over and should receive greater weighting. Mr. Meinhart stated that the final product could include only one point in the over 65 category, rather than three. Commissioner commented that ADOT is having the same discussions regarding equity. There is a natural inclination to give more points to age groups above 65 and below 18. However, the percentage of bicyclist users in these categories is unknown.

Commissioner asked whether citizen concerns or input were considered in regard to demand. Mr. Meinhart stated that when prioritizing investment of capital funds to improve corridors, no formal weighting is given to citizen issues. This is partially because a group of individuals could get together and use their combined input to stack the process. This would also not be consistent

with how projects in the City have been prioritized over the past 20 years. Staff is currently working to update capital improvement information on the City's website, which will make it easier for citizens to submit suggestions on projects. The corridors have already been adopted by City Council and priority has been granted.

Commissioner cited the Old Town area and stated that there should be data to suggest one area being favored over another. He inquired as to whether such data exists to identify that Old Town is having more bike trips than other areas. Favoring one area without this supporting data may be unfair and/or counterintuitive. Mr. Meinhart stated that the conversation by the Path and Trails Subcommittee, which led to the recommendation to increase the rating from 3 to 5 for Old Town was primarily because the Old Town location is calmer and less automobile-oriented than the Air Park and Shea 101. Commissioner commented that Old Town is already bike friendly at this time. Other areas are in greater need for these upgrades. Commissioner commented that the Paths and Trails Committee's recommendation noted that considerations included the presence of snowbirds and that more visitors are likely to use the area. Chair commented that the area is not adjacent to an employment center. The concerns for this area might be more in line with engineering and safety, as opposed to demand considerations.

Commissioner commented that the plan is a very good step forward and he applauds the Department for its development. Individual considerations regarding points and considerations are minor in comparison to the overall intent. Criteria can always be adjusted based on the reality on the ground.

COMMISSIONER WILCOXON MOVED TO APPROVE THE OVERALL PRIORITIZATION PROGRAM AS PRESENTED, WITH A SCHEDULED FUTURE AGENDA ITEM TO REVIEW THE RANKING RESULTS. COMMISSIONER LALL SECONDED THE MOTION, WHICH CARRIED 5-0 WITH CHAIR IACOVO, COMMISSIONERS KOWAL, LALL, MILLER AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

3. ARTERIAL LIFE CYCLE PROGRAM (ALCP) FUNDING OPTION

Dave Meinhart, Transportation Planning Manager, noted that there has been a rapid escalation in project costs for a total approximate net increase of \$130 million. Of 20 ALCP projects, 10 have a total combined increased cost of \$158.5 million, 4 have a total combined decrease of \$28.8 million and 6 projects have no change in costs.

Approaches to address the cost increases include:

- Maintain 30 percent City share per 2018 0.1 percent temporary sales tax
- Reallocate funds programmed for Loop 101/Hayden Road Interchange (Option A)
- Require vacant land parcels to build roadway along their frontage consistent with zoning requirements (Options B and C)

An overview of options A, B and C was provided. Staff's recommendation is to move forward with MAG to implement Options A and C.

Commissioner inquired as to how long a concept plan is valid for. Mr. Meinhart cited the example of the concept design for Scottsdale Road to Pinnacle Peak, which was completed in 2013 and is still good, as there has not been significant development in the identified area.

In response to a Commissioner question on the timing of current cost estimates, Mr. Meinhart stated that the cost estimates not tied to construction contracts were all done in the last six months. They included inflation factors of 10 percent per year based on the expected start of construction.

Commissioner cited the example in Option C that involved Prop 400 funds and asked what will occur if there is a gap before Prop 400 is extended. Mr. Meinhart stated that the savings do not take into account getting any money out of the Prop 400 extension.

Commissioner inquired whether the Economic Development Department has any feedback. Mr. Meinhart stated that staff has not had direct contact with Economic Development personnel, but have worked mainly with Executive Director Worth as well as the City Treasurer's Office. The zoning that stipulating the roadway improvements was done in 2016.

Chair asked about the difference in the presented options as opposed to the normal process. Mr. Meinhart stated that in 2002, the City put the projects into a regional plan for completion within 20 years. However, the costs for planned projects has increased exponentially since that time, limiting the number that could be completed.

Chair inquired as to the whether the Flood Control District has a shareholder role in terms of the floodplain situation for the Rawhide Wash and Scottsdale Road improvements. Mr. Meinhart stated that the Flood Control District did not participate in this piece of the Rawhide Wash improvements. However, upstream from Pinnacle Peak Road north to Happy Valley, both the Flood Control District, Scottsdale and the City of Phoenix have a three-way partnership for flood walls, berms and levies to contain the 100 year flood.

Chair asked how drainage conditions are considered to work with roadway improvements. Mr. Meinhart stated that projects include management of a significant portion of high flow events. The idea is to keep at least one lane dry for travel up to a 10-year storm event. About 20 percent of the cost of roadways to the north is drainage.

COMMISSIONER MILLER MOVED TO APPROVE OPTIONS A-C TO ADDRESS ALCP PROJECTED COST INCREASES. COMMISSIONER WILCOXON SECONDED THE MOTION, WHICH CARRIED 5-0 WITH CHAIR IACOVO, COMMISSIONERS KOWAL, LALL, MILLER AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES

4. PROJECTS AND PROGRAMS UPDATE

Mark Melnychenko, Transportation & Streets Director, provided an update on the following:

- Osborn Road complete street
- Old Town ADA ramps and crosswalk improvements
- Priority Area 1
- 2nd Avenue and Wells Fargo Avenue
- Improved crossing to Canal Path
- Indian Bend Wash Path renovation
- Monsoon storm cleanup
- Paving program

- Camelback Road and Saddlebag Trail HAWK
- Scottsdale Road and Legacy
- Traffic signals to be installed/signals in design

Chair asked whether a cost benefit has been performed for cleanups performed after monsoon events as opposed to a long-term solution of handling water on roadways. Mr. Melnychenko said he was unaware of a full benefit analysis, however staff is definitely documenting costs.

5. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

The following agenda items were identified:

- Rankings for the bikeways program
- Crash analysis
- Potential discussion on economic impacts of distracted drivers
- Follow up to cool pavement presentation, pros and cons identified in the Phoenix study
- Tour of the transportation IT center

6. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Wilcoxon and seconded by Commissioner Lall, the meeting adjourned at 7:20 p.m.

AYES: Chair Iacovo, Commissioners Kowal, Lall, Miller and Wilcoxon

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>**