



APPROVED AS AMENDED

SUMMARIZED MEETING MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

**Thursday, January 19, 2023
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 5:15 p.m.

ROLL CALL

PRESENT: Pamela Iacovo, Chair
Don Anderson, Vice Chair
Emmie Cardella
Karen Kowal
B. Kent Lall
Mary Ann Miller
Kerry Wilcoxon

STAFF: Mark Melnychenko, Transportation & Streets Director
Nathan Domme, Senior Transportation Planner
Kiran Guntupali, Principal Traffic Engineer
Kyle Lofgren, Office Manager
Christine Lenko, Public Information Officer
Phil Kercher, Traffic Engineering & Operations Manager

PUBLIC COMMENT

Tami Smith, 7634 East Vista Drive, Scottsdale, AZ, spoke to the Commission about making the cross walk on Jackrabbit Road safer for Sunrise Villa residents. She noted the results of the study conducted in the spring noted low usage, which is because nobody uses that ramp to get to the canal because it is too dangerous. She asked the Commission to consider the safety of residents when making their decision on agenda item #2.

Mr. Lofgren noted two written comments were received, one relating to transit and the trolley and the other pertaining to agenda item #2.

1. APPROVAL OF MINUTES

COMMISSIONER LALL MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION OF NOVEMBER 17, 2022, AS PRESENTED. VICE CHAIR ANDERSON SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON COMMISSIONERS CARDELLA, KOWAL, LALL, MILLER, AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES

2. JACKRABBIT ROAD CROSSING IMPROVEMENTS

Mike Cynecki, Lee Engineering, provided a snapshot of his 43 years of experience in traffic and transportation engineering, along with his work on the Transportation Research Board Committee on Pedestrians and the Bicycle Technical Committee for the National Committee on Uniform Traffic Control Devices.

Upon receipt of a petition for a crossing treatment and study at the intersection of Jackrabbit Road and Miller Road, Consultants Gavan & Barker were contacted, and they subcontracted Lee Engineering to do the study. On April 30, 2022, between 6:00 a.m. and 12:00 p.m. a study was conducted that included using cameras to capture the number of pedestrians and bicyclists, the direction they were going and their behavior. Most pedestrians and bicyclists travel north using the west side, which is paved. On the east side the sidewalk stops at the trail crossing and six of the pedestrians observed crossed the road there to continue using the sidewalk. Most of the cycle traffic traveled north using the east side continuing down Jackrabbit Road or into the bike lane. None of the cyclists stopped, rather they looked for gaps in the traffic around the curve.

There are existing signs that include curve warning, reduced speed, trail crossing in both directions, and chevrons around the curve. Existing bike lanes go around the curve from Miller Road to Jackrabbit Road to Chaparral Park and farther east. The travel lane going north to east is 16 feet wide and the west to south lane is 14.5 feet wide. Recommendations will be made for changes to the cross section. The speed limit on Jackrabbit Road and Miller Road is 30 mph with a reduced speed of 25 mph around the curve. Data collected by ADT on June 22, 2022, showed 2,200 cars per day travel around the curve with speeds between 32 & 38 mph. The collision study from 2016, when the connection was built, through 2020 revealed only one crash occurred.

Tasked with finding three crossing options in this area, these are the recommendations:

Highlights	Advantages	Disadvantages
CROSSING LOCATION 1		
<ul style="list-style-type: none"> • Located south of current location • Uses the sidewalk from Sunrise Villas to Miller Road • Has streetlights • Recommend narrowing lanes around the curve • Creates larger buffer for the bike lane • Add solar powered rectangular rapid flashing beacons (RRFB) manually controlled. • Advanced RRFB that works in conjunction with the RRFB • Remove hedges along the west side • Extend the sidewalk • Close the existing trail connection • Add a switchback up the side of the slope, that will not accommodate bikes with trailers • Does not accommodate the desired travel pattern 	<ul style="list-style-type: none"> • Crossing is moved away from the curve • Located at a streetlight • Aligns with east sidewalk connection • RRFBs can use solar power 	<ul style="list-style-type: none"> • Trail connection is 360 feet south, extra travel • Switchback not usable for bikes with trailers • Good connection to one neighborhood but not entire neighborhood • High cost, includes striping - \$620,000
CROSSING LOCATION 2		
<ul style="list-style-type: none"> • Located in the center of the curve • Utilizes existing trail connection • Will have to build a 65-foot connecting sidewalk • Has a streetlight • Hardwired RRFB and solar advance RRFB • Automated passing detector to activate the RRFB • Roadway striping • 6-foot bike lane • Need to improve sight distance. 	<ul style="list-style-type: none"> • Uses existing trail connection • Minimizes out-of-direction walking • Located at streetlight • Fewer improvements needed • Less expensive - \$136,000 	<ul style="list-style-type: none"> • Requires short sidewalk segment • Requires 2 solar advance RRFB • Hard-wire power for RRFBs at crossing

CROSSING LOCATION 3		
<ul style="list-style-type: none"> • Connection is offset from the center of the curve • Streetlights • No extra sidewalks needed • Striping included • Install buffer on the inside of the curve to move traffic out • Solar advance RRFB • Hardwired RRFBs • Includes a stop sign as traffic has the right of way • High visibility crosswalk • Needs wheelchair ramp on the east side • Removal of bushes and replace with ground cover • Adequate sight distance on Jackrabbit Road 	<ul style="list-style-type: none"> • Uses existing trail connection • No out of direction walking • Convenient for Sunrise Villas residents • Fewest Improvements needed. • Lowest cost - \$126,500 	<ul style="list-style-type: none"> • Requires 2 solar advance RRFBs • Hard-wire power for RRFBs at crossing.

Mr. Cynecki recommends crossing location 3, based on pedestrian and bicyclist behavior it will be used, it received community support at the outreach information session, it would be a high visibility crossing, and by far the lowest cost.

In response to questions from Commissioner Wilcoxon, Mr. Cynecki said the number of pedestrians and bicyclists in these locations meet the standards within the City's crosswalk warrant for high visibility crossing. Mr. Kercher said they have current data and can collect data after the narrowing of the lanes to see if there was an effect on traffic. Mr. Kercher said upon approval from the Commission to move forward they would start the final design and proceed forward, as they have funding in place for locations 2 and 3.

Commissioner Lall commented that the narrowing of the lanes should reduce the speed and provide safety.

Commissioner Kowal inquired if there was a number or percentage of citizens who favored location 3. Mr. Kercher said everybody noted location 3 was their favorite, with the exception of one resident who had concerns, but did not object to location 3.

A member of the public spoke off microphone from the audience. Chair Iacovo noted for the record that speaker was in favor of option 3.

Commissioner Kowal inquired if the stop sign would be for vehicles or people coming off the path. Mr. Cynecki said it would primarily be for cyclists coming off the trail and approaching the street to let them know they do not have the right of way.

Commissioner Miller asked if the HOA had representation at the community meeting or if they have been contacted regarding the possible removal of landscaping. Mr. Cynecki said the most of the attendees at the December 1st meeting were from the Sunrise Villas neighborhood. Mr. Guntupali said they would reach out once a detailed design is in place and they know how much landscape would have to be removed. Mr. Kercher advised that the HOA has been contacted and they are aware of the need for some landscape modifications.

Vice Chair Anderson noted the difference between the cost estimates is because of the concrete work. Mr. Cynecki said that is correct for locations 2 and 3.

Chair Iacovo asked if RRFBs are in place now. Mr. Kercher advised they are at all dual lane roundabouts, near Coronado High School, 84th Street and Osborne Road among others.

COMMISSIONER WILCOXON MOVED TO RECOMMEND CITY STAFF CONTINUE FORWARD WITH ONE OF THE THREE OPTIONS. COMMISSIONER LALL SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON AND COMMISSIONERS CARDELLA, KOWAL, LALL, MILLER, AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES

3. APPROVAL OF THE TRANSPORTATION COMMISSION ANNUAL REPORT

Chair Iacovo noted the annual report provides information on all of the topics discussed over the past year and a summation of attendance records for the Commissioners.

VICE CHAIR ANDERSON MOVED TO APPROVE THE TRANSPORTATION COMMISSION ANNUAL REPORT. COMMISSIONER KOWAL SECONDED THE MOTION, WHICH CARRIED

7-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON AND COMMISSIONERS CARDELLA, KOWAL, LALL, MILLER, AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES

4. PROTECTED BIKE LANE PILOT PROJECT LOCATION

Nathan Domme, Senior Transportation Planner, discussed the Protected Bike Lane Pilot Project. Scottsdale has a substantial bike network, but none are protected. This project is supported by the Transportation Action Plan (TAP) that recently passed. The guiding policy is to offer travel choices, travel mode choices, and accessibility for all ages and abilities. The goal is to achieve platinum level with the Bicycle Friendly Community Program, and protected bike lanes are part of the criteria. This project is being put forth as a pilot program to test new concepts and technology new to Scottsdale. Data will be collected and reviewed with recommendations for moving forward with buffered and/or protected bike lanes.

There are three bicycle user profiles, being highly confident, somewhat confident, and interested but concerned. Most cyclists fall into the interested but concerned category and the goal is to expand the riding possibilities of these riders. By implementing more protection with the use of a buffer and visible barriers the intent is to increase the level of comfort and willingness to use the street network. This implementation will also increase safety and security for cyclists and pedestrians. Working with City staff, a standard 5' bike lane with a 2.5' painted buffer and a lateral separation with a raised physical barrier will provide the intended protected bike lane.

Although Scottsdale has not determined what type of barrier will be used, flexible barriers are a preferred choice for many communities. They are flexible, easy to work around, and less costly to maintain. Some Scottsdale streets are too narrow to implement this program.

Implementation steps for the pilot program include:

- Identifying potential locations and collecting data on bike usage using permanent and mobile counters.
- Provide data collection results to the Transportation Commission.
- Identify and approve preferred location(s).
- Install painted buffers and collect data on usage using permanent and mobile counters.
- Compare usage between the standard and buffered bike lanes.
- Simultaneously determine the type of barrier to be used.
- Install barriers.
- After a waiting period, perform data collection on usage of protected bike lanes. Compare the data to the buffered lane usage.
- Assess impacts on maintenance.
- Make recommendations for future use and possible removal of bike lanes.
- Implement a template program for similar safety improvements along other corridors.

The criteria used to determine the pilot locations were fewer conflicts with driveways and side streets, less breaks in the buffer and protected bike lane; existing bike infrastructure with usage to allow for comparison of data; strong bike network connections and known bike usage. Three locations were chosen based on these criteria and they all connect to primary paths Indian Bend Wash and Arizona Canal.

- 96th Street two-way cycle track between Thunderbird Road and Redfield Road. A 2.5' to 10' painted buffer bike lane exists, and a physical barrier would be installed within the

existing painted buffer. 627 cyclists were counted over a four-day weekend collection period.

- Via Linda between Via De Ventura and Hayden Road. A 5' bike lane with a 2.5' painted buffer and physical barrier would be added on both sides of the street. 414 cyclists were counted over a four-day weekend collection period.
- Jackrabbit Road from Miller Road to Hayden Road. This is the preferred location for the pilot project. 674 cyclists were counted over a four-day weekend collection period. A 5' bike lane with a 2.5' painted buffer and physical barrier would be added.

The proposed pilot project location is Jackrabbit Road, Miller Road to Hayden Rd:

- Highest bike counts
- Connects Indian Bend Wash Path with Arizona Canal Path, both paths are designated as Primary in the TAP
- Designated Neighborhood Bikeway, only segment of the corridor with speed limit above 25 mph
- Concerns about vehicle speeds in this corridor.

This was presented to the Paths and Trails Subcommittee on December 6, 2022, and was approved to use that pilot project location of Jackrabbit between Miller and Hayden Roads.

The staff recommendation would be to approve Jackrabbit between Miller and Hayden Roads as the preferred location.

Commissioner Cardella clarified a painted buffer would be installed and a traffic measure conducted, then the physical barrier would be installed with another traffic measure conducted. Mr. Domme confirmed this.

Commissioner Wilcoxon asked if another location would be more suitable as the work that will be done for agenda item #2 might increase bike and pedestrian traffic and skew the results. Mr. Domme said they can assume that project will affect the counts for the buffer, but they will be able to see the difference between the counts after the installation of the protected bike lane.

Commissioner Wilcoxon suggested including any changes in the reduction of traffic speed, increase in bike and pedestrian traffic. Mr. Domme said they can collect data on vehicles and bicycles, but the cameras would not be able to collect accurate pedestrian traffic data in this location.

Commissioner Wilcoxon inquired if they have talked to other cities regarding the impact on maintenance, including street sweeping. Mr. Domme said they will be talking to maintenance, but the benefit to putting the protected bike lane next to the trail is they have a designated street sweeper for the path that could be used on the protected bike lane.

In response to questions from Commissioner Kowal, Mr. Domme said they will be looking more in depth into best practices as well as continuing to evaluate as the pilot project moves forward. The poles are flexible and would not cause extensive damage to a vehicle, but maintenance would have to replace damaged poles. Mr. Melnychenko said the major characteristic of these selected locations was very few access points to hinder placement of the barriers. Mr. Kercher said they have not determined what barrier will be used, but they are looking at all devices available to help address maintenance issues

Commissioner Lall asked how long Phoenix has used the flexible pole barriers and suggested talking to them about their experience. Mr. Melnychenko said they installed theirs in 2014/2015, but they are moving toward green markers which are more durable and aesthetically pleasing.

In response to questions from Commissioner Miller, Mr. Domme said the car counts for the three locations are lower than the capacity they were built for; they took into account the lower speeds. They wanted a more moderate sized roadway and did not want to use a major arterial as a pilot project. It is possible the numbers will not increase because the ridership is already maxed out. No growth could mean the pilot location was not the correct one to use. Based on the evaluation staff thinks Jackrabbit is the right corridor to use, especially with access to two multi-use paths.

In a further exchange, Commissioner Miller wondered if there could be an online survey later to ask cyclists whether their confidence has grown by using the protected bike lane. Mr. Domme agreed that is a great idea as a study to evaluate and collect cyclists' comments would be valuable.

Mr. Guntupali advised they always communicate with residents and advise them of upcoming improvements.

Vice Chair Anderson noted at the Paths and Trails Subcommittee they discussed street sweeping, as this was a big concern. He asked if the green pedestrian/ bicyclist markers would be added to the protected lanes. Mr. Domme said no green striping will be used for this pilot project. While still evaluating what type of physical barrier to use a green pole is one of the options. Vice Chair Anderson noted the flexile posts are used in California to isolate their fast track lanes on the highway and they seem to hold up well with high speeds and a lot of traffic.

Chair Iacovo reminded the Commission of the importance of expanding the bike program in the TAP.

Chair Iacovo inquired of the reasons for removing a location from the pilot program. Mr. Domme said a major issue for him would be maintenance of the barriers. Mr. Melnychenko said a community might have aesthetic concerns. Mr. Guntupali said he would look at three areas that include maintenance, aesthetics, and lack of increase in bike volume. Mr. Domme clarified that only the posts would be removed.

Vice Chair Anderson inquired if they considered Indian School Road as a pilot location, as they have protected bike lanes now due to narrowed roadways. Mr. Domme said that is higher volume than what they are looking for, but is something he can discuss with staff.

COMMISSOINER WILCOXON MOVED TO RECOMMEND THE CITY STAFF PROCEED WITH THE PILOT PROGRAM ON JACKRABBIT ROAD BETWEEN MILLER AND HAYDEN ROAD. VICE CHAIR ANDERSON SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON AND COMMISSIONERS CARDELLA, KOWAL, LALL, MILLER, AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES

5. PROJECTS AND PROGRAMS UPDATE

Mark Melnychenko, Transportation & Streets Director, provided an update on the projects and programs, noting the TAP guides their efforts along with the general and strategic plans. The goal is to refine and maintain what is in place, as well as addressing emergency situations. The focus area this evening will look at system upgrades and maintenance, filling in network gaps, and maximizing resources.

- Partnered with SRP to relocate an irrigation box on 68th Street / Thomas Road.
- Camelback Road sidewalk project increased the sidewalk width to 8 feet, signal and street light installation, relocated water meters, fire hydrants, and variable speed signs, as well as undergrounded power lines. This project came from the community and was addressed quickly.
- Historic District improvements: paving, including three main alleys, drainage, crosswalk improvements, and ADA upgrades. Adjustments are being made for residual ponding on residential properties.
- The application for the RAISE Grant will be resubmitted to the USDOT for 2nd Street from 75th Street to Goldwater Boulevard by February 20th. \$14.5 million is being sought with a \$4.8 million match. It was suggested there be a stronger connection for assisting areas of economic need. A connection will be made with underserved areas south of the project. The project will include wider sidewalks, protected two-way bicycle cycle track that connects to Indian Bend Wash to the Arizona Canal, other facilities and employment, traffic calming strategies, sustainable landscaping, man-made and natural shade, traffic signal improvements, and pedestrian lighting.
- Working with Ashler Hills area community to improve the trails by installing a horse railing along the steep section of the trail for safety.

Vice Chair Anderson inquired how wide the trail was between the railing and wall. Mr. Davies responded noting it is 8 feet wide. Mr. Melnychenko noted the railing is 80 feet long.

Chair Iacovo noted the directors project updates are localized to the area that is on the agenda.

6. COMMISSOIN IDENTIFICATION OF FUTURE AGENDA ITEMS

Chair Iacovo noted there is a robust tentative future items agenda. This evening the update on the protected bike lane project was added.

Commissioner Kowal asked for an update on trolley usage and future expansion. Mr. Melnychenko advised that will be included in April with the transit update.

Chair Iacovo inquired if a response had been provided to the public comment attached to the packet, asking what they can do to assist with the transit program. In addition, what can or should Commissioners do to further the transit program in the City. Mr. Melnychenko said they will provide a response to the public comment.

7. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Lall and seconded by Vice Chair Anderson, the meeting adjourned at 7:04 p.m.

AYES: Chair Iacovo, Vice Chair Anderson, Commissioners Cardella, 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.as>**