



APPROVED AS AMENDED

SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

**Thursday, August 15, 2024
Kiva-City Hall
3939 N. Drinkwater Boulevard
Scottsdale, AZ 85251**

CALL TO ORDER

Vice-Chair Miller called the meeting of the Scottsdale Transportation Commission to order at 5:29 p.m.

ROLL CALL

PRESENT: Mary Ann Miller, Vice-Chair
Robert Marmon, Commissioner
Lee Kauftheil, Commissioner
Mailen Pankiewicz, Commissioner
Kerry Wilcoxon, Commissioner
Emmie Cardella, Commissioner

ABSENT: Kent B. Lall, Chair

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
Greg Davies, Senior Transportation Planner
John Hoang, Principal Traffic Engineer
Devon Rouhani, Planning Specialist
Sam Taylor, Senior Traffic Engineer
Kyle Lofgren, Office Manager

GUESTS: Patrick Stone, MAG

PUBLIC COMMENT

There were no members of the public who wished to speak.

Kyle Lofgren, Office Manager, noted that one written comment was submitted with the agenda packet.

1. Approval of Meeting Minutes

Vice-Chair Miller inquired if anyone remembered who moved to adjourn the June 20, 2024, meeting, and Commissioner Wilcoxon confirmed that he moved to adjourn.

COMMISSIONER MARMON MOVED TO APPROVE THE JUNE 20, 2024, TRANSPORTATION COMMISSION REGULAR MEETING MINUTES AS AMENDED. COMMISSIONER KAUFTHEIL SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0) BY ROLL CALL VOTE. VICE-CHAIR MILLER AND COMMISSIONERS MARMON, KAUFTHEIL, PANKIEWICZ, WILCOXON, AND CARDELLA VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

2. Transportation Commission Bylaws Update

Mr. Lofgren provided an update on the Bylaws regarding the number of meetings each year, which was previously discussed and reviewed by the Commission. Upon consulting with legal, a slight change is to have the Commission vote every January on which nine months out of the calendar year they want to meet. The Commission would have to approve this amendment to the Bylaws.

In response to Commissioner Kauftheil's question, Mr. Lofgren explained the meeting scheduled for October 2024 will be canceled and combined with the TMC. Notices will be posted canceling the Commission's meeting and for a quorum for attendance at the TMC meeting.

COMMISSIONER WILCOXON MOVED TO APPROVED THE BYLAW UPDATE AS AMENDED. COMMISSIONER KAUFTHEIL SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0) BY ROLL CALL VOTE. VICE-CHAIR MILLER AND COMMISSIONERS MARMON, KAUFTHEIL, PANKIEWICZ, WILCOXON, AND CARDELLA VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

3. Information on Proposition 479

Patrick Stone, Deputy Transportation Director of Programming and Planning at Maricopa Association Government (MAG), provided a brief look at the transportation investments over the past almost 40 years, showing the region's dedication and commitment to funding transportation. A brief overview was given of the evolution of the freeways and arterial streets since Proposition 300, which included the half-cent tax and Proposition 400 that created high-capacity transit networks. Proposition 479 and investments in transportation within the region include a multitude of things. It is a time-saving, robust, and reliable transportation system compared to peers, equates to savings in both time and money for residents, and increases property value.

The RSTIIP (Regional Strategic Transportation Infrastructure Investment Plan) was approved in June 2021. This plan was unanimously approved by MAG policy makers in June 2021, with subsequent changes made last fall so the plan would align with Senate Bill 1102. This enabled legislation and a call for a vote this November. The half-cent sales tax on purchases goes into

the regional transportation fund and is used to fund investments in the valley. Although RSTIIP is the financial backbone for the plan, it is not the only source of funding. There is a robust investment portfolio for funding transportation in the region that includes:

- The half-cent sales tax (53%)
- FHWA – Federal Highway Administration (32%)
- Highway User Revenue Funds (7%)
- FTA – Federal Transit Administration (8%)

Mr. Stone provided an overview of how the funds are received from five revenue sources that go into the RSTIIP, also known as the planning document, used to manage the “life cycle” programs.

- Freeway Program (FLCP); Implemented by ADOT
 - Construction of SR 30
 - Completion of SR 24
 - Reconstruction of I-17
 - Completion of Loop 101 at Pima Road (Phase 1)
 - Completion of Loop 101 Price and Loop 202 Red Mountain to US 60 aka Bottleneck Improvements (Phase 2)
 - Loop 202 Red Mountain; Priest Dr. to SR 101L, System Improvements (Phase 3)
 - Completion of Loop 303 between Lake Pleasant Parkway and I-17
 - Improvements to interchanges across the region, including I-10 at Jackrabbit and I-10 at Baseline Road.
- Transit Program (TLCP); Implemented by Valley Metro & Member Agencies
 - High-capacity transit investments identified in the plan
 - System improvements to the light rail
 - Streetcar extension in Tempe, Rio Salado, and East/Dobson
 - New Bus Rapid Transit (BRT) Lines
 - Funding for the Capital rehabilitation of the existing light rail system
- Arterial Program (ALCP); implemented by Member Agencies
 - These are regional investments
 - Over 90 projects presently identified in Prop 479
 - Widening of Dynamite Blvd between 56th Street and Pima Road; Phase 1 project with \$36 million in regional funding
 - Add a new roadway section between Princess Drive and Legacy Blvd on Miller Road going underneath 101; Phase 2 project with \$12 million in regional funding
 - Reconstruction of the roadway on Scottsdale Road between Highland Avenue and Frank Lloyd Wright Blvd; Phase 3 project with \$35 million in regional funding
- Competitive Programs (new); implemented by Member Agencies

Bus transit under Prop 400 used a plan-based system known as “Supergrid” that identified regional routes, and the required funding was provided for regional ADA services. There was a lot of investment in the City for transit, including use of the half-cent sales tax. In Prop 479, the transit system moves from a plan-based to performance-based system where the metrics allow the needs to be identified and met. The funding commitment to bus operations doubles, but

there is a plan to partner with local jurisdictions to provide more reliable transit service by improving and expanding commuter bus service. Funding has been set aside for new park and rides, transit centers, and compliance with ADA service.

In Prop 400, every dollar was spoken for and invested in a project. In Prop 479, policy makers decided the importance of setting aside funding for an uncertain future, and in doing so, they developed programmatic investments. There are eight categories of funding set aside that allow member agencies to identify their needs and submit them to be evaluated and potentially awarded. The eight diverse categories include:

- Nonmotorized Infrastructure (was Bicycle & Pedestrian Improvements in Prop 400)
- Air Quality
- Arterial Intersection
- Arterial Rehabilitation
- Arterial Widening
- Emerging Tech
- ITS (Intelligent Transportation Systems)
- Safety
- TDM Expansion

The Arterial Rehabilitation and Widening investments are federally funded and policies to deliver those investments to member agencies beginning in FY 2026 are currently being developed.

Mr. Stone reviewed the language on the ballot, noting it highlights a high level of what the investment plan is, the types of service, and where the funding goes. Simple language indicates a “yes” vote continues the half-cent sales tax for another twenty years and a “no” vote would end the tax at the end of 2025.

Commissioners were given an opportunity to ask questions. In response, Mr. Stone explained a “no” vote would eliminate 53% or \$15 billion worth of funding, but it would not affect the other funding sources. Federal funds have restrictions, which can limit what can be done and would require the plan to be reconfigured. The legislature states regional funds cannot be used for light rail expansion. Federal funds are available for light rail expansion projects but require matching funds that cannot be met with sales tax funding. Nonmotorized Infrastructure in Proposition 479 does replace Bicycle and Pedestrian improvements noted in Proposition 400 to ensure all nonmotorized modes of transportation and members of the community are covered. Two arterial programs are being developed: widening and rehabilitation, and presently, the working group is amid developing the final definition of what will be included and/or excluded. Once developed, this will be presented to the policy process in the fall with a focus on how to define what is eligible. The first projects are the Arterial ones that come with the learning and development of policies, including the evaluation criteria.

The goal is to provide agencies with good information and necessary tools to fund the best projects in the region. Nathan Domme, Transportation Planning Manager, advised the local Complete Streets Policy within the City of Scottsdale will include improvements to the bicycle and walking plans along with roadway widenings. A shade plan is being developed and will be presented to the Commission in the fall. Mr. Stone discussed the importance of safety and equity in the programs.

Maricopa County is the only county in the State of Arizona that must go to the legislature for a

ballot initiative. Proposition 479 would introduce Bus Rapid Transit into the region. The present construction on Loop 101 is being undertaken by ADOT for a lane addition. This program would reconstruct the interchange at Pima Road and is not part of the ADOT project. There is a current BRT route identified in the investment plan for Scottsdale Road. Mark Melnychenko, Transportation & Streets Director, explained the BRT system is also part of TAP and would go from downtown Scottsdale to downtown Chandler, but it must go through an evaluation process first and be approved by the City Council. Mr. Stone noted Commissioner Kaufheil's suggestions related to the transit will be taken into consideration as they work through plan development.

4. Bicycle Detection at Traffic Signals

Greg Davies, Senior Transportation Planner, and John Hoang, Principal Traffic Engineer, presented information related to bicycle signal detection. Albert Einstein was a bicyclist, and his favorite quote is "Life is like riding a bicycle, you have to keep moving to be balanced," the program's goal is to have a balanced and robust system. Scottsdale is a bike-friendly community, and this detection system is one component of the portfolio that will get us to a higher level. Detection of bicyclists at signalized intersections is multimodal, but the focus will be on bicyclists. The detection system has safety benefits because it prevents bicyclists from running red lights and encourages crossing the intersection safely with an extended green light.

This project was initiated in April 2013 with continued work to not only implement the goals of the TAP but an efficient, safe, and comfortable program. Funding is provided through the Bikeway Capital Projects at approximately \$400,000 per year. Full detection at each intersection costs approximately \$30,000. There are many varieties of detection technology available, such as radar, infrared, video, push button, and magnetometer. Initially, between 2015 and 2017, the push button, inductive loop, and the magnetometer were tried but eventually phased out due to high maintenance issues or ineffectiveness. Miovision video detection is predominately used today because it is noninvasive, multimodal, provides data such as counts and precise green time, and is safe. Presently, in Scottsdale, there are 320 signalized intersections, of which 137 have bike lanes that intersect the intersections.

Mr. Hoang and Mr. Davies provided an overview of the Miovision, Gridsmart, and FLIR Infrared Detection Systems, which all use cameras that detect someone in the bicycle lane and extend the signal time. Each of these detection systems also capture counts for each zone.

Mr. Davies reviewed the next steps, to include:

- Strive to accomplish goals set forth in the TAP
- Add new locations to the existing bicycle detection network
- Assess the use of pavement markings / signage at detection locations
- Educate the public on bicycle signal detection using social media
- Analyze bicycle and pedestrian counts at locations with new advanced detection technologies
- Continue collaboration with the Traffic Management Center

Commissioners were given the opportunity to discuss and ask questions. Commissioner Kaufheil suggested an indicator that the signal will detect the bicycle would be helpful. Mr. Hoang explained there are no set schedules because it is about activation. When the bicycle or pedestrian is there, they will be detected and activate the signal that allows them to cross the

intersection. A staff member verifies each system weekly to ensure it is working properly, and there are also alerts that are received that allow any issues to be resolved quickly. A demonstration will be presented at the TMC meeting in October. Meetings are held with the Police Department, and any extraordinary situations are discussed with them, such as excessive speeds.

Commissioner Wilcoxon concurred with Commissioner Kauftheil in suggesting signage to notify the bicyclists and pedestrians that there is a detection system. Mr. Hoang explained the bike detection system does not have a default system in place, but it is something they can investigate for high-volume intersections. The data counts collected are 98% accurate, which is visually verified over the summer. Mr. Davies explained that over the years, we have tried several technologies trying to find good and accurate technology that will provide the best data. Video is the most nonintrusive and not expensive. Mr. Hoang noted each system is good for certain locations.

5. Jackrabbit/Miller Improvements

Mr. Domme provided an update on the Jackrabbit Road and Miller Road pedestrian crossing and the future buffer bike lanes, also known as the Bike Lane Pilot Project. A background of the area was provided, beginning with 2016, when they did not have pedestrian infrastructure and the Arizona Canal bridge was constructed. In 2017, the shared-use path along the Arizona Canal was constructed on the west side and an unpaved trail was constructed on the east side and included a connection from the bridge into the neighborhood along the Jackrabbit/Miller Bend.

In 2022, a resident petition sought to improve pedestrian access across Jackrabbit / Miller Roads toward the shared-use path. Upon review, the recommendation was to move forward to evaluate and improve the crossing. A consultant was hired, and although there were significant challenges, they presented three recommendations:

1. Sidewalk connection north of Bonnie Rose
This would be further south down Miller Road, out of the curve, and improve sight distance
2. Apex of Curve
This would be in the middle of the curve with sight line distance issues
3. Existing path/trail connection
This would be most effective, more north of the Apex Curve, and configure with where the current multiuse connection comes out

The need to be fulfilled was the road alignment and the multiuse path's proximity to each other. Determining factors included the curved street, sight distance for cars, speed and volume of cars along this collector road, landscaping around the curve, and high numbers of pedestrians and bicycles. The conclusion was to maintain the existing path/trail connection, improve sight lines with striping configurations, and maintain safety. Construction began in April 2024 and concluded in July 2024, and the crossing is fully operational.

There was adequate roadway to reconfigure without making major modifications. Signage, striping, and a change to vehicle traffic use will improve bike and pedestrian safety. The 25 mph speed limit signs will be maintained, and the width of the bike lanes will be increased to six feet with a six-foot buffer on the south side. The travel lanes will be decreased to eleven feet. A buffered and, ultimately, a protected bike lane along Jackrabbit are the next projects that will create a better connection between the Indian Bend Wash shared-use path and the Arizona Canal shared-use path. A buffer will move the cars toward the outer edge of the curve, add

more warning signs, and add an RRFB (Rectangle Rapid Flashing Beacon) that would activate when the button is pushed to notify drivers that crossing is active. Asphalt around the curve was micro-sealed, and Jackrabbit and Miller will be micro-sealed this fall to include permanent striping for crossing and buffered bike lanes on Jackrabbit.

The protected bike lane project on Jackrabbit during the micro-sealing will take the existing bike lanes and add a two-and-a-half-foot painted buffer from the Indian Bend Wash shared-use path to the shared-use path at the canal. The travel lanes will be eleven feet wide, and bike lanes will be five feet wide. Physical barriers will be added after the buffered bike lanes are established and residents are acclimated.

Next steps moving forward:

1. Install painted buffered bike lane during micro-seal
2. Count bike usage again to determine buffered bike lane impact
 - a. Counts performed after acclimation period
3. Determine barrier type
4. Install barriers
5. Count bike usage after installation to determine additional impact
 - a. Counts performed after acclimation period
6. Access maintenance impacts
7. Make recommendations on future use or possible removal
8. Template of implementation of similar safety improvements

Committee members were given the opportunity to discuss and ask questions. Mr. Domme explained how counts are taken in the fall. Sam Taylor, Senior Traffic Engineer, advised this project is unlikely to qualify for a Hawk signal because it is a two-lane roadway and they typically go on four-lane or six-lane roadways. Further, the speed limit is conducive to an RRFB. Mr. Domme noted the lights flash when the button is pushed. Mr. Taylor noted this location does not include an audible component, which is used in locations where there is a strict stop. Mr. Domme explained speed bumps would not be used on a collector roadway like this. They would be considered if the CIP project was in the right location.

Mr. Taylor added there is a program that specifically dictates where speed humps can be installed based on the speed vehicles are traveling in relation to the posted speed and the traffic volumes. They stay away from putting them on collector roads, and there is a public outreach requirement. Mr. Domme discussed public outreach, noting the use of standard mailers and putting it on the website. A brief discussion ensued. At this time, it is too far out to provide a list of recommendations for barriers, but it can be brought back to the Commission later. Mr. Taylor discussed the possibility of an automatic detection system at the canal or other innovative detection device.

6. Identification of Future Agenda Items

Mr. Lofgren noted future agenda items were included in the meeting packet.

7. Adjournment

COMMISSIONER KAUFTHEIL MOVED TO ADJOURN THE MEETING. COMMISSIONER WILCOXON SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0). VICE-CHAIR MILLER, COMMISSIONERS MARMON, KAUFTHEIL, PANKIEWICZ, WILCOXON, AND CARDELLA VOTED IN THE AFFIRMATIVE, THERE WERE NO DISSIDENTING VOTES.

With no further business to discuss, being duly moved and seconded, the meeting adjourned at 7:16 p.m.

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