



AMENDED

SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

**Thursday, June 15, 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 5:18 p.m.

ROLL CALL

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

STAFF: Nathan Domme, Senior Transportation Planner
Kiran Guntupalli, Principal Traffic Engineer
Mark Melnychenko, Transportation & Streets Director
Greg Davies, Senior Transportation Planner
Susan Conklu, Senior Transportation Planner

PUBLIC COMMENT

A spoken comment was received from Lee Kauftheil, who expressed concern about safety training for microtransit drivers. He also shared concerns regarding the City's proposed replacement of trolleys from natural gas to battery-powered vehicles. He would prefer an option

of electric vehicles with overhead lines. He suggested that murals be installed by local artists, rather than having the City fund painting over graffiti.
A written comment was included in the Commission packet.

1. APPROVAL OF MINUTES

Chair called for approval of the minutes. Vice Chair Anderson provided a grammatical correction.

COMMISSIONER KOWAL MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON MAY 18, 2023 AS AMENDED. 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.

2. TRANSPORTATION COMMISSION SUMMER SCHEDULE

VICE CHAIR ANDERSON MOVED TO CANCEL THE JULY 21, 2023 MEETING. COMMISSIONER WILCOXON 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. ELECTION OF CHAIR AND VICE CHAIR

COMMISSIONER WILCOXON MOVED TO ELECT VICE CHAIR ANDERSON AS CHAIR AND COMMISSIONER LALL AS VICE CHAIR EFFECTIVE SEPTEMBER 21, 2023. 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. BICYCLE AND PEDESTRIAN COUNT DATA

Nathan Domme, Transportation Planning Manager, reviewed that the counters were installed in April 2021.

He listed the permanent counter locations in the City and reviewed the counts:

- Greenbelt
 1. Vista del Camino Park
 2. Indian School Park
 3. Chaparral Park
 4. McCormick Parkway
- Non-greenbelt
 5. Cross Cut Canal Bridge
 6. Arizona Canal/84th Street alignment
 7. Pima Path south of Indian Bend Road
 8. Upper Camelback Wash/Cholla Street

9. Sweetwater Avenue east of Loop 101

There is a decrease of 96,000 users year over year with a total of 1.3 million total counts from May 2022 to May 2023. Bike usage decreased from 59 to 58 percent at a total count of 770,682 and a slight uptick in pedestrian usage from 41 to 42 percent at a total count of 556,276. The increase in pedestrian travel occurred in non-greenbelt sites. The decrease in bike counts occurred along the greenbelt. However, the Chaparral bike count for 2022 is higher than 2021, indicating more flood events on the west side of Indian Bend Wash. Indian Bend Wash has multiuse paths on both the east and west side, especially along Hayden, with west side flooding occurring more frequently. There was an increase in bike ridership in Chapparal Park. In part, the drop-off in bike usage is attributed to wetter than normal flood events last year. Other factors include the possible effects of the pandemic, with trends likely becoming clearer at the third year of counts. There may be further evaluation to determine whether an increase in electric vehicle usage on the paths is resulting in less use by bikes and pedestrians.

An overview was provided on average daily activity by month, weekday daily total averages and weekend daily total averages. Counter data is used in grant applications and in the Bicycle Friendly Community application. Previously, data counts relied solely upon census data, which only reflects commuter patterns for bikes, and which showed lower bike commuter volumes for Scottsdale compared to other cities. Path counters reflect a stronger use from recreational riders and the City's data validates resident usage of the path system and path improvements. The McCormick Parkway counter is a manual collector, with staff collecting data on a laptop monthly. It has been noted that path users are crossing just west of the signal at Hayden and McCormick Parkway. A brief video was played to illustrate the behaviors. Staff will add a new crossing at that location and relocate the counter. Upon completion of the changes, there will be monitoring of changes in volume at the counter.

Continuing steps include:

- Continue to collect and study counts for 2023
- Data to be used in 2023/2027 Bicycle Friendly Community application and to help prioritize future path renovations
- Look for opportunities to place additional permanent Eco-counters along path system
- Move McCormick counter and evaluate the change in the data

Commissioner asked whether community members have personally requested the newly planned crossing at McCormick Parkway. Kiran Guntupalli, Principal Traffic Engineer, stated that the Department has received periodic requests, which is why staff evaluated the situation and determined a location for the crossing. It will be a median refuge and not a marked crosswalk. It falls upon the pedestrians and bicyclists to yield to vehicles before crossing.

Vice Chair questioned the need for the median refuge, as most are crossing at the intersection. Mr. Guntupalli stated that based on observations, people were crossing at various locations. Some pedestrians coming off the pathway were stopping in the median. The plan is to have a concentrated crossing to determine whether volumes are high enough to warrant a marked crosswalk.

Commissioner referenced the difference between a commuter and recreational user and asked whether staff has looked at the trip reduction survey from MAG to determine whether volumes of alternative transportation trips are inline. Mr. Guntupalli said this is a great recommendation and staff will take a look at this.

Commissioner asked whether there are plans for counters along roadways, arterials or collector streets. Mr. Domme described the installation mechanisms for the counters. The pyro sensor is very sensitive to car movements, which restricts the ability to put permanent counters on streets. There is also difficulty cutting into asphalt to install counters. The City has two mobile counters that it deploys where needed.

Mr. Domme confirmed Commissioner's understanding that there is not a way for the counters to differentiate between a pedal bike and an electric bike.

In response to a Commissioner question, Mr. Domme stated that he was unable to provide the total number of bicycles in Scottsdale and was not aware of a method for collecting such data.

Commissioner asked about the impacts of e-bikes. Mr. Domme stated that the Department has received several public comments regarding the speed and volume of e-bikes on the path system. The City is looking into some form of regulation, including restriction of Class 3 electric bikes. There is also contemplation for determining whether increased use of e-bikes is affecting the volume of pedestrian and regular bike travel.

Commissioner asked about specific complaints related to scooters. Mr. Domme stated that complaints are typically regarding electric vehicles in general. The biggest complaint reported for scooters is related to parking.

Commissioner suggested a closer look at population growth and counts in particular locations to determine whether this affects usage at particular paths throughout the City.

Commissioner inquired about the possibility of assigning one side of the sidewalk to bicyclists and the left to pedestrians. Mr. Domme stated that the City is actively working to expand multiuse paths to 10 to 12 feet. They have not yet determined to split the paths.

Chair inquired as to how reduced use levels affect the Bicycle Friendly Community application. Mr. Domme stated that the activity level comparisons were provided for the Commission's benefit. The Bicycle Friendly Community application simply requires total count and not a year-to-year comparison.

5. FEDERAL HIGHWAY ADMINISTRATION'S SAFETY COUNTERMEASURES

Greg Davies, Senior Transportation Planner, noted that these are termed *proven* countermeasures, which have been used and found effective in communities nationwide. The focus for this presentation is countermeasures used by Scottsdale in relationship to pedestrians and bicyclists.

Three priorities are included in the Federal Highway Administration's proven safety countermeasures:

- Complete streets safety priority
- Safe System Approach
- Speed Management

A brief overview of the initiative was provided.

A total of 28 proven safety countermeasures are divided into five categories:

- Speed management
- Roadway departure
- Crosscutting
- Intersections
- Pedestrian and bicyclists

This presentation will focus on pedestrians and bicyclists. The latest update provided eight new proven safety countermeasures in this category, including:

- Road diets
- Bicycle lanes
- Walkways
- Crosswalk visibility enhancements
- Leading pedestrian interval
- Median and pedestrian refuge islands
- Pedestrian hybrid beacons
- Rectangular rapid flashing beacons

The City of Scottsdale already uses all eight recommended countermeasures. An overview of each countermeasure was provided, along with examples of existing and planned City locations.

Next steps include:

- Pedestrian/Bicyclist focus area: Continue implementation of the eight proven safety countermeasures
- Crosscutting focus area
 - Continue roadway safety audits
 - Develop a Safety Action Plan
- Incorporate pedestrian/bicyclist safety into Safety Action Plan

Commissioner inquired as to data measuring accident volume improvements. Mr. Davies stated that the City regularly completes a bicycle pedestrian collision report. A comparison could be made to identify trends, however, this has not been pursued yet. Mr. Guntupalli added that the City has been proactively installing crossing treatments. There are a couple of locations where reactive installations have been done. These include a pedestrian hybrid beacon at Scottsdale and Palm Lane and a pedestrian hybrid beacon at Camelback and Saddleback. In these locations, pedestrian crashes were a determining factor for installing the countermeasure. The City secured MAG roadway safety program funding. As part of the grant application, the City is required to provide annual crash updates.

Commissioner commented that it would be interesting to receive an update on the rectangular rapid flashing beacon installation at the Osborn and Miller Road roundabout once there is an opportunity to collect data. Mr. Guntupalli stated that use of rectangular rapid flashing beacons at roundabouts have occurred since the first location at Hayden and Northsight.

Commissioner inquired about the possibility for new developments to be required to install wider sidewalks or sidewalks separate from the curb. Mr. Davies stated that this is already required of new developments; developers must install a minimum of an eight-foot detached sidewalk. Commissioner asked about the possibility of the City changing its design standards to require that all pedestrian crosswalks become ladder configurations. Mr. Guntupalli stated that ladder crosswalks are used in areas with heavy pedestrian usage. Installation at every location would create a maintenance challenge for the striping crew. In addition, if the configuration is utilized in all locations, it becomes commonplace and there is less recognition and respect from drivers.

Commissioner asked about a publication date for the safety action plan. Susan Conklu, Senior Transportation Planner, stated that the progress takes an average of 18 to 24 months for completion once it commences. Mr. Guntupalli added that there is a high level of community engagement and input, which contributes to the length of the process.

Chair commented that the pedestrian hybrid beacon was an effective solution at a previously ineffective crossing location at Indian Bend Road by McCormick-Stillman Railroad Park.

6. SHEA AND 124TH STREET UNDERPASS

Ms. Conklu provide project background, which was intended to fill the gap between Mountain View Trail Segment No. 1 and 3, constructed in approximately 2011. This was to use an existing box culvert previously constructed to accommodate nonmotorized users in the future. It would design and construct a concrete shared use path on approaches and include unpaved trail the rest of the way. The goal was to connect both neighborhoods with different destinations. The neighborhood to the south does not have sidewalks, but has the Stonegate Equestrian Park, while the neighborhood to the north includes three schools and Preserve trail. The goal was also to connect existing and planned paths. An overview of the historical project timeline was provided. Towards the end of construction, it was determined that the gabion wall to the north was unstable. In 2020, the City was working on settlement and mitigation, however, the pandemic caused delays in the process. In 2022, an engineering consultant determined that the base of the wall was structurally sound and this provided a path forward for design and repair. Construction commenced in 2023. Funding sources were discussed, with a total cost of \$2.3 million. Photographs were reviewed. The project has now evolved into the Shea Boulevard and 124th Street Remediation Project, as requested by City Council. The design phase for the repair is complete. The City provided the notice to proceed to the contractor on May 31, 2023. Completion is planned for mid-August.

Commissioner inquired about the decision to use a gabion design, which is not typical in the City. Ms. Conklu stated her understanding that it was for aesthetic reasons. A regular retaining wall sits behind the gabion wall. Another gabion wall location is the McDowell underpass along Cross Cut Canal Path. Commissioner recommended that the City use concrete walls as its standard, with safety being more important than aesthetics. Ms. Conklu commented that textured concrete can also be utilized.

In response to a Chair question, Mr. Melnychenko stated only regional funds and local match funding was available for the second JOC bid. Federal funds were used to construct the path and the underpass. The regional funds were used to build the retaining wall.

7. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

Chair commented that there are robust calendars set for August and September. The following agenda items were identified:

- ADOT update on 101 freeway improvements
- Update on CIP plan

8. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Lall and seconded by Vice Chair Anderson, the meeting adjourned at 7:10 p.m.

AYES: Chair Iacovo, Vice Chair Anderson, Commissioners Cardelle, Kowal, Miller Cardella and Wilcoxon

NAYS: None

SUBMITTED BY:

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