



SCOTTSDALE TRANSPORTATION COMMISSION Notice and Agenda

Date: Thursday, April 21, 2022

Time: 5:15 P.M.

Location: Kiva – City Hall

3939 N. Drinkwater Boulevard

Scottsdale, AZ 85251

Call to Order

Roll Call

Don Anderson, Vice-Chair	Mary Ann Miller, Commissioner
Pamela Iacovo, Chair	Kerry Wilcoxon, Commissioner
Karen Kowal, Commissioner	VACANT
B. Kent Lall, Commissioner	

One or more members of the Transportation Commission may be attending the meeting by telephone, video, or internet conferencing, pursuant to A.R.S. §38-431(4)

Public Comment

Spoken comment is being accepted on both agenda items and non-agenda items. To sign up to speak on these items, please [click here](#). Request to speak forms must be submitted no later than 90 minutes before the start of the meeting.

Written comment is being accepted for both agenda items and non-agenda items and should be submitted electronically at least 90 minutes before the meeting. These comments will be emailed to the Transportation Commission and posted online prior to the meeting. To submit a written public comment electronically, please [click here](#).

- 1. [Approval of Meeting Minutes](#)----- Discussion and Action**
Regular Meeting of the Transportation Commission – March 17, 2022
- 2. [Recent and Project Related CIP Cost Increases](#)----- Presentation and Discussion**
Review of cost increases for current and upcoming capital projects – Dave Meinhardt, Transportation Planning Manager & Greg Davies, Senior Transportation Planner
- 3. [Construction Management Plan Requirement for Old Town Development](#) -----Discussion and Possible Action**

Discussion on requirement of a construction management plan for Old Town – Walt Brodzinski, Right-of-Way Manager

4. **Other Transportation Projects and Programs Status**-----**Information**

Information on projects and programs status – Mark Melnychenko, Transportation & Streets Director

5. **Commission Identification of Future Agenda Items**----- **Discussion**

Commission members identify items or topics of interest to staff for future Commission presentations

Adjournment



Persons with a disability may request a reasonable accommodation by contacting Kyle Lofgren at 480-312-7637. Requests should be made 24 hours in advance, or as early as possible, to allow time to arrange the accommodation. For TYY users, the Arizona Relay Service (1-800-367-8939) may also contact Kyle Lofgren at 480-312-7637.



DRAFT SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

**Thursday, March 17, 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
Don Anderson, Vice Chair
Karen Kowal
B. Kent Lall
Mary Ann Miller
Kerry Wilcoxon

STAFF: Dave Meinhart, Transportation Planning Manager
Kiran Guntupalli, Principal Traffic Engineer
Phil Kercher, Traffic Engineer & Ops Manager
Mark Melnychenko, Transportation & Streets Director

GUESTS: Audra Koester Thomas, Maricopa Association of Governments

PUBLIC COMMENT

There were no written or oral comments.

1. APPROVAL OF MINUTES

There were no modifications.

VICE CHAIR ANDERSON MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON FEBRUARY 17, 2022 AS PRESENTED. COMMISSIONER LALL SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

2. TRANSPORTATION COMMISSION MEETING SUMMER SCHEDULE

Commissioners discussed the summer month schedule.

COMMISSIONER WILCOXON MOVED TO CANCEL THE JULY 2022 TRANSPORTATION COMMISSION MEETING. COMMISSIONER KOWAL SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES

3. PROPOSITION 400 EXTENSION

Audra Koester Thomas, Maricopa Association of Governments (MAG), identified the MAG planning area. She provided a historical review of Propositions 300 and 400. The new regional transportation plan and the Investment Plan is in place to support an extension of Prop 400. Its main goals include Safety; mobility; responsiveness; livability; preservation; and prosperity.

The team uses a performance-based evaluation process with multiple steps:

- Regional project screening
- Project-level evaluation
- Project/program review and validation
- Scenario planning and tradeoff analysis
- Project program and portfolio

Projects of particular interest in Scottsdale include bus rapid transit on Scottsdale Road heading south through Tempe and connecting to Chandler; traffic interchange at Pima Road; bottleneck improvements to Red Mountain Freeway; arterial investments throughout the City. Other noteworthy projects outside of the City include reconstruction of the I-17, complete buildout of SR-24 in the southeast Valley connecting to Pinal County, SR30 connecting from I-17 west to 85. It is estimated that the great recession reduced Prop 400 revenues by approximately 40 percent (over ten years). Some projects have been deferred due to this factor, compounding challenges associated with the extension of Prop 400.

The proposed investment plan details were reviewed:

- 367 new freeway/highway lane miles
- 186 new HOV lane miles
- 1,300 new or improved arterial lane miles
- 45 new or improved traffic interchanges
- 12 new DHOV or system interchange DHOV ramps
- 4 new or improved system interchanges

- 11.9 miles of new light rail
- 36.8 miles of Bus Rapid Transit
- 6.9 miles of new streetcar

Investment monetary categories were discussed, culminating in a total of \$36 billion with focus on: Active transportation; air quality; arterial improvements; bus transit, emerging technology, intelligent transportation systems, safety; and transportation demand management. Over the past five months, the focus has been on legislation to give Maricopa County voters the opportunity to extend the sales tax for another 25 years. The enabling legislation was introduced at the beginning of the session. There are concurrent bills in both the House and Senate via SB1356 and HB2598. Both bills have made it out of committee and as of yesterday, Senate Bill 1356 was passed out of the Senate floor with the emergency clause provision, which requires a higher threshold of votes at two-thirds or super majority vote of the Senate. The same super majority will be needed out of the House. The emergency clause is required in terms of allowing the measure to appear on the November 2022 ballot, so that the law becomes immediate and affords the County the time and opportunity to prepare the ballot.

Commissioner inquired as to whether current projects are being evaluated in terms of current traffic trends, volumes or diffusion of use patterns. Ms. Koester Thomas stated that they evaluated the series of projects against a couple of different scenarios, including current and future projected travel patterns. Also factored in is the influx of population out to year 2050 as well as employment density associated with the approved land use plans. MAG has a very sophisticated transportation demand model. It is an activity-based model and provides a few unique amenities for testing.

Commissioner inquired about new or extended light rail routes. Ms. Koester Thomas said there are two extensions of light rail, both heading west out of the City of Phoenix. In the east Valley, there are two streetcar extensions from Tempe heading east and south to Mesa.

Commissioner noted the 20 percent decrease in bus transit usage nationwide and asked how this affects plans for public transportation. Ms. Koester Thomas stated that there is a tremendous amount of existing transit demand that is not currently served by existing funded routes. There is increased interest in outer communities seeking alternative options to connect to locations of interest. Cities will likely have to continue to subsidize investments along with MAG. The investment plan does project out exactly where routes will be in 5 to 20 years and funding is being set aside to do proactive, iterative transit planning. The Region's investment will follow a performance-based process.

Chair asked about the impetus for deciding on the half-cent amount. Ms. Koester Thomas stated that options considered included continuation of a half-cent as well as the option to going up to one cent. Directives were given by the legislature to regional mayors. This included a desire to avoid tax increases and remain at the half-cent amount.

Chair inquired as to current polling on passage of the measure. Ms. Koester Thomas stated that as part of the development process last spring, elected officials requested that MAG conduct some polling, which reflected tremendous support.

Chair asked whether a fixed amount of the tax revenue will go to transit versus roadway projects. Ms. Koester Thomas stated that as part enabling legislation, elected officials requested flexibility

in the dedication of investments. This includes up to a 5 percent variance between modes annually.

Commissioner addressed property value appreciation along the freeway network or light rail corridor, which leads to additional development along the networks. He asked whether there is a tracking mechanism for determining how this affects ridership. Mr. Koester Thomas stated that they are able to quantify much of the valuation, including identifying how many new locates occur for new business opportunities. Over 85 percent of new locates in the region have come within a proximity of one mile of a freeway or light rail corridor. There is not data available regarding associated ridership or behavior choices. However, there is an uptick seen in transit associated with high capacity transit investments.

4. GOLDWATER BOULEVARD AND HIGHLAND AVENUE INTERSECTION IMPROVEMENTS

Kiran Guntupalli, Principal Traffic Engineer, stated that as part of the Fashion Square development stipulation, the developer was required to study the intersection and come up with alternatives for improvement. An overview of the project location details were reviewed. The analysis included a study of left turn crashes occurring at the intersection. Challenges identified include Sight distance, roadway curvature, speeding and pedestrian crossing.

Alternative options were reviewed, including:

1. Remove vegetation
2. Lane drop to improve visibility
 - Add bicycle lane along Goldwater Blvd.
 - Reduce the posted speed limit on Goldwater Blvd. along the vertical and horizontal curve to 30 miles per hour.
3. Infinitybout (roundabout)

In response to a Commissioner question, Mr. Guntupalli confirmed that Highland Avenue is a stop controlled intersection. Phil Kercher, Traffic Engineer & Ops Manager, added that there is no stop sign on Goldwater. Mr. Guntupalli stated that when the roadway configuration is changed to a two-lane section, they will move the stop bar approximately nine feet into the travel lane.

In response to a question from Commissioner, Mr. Guntupalli stated that Macerich has indicated that a roundabout may not be a supported option in this location. The installation cost is estimated at \$5.4 million.

Commissioner referred to the left turn crash statistics and if it is known which lane the thru vehicle was occupying. Mr. Guntupalli acknowledged that those specific details were not included in the reports. The report documented the reason for the crashes, which indicated that the driver lacked oncoming travel visibility.

Commissioner asked whether the bike lanes tie into any bike travel routes on either end. Dave Meinhart, Transportation Planning Manager, stated that an upcoming pavement project will redo the pavement on Goldwater from the intersection on the north end of Scottsdale Road down to Indian School. The recommendation is to change the couplets from five lanes to four lanes, and a southbound bike lane could be added as part of the paving project.

Vice Chair referenced the intersection of Highland and Goldwater, noting that Highland comes in at Y configuration. He inquired as to whether there has been consideration for adjusting to a T configuration, which would mean drivers do not have to look over their shoulder to see oncoming traffic. Mr. Guntupalli stated that staff looked at various options. There are some right-of-way limitations in terms of movement.

In response to a Commissioner question, Mr. Guntupalli stated that no such proposed roundabout currently exists in the City.

In response to a question from Chair regarding the option preferred by the City, Mr. Guntupalli stated that staff recommends Alternative 2 as a preferred option. The location has been on the City's list of intersections for improvement for quite some time. There is also a capital project programmed. In addition, the study documented sight distance concerns, which the City feels should be addressed in a timely manner.

Commissioner asked how the intersection accident data compares with other intersections. Mr. Guntupalli acknowledged that it is not in the top list for intersections requiring immediate attention. However, there is now documented evidence of need and the recommended improvements are not high dollar items.

Commissioner noted that Alternative 2 calls for a reduction in the speed limit to 30 miles per hour and asked about the prevailing speed limit in the neighborhood area. Mr. Guntupalli said the current posted speed limit is 35 miles per hour. Mark Melnychenko, Transportation & Streets Director, commented that a new hotel is coming into the area and other developments will follow. As such, the City will continually review the area for possible additional phased improvements.

COMMISSIONER WILCOXON MOVED TO APPROVE STAFF'S RECOMMENDATION FOR ALTERNATIVE NO. 2. VICE CHAIR ANDERSON SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

5. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

The following agenda items were identified:

- Presentation regarding how a.m. and p.m. fluctuations in travel demand time affects intersection and roadway capacity improvements.
- Tour of the Transportation Command Center
- Marshaling and staging of construction in Old Town
- ALCP status on project ramifications of cost overruns
- Update on program and projects

6. ADJOURNMENT

With no further business to discuss, being duly moved by Vice Chair Anderson and seconded by Commissioner Lall, the meeting adjourned at 6:34 p.m.

AYES: Chair Iacovo, Vice Chair Anderson, 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>**

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Dave Meinhart, Transportation Planning Manager
Greg Davies, Senior Transportation Planner
Subject: Recent and Projected Capital Improvement Project Cost Increases
Meeting Date: April 21, 2022

Action: Information and Discussion Only

Purpose:

Review information related to recent increases in actual and projected project costs for grant-funded projects and Arterial Life Cycle Program (ALCP) projects.

Information:

Each year the City Council adopts a five-year Capital Improvement Plan (CIP) as part of the annual budget adoption process, and the Maricopa Association of Governments (MAG) adopts an ALCP Update. In preparation for these annual efforts, Transportation and Streets staff, with the assistance of the Capital Project Management Department, assesses the budgets for current and future capital projects.

Beginning in late 2021, existing bid costs and projected future costs to construct capital projects began to escalate significantly. Many issues, most of which are interrelated, are pushing costs higher. Key drivers include:

- Access to labor (from manufacturers all the way to the field) and rising labor costs
- Lack of materials/material shortages causing increased prices and extending schedules
 - Steel, concrete, streetlight and signal poles, pipe
- Low interest rates create high demand for construction projects of all types
 - Causes low contractor availability and fewer bidders
- Right-of-way acquisitions
- Time impact of utility relocations

With the assistance of additional federal grant funding approved by MAG, the city's near-term projects that are not part of the ALCP have been able to stay on track. The additional federal grant funding was approved through an annual process that MAG uses to distribute unallocated federal block grant funds resulting from increased revenues, project savings and/or project deferrals/cancellations. MAG's goal is to always use 100 percent of the federal transportation funds that flow into the region. A summary of the change in the city's grant project costs over time and current federal grant shares is provided in Table 1.

The ALCP is managed by MAG, with project funding provided by a combination of regional sales tax, federal transportation block grants and city contributions. Cities are responsible for designing and constructing the roadway improvements included in the program. MAG reimburses costs incurred by the cities up to 70 percent, based on the budgets approved in the annual ALCP Update. Because the total regional contribution to individual cities for ALCP projects is capped, it will be necessary over the next 4-5 months to identify options to address estimated funding shortfalls in Scottsdale's overall ALCP program. The total potential increase in funding required, less increased outside funding related to the Pima Road – McDowell Road to Via Linda and expected savings in 6 ALCP projects, is estimated to be \$114.0 million.

Table 1 – Grant Projects

Grant Project Name	Year Requested	Original Budget	Projected Budget	% Change	Grant Share
McDowell Road Bicycle Lanes from Pima Road to 64th Street	2015	\$3,722,000	\$5,028,000	35%	91%
Osborn Road Complete Street: Scottsdale Road to Hayden Road	2015	\$2,687,000	\$7,831,000	191%	41%
Indian Bend Wash Underpass at Chaparral Road	2015	\$2,111,000	\$2,964,000	40%	84%
68th Street: Indian School Road to Thomas Road	2017	\$897,000	\$1,687,000	88%	88%
Total		\$9,417,000	\$17,510,000	86%	67%

A summary of the updated cost estimates for the city's ALCP projects is provided in Tables 2-4.

Table 2 – ALCP Projects with no potential for future development funding partners

Project	FY 22 ALCP Budget	Projected Budget	% Change
Pima Rd: McDowell to Via Linda (Federal grant)	\$33,223,000	\$45,615,000	37%
Carefree Hwy: Cave Creek Rd to Scottsdale Rd	\$11,446,000	\$21,503,000	88%
Happy Valley Rd: Pima Rd to Alma School Rd	\$23,545,000	\$24,742,000	5%
Pima Rd: Dynamite Blvd to Las Piedras	\$19,886,000	\$26,366,000	33%
Scottsdale Rd: Dixileta Dr to Carefree Hwy	\$16,911,000	\$40,991,000	142%
Scottsdale Rd: Jomax Rd to Dixileta Dr	\$23,798,000	\$29,100,000	22%
Total	\$128,809,000	\$188,317,000	46%

Table 3 – ALCP Projects with potential for development partners

Project	FY 22 ALCP Budget	Projected Budget	% Change
Hualapai Dr: Hayden Rd to Pima Rd	\$10,700,000	\$12,740,000	19%
Pima Rd: Jomax Rd to Dynamite Blvd	\$11,716,000	\$19,871,000	70%
Pima Rd: Las Piedras to Stagecoach Pass Rd	\$25,900,000	\$79,489,000	207%
Scottsdale Rd: Pinnacle Peak to Jomax Rd	\$2,571,000	\$35,655,000	1287%
Scottsdale Rd: Thompson Peak to Pinnacle Peak Phase II	\$8,755,000	\$30,645,000	250%
Total	\$59,642,000	\$178,400,000	199%

Table 4 – ALCP Projects with potential cost decreases

Project	FY 22 ALCP Budget	Projected Budget	% Change
Hayden Rd at Loop 101 Interchange Improvements	\$19,410,000	\$1,500,000	-92%
Hayden/Miller Rd: Pinnacle Peak Rd to Happy Valley Rd	\$19,825,000	\$15,600,000	-21%
Pima Rd: Happy Valley Rd to Jomax Rd	\$22,208,000	\$18,046,000	-19%
Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	\$30,477,000	\$20,223,000	-34%
Redfield Rd: Raintree Dr to Hayden Rd	\$454,000	\$200,000	-56%
Shea Blvd Intersections (L101 to 136th)	\$14,181,000	\$8,600,000	-39%
Total	\$106,555,000	\$64,169,000	-40%

Next Steps:

Develop options for addressing the projected in total funding needed for the ALCP projects. Target is to review options in draft form in June, with final recommendations presented to the Transportation Commission in September.

Contact: Dave Meinhart, 480-312-7641, dmeinhart@scottsdaleaz.gov



Transportation Commission CIP Cost Increase Review

April 21, 2022

Issue of Concern:

- Large scale cost increases to grant-funded Capital Improvement Projects and Arterial Life Cycle Program (ALCP) projects
 - 4 grant projects combined total up \$8.1M (86%) since original estimates were developed (2015-2017)
 - One project completed, one project beginning construction and two projects nearing 100% design
 - 21 ALCP projects combined total up \$135.9M (38%) from FY 22 ALCP Update (11 with increases, 4 with no change, and 6 with decreases)
 - Costs from contractors/designers/Capital Project Management estimator
 - \$21.9M additional contribution from outside sources addresses shortfall for Pima Road: McDowell to Via Linda
 - MAG additional funding per ALCP policy would be \$0

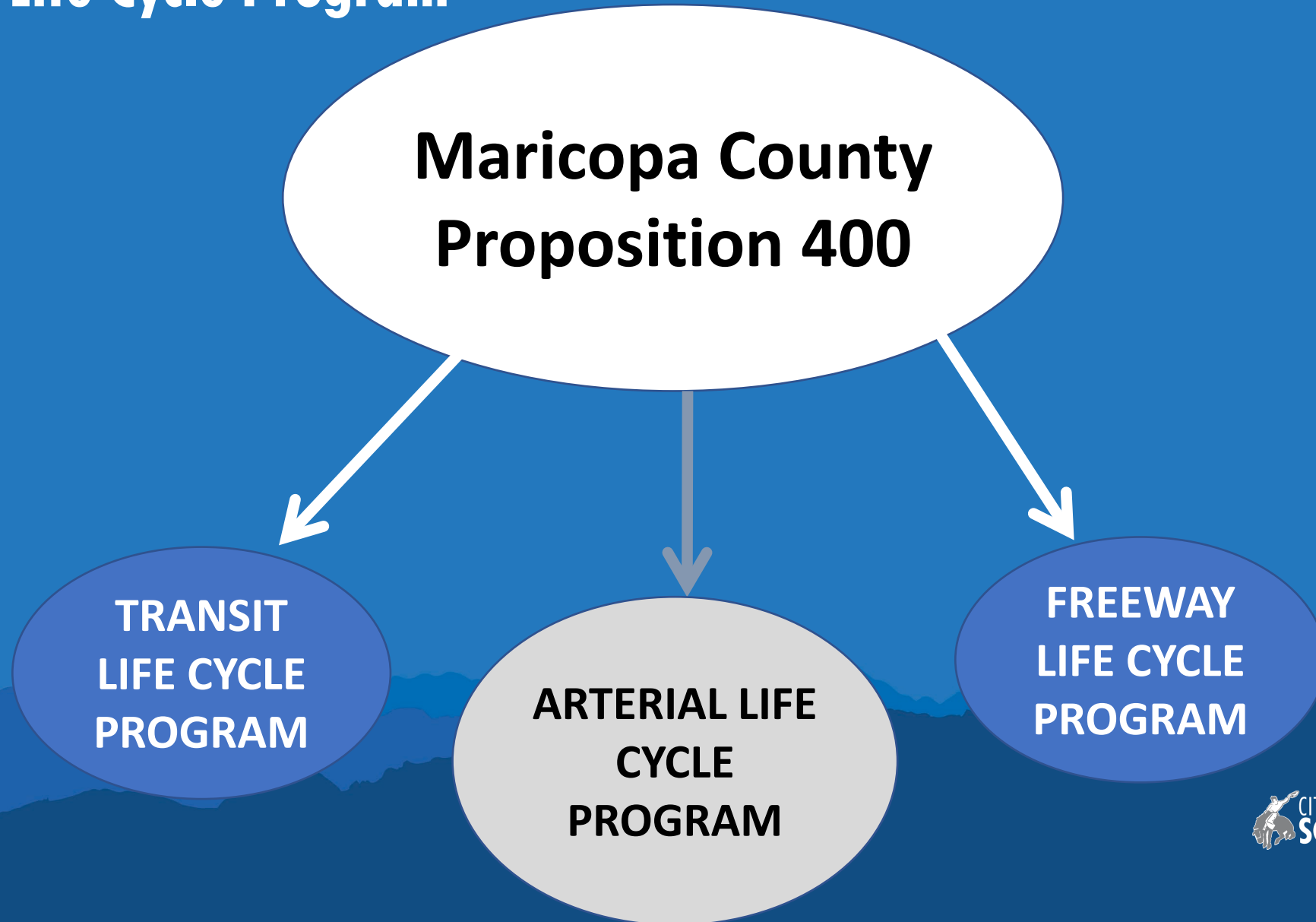
Key Drivers of Cost Increases

- Access to labor (from manufacturers all the way to the field) and rising labor costs
- Lack of materials/material shortages causing increased prices and extending schedules
 - Steel, concrete, streetlight and signal poles, pipe
- Low interest rates create high demand for construction projects of all types
 - Causes low contractor availability and fewer bidders
- Right-of-way acquisitions
- Time impact of utility relocations

Grant Project Cost Changes

Grant Project Name	Year Requested	Original Budget	Projected Budget	% Change	Grant Share
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Indian Bend Wash Underpass at Chaparral Road	2015	\$2,111,000	\$2,964,000	40%	84%
68th Street: Indian School Road to Thomas Road	2017	\$897,000	\$1,687,000	88%	88%
Total		\$9,417,000	\$17,510,000	86%	67%

Arterial Life Cycle Program



Arterial Life Cycle Program

- Proposition 400 Funding Program
- Sales Tax Deposited Into Regional Area Road Fund
- Includes Federal Funds
- Maricopa Association of Governments Oversight
- Focuses on Roadway Capacity Improvements
- Region Pays 70 Percent
- Agencies Pay 30 Percent
- Entire Project Cost Programmed in Agency's Capital Program
- Reimbursement Program

ALCP Cost Increases – no future development funding partners

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Scottsdale Rd: Jomax Rd to Dixileta Dr	\$23,798,000	\$29,100,000	22%
Total	\$128,809,000	\$188,317,000	46%

ALCP Cost Increases – potential development funding partners

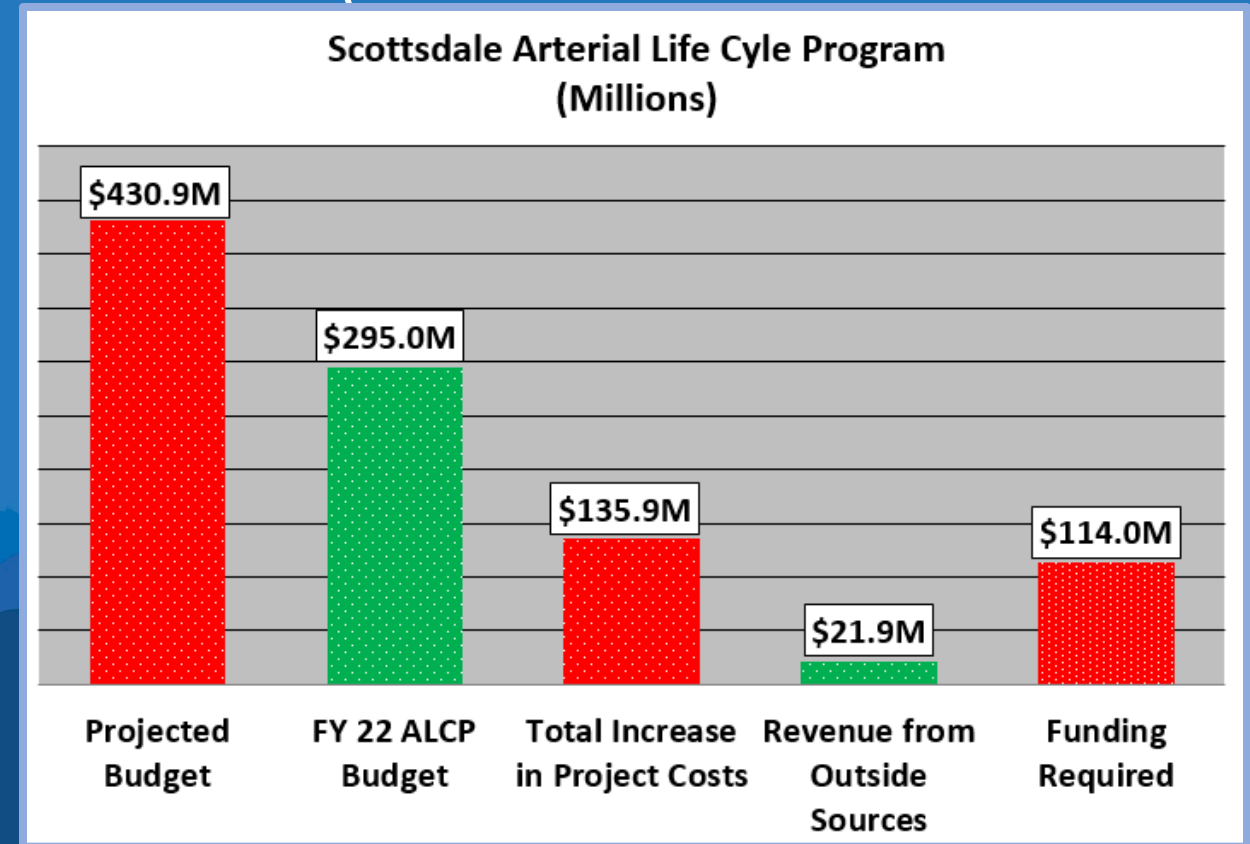
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Scottsdale Rd: Thompson Peak to Pinnacle Peak Phase II	\$8,755,000	\$30,645,000	250%
Total	\$59,642,000	\$178,400,000	199%

Potential ALCP Cost Decreases (from FY 22 ALCP)

Project	FY 22 ALCP Budget	Projected Budget	% Change
Hayden Rd at Loop 101 Interchange Improvements	\$19,410,000	\$1,500,000	-92%
Hayden/Miller Rd: Pinnacle Peak Rd to Happy Valley Rd	\$19,825,000	\$15,600,000	-21%
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Shea Blvd Intersections (L101 to 136th)	\$14,181,000	\$8,600,000	-39%
Total	\$106,555,000	\$64,169,000	-40%

Summary

- Total increase in estimated ALCP project costs through end of program in Fiscal Year 2025-2026 = \$135.9M
- Net increased revenue from outside sources (Pima Road – McDowell to Via Linda) = \$21.9M
- Funding Required = \$114.0M



Next Steps

- Review options to address overall budget shortfall with Transportation Commission
 - Target is June 2022 meeting
- Develop final recommendations and present to Transportation Commission
 - Target is September 2022 meeting
 - Will include coordination with Maricopa Association of Governments
- Incorporate recommendations into FY 24 CIP development cycle

Questions

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Walt Brodzinski, Right of Way Manager
Subject: Private Development Construction Impact Planning
Meeting Date: April 21, 2022

Action:

Information and Possible Action

Purpose:

To better plan for and coordinate construction impacts in the public right-of-way created by private development projects.

Background:

The number of high-density private development construction projects has increased significantly in the past five years (Attachment A). Typically, these projects are multi-level in nature and cover most of the private property surface area. These projects potentially impact the public spaces, sidewalks, alleys, and streets around the project for many months, often up to two years. These impacts create coordination and operation issues with other right of way uses such as walking, biking and traveling in vehicles. The greatest impacts are realized in the southern portion of Scottsdale including downtown.

Information:

As these projects move through the design and approval process, the impacts to the public spaces around private development projects should be carefully considered and fully documented. These impacts should be identified as part of the development plan submittal and accompanied by strategies to mitigate these impacts by the developer/contractor. Some elements of the plan listed in Attachment B, could become binding and determine if the project should continue through the development process. The current planning process includes these steps that have limited effectiveness in safeguarding the use of the right of way during construction in the downtown area.

Recommendation:

Recommend City Council action to require a "Private Development Construction Impacts Plan" to be included as part of the plan submittal process.

Staff Contact: Walt Brodzinski, wbro@ScottsdaleAZ.gov 480-312-7757

Attachments:

Attachment A – List of Major Projects

Attachment B – Private Development Construction Impact Plan Elements.

Attachment A

Major Rezoning Cases Approved in the Southern/Downtown Area:

(Large projects with potential public space impact during construction)

2021

Palo on 75th - 75th Street & McKnight

Artisan Scottsdale – Indian School & Marshall Way

The Miller – Miller & 6th Avenue

2020

Scottsdale Collection – Camelback & Scottsdale

Southdale – McDowell & 70th Street

Greenbelt 88 – Hayden & Osborn

The Kimsey – Indian School & Marshall Way

Canalside – Indian School & 68th Street

2019

75 on 2nd – 75th Street & 2nd Street

Gentry on the Green – Hayden & Camelback

2018

Papago Plaza – Scottsdale Road & McDowell

The Goldwater – Goldwater & 70th Street

Alexan Scottsdale – Scottsdale & Palm Lane

Don & Charlie's Hotel – Camelback & 75th Street

Fleetwood 6 Townhomes – 1st Avenue & 69th Street

Continental – Scottsdale Road & Continental

Museum Square – Marshall Way & 2nd Street

The McDowell – McDowell & AZ Canal

Spectrum – Camelback & 81st Street

2017

Winfield Hotel – Scottsdale & 3rd Avenue

Main Street Mixed Use – Marshall Way & Main Street

Canopy by Hilton – Marshall Way & 1st Street

Attachment B

April 21, 2022
Transportation Commission
Private Development Construction Impact Planning

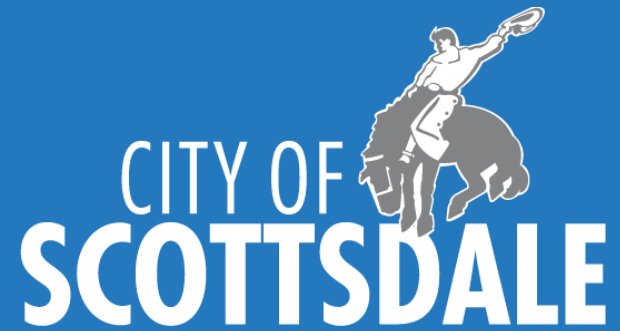
**Key Elements and Expectations of a Private Development
Construction Impact Plan (PDCIP):**

Typical large project elements that would be included in the PDCIP:

- Project information signing
- Site demolition
- Site fencing
- Haul routes (import/export of material)
- Work hours
- Material delivery and storage
- Equipment storage and operation
- Worker parking

Typical public impacts that are documented and mitigated in the PDCIP:

- Streets
- Sidewalks
- Bike paths/routes
- Parking
- City Services
- Public Safety



Transportation Commission
Construction Impact Planning
For Private Development Projects
&
Right of Way Management

April 21, 2022

Tonight's Discussion

- Right of way management - defined
- What is private construction impact planning?
- Why is a plan needed?
- Overview of private construction impacts in the R/W
- Components of a good plan
- Why is it not already done?

Right of Way Management Defined

What is Right of Way Management?

Right of Way Management is a Transportation Department Program implemented in 2008.

Right of Way Management Defined

What is Right of Way Management?

Right of Way Management is a Transportation Department Program implemented in 2008.

This program coordinates activities that occur in the public right of way.

Right of Way Management Defined

What is Right of Way Management?

What types of activities?

- Transportation (pedestrians, bikes, cars)
- Special Events
- Capitol Improvement Projects
- Private Development Improvements
- Maintenance

Why is a Private Development Construction Impact Plan Needed?

The impacts to the public Right of Way during construction of a private development are sometimes mis-understood, significant and long term.

and...

Why is a Private Development Construction Impact Plan Needed?

The impacts to the public Right of Way during construction of a private development are sometimes mis-understood, significant and long term.

and...

Most high-density projects...especially downtown...are built to the property line leaving little or no room for equipment, materials or worker parking.

Why is a Private Development Construction Impact Plan Needed?

The impacts to the public Right of Way during construction of a private development are sometimes misunderstood, significant and long term.

The plan would identify these impacts and set expectations on how these impacts are scheduled and mitigated by the developer. Key elements of the PDCIP may become binding.

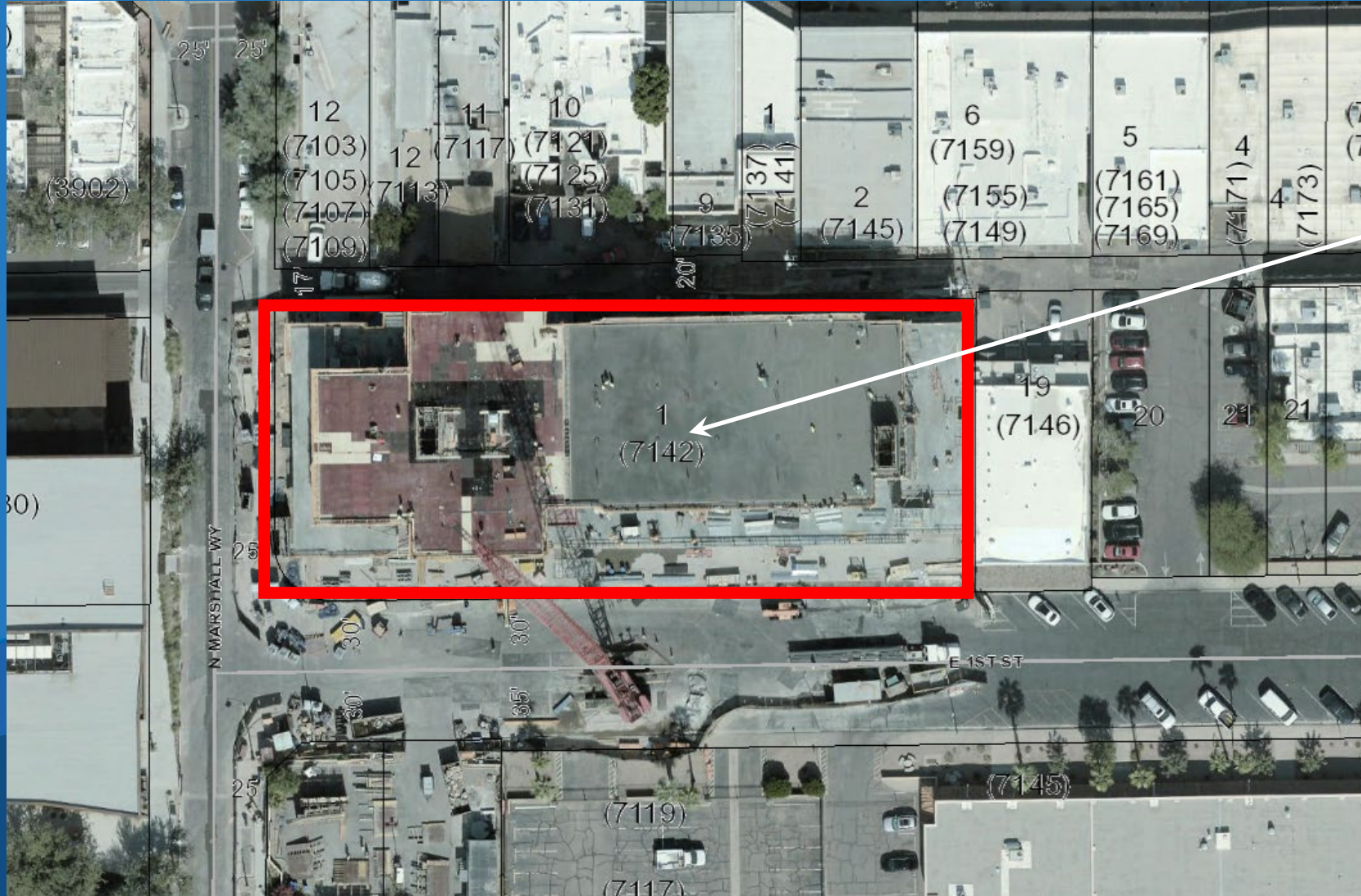
A Private Development Construction Impact Plan...

...Is an advance understanding of impacts to the public right of way during the construction of a private development project. The goal is to ease impacts to the public uses surrounding the construction site.

Impact Examples:

- Traffic
- Parking
- Pedestrians
- City Services
- Special Events
- Other Projects

Private Development Construction Impacts



Development Site
(private property)

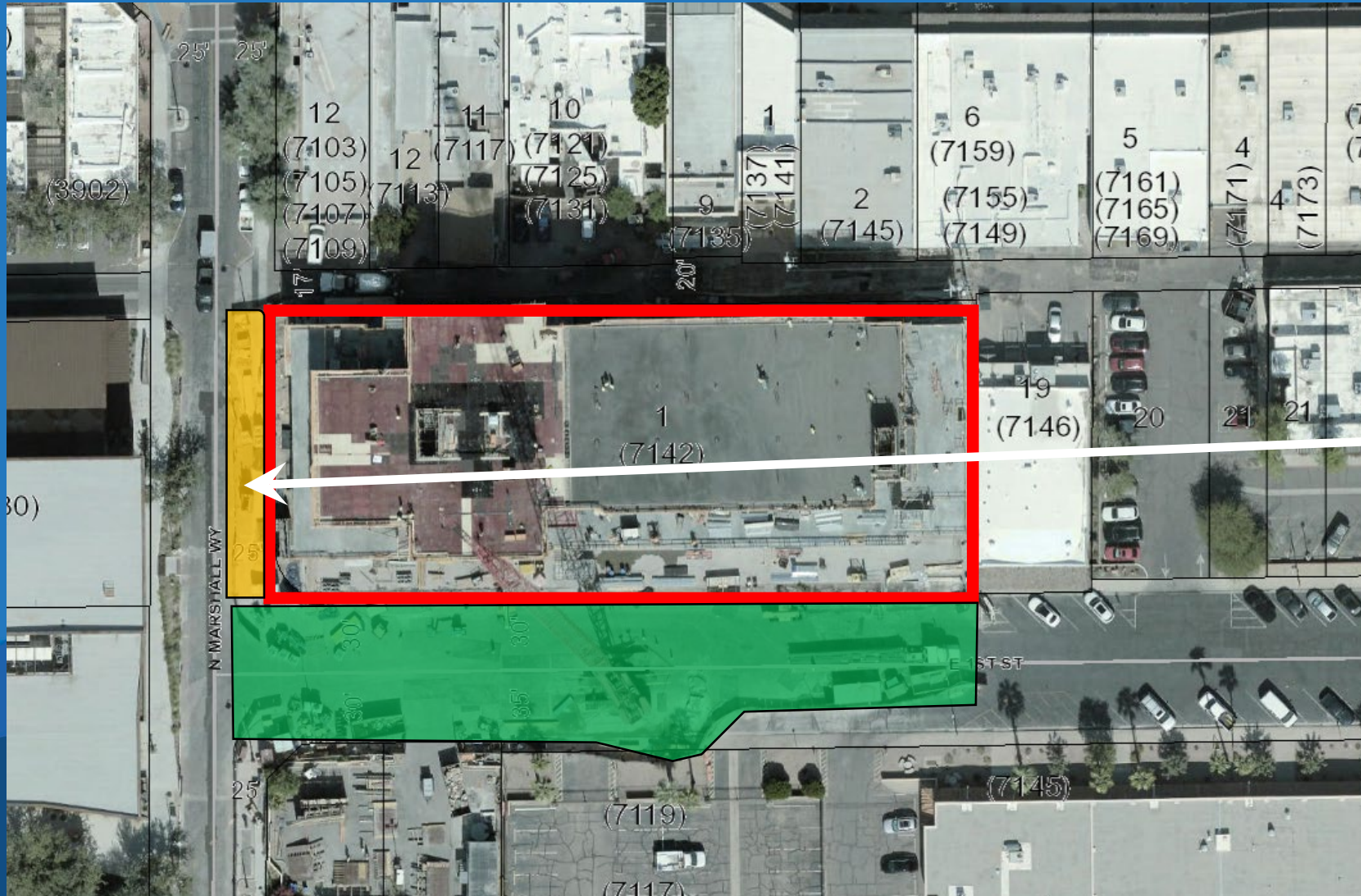
Private Development Construction Impacts



 private property

 public street

Private Development Construction Impacts

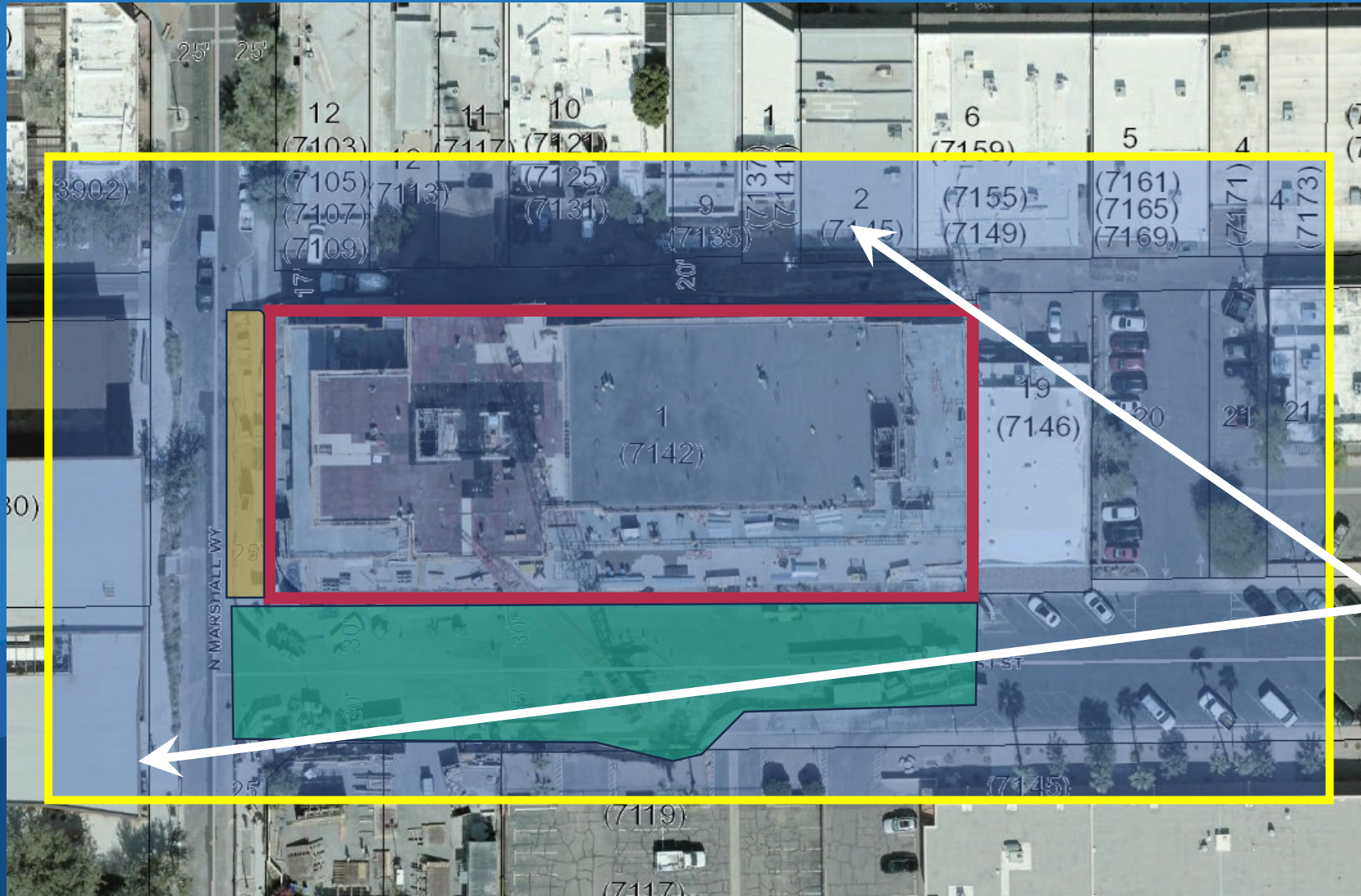


 private Property

 public Street

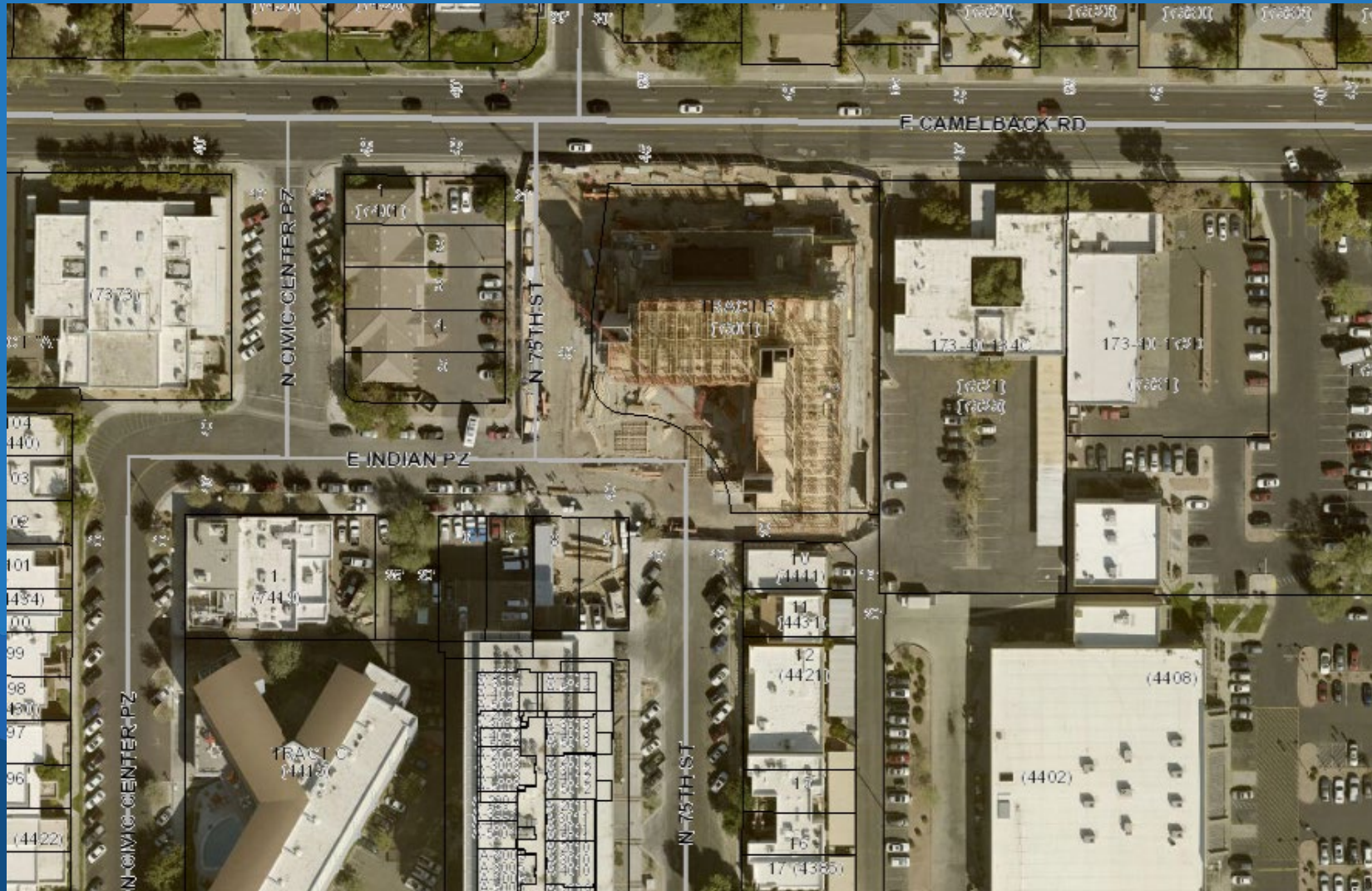
 public Sidewalk

Private Development Construction Impacts

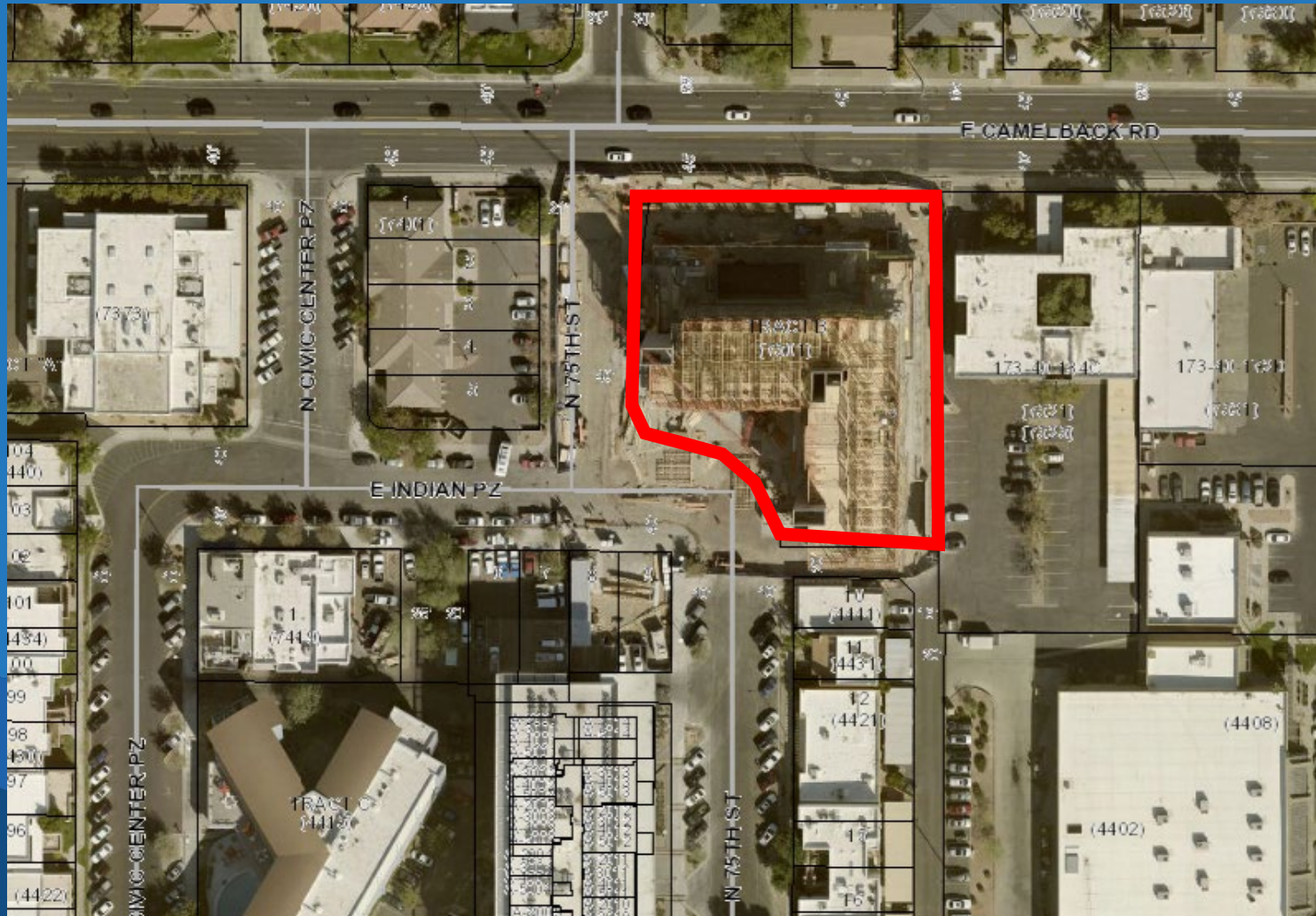


-  private property
-  public street
-  public sidewalk
-  public parking/
city services

Private Development Construction Impacts

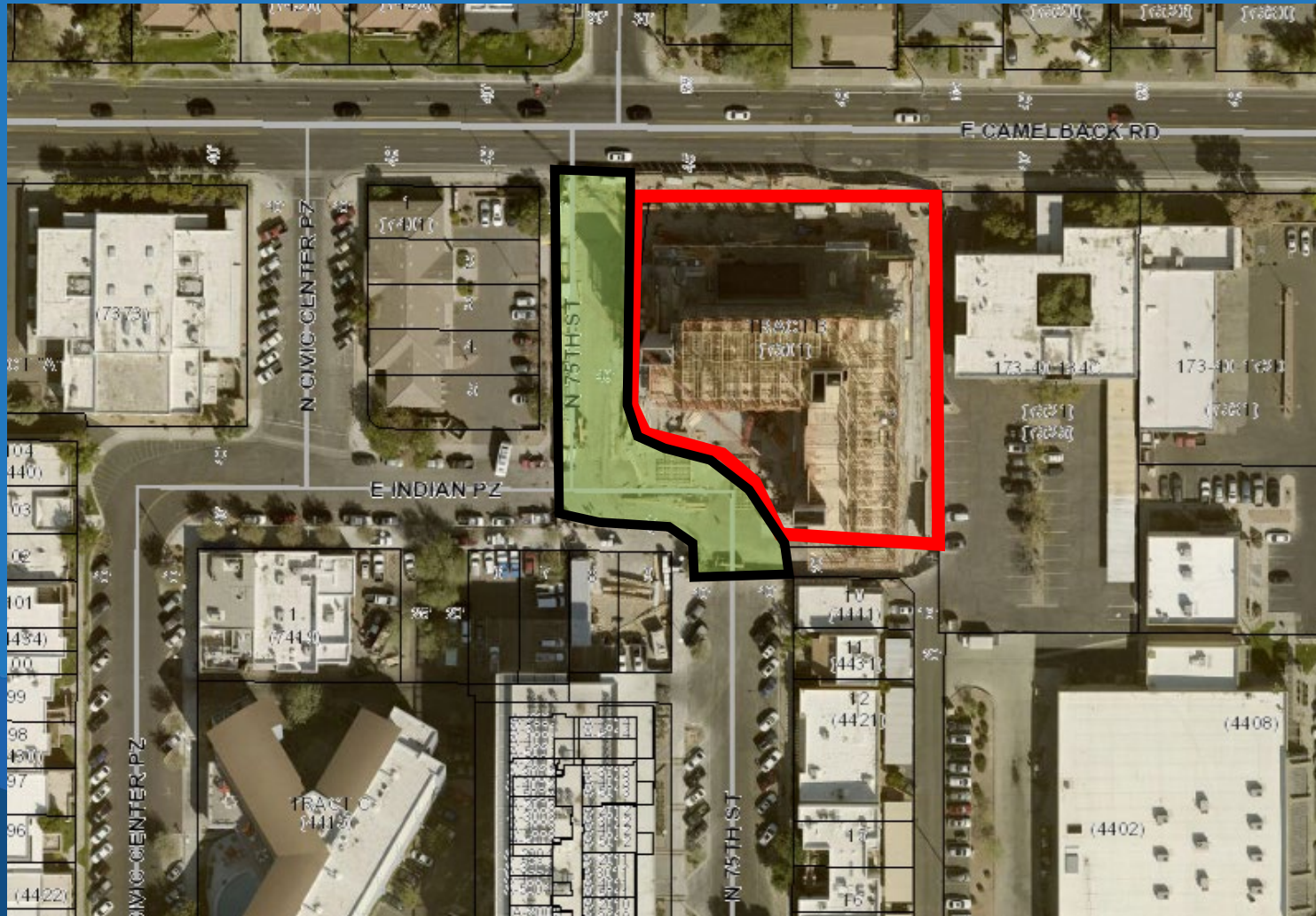


Private Development Construction Impacts



private property

Private Development Construction Impacts

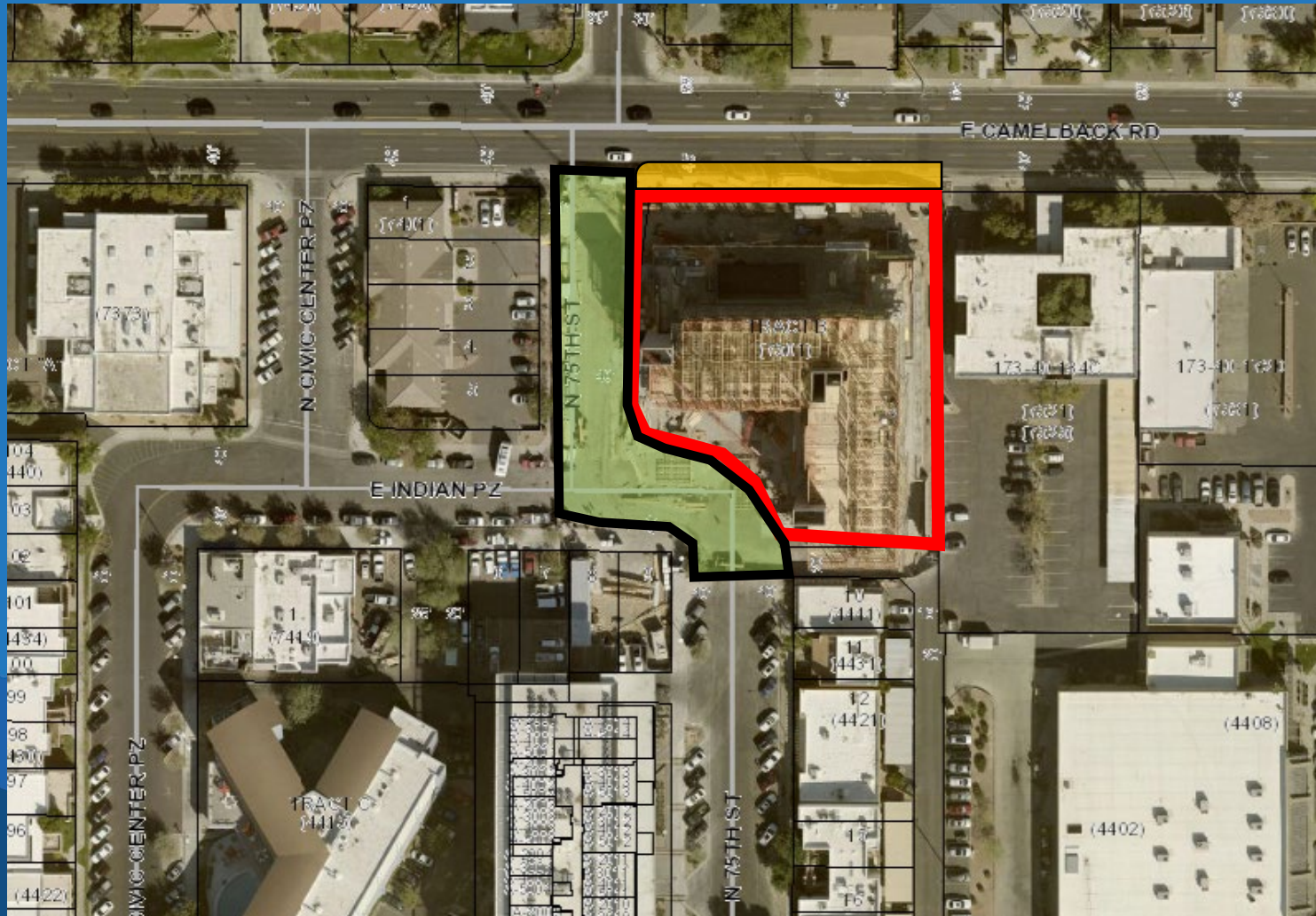


private property



public street

Private Development Construction Impacts



private property

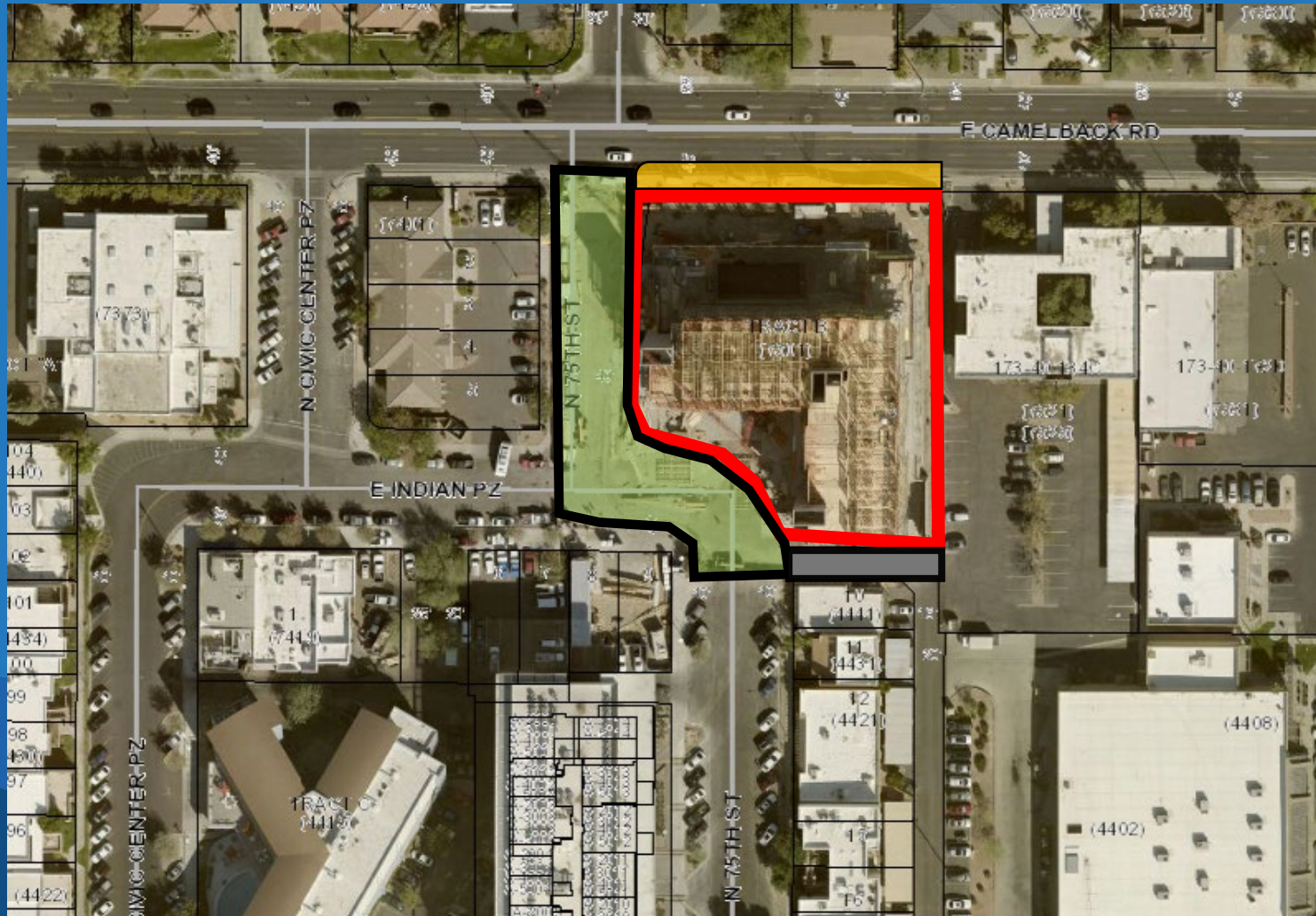


public street



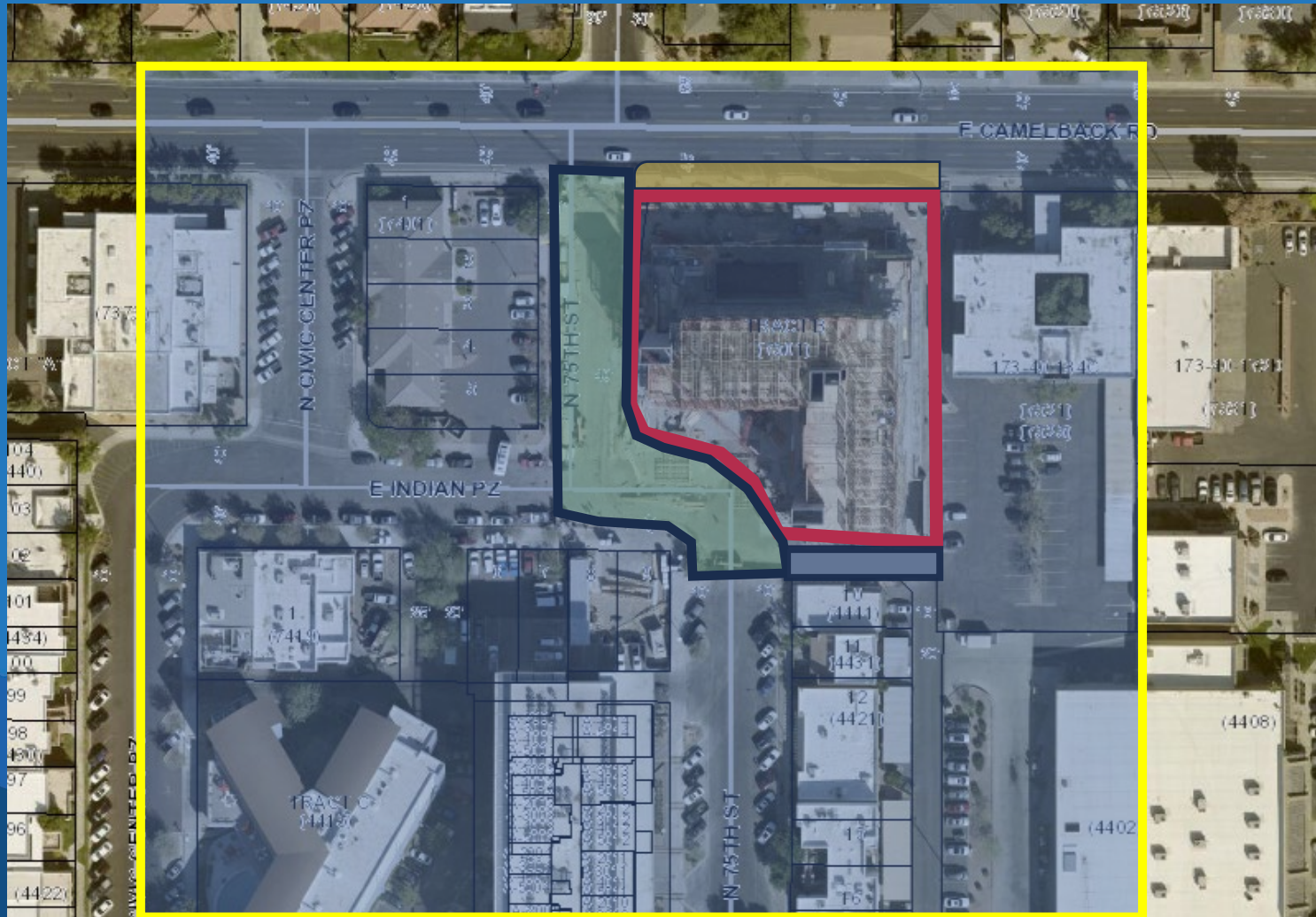
public sidewalk

Private Development Construction Impacts



-  private property
-  public street
-  public sidewalk
-  public alley

Private Development Construction Impacts



private property



public street



public sidewalk



public alley



parking/services





SIDEWALK
CLOSED

STOP



STREET
CLOSED

DETOUR

DO NOT
ENTER

DO NOT
ENTER

SIDEWALK
CLOSED

SIDEWALK
CLOSED



Private Development Construction Impact Plan

- **What does it look like?**
- **What does it accomplish?**

Private Development Construction Impact Plan

- Constructability is considered during design
- Project impacts can be understood during development review
- City can gauge what the impacts will be during plan review
- Helps the community understand what the impacts will be
- Sets expectations for contractors
- Assists public safety planning and response
- Overall sets expectations for the project

Private Development Construction Impact Plan

Key project elements included in the PDCIP:

- Project information signing
- Site demolition
- Site fencing
- Haul routes (import/export of material)
- Work hours
- Material delivery and storage
- Equipment storage and operation
- Construction worker parking

Private Development Construction Impact Plan

Public impacts identified and addressed in the PDCIP

- Streets
- Sidewalks
- Bike paths/routes
- Parking
- City Services
- Public Safety

Private Development Construction Impact Plan

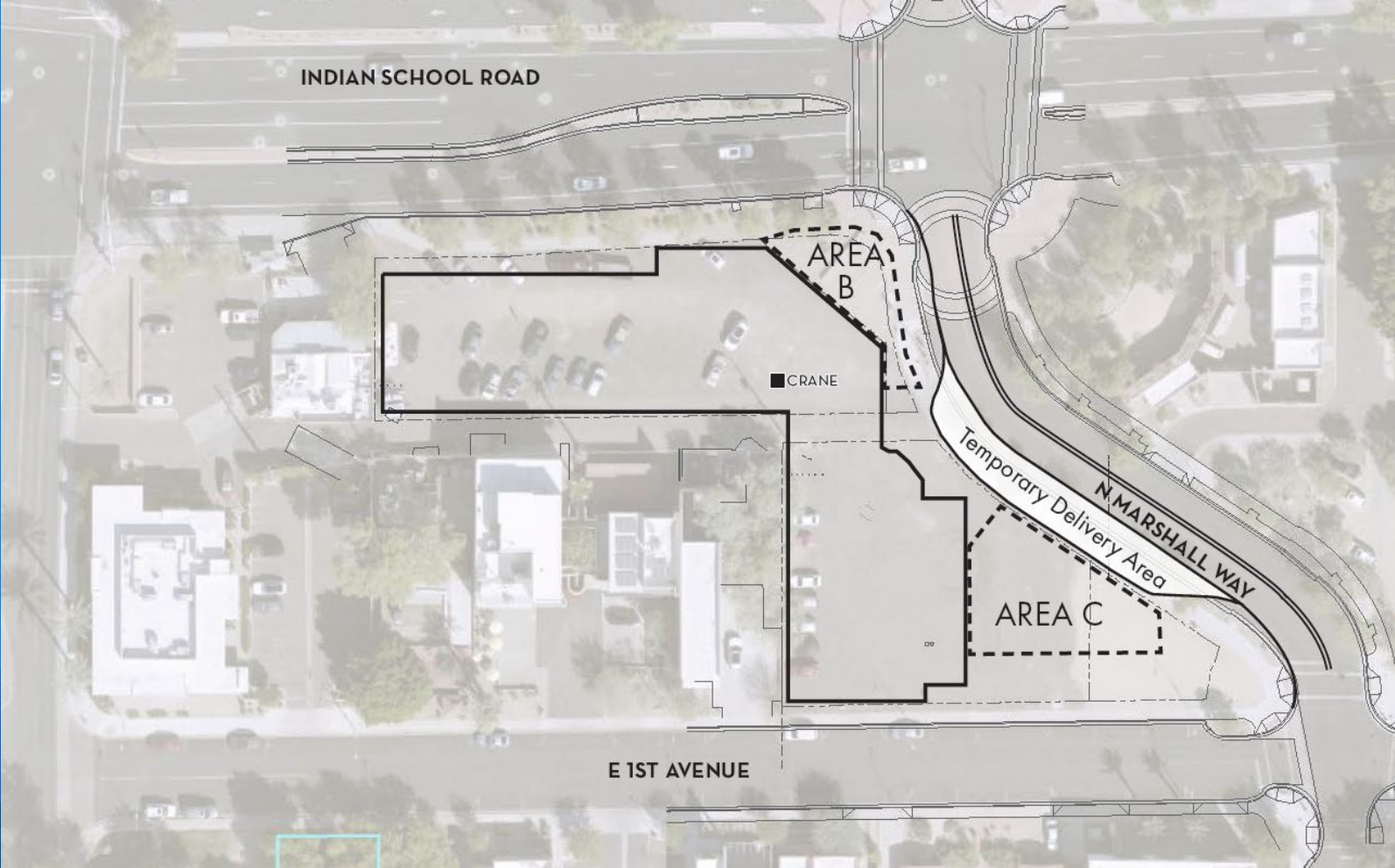
To summarize, what are we asking for??

Private Development Construction Impact Plan

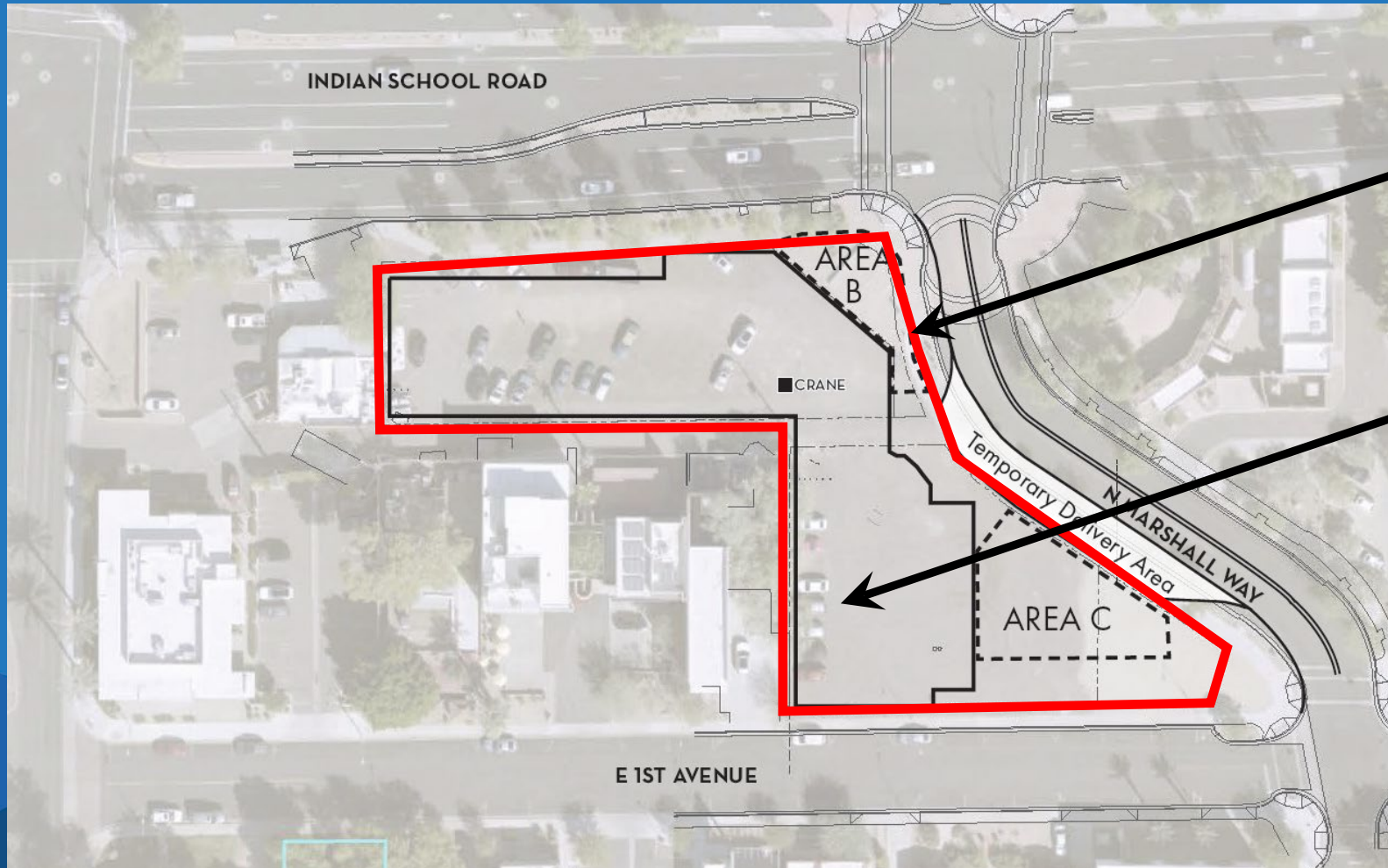
To summarize, what are we asking for??

“Identify and mitigate the construction impacts to the surrounding public streets, sidewalks, alleys, public safety, city services and other properties”

PDCIP Example:



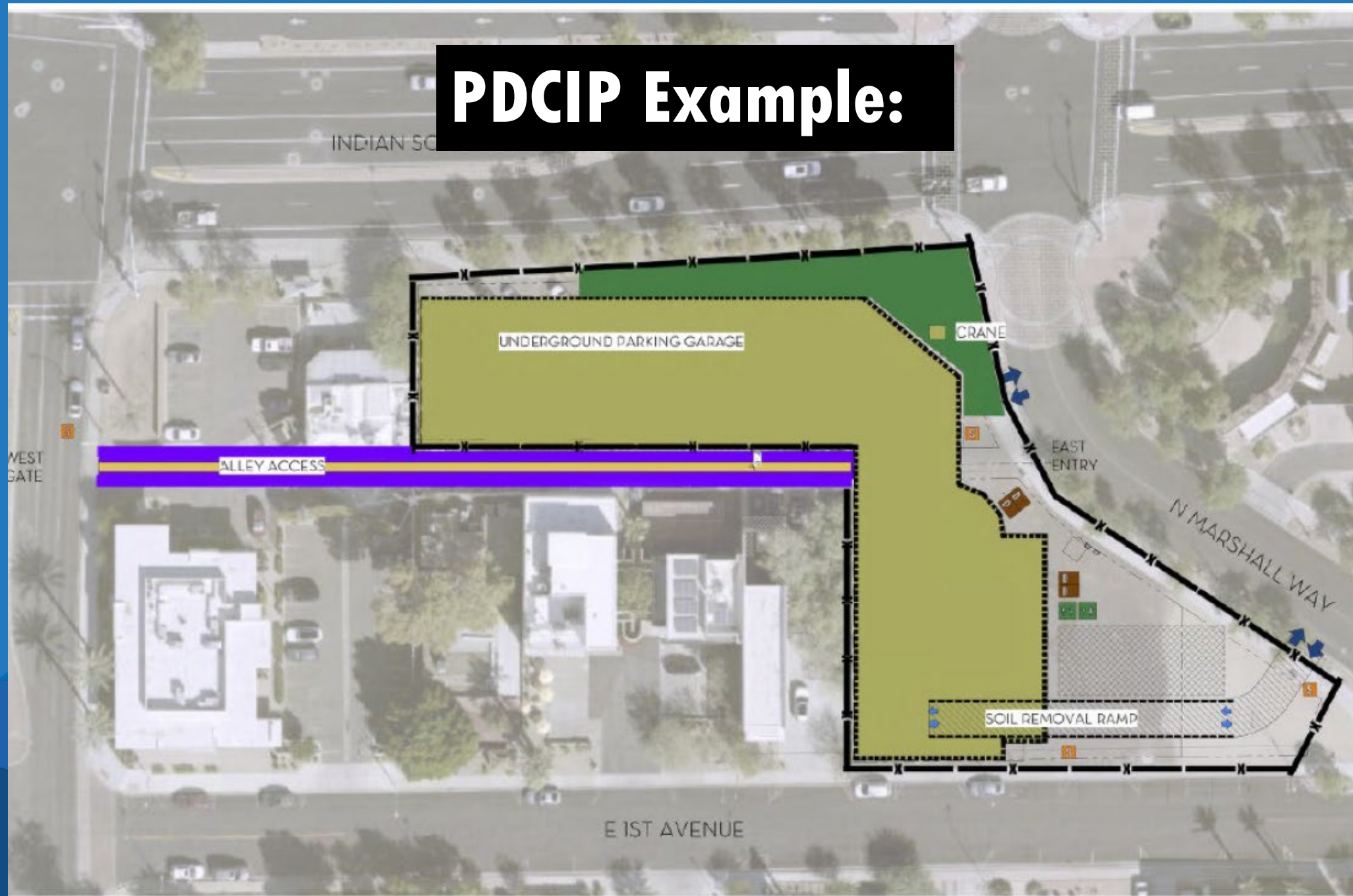
PDCIP Example:



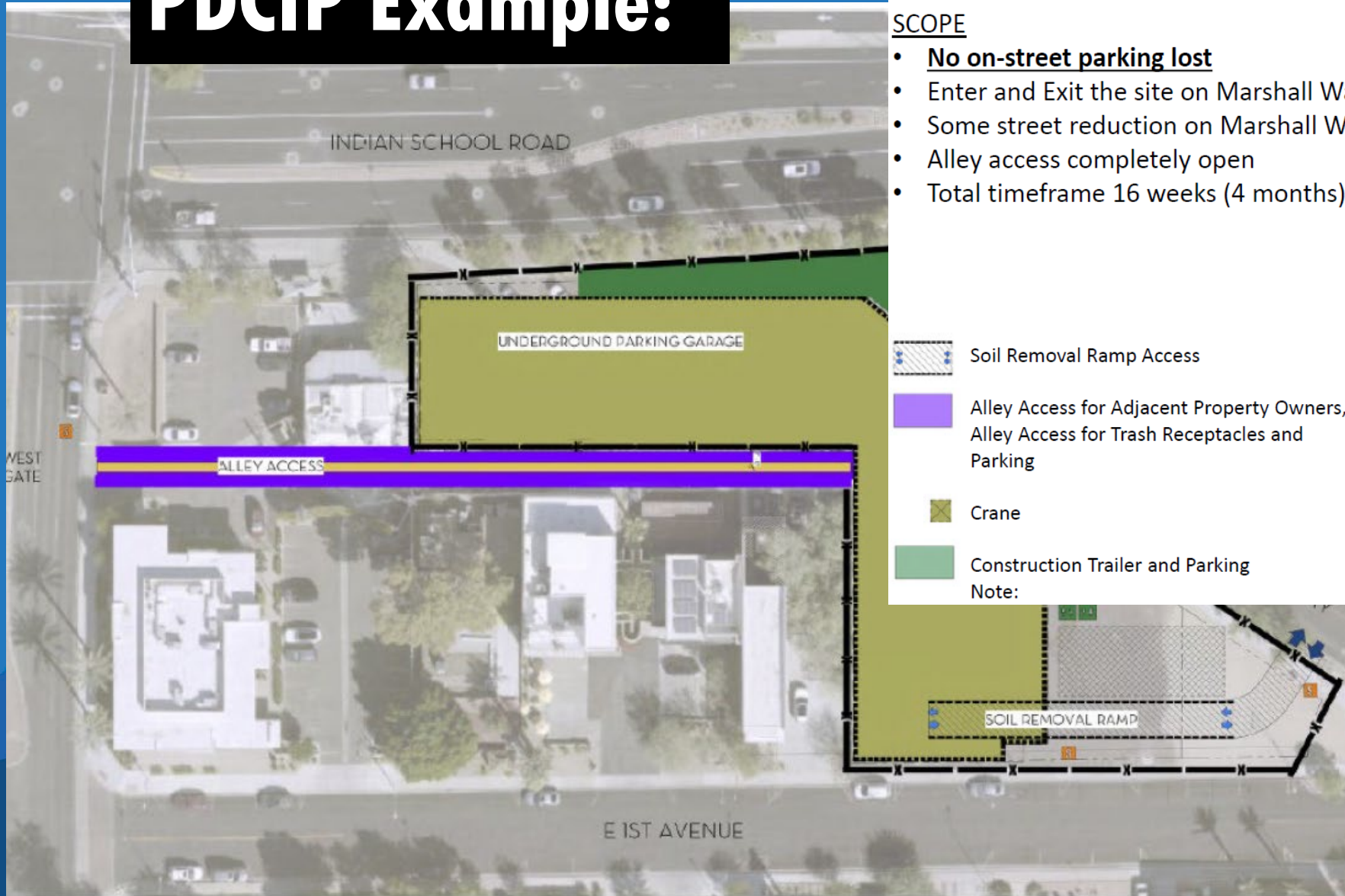
property
line

building
envelope

PDCIP Example:







PDCIP Example:










Legend – Phase Two

SCOPE

- **No on-street parking lost**
- Enter and Exit the site on Marshall Way
- Some street reduction on Marshall Way for crane deliveries as needed but no closures
- Alley access completely open
- Total timeframe 16 weeks (4 months)

-  Soil Removal Ramp Access
 -  Alley Access for Adjacent Property Owners, Alley Access for Trash Receptacles and Parking
 -  Crane
 -  Construction Trailer and Parking
- Note:

-  Temporary Construction Site Perimeter Fence
-  Temporary Portable Restrooms
-  Construction Site Signage
-  Dumpster
-  Firelane and Emergency Personnel Access
-  Excavation/Shoring and Construction of P1, P2 and P3
-  Material Laydown and Storage

Why isn't a PDCIP already being done?

- Some projects do have a plan – not submitted for review
- Unknown factors – conflicting city projects or utilities
- Unaware of moratorium dates or seasonal impacts
- Not familiar with city requirements or expectations
- Contractor not a part of the development team

Why isn't a PDCIP already being done?

- Some projects do have a plan – not submitted for review
- Unknown factors – conflicting city projects or utilities
- Unaware of moratorium dates or seasonal impacts
- Not familiar with city requirements or expectations
- Contractor not a part of the development team
- **Not currently required by the city**

PDCIP Summary

- Many new projects build to the property line – little or no space allocated for construction
- Contractors are unfamiliar with local needs and expectation
- Unknown factors – conflicting city projects or utilities
- Unaware of moratorium dates or seasonal impacts
- Not familiar with city requirements or expectations
- PDCIP Not currently required by the city

Questions ?

Transportation Commission

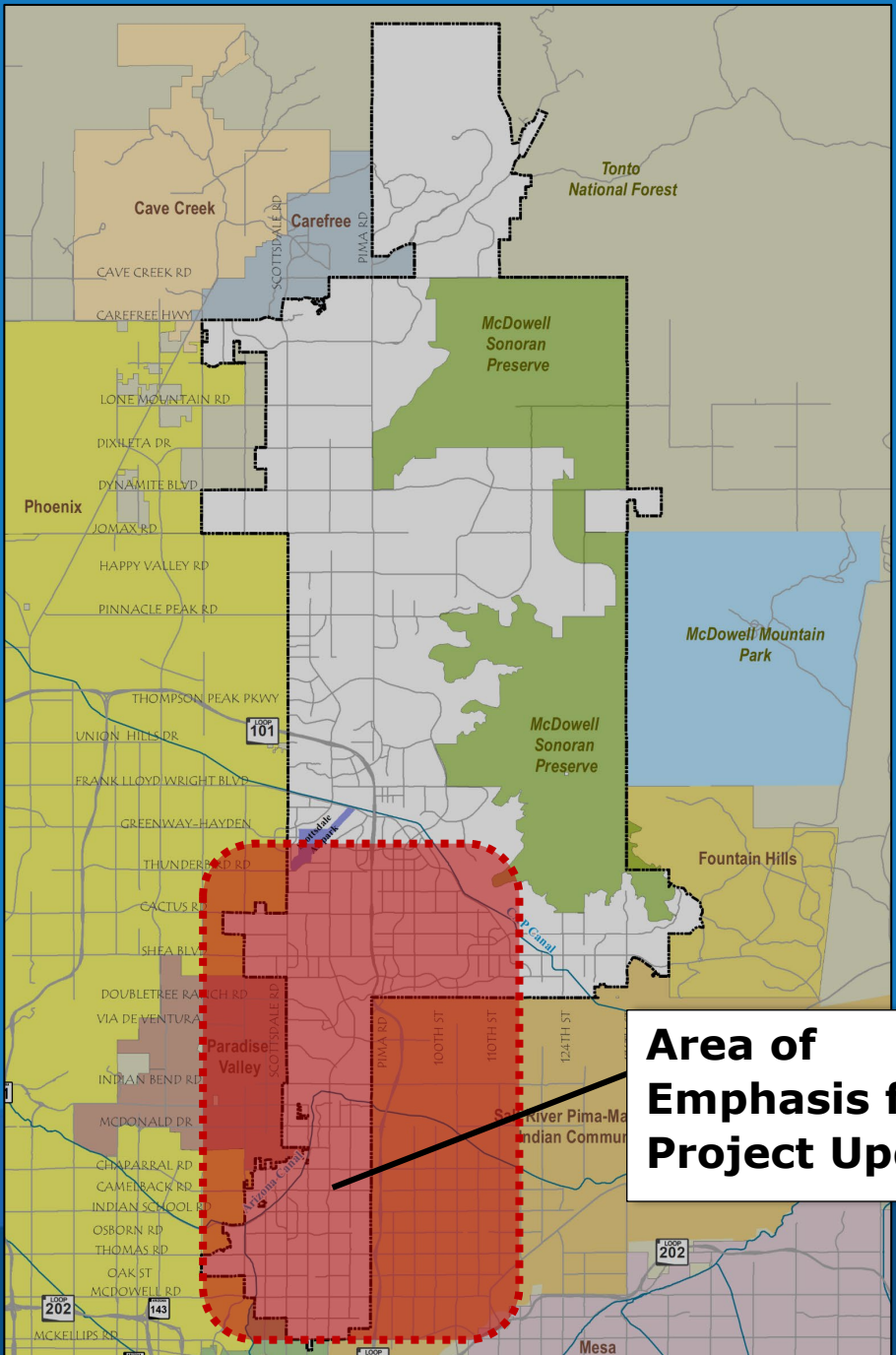
Construction Impact Planning For Private Development Projects

Presented by: Walt Brodzinski

Date: April 21

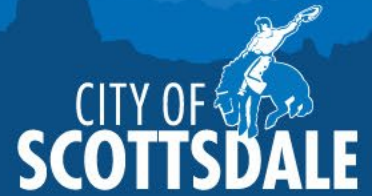
Projects and Programs Update

Transportation Commission– April 21, 2022



Area of Emphasis for Project Update

- Improvements
- Maintenance
- Petitions
- Grant application
- Outreach



Pedestrian Hybrid Beacons



- A new Pedestrian Hybrid Beacon (HAWK) was activated on 4/12/2022 at the Thomas Road and 86th Street intersection.
- The design of this HAWK was completed by our in-house team and constructed by the contractor.

Pedestrian Hybrid Beacons

Current locations:

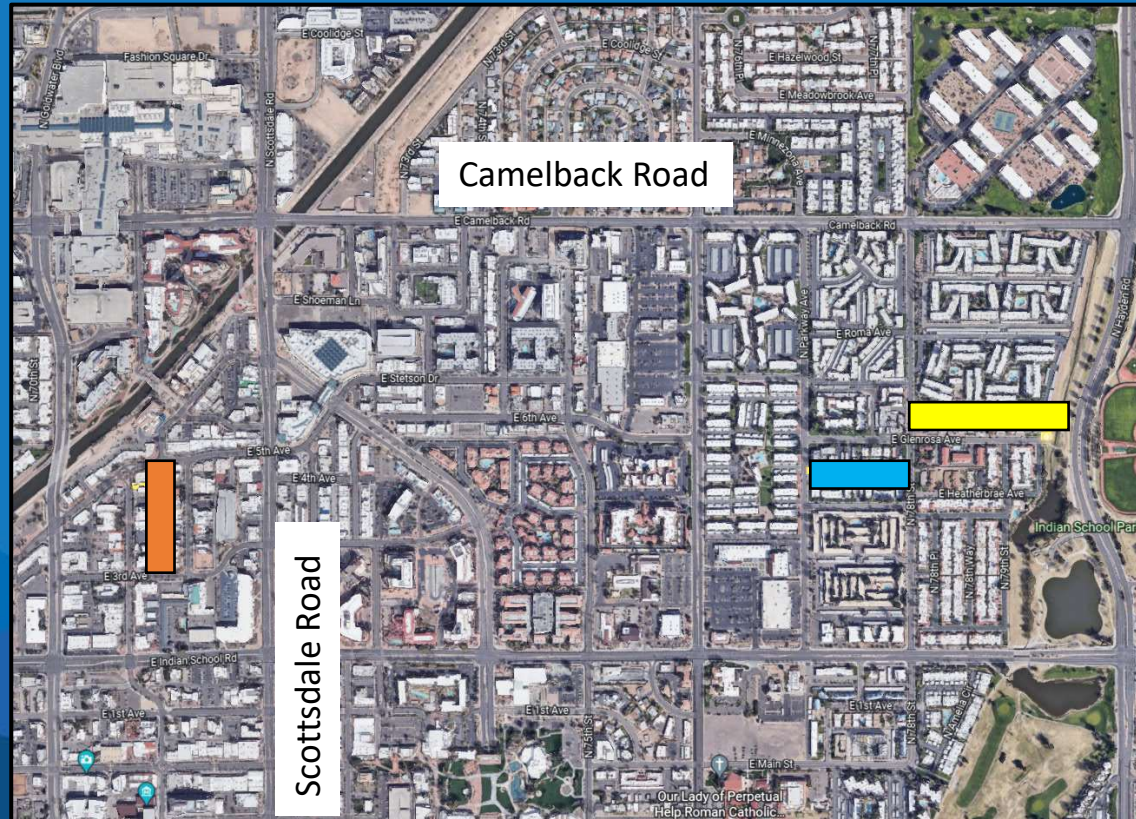
- Scottsdale Road between Butherus Drive and Greenway-Hayden Loop
- Pima Road and Dixileta Drive
- Pima and Jomax roads
- Chaparral Road just east of 78th Street
- Chaparral Road just west of Miller Road (Arizona Canal crossing)
- McDonald Road just east of Cattletrack Road (Arizona Canal crossing)
- Scottsdale Road and Palm Lane
- Indian Bend Road and McCormick Stillman Rail Road Park
- Hayden Road north of Princess Boulevard
- **Thomas Road and 86th Street (recently completed #10)**

Future locations:

- **Camelback Road and Saddlebag Trail (next in line)**
- Highland Avenue between Scottsdale Road and Goldwater Boulevard
- Goldwater Boulevard just west of Marshall Way

Alley Pavement Program

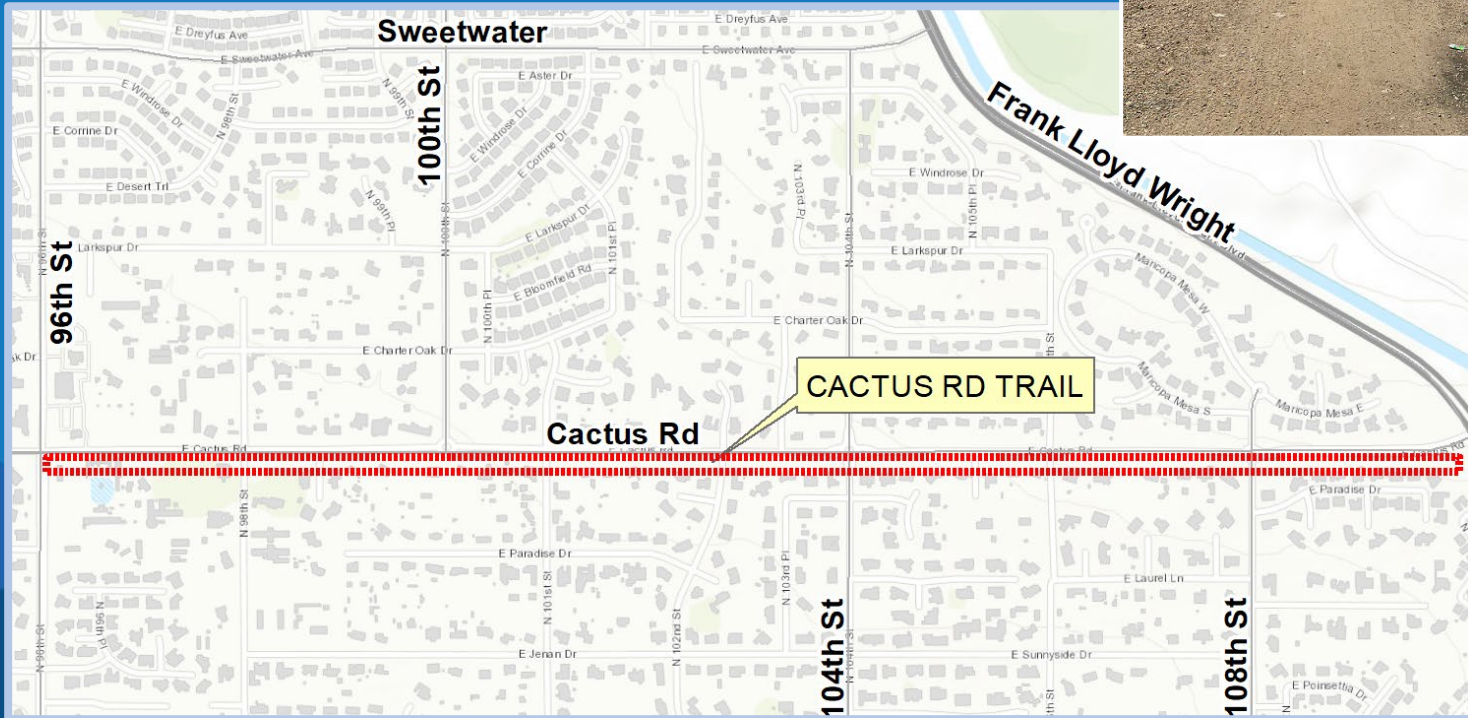
- Funding began in FY22 with 500k annual budget
- Projects are community driven
- FY22 Projects:
 - Heatherbrae, Glenrosa, Craftsman Court Alleys



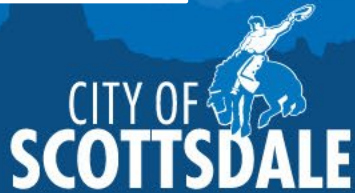
Challenges

- Area need
- Drainage
- Soil saturation
- Resident communication
- Solid Waste timing

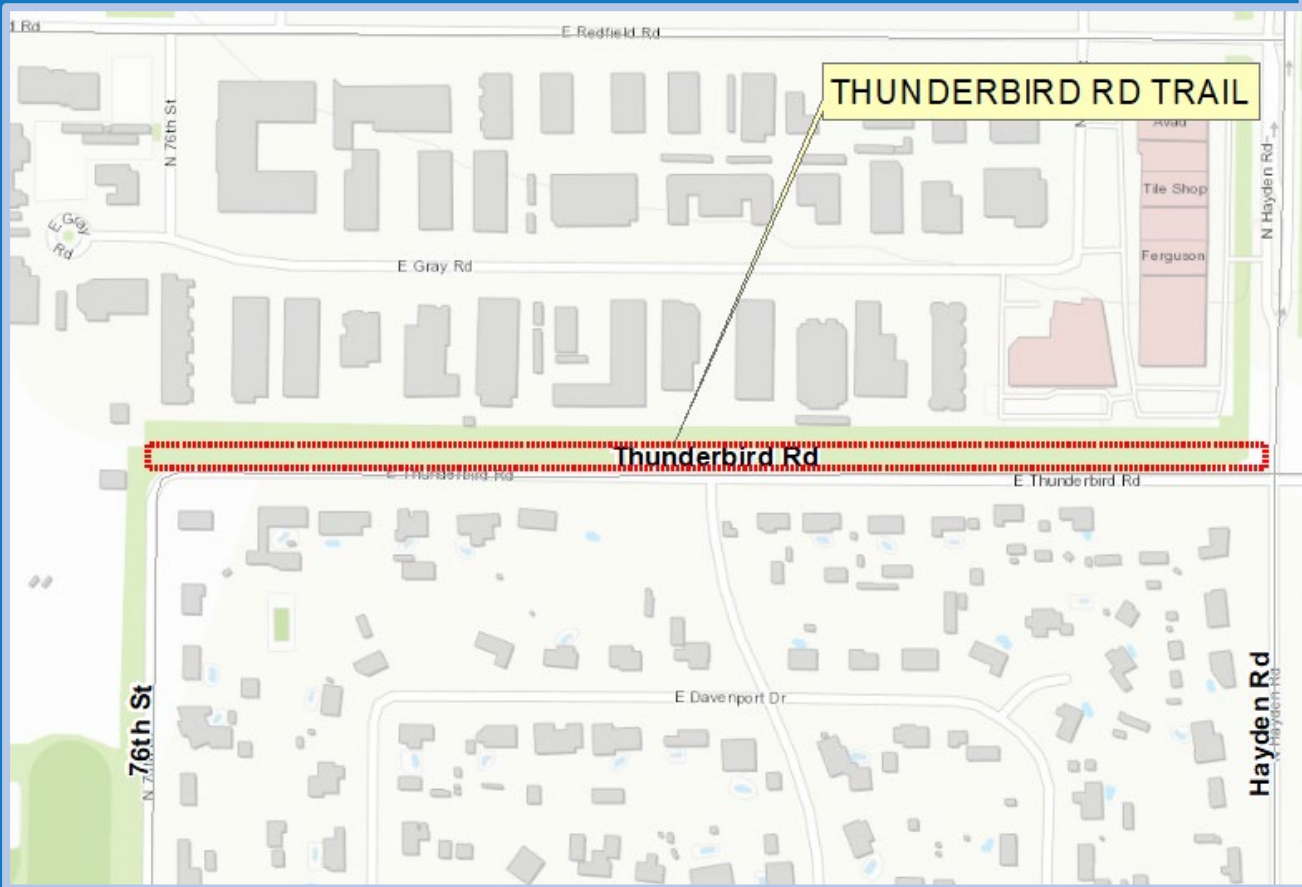
Cactus Trail Vegetation Removal and Maintenance



Hayden Road Jogging Trail Erosion Repairs



Thunderbird Road Trail ~ Hayden Rd. to 76th St.

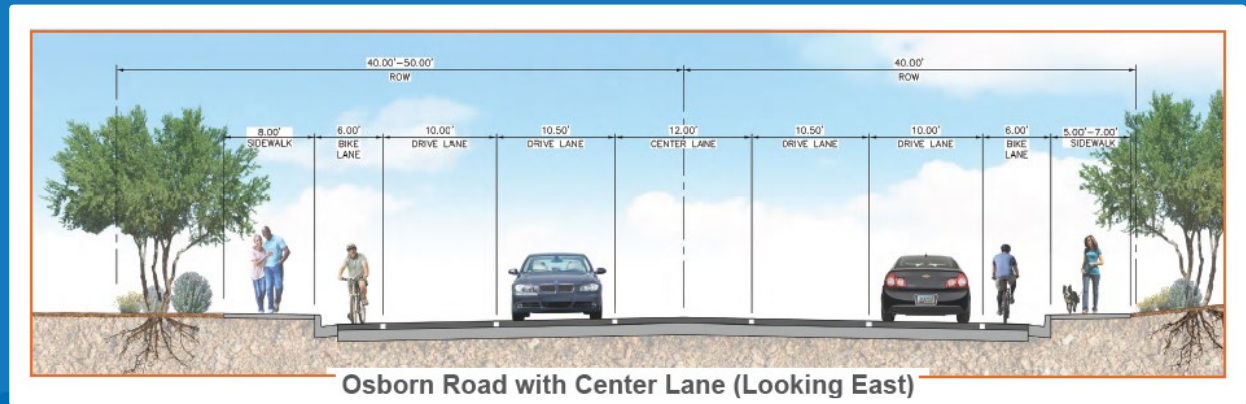
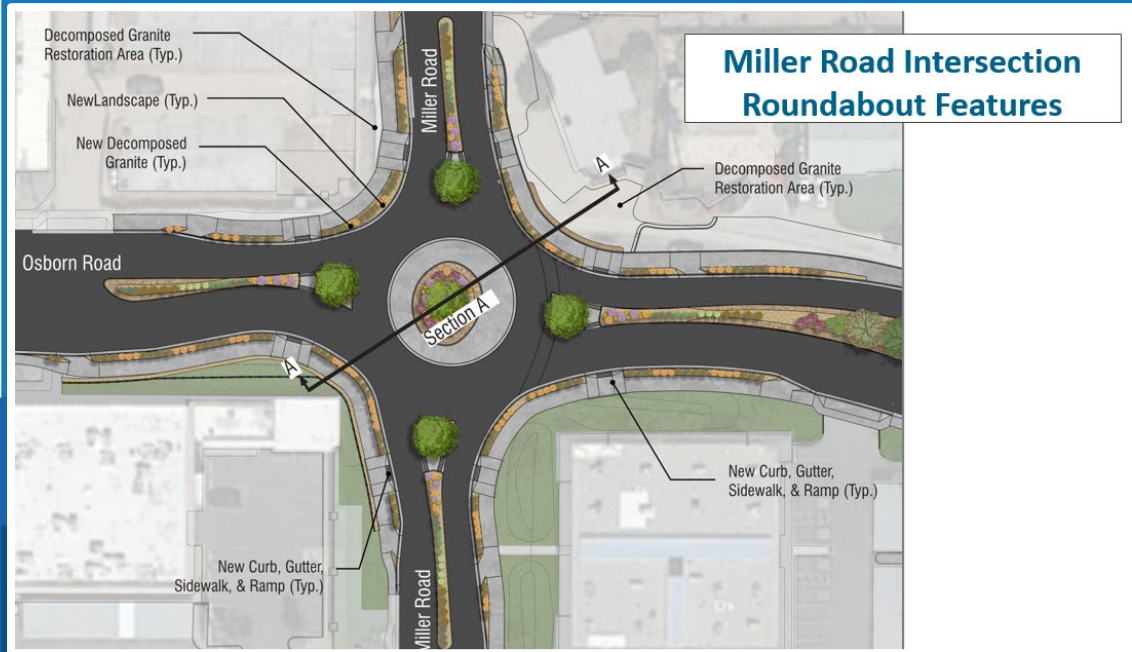


Construction
 April 2022 – January 2023

OSBORN ROAD

Complete Street

HAYDEN TO SCOTTSDALE



April Bike Month Cycle the Arts 2022

- Promoted in Phoenix New Times and Scottsdale Independent
- Sunday April 3, 2022
- 8.6-miles long, 13 art stops
- 93 attendees
- Volunteers from Scottsdale Transportation, Scottsdale Arts, Old Town Ambassadors and bicycling community
- Augmented Reality features
- Received t-shirts and breakfast snacks
- Promoted self-guided option to download – available all year

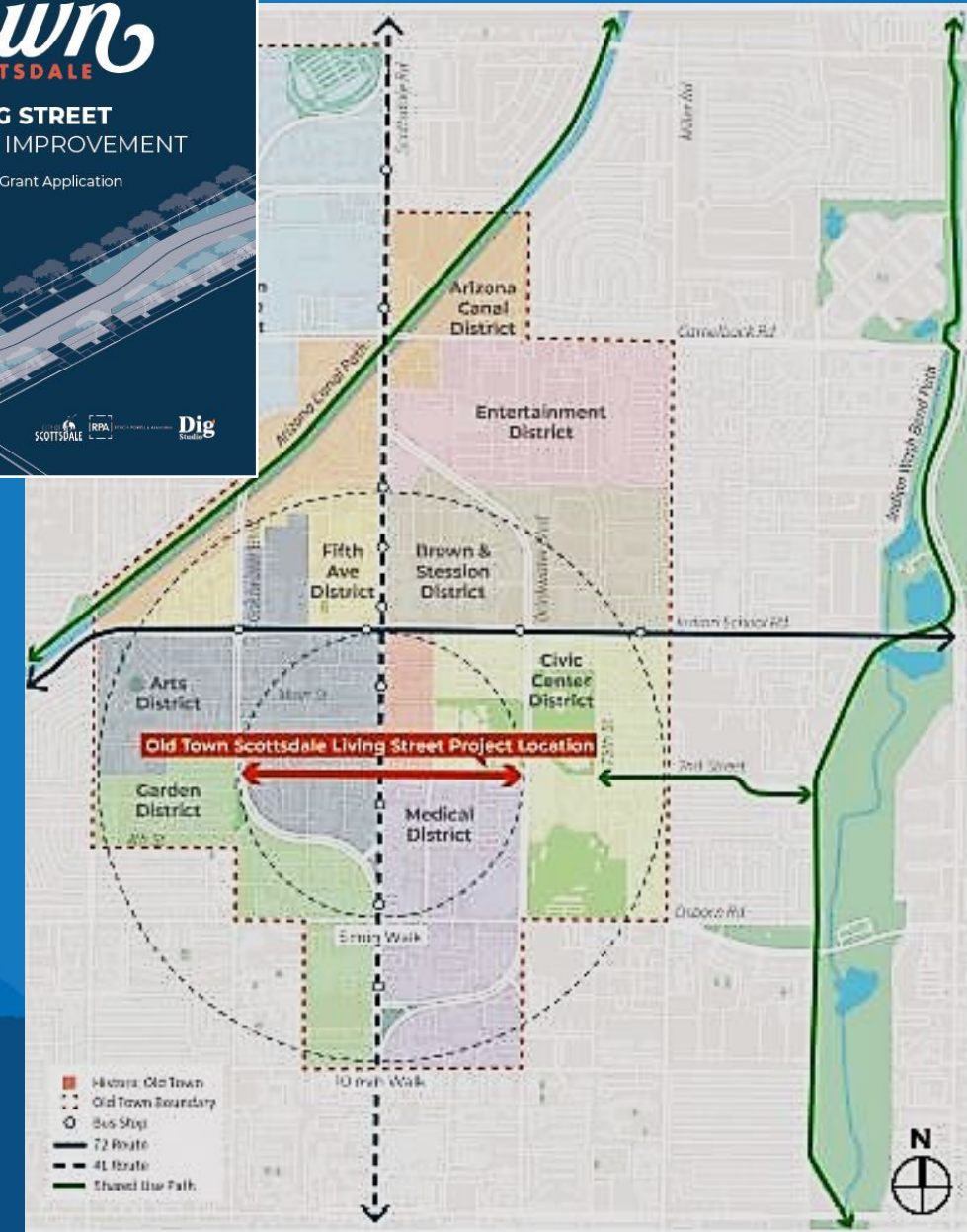
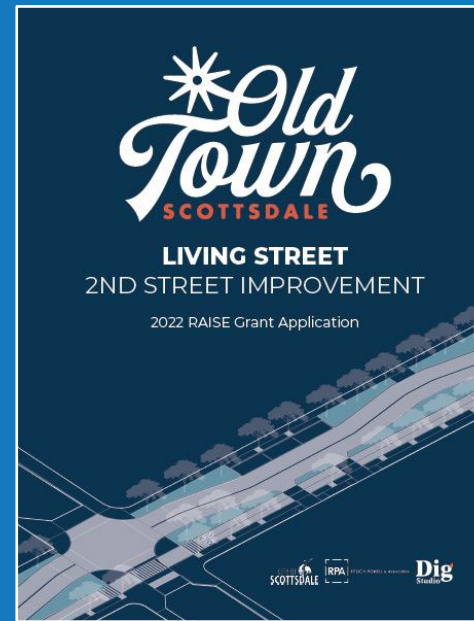


RAISE Grant Application

- Project is located on 2nd Street from 75th St. to Goldwater Blvd.
- Submitted to U.S. Department of Transportation's (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program.
- \$14.5 million request with \$4.8 million local match.

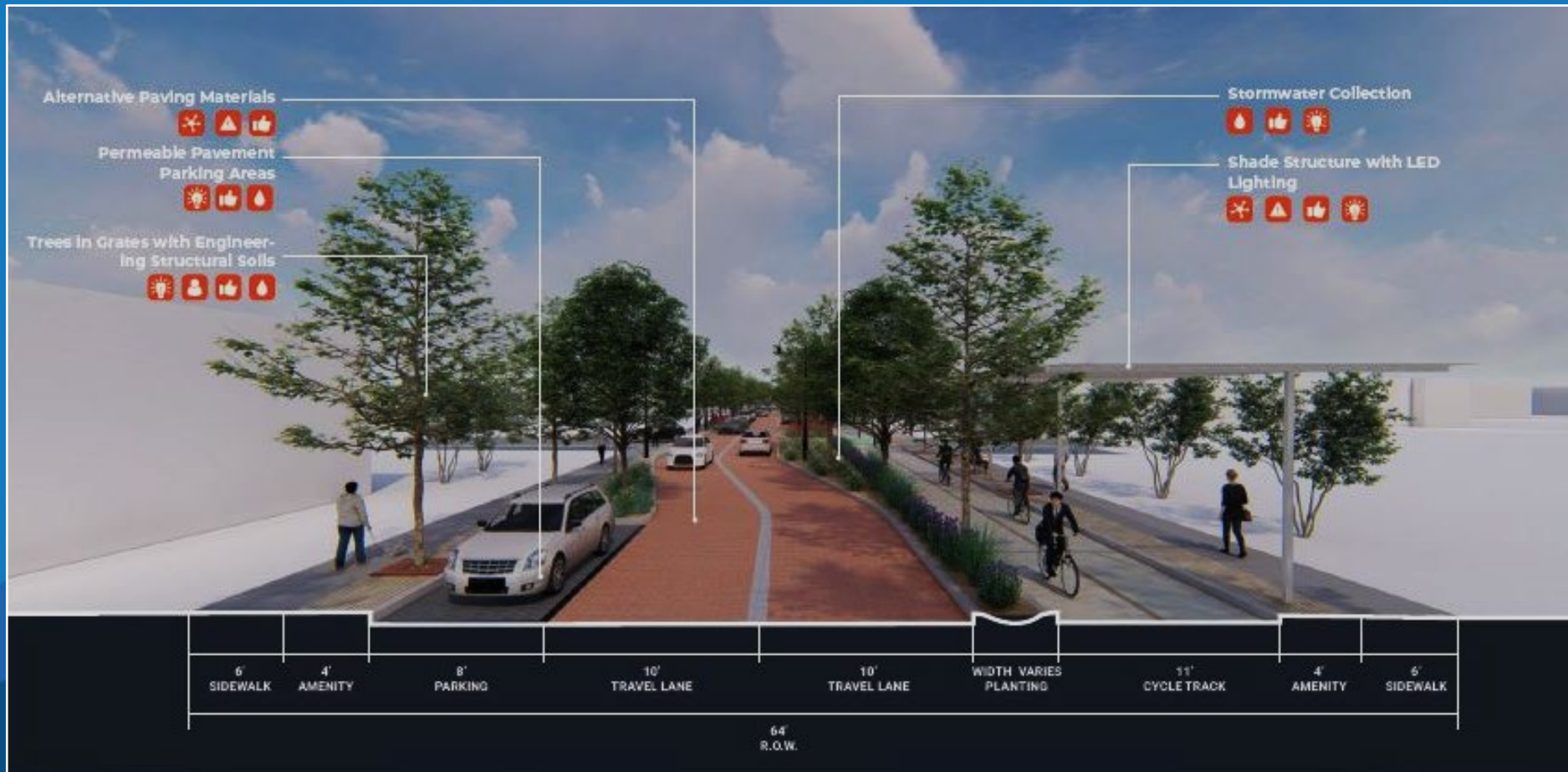
Existing

- Wide street, no shade, existing sidewalks back of curb, uninviting for those using the street to make connections to the commercial, civic, arts and health facilities via walking or biking that align the area.



Proposed

- Wider sidewalks, a protected two-way bicycle cycle track, traffic calming strategies, sustainable landscaping, manmade and natural shade, traffic signal improvements and pedestrian lighting.
- Template for other streets in Old Town to improve accessibility for everyone.



RAISE Grant Application

Blue Zones Partnership

Honor Health, Blue Zones and Scottsdale partnership

Blue Zones is a community-led well-being improvement initiative designed to make healthy choices easier through permanent changes to a city's environment, policy and social networks. Backed by research of the original blue zones—rare longevity hotspots where people thrive into their 100s

- Scottsdale is the first city in Arizona to conduct an assessment with Blue Zones and will receive an assessment report indicating readiness and feasibility for a Blue Zone Transformation.
- The kickoff of the partnership includes a health readiness assessment to determine if the Scottsdale community can become a “blue zone”
- Once the assessment has concluded and been presented, the next phase will include steps for the implementation proposal and process to make Scottsdale an official “blue zone.” The focus will be on sustainable, long-term environmental changes



BLUE ZONES

live longer, better

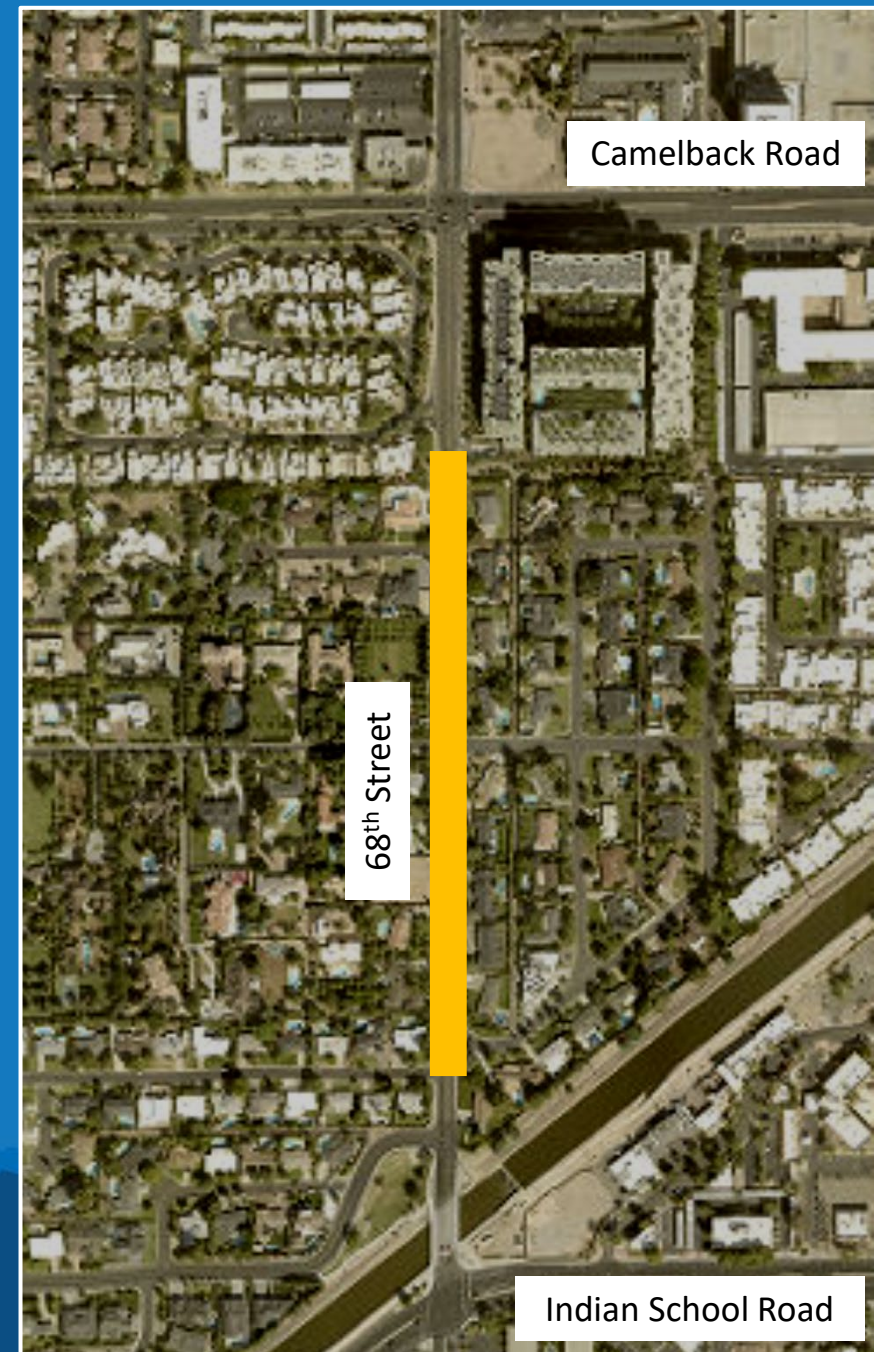
HONORHEALTH™



Petition – Fill Sidewalk Gap



- Petition submitted by community.
- Requesting missing sidewalk on both the east and west sides of 68th Street, roughly between Camelback and Indian School roads.



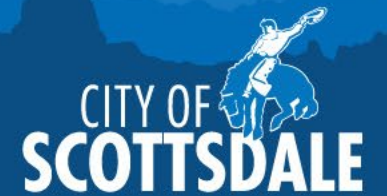
Petition – Improved Crossing to Canal Path



- Petition submitted by community.
- Requesting improved crossing for pedestrians and cyclists to access the canal path and bridge on Jackrabbit Road.



Thank you. Questions?



TENTATIVE FUTURE AGENDA ITEMS

Rev.04-14-2022

All Items Subject to Change

TRANSPORTATION COMMISSION

MEETING DATE: May 19, 2022

REPORTS/PRESENTATIONS DUE May 12

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes April 21, 2022
- **Information on the Public Outreach Process** **Information**
Information on items that we are participating in regionally, outreach efforts and availability of information on activities that impact residents – Cristina Lenko, Public Information Officer
- **Transit Update**..... **Presentation and Discussion**
Update on ridership trends, bus stop maintenance activities, regional coordination and clever devices data – Ratna Korepella, Transit Manager and Joshua Gutierrez, Senior Transit Planner
- **Other Transportation Projects and Programs Status**..... **Information**
Information on projects and programs status – Mark Melnychenko, Transportation & Streets Director
- **Commission Identification of Future Agenda Items**..... **Discussion**
Commissioners may identify items or topics of interest for future Commission meetings

FUTURE ITEMS:

INFORMATION ITEMS

- **Urban Air Mobility** **Information**
Information on Urban Air Mobility as Mode of Transportation
- **Electric Car Movement**..... **Information**
Information on the electric car movement – Hong Huo, Traffic Engineer Principal
- **Shea and 124th Street Underpass** **Information**
Update on underpass – Susan Conklu, Senior Transportation Planner
- **Utilities Causing Project Delays**..... **Information**
Update on the delay's utility projects and how they are holding up project schedules and budgets- Mark Melnychenko, Transportation & Streets Director
- **Federal Highway Administration's Safety Countermeasures**..... **Information**
Update on the FHWA's new safety countermeasures for pedestrians and bicycles – Dave Meinhart, Transportation Planning Manager
- **Review of Travel Demand Patterns**..... **Information**
Information on how travel demand patterns effects roadway improvements – Kiran Guntupalli, Principal Traffic Engineer

TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES

- **Loop 101 Mobility Project**..... **Presentation and Discussion**
Discuss USA's Transportation Research Department regarding connected vehicle technology -Kristin Darr, consultant and Mark Melnychenko, Transportation & Streets Director
- **Impact on Parking**..... **Presentation and Discussion**
Latest parking study, Walter Brodzinski, Right-Way Supervisor
- **Smart City**..... **Presentation and Discussion**
Discussion on the City's participation in Smart City applications as well as ITS strategic plan and ITS vehicle detection – Hong Huo, Traffic Engineer Principal

- **Alternate Modes of Transportation.....Presentation and Discussion**
Discuss alternative modes of transportation including electric bicycles, scooters, and pedestrian improvements – Susan Conklu, Senior Transportation Planner
- **Bus Stop Lighting.....Discussion**
Discuss future plans to light bus stop shelters – Ratna Korepella, Transit Manager
- **Expanding Maintenance Needs.....Presentation and Discussion**
Maintenance of current infrastructure – Mark Melnychenko, Transportation & Streets Director
- **Noise Walls.....Presentation, Discussion and Possible Action**
Discuss noise wall locations, including FHWA DBE levels – Mark Melnychenko, Transportation & Streets Director
- **Linking the Five-Year Paving Plan to Restriping Efforts.....Presentation and Discussion**
Discussion around linking the five-year paving plan and restriping along with the Transportation Action Plan (TAP) – Shayne Lopez, Paving Manager
- **2020 Traffic Volume and Collision Manual..... Presentation and Discussion**
Summarize the information in the recently published 2020 Traffic Volume and Collision Manual – Kiran Guntupalli, Traffic Engineer Principal and Parker Murphy, Traffic Engineer
- **No Engine Braking Ordinance Update.....Presentation and Discussion**
Discuss the recently approved no engine braking ordinance and its application -Phil Kercher, Traffic Engineering and Ops Manager and Walt Brodzinski, Right-of-Way Manager
- **Sensagrate Pilot Project.....Presentation and Discussion**
Discuss Sensagrate Pilot Project in Scottsdale and how the results can be utilized – Darryl Keeton, Sensagrate
- **Leading Pedestrian Interval Policy.....Presentation and Discussion**
Discuss Leading Pedestrian Interval Policy and how the city applies it – Hong Huo, Traffic Engineer Principal
- **Roundabout Education.....Presentation and Discussion**
Discuss benefits of Roundabouts and how success is evaluated – Phil Kercher, Traffic Engineer & Ops Manager
- **Speed Limit Study Update Project.....Presentation and Discussion**
Present Traffic Engineering’s recent effort to update speed limit studies in Scottsdale- Phil Kercher, Traffic Engineering and Ops Manager and Kiran Guntupalli, Traffic Engineer Principal

PATHS & TRAILS SUBCOMMITTEE

MEETING DATE: June 7, 2022

REPORTS/PRESENTATIONS DUE May 31

- **Approval of Meeting Minutes Action**
Approval of Regular meeting minutes of April 5, 2022
- **Path Counters Update..... Information**
Update after 1 year of collecting data on our path counters – Nathan Domme, Senior Transportation Planner
- **Trail Maintenance..... Information**
Information on trail maintenance – Susan Conklu, Senior Transportation Planner
- **Other Transportation Projects and Programs Status..... Information**
Status of projects and programs – Susan Conklu, Senior Transportation Planner
- **Subcommittee Identification of Future Agenda Items..... Discussion**
Subcommittee members may identify items or topics of interest for future Subcommittee meetings

FUTURE ITEMS:

INFORMATION ITEMS

- **Vision Zero..... Information**

TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES

- **Access to Indian Bend Wash** **Presentation and Discussion**
Better access and how the Parks Dept. can assist. – Susan Conklu, Senior Transportation Planner
- **Path and Trail Gap Analysis** **Presentation and Discussion**
Information on gaps in the citywide path and trails network – Greg Davies, Senior Transportation Planner
- **Equestrian Connectivity** **Presentation and Discussion**
Panel – Susan Conklu, Senior Transportation Planner
- **Pavement Restriping** **Presentation and Discussion**
Information on the coordination of re-paving and re-striping – Dave Meinhart, Transportation Planning Manager

Lofgren, Kyle

From: WebServices
Sent: Thursday, April 21, 2022 9:51 AM
To: Conklu, Susan; Lofgren, Kyle; Pamela Iacovo; kentlall@pdx.edu; miller.maryann1@gmail.com; karenkoyal@cox.net; ktwilcoxon@gmail.com; Melnychenko, Mark; dna@anderson-nelson.com
Subject: Transportation Commission Public Comment
Importance: Low

Name: Laura Norton Schwartz
Address: 6705 E. Montecito Ave
Email: lschwartz27@gmail.com
Phone: (602) 881-7539

Comment:

Please recommend to the City Council that they build a sidewalk along 68th Street between Camelback and Indian School Roads. Currently there is no sidewalk and people must walk in the bike lane immediately next to cars. It is an extremely dangerous or impossible to use corridor for pedestrians. The citizen petition requesting a sidewalk was signed by over 200 people who use this area. Please recommend that the City of Scottsdale assign the 68th Street sidewalk to be a funded project.

Lofgren, Kyle

From: WebServices
Sent: Thursday, April 21, 2022 9:53 AM
To: Conklu, Susan; Lofgren, Kyle; Pamela Iacovo; kentlall@pdx.edu; miller.maryann1@gmail.com; karenkowal@cox.net; ktwilcoxon@gmail.com; Melnychenko, Mark; dna@anderson-nelson.com
Subject: Transportation Commission Public Comment
Importance: Low

Name: Laura Norton Schwartz
Address: 6705 E. Montecito Ave
Email: lschwartz27@gmail.com
Phone: (602) 881-7539

Comment:

NYTimes opinion article from today April 21, 2022 shows data on the increase in traffic fatalities for pedestrians and bicyclists. We are submitting this in support of our citizen petition for a sidewalk along 68th Street between Camelback and Indian School Rds. Riding a Bike in America Should Not Be This Dangerous
<https://www.nytimes.com/2022/04/21/opinion/bike-road-safety-infrastructure.html>