



**APPROVED AS AMENDED**

**SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE  
TRANSPORTATION COMMISSION  
REGULAR MEETING**

**Thursday, May 16, 2024  
Kiva-City Hall  
3939 N. Drinkwater Boulevard  
Scottsdale, AZ 85251**

**CALL TO ORDER**

Chair Lall called the regular meeting of the Scottsdale Transportation Commission to order at 5:16 p.m.

**ROLL CALL**

**PRESENT:** Kent B. Lall, Chair  
Mary Ann Miller, Vice Chair  
Robert Marmon, Commissioner  
Lee Kaufheil, Commissioner  
Mailen Pankiewicz, Commissioner  
Kerry Wilcoxon, Commissioner  
Emmie Cardella, Commissioner

**STAFF:** Mark Melnychenko, Transportation & Streets Director  
Nathan Domme, Transportation Planning Manager  
Susan Conklu, Senior Transportation Planner  
Cristina Lenko, Public Information Officer  
Ratna Korepella, Transit Manager  
Daniel Alire, Transit Operations Coordinator  
Kyle Lofgren, Office Manager

**GUESTS:** Joe Heller, ADOT Resident Engineer  
Gael Luna, ADOT Community Relations Project Manager  
Armando Correa, Dunn Transit

**PUBLIC COMMENT**

There were no spoken comments. Kyle Lofgren, Office Manager, noted that one written comment was included with the agenda packet.

## **1. APPROVAL OF MEETING MINUTES**

Commissioner Kauffheil noted that, under item 4, he asked a question pertaining to lanes being taken away during the 100th Street studies and Ms. Conklu confirmed that there were currently no plans to remove lanes from any of the areas being studied.

COMMISSIONER MILLER MOVED TO APPROVED THE APRIL 18, 2024, TRANSPORTATION COMMISSION REGULAR MEETING MINUTES AS AMENDED. COMMISSIONER WILCOXON SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ZERO (0) BY ROLL CALL VOTE. CHAIR LALL, VICE-CHAIR MILLER, AND COMMISSIONERS MARMON, PANKIEWICZ, WILCOXON, CARDELLA, AND KAUFFTHEIL VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

## **2. ADOT Update**

Christina Lenko, Public Information Officer, introduced the ADOT team involved with the Loop 101 widening and intersection improvement project.

Gael Luna, ADOT Community Relations Project Manager, presented an update on the Loop 101 Pima Road/Princess Drive to Shea Boulevard improvements project. The project began in January 2024 with expected completion in late 2025. The main goals of the project are to improve traffic flow on Loop 101 and cross-streets and increase capacity to accommodate existing and future traffic levels through 2040. He provided an overview of the improvements to be made to achieve these goals:

- Add one general-purpose lane in each direction
- Add third southbound left-turn lane at Pima/Princess interchange
- Convert Frank Lloyd Wright Blvd interchange to a diamond configuration
- Add right-turn lanes at Raintree Dr. and Shea Blvd.
- Update impacted sidewalks to be ADA compliant
- Upgrade freeway and ramp lighting
- A separate resurfacing project upon improvement completion

To minimize impact to the traveling public, closures to Loop 101 are limited to off-peak hours. Ramps are being closed strategically, and ADOT provides advance notice of closures and restrictions. City Staff meet regularly with ADOT and attend weekly construction meetings. The City of Scottsdale collaborates with ADOT to ensure construction closures and restrictions are on schedule and cohesive with nearby events/simultaneous projects, plan and design improvements within the project area, manage affected public art, and provide additional community outreach.

Mr. Luna provided a progress update including photographs. The asphalt surface has been removed. The contractor began bridgework at Bell Road and Princess Drive/Pima Road, reconstruction of on-ramps at Shea Boulevard and Cactus Road, excavation for new storm drains and installing new drainpipes, electrical work, and plant salvage. 189 trees and cacti have been salvaged and will be replanted in the project area. A specialized contractor has

been hired to correct the bridge deck at Frank Lloyd Wright Boulevard. Upcoming work was outlined including paving, bridge deck removals, bridge foundations, and ramp reconstruction. An approximate ramp closure schedule is provided in Mr. Luna's presentation.

Based on feedback from drivers, ADOT has worked with the contractor to adjust merge lane length, add signage, and extend ramp metering times. ADOT has requested additional measures to enforce the work-zone speed of 55 mph.

Commissioners were given an opportunity to ask questions. Mr. Luna shared that there is not a confirmed schedule for the upcoming pavement project, but it will follow the completion of the current project. The existing concrete pavement, which was uncovered during the rubberized asphalt removal, and the concrete poured for the new lanes will remain at the end of the current project. Details regarding the upcoming pavement project, including methods, timeline, and parties involved in the decision process, will require follow up. Joe Heller, ADOT Resident Engineer, added that the two pavement methods being considered are diamond grinding and asphalt rubber; public opinion and maintenance cost will affect the decision process. Commissioner Kauftheil noted the community dissatisfaction with the project length and Mr. Luna stated that, unfortunately, significant alterations to the project schedule cannot be made to shorten the two-year timeline. A larger disruption with a shorter timeline was noted for future projects. Mr. Heller confirmed that there are no financial incentives with the contractor to complete stages of the project ahead of schedule. In response to a question regarding automated speed cameras, Mr. Luna clarified that speed enforcement requests will need to be made through the Arizona Department of Public Safety.

To see an approximation of what the project will look like upon completion, [azdot.gov/loop101princesstoshea](http://azdot.gov/loop101princesstoshea) contains the virtual public meeting presentation and recording as well as the Design Concept Report.

Mr. Luna confirmed that the project did require traffic counts prior to beginning. Mr. Heller shared that, historically, pedestrian counts are not included for these types of projects and will need to confirm if those data were collected. Off-ramp right-turn signaling will vary by each interchange but will remain relatively similar to what exists currently. The ADA improvements will include new ramps, median improvements, and new pedestrian pushbuttons. The biggest change will be at Frank Lloyd Wright Boulevard, which is transitioning to a diamond interchange. Mr. Luna does not currently have data regarding the impact on pedestrians and cyclists but offered to follow up with that information.

Mr. Luna shared that the salvaged trees and cacti are being properly cared for. Mr. Heller added that those have been temporarily relocated to a nearby nursery setting. Mr. Luna clarified that it is not all native plants that are required to be salvaged, but only those that were intentionally planted. He will follow up regarding the survival rate for the salvaged trees.

Commissioner Wilcoxon expressed concern with the necessity of the bridge jacking. Mr. Heller clarified that the bridge itself has not subsided; it was the roadway portion adjacent to the bridge. This is not entirely uncommon, and they have not determined an exact cause.

Mr. Heller will follow up regarding the plan for use of wrong-way detection in the project area.

Chair Lall requested that follow up to the pending questions be sent to Mark Melnychenko, Transportation and Streets Director.

### **3. Trolley Update**

Daniel Alire, Transit Operations Coordinator, gave an overview of the 2024 Spring Training Trolley Service. Trolley service began February 24, 2024, on the first day of spring training, and ended March 23, 2024, on the last day of Spring Training. Two trolleys were in operation at 20-minute frequencies, running 90-minutes prior to games through 30-minutes after both north and south to and from the stadium and parking destinations. The objectives for this service were to provide transportation and the opportunity for riders to gain interest in special event transportation services. The Spring Training Trolley Service was originally an extension of the currently non-operational Old Town/Downtown trolley route and was reinstated in 2023, following closure of all trolley services due to COVID-19. The 2024 route was adjusted based on ridership data from 2023, with added focus on parking garages. Route challenges included avoiding Scottsdale Road to prevent street congestion, other special events taking place, rideshare services, and fans choosing to walk.

Blue signs were placed along the route to identify the 12 designated trolley stops. Advertising for the service was present on the ScottsdaleAZ.gov stadium site along with the SharePoint news site for city staff. Mr. Alire gave special thanks to Cristina Lenko, Public Information Officer, for working with the Tourism Department and providing various, high-visibility promotions. There was a slight increase in ridership over 2023. Ridership was higher to the stadium versus departing the stadium, likely due to good weather.

Mr. Alire outlined lessons learned for future service including clearer trolley stop markers identifying the stadium as the destination, potentially extending service to the North-East quadrant of Old Town, increased advertising, and providing more swag for riders to keep them engaged. Mr. Alire introduced Armando Correa, Dunn Transit General Manager, to discuss the special event service and their experience in the 2024 Spring Training season. Mr. Correa said that this season was an overall success with some operational challenges, mainly congestion. He reviewed comments made by riders and operators.

Commissioners were given an opportunity to ask questions. Commissioner Kauftheil suggested that, with the prospect of new parking structures in the area, the trolley service might consider a transition to year-round operation. This may also raise awareness of the service and decrease congestion. Mr. Alire said they will continue to constantly monitor data for opportunities to increase and update trolley service. Mark Melnychenko, Transportation and Streets Director, explained that, with the existing trolley routes that are along the periphery of the area along with the regional routes, there is a challenge to create a new dissecting route during high-traffic times. Data is continuously monitored for opportunities to update and add routes.

Mr. Alire confirmed that the 1,082 passenger count provided included all 15 games. Suggestions made by Commissioners included:

- Simplify the trolley service goals to help generate ridership
- Special Events Trolley Services take advantage of, and connect with, existing neighborhood routes
- Expand marketing to include local businesses and hotels
- Provide trolley service information with game ticket purchases
- Explore additional exposure on the Giants' website
- Integrate trolley stops with transit apps and mobile mapping databases

Ms. Lenko clarified that trolley service information is available on multiple websites. She also said that there is no app for the trolley service but there is a QR code on all advertising which provides route information.

#### **4. RAISE Grant**

Susan Conklu, Senior Transportation Planner, provided background and presented an update on the RAISE Grant. The Bipartisan Infrastructure Law (BIL) established the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program. This reimbursement program includes capital grants and planning grants. She included a list of eligible projects, a breakdown of the evaluation process, and detailed the RAISE Merit criteria. Applicants can compete well by providing plenty of data and clear, simple proposals.

The City of Scottsdale has submitted three applications: Old Town Scottsdale Living Street Project (2022 and 2023) and Goldwater Pedestrian Underpass (2024). The Old Town Scottsdale Living Street Project submissions were unsuccessful; however, feedback has been received to improve criteria score. The transportation staff chooses to submit existing or planned projects that are already a high priority locally and determine how they will demonstrate both eligibility and criteria.

Ms. Conklu gave details regarding the Goldwater Pedestrian Underpass. Construction of Goldwater Boulevard in the late 1980s destroyed most of the existing sidewalk on the west side of the road including the current 435-foot sidewalk gap between Chaparral Road and Rancho Vista. Pedestrians and cyclists have been observed crossing Scottsdale Road along this stretch mid-block. Ms. Conklu outlined the proposed solution, currently in predesign, including an underpass, additional sidewalk, landscaping, and signage, as well as additional nearby projects for intersection improvements and HAWK crossing. She provided renderings of the underpass design concept and highlighted nearby connections and destinations. This project is included in the Old Town Scottsdale Bicycle Master Plan, the Transportation Action Plan 2022, and is in-line with the General Plan 2035, as well as the Old Town Character Area Plan. She shared that the various funding sources are being determined, pending possible award of the RAISE grant (to be announced June 27, 2024). Letters of support have been received from several parties. Ms. Conklu reviewed the action plans for whether this project is selected for RAISE funding or denied.

Commissioners were given an opportunity to ask questions. Ms. Conklu explained that a similar project at Scottsdale Road and Drinkwater Boulevard at Earl was included in a feasibility study; however, it was determined to move forward with this northern project individually. Addressing safety concerns, Ms. Conklu clarified that this is an active project and will proceed despite RAISE determination. Ms. Conklu explained that the cost difference between the CIP project and this current project is due to additional project scope and increased construction and land rights costs. Nathan Domme, Transportation Planning Manager, added that the CIP estimate was presented a few years ago and will require an update as inflation has affected the cost. Ms. Conklu clarified that MAG funding is just one of several options if RAISE funding is not granted. Additional RAISE applications will be submitted, as necessary, in 2025 and 2026, depending upon the result of the current application.

## **5. Projects and Programs Update**

Mark Melnychenko, Transportation and Streets Director, reviewed the key focal points of the Transportation Action Plan (TAP). He gave an update on the area south of Frank Lloyd Wright. Several projects in this portion of the city are adding capacity in various ways through additional lanes or more turning capacity with the goal of minimizing disruption by staggering projects. He gave an overview of the recent, current, and upcoming capacity improvements and paving projects. All project schedules are balanced around a building moratorium between November and April. Work continues in Old Town with the Craftsman Court sidewalk and alley improvements as well as the final phase of the Historic Old Town streetlight project.

Staff attended a public engagement workshop as part of the Department of Transportation's "Investing in America." This workshop focused on effectively engaging the community and transportation decisions, promoting equity and civil rights projects, and building strong partnerships with community leaders. Staff also attended an open house to learn about and provide input on safety concerns and potential strategies as part of ADOT's development of the Strategic Highway Safety Plan and the Active Transportation Safety Action Plan.

The annual maintenance cycles are continuing. Focus is currently on the road shoulder maintenance cycle to improve driver visibility and clear bicycle lanes, as well as create a natural firebreak.

Director Melnychenko took this opportunity to remind everyone that the safety of the traveling public and crews are of the utmost importance and to urge motorists to drive with caution in construction zones.

Char Lall shared that there will be an agenda item to discuss future items at the next meeting on June 20, 2024.

## **6. Adjournment**

With no further business to discuss, being duly moved by Commissioner Wilcoxon and seconded by Commissioner Miller, the meeting adjourned at 7:02 p.m.

AYES: Chair Lall, Vice-Chair Miller, and Commissioners Marmon, Kauftheil, Pankiewicz, Wilcoxon, and Cardella

NAYS: None

SUBMITTED BY:  
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