



**APPROVED AS AMMENDED
SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

Thursday, April 15 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

STAFF: Mark Melnychenko, Transportation & Streets Director
Mariah Maindonald, Staff Representative
Kiran Guntupalli, Traffic Engineer Principal
Phil Kercher, Traffic Engineering Manager
Taylor Reynolds, Project Coordination Liaison
Dave Meinhart, Transportation Planning Manager
Ratna Korepella, Transit Manager
Susan Conklu, Senior Transportation Planner

Dave Meinhart, Transportation Planning Manager, thanked Mariah Maindonald, Staff Representative, for her service to Scottsdale. She is leaving employment with the City. He thanked Susan Conklu, Senior Transportation Planner, who will be assuming Ms. Maindonald's role with the Commission. Chair thanked Ms. Maindonald for her service and Ms. Conklu for stepping in.

3. PUBLIC COMMENT

Dan Lundberg (phonetic) voiced objection to the construction to the bridge and extension of Miller Road and urged that it be terminated. Chair noted that the Commission was also in receipt of Mr. Lundberg's written comments and that the Commission welcomes and appreciates public input.

4. APPROVAL OF MINUTES

Two grammatical corrections were made.

VICE CHAIR ANDERSON MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON MARCH 18, 2021 AS AMENDED. COMMISSIONER POCHOWSKI SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER, POCHOWSKI AND YATES VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

5. SPECIAL MEETINGS FOR TRANSPORTATION ACTION PLAN

Potential dates for meetings were reviewed and discussed for Commissioner availability.

VICE CHAIR ANDERSON MOVED TO APPROVE THE MEETING SCHEDULE. COMMISSIONER KOWAL SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER, POCHOWSKI AND YATES VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

6. NEIGHBORHOOD TRAFFIC MANAGEMENT POLICY UPDATE

Sam Taylor, Traffic Engineer, provided a brief background of the policy, which details the procedures for the installation of traffic calming devices and islands. Recent efforts include: Response to individual requests, modifying the Speed Awareness Program, allocation of NTMP funds, signing and striping modifications and speed feedback signs. Examples of traffic calming devices and striping were reviewed. Policy updates include formatting and reduction of the overall report size from 26 pages to 14 pages with a goal of simplifying the document to make it more understandable for residents. Example changes were cited. Updates to the website revised for the Speed Awareness Program and the Neighborhood Traffic Management Program have been made. Speed and volume criteria for determining which streets receive traffic calming devices received modest changes. One of the main drivers is feedback from the community. Goals and objectives in the policy were condensed and simplified.

Commissioner asked about the criteria for choosing vertical or horizontal realignment. Mr. Taylor stated that decisions involve drainage considerations and emergency vehicle access.

In response to a Commissioner question, Mr. Taylor stated that a speed control sign typically costs between \$4,000 and \$6,000.

Commissioner asked about the definition of vacant home, noting the large inventory of vacation rentals. Mr. Taylor said a vacation rental is considered a vacant home.

In response to a Commissioner question, Mr. Taylor explained that speed bumps are typically seen in commercial parking lots and designed for low speeds. The City generally uses speed cushions or speed tables. Cushions have a gap between each bump. A table is a much longer speed cushion and does not have breaks in between. A speed hump is a wider version of a speed bump.

Commissioner inquired about route restriction traffic calming criteria. Mr. Taylor stated that requests for road closures due to cut-through traffic sometimes result in use of this traffic calming method. Phil Kercher, Traffic Engineering Manager, clarified that they have not utilized these in Scottsdale in terms of traffic calming, however there are examples, such as Jackrabbit and Miller on the east side of Scottsdale Road, which used to connect many years ago and subsequently were disconnected and dead-ended. This eliminated bypass cut-through traffic in the area. This is an extreme measure and would not likely occur without City Council approval.

Commissioner asked about follow-up processes to provide updates to residents who have submitted petitions. Mr. Taylor stated that follow-ups are conducted via email or phone, depending on the stage of the process. Mr. Kircher added that City staff works with the submitter to define the limits of the petition location and petition language. The submitter of the petition collects the signatures and provides them to the City.

Chair commended staff for working with the public as reasonable within the guidelines. She asked how the manual on uniform traffic control devices weighs into decisions for the Neighborhood Traffic Management Plan as a guiding document. Mr. Taylor stated that he does not believe traffic calming devices are in the manual. Mr. Kircher added that traffic calming is more of a quality of life issue than a safety issue. Safety issues are addressed without requirement of a petition.

In response to a question from Chair, Mr. Taylor confirmed that criteria for traffic calming requirements is included in the NTMP.

COMMISSIONER LALL MOVED TO APPROVE THE POLICY CHANGES AS PRESENTED. COMMISSIONER POCHOWSKI SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER, POCHOWSKI AND YATES VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

7. **PEDESTRIAN HYBRID BEACONS (HAWK) OVERVIEW INCLUDING THE MCCORMICK-STILLMAN UNDERPASS**

Kiran Guntupalli, Traffic Engineer Principal, stated that guidance on HAWKs is provided in the Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD is a directory of traffic control devices that direct how a traffic engineer should install such devices on public streets. Over the past years there have been several requests to install a traffic signal for pedestrian crossing improvements. Per the MUTCD, the thresholds for pedestrian volumes warranting such devices is much higher. In 2009, the pedestrian hybrid beacon (PHB) was added to the MUTCD, which warranted a traffic control device for pedestrian crossings. The City of Tucson did extensive research in this area and developed the High Intensity Activated crossWalk (HAWK). City of Scottsdale first installed a HAWK beacon on Chaparral Road between Hayden Road and 78th Street in 2008. The conditions to warrant a PHB or other alternatives, such as a Rectangular Rapid Flashing Beacon (RRFB) and pedestrian refuge islands were reviewed.

The City of Scottsdale has installed PHBs at the following locations:

- Chaparral Road between Hayden Road and 78th Street
- Pima Road and Jomax Road
- Pima Road and Dixileta Drive
- Scottsdale Road between Greenway-Hayden Loop and Butherus at the Scottsdale Quarter
- Chaparral Road just west of Miller Road (Arizona Canal crossing)
- McDonald Road just east of Cattletrack Road (Arizona Canal crossing)
- Northsight Boulevard south of Frank Lloyd Wright Boulevard

More recent PHB installations currently in operation are located at:

- Scottsdale Road and Palm Lane
- Indian Bend Road and McCormick Stillman Railroad Park

A PHB is under construction at Hayden Road north of Princess Boulevard.

PHBs currently in design include:

- Camelback Road and Saddlebag Trail
- Thomas Road and 86th Street
- Highland Avenue west of Scottsdale Road

In response to a question from Chair, Mr. Guntupalli stated that installation cost of a HAWK is approximately \$200,000 to \$250,000.

Chair inquired as to the steps for design of a HAWK. Mr. Guntupalli said it is similar to any traffic signal. It begins with identification of where the poles will go and where the power drop will be located. In-house staff does this work. External consultants are used for design.

Chair asked about the number of HAWKS planned for 2021. Mr. Guntupalli referenced the HAWK at the railroad park, installed this year. In addition, three are in design and two will begin construction. Lead time to procure signal poles is approximately six months.

8. BUDGET UPDATE

Mr. Melnychenko stated that the budget process includes the development, evaluation and implementation of a plan to provide services and capital assets for City residents. It is a strategic multiyear financial and operating plan that looks to allocate resources based on the goals set by City Council. The budget department released the FY 2021/2022 budget on April 6th and it is available for public review. The draft budget will be presented to City Council on April 20th with final adoption in June. Funding sources for the Transportation and Streets Department includes the City's allocation of the Arizona Highway User Revenue tax and the 0.2 percent privilege tax for transportation improvements and the 0.1 percent of privilege tax dedicated to the Arterial Life Cycle Program. The budget by services categories and updates were reviewed for each of the funds. In the latter stages of the City budget development process, staff puts together decision

packages, which are considered and balanced amongst numerous competing demands within the City's available ongoing resources. The items were approved and included in the budget.

Approved budget packages include:

- Road widening attachment
- Pilot LED streetlights conversion
- Street light maintenance material cost increase
- Equipment for new traffic engineering analyst

Dave Meinhart, Transportation Planning Manager, addressed the CIP budget. There are three key steps in the process:

- Re-budget ongoing projects with no cost or timing changes
- Update database and prioritize projects that require cost or timing changes
- Develop project scopes/cost estimates for unbudgeted projects and prioritize

The process timeline was reviewed. The existing projects for re-budget in FY 2022 include 12 non-Arterial Life Cycle Program (ALCP) projects (6 including grant funds) and 20 ALCP projects. Some of the listed projects and programs were discussed.

Commissioner asked whether the noted grants are confirmed at this time or whether the City is merely hoping to be awarded the grant. Mr. Meinhart stated that identified grants have already been reviewed and recommended by the MAG Regional Council. Calls for projects are typically issued two to three years prior to funding availability in order to allow for design and environmental review.

Chair commented that there is \$40 trillion represented by DOTs and cities in the built environment. It is not an easy task for Staff, the Commission and City Council to assign dollar figures to all of elements in the transportation network. It is also notable that the cost of lumber and steel used in construction has increased by 20 percent since January.

VICE CHAIR ANDERSON MOVED TO RECOMMEND THAT CITY COUNCIL APPROVE THE TRANSPORTATION AND STREET DEPARTMENT'S PROPOSED FISCAL YEAR 2021/2022 OPERATING AND CAPITAL IMPROVEMENT BUDGETS. COMMISSIONER KOWAL SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER, POCHOWSKI AND YATES VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

9. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Mr. Melnychenko provided a brief update on the following projects:

- 86th Street from McDonald to Chaparral project to address speeding issues
- Greenway-Hayden Loop ADA improvements
- 100th Street and Shea Boulevard maintenance
- Hayden Trail rebuild
- Pinnacle Vista Trail
- Ranch Gate Trail

- McDowell Road Bike Lanes
- Path wayfinding signage CIP project from Thomas to Indian Bend Road

Ratna Korepella, Transit Manager, gave an update on Trolley route changes. In response to a question from Chair, Ms. Korepella confirmed that the cost per rider of the route from Fountain Hills was quite high. Scottsdale will no longer be responsible for the cost for miles between Mustang Transit Center and Shea and 136th Street, however, it will continue to fund the remaining portion of the route.

Mr. Melnychenko provided a status for Scottsdale's federal earmark application submitted to Congressman Stanton. The U.S. Congress began to allow submittals for federal earmarks (now called community funding projects), as a means to fund local projects. The proposal is for FY 2022 Transportation Housing and Urban Development appropriations to provide additional access for a neighborhood in Southern Scottsdale along Indian Bend Wash. The community has limited access during flood times at the Wash. The proposal is a secondary access roadway section (77th Street alignment).

8. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

Commissioner addressed cool pavement and asked whether staff are considering any projects to extend the pilot in the City of Phoenix to Scottsdale. Mr. Melnychenko stated that the paving manager has been speaking with ASU about having an ASU professor provide an update on the cool pavement program. There is also communication with City of Phoenix staff regarding their findings on the cool paving program. Staff should be able to provide some ideas regarding locations for a potential pilot project in Scottsdale. Feedback from the Commission would also be appreciated.

9. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Lall and seconded by Commissioner Miller, the meeting adjourned at 7:32 p.m.

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