



**APPROVED AS AMENDED  
SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE  
TRANSPORTATION COMMISSION  
REGULAR MEETING**

**Thursday, June 17, 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  
Susan Conklu, Senior Transportation Planner  
Dave Meinhart, Transportation Planning Manager  
Greg Davies, Senior Transportation Planner  
Shayne Lopez, Paving Manager  
Nathan Domme, Senior Transportation Planner  
Kiran Guntupalli, Principal Traffic Engineer

**3. PUBLIC COMMENT**

Susan Conklu, Senior Transportation Planner, stated that two written comments were received but there were no requests to speak in person.

**4. APPROVAL OF MINUTES**

One correction was made.

COMMISSIONER YATES MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON MAY 20, 2021 AS AMENDED. COMMISSIONER ANDERSON 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.

#### **4. RESEARCH PERFORMED ON COOL PAVEMENT**

Shayne Lopez, Paving Manager, introduced ASU research team, Jennifer Vanos, Ph.D. and Ariane Middel, Ph.D. Dr. Vanos stated that the purpose of the presentation is to provide a background on reflective pavement technologies, methodologies and data collection in collaboration with the City of Phoenix over the past year. Reflective or cool pavement reflects the sun's energy back to the sky, keeping surfaces cooler during the day and preventing heat release at night. A range of technologies are used, including Cool Seal, a water-based asphalt emulsion. Benefits include reduced surface temperatures, possible reduction of air temperature, potential to improve livability in cities in summer months as well as pavement preservation. The pilot program in Phoenix included eight neighborhoods, including 36 miles of residential roads. The analysis by ASU tested air and surface temperatures in three neighborhoods four times per day, twice per hour. Long-term assessments were done in the other neighborhoods. The vehicles used for the analysis were fine wire thermocouples to determine air temperature difference between cool seal areas and asphalt areas.

Dr. Middel provided the comparative analysis between the Cool Seal and asphalt. The regular asphalt heated to a range of up to 150 degrees Fahrenheit on September 5th. The Cool Seal surfaced ranged up to 110 degrees. A thermal camera was used to get measurements from the sky, including helicopter overflights. Photographs of the evaluations were reviewed. The helicopter overflight measured asphalt heat ranges from 120 to 130 degrees and Cool Seal ranges from 90 to 100 degrees. Mean radiant temperature evaluations were also performed, which provide an integrated value of what a human would feel when air and radiant temperatures are combined. These numbers are currently being analyzed. Another evaluation measures long-term reflectivity, or degradation of Cool Seal over time. Another ASU lab is responsible for ongoing field observations and performance testing, including bond testing, friction testing and surface wear.

Dr. Vanos stated that there is currently an ongoing survey to residents consistent of approximately 30 questions mailed to 2,000 randomly selected addresses. Next steps including a final report and release of results in July, 2021 as well as future long-term testing and new surface types.

Commissioner inquired as to the potential for shared findings with other countries. Dr. Vanos stated that the City of Phoenix shares and collects information from various countries and companies. Dr. Middel cited a press release from Qatar, as they had painted some roads blue, using a different product.

Commissioner inquired as to reflectivity on buildings. Dr. Vanos stated that the surface has thus far only been installed on roadways in residential neighborhoods and not close to houses. They have not yet studied the impact on buildings. There are no issues anticipated with low-lying one-story residential buildings. It is hope that if air temperature can be reduced, this will result in lower energy and water costs.

Commissioner asked about preliminary measurements of long-term reflectivity. Dr. Vanos stated that they are not yet able to share all findings, but the measurements vary a lot by neighborhood, based on traffic and other attributes.

In response to a Commissioner questions, Dr. Middel stated that the City of Phoenix has not shared cost data, other than to say that the Cool Seal is not significantly more expensive than the regular coating.

Chair inquired as to whether there are locations in the City being considered for cool pavement. Mark Melnychenko, Transportation & Streets Director, said staff has spoken internally regarding potential locations in the Old Town area and a few selective sites have been identified.

## **5. OLD TOWN BICYCLE MASTER PLAN**

Ms. Conklu stated that the project is largely funded through MAG. Scottsdale was able to select the team from MAG's on-call list and those include Y2K Engineering and its subconsultants. The project purposes include identify gaps in infrastructure, identify opportunities to improve connectivity, increase active transportation and promote health and economic impacts. The project area and goals were identified. A virtual open house was held December 15th, 2020 to January 5, 2021, including a video presentation and questionnaire with 79 responses received. Questionnaire results were reviewed.

A series of stakeholder sessions have been held over a three-week period and highlights of feedback were discussed:

- Overall support for biking in Old Town
- Need to make the Old Town bike network safe for all users to support the diverse people that live, work and visit Old Town
- Plan's goals adjusted to include safety
- Should connect people to/ from and within Old Town Scottsdale
- Quantity of improvements and routes is more important than high quality, yet not at the expense of safety
- Important consideration for implementation

Proposed routes were reviewed and visual examples were provided for various types of improvements. Next steps in the process include finishing the draft of the Master Plan, providing a project update on the City's webpage and completion of the final Master Plan in August. Key route recommendations will be included in the Neighborhood Bikeways portion of the Transportation Action Plan.

Dave Meinhart, Transportation Planning Manager, stated that staff will be incorporating ideas previously discussed with the Commission which will be part of the final plan for the Old Town area on some of the higher volume roads, such as the couplet system being reclassified as minor arterial. This would provide flexibility to reappropriate pavement in the couplets to be more friendly to bike and pedestrian traffic.

Commissioner commented that the feedback indicates strong desire by residents for more connectivity and routes. Commissioner suggested colored markings for bicycle paths, particularly near intersections within the plan.

Chair inquired as to the breakdown of survey respondents according to residents living in Old Town versus cyclists who visit the area. Ms. Conklu said the stakeholder groups participated in interactive meetings comprised of residents, resorts, developers and small businesses. That process was separate from the questionnaire. She undertook to follow up in terms of whether this question was asked in the survey.

## **5. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS**

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

- Sidewalks between Miller Road and Camelback Road
- Alley upgrades in Old Town
- Paving between Camelback and Chapparal Road with buffered bike lanes
- 2nd Street improvements between Goldwater and Drinkwater Boulevards
- Saddlebag/Camelback Road HAWK
- Civic Center Master Plan
- Alley paving program
- Streetlight pole replacement
- Lighted intersection street signs
- Cool paving pilot program
- E-scooters ordinance modifications

## **6. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS**

Commissioners agreed to cancel the regular meeting of July 15, but go ahead with the Special Meeting scheduled for July 8.

Chair asked about a mechanism by which Commissioners can review comments from the public and the City's responses regarding particular transportation-related issues, such as the Rawhide Wash project. Ms. Conklu said she could look into how this process works. Written comments are typically forwarded to the project manager or appropriate staff. Mr. Meinhart stated that when comments are submitted specifically to the Transportation Commission by a resident, staff can make it part of the process to provide a copy of its response to the resident to the Commission as well. Commissioner shared the understanding that once a written comment is received from a resident, the item becomes part of the agenda, in which case a response from staff is to be expected. Chair reiterated the Commission's desire to be provided with the City's responses to submitted comments. Mr. Meinhart clarified that there were two different types of comments provided. It is not anticipated that staff would send copies to the Commission of every comment received through the virtual public meeting process. Separate written comments are sent directly to the Commission. Mr. Melnychenko stated that if a written comment to the Commission requires a response, the Commission will be provided with a copy of the response.

Discussion ensued regarding the City's plans to resume in-person meetings. Mr. Melnychenko said that City Council meetings will begin to have limited public attendance over the next few meetings. The timeline for resumption of in-person meetings for the Commission would likely not take place until the August or September time frame.

Commissioners provided future identified items:

- Update on the Paths & Trails Subcommittee

## **9. ADJOURNMENT**

With no further business to discuss, being duly moved by Vice Chair Anderson and seconded by Commissioner Kowal, the meeting adjourned at 6:55 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>**