



**APPROVED AS AMMENDED
SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
SPECIAL MEETING**

Tuesday, May 4, 2021

Meeting Held Electronically

PRESENT: Pamela Iacovo, Chair
Don Anderson, Vice Chair
Karen Kowal, Commissioner
Donald Pochowski, Commissioner
B. Kent Lall, Commissioner
Mary Ann Miller, Commissioner

ABSENT: Andy Yates, Commissioner

STAFF: Mark Melnychenko, Transportation and Streets Director
Susan Conklu, Senior Transportation Planner
Dave Meinhart, Transportation Planning Manager
Ratna Korepella, Principal Transit Planner
Greg Davies, Senior Transportation Planner
Dan Worth, Executive Director, Public Works

Call to Order

Chair Iacovo called the meeting to order at 4:00 p.m.

Roll Call

Members present as noted above.

Public Comment

No comments were submitted by members of the public.

1. Transportation Action Plan

Dave Meinhart, Transportation Planning Manager, noted that the presentation would be broken into segments and that rather than focusing on entire systems, the focus would be on things that might change moving forward. Staff is looking at refining the existing transportation system and creating livable streets and community as priorities, rather than adding extensive new infrastructure, especially if new infrastructure will be difficult to implement at a reasonable cost, rather than focusing on rapid traffic throughput.

Mr. Meinhart reviewed details of the list of potential street classification changes, which primarily focused on reduction in the number of travel lanes on arterial streets. It was noted that Tom Darlington Drive was removed from the list, because travel counts were too high to reduce the number of travel lanes. Proposed changes included:

- Hayden Road from McKellips to Indian School from a major arterial to a minor arterial
- Goldwater Blvd. and Drinkwater Blvd. from a couplet to a minor arterial
- Westland Drive from Scottsdale to Hayden from a minor arterial to a minor collector

Mr. Meinhart said that there are ten different segments of major collector identified where the long-term volumes are between 10 and 60 percent of a minor collector capacity. A corridor's characteristics, such as signal spacing, number of driveways, and capacity of intersections, determine the capacity of a roadway. Adjustments can be made through either a "road diet" or a "paint diet". A road diet is the process of converting a corridor with pavement to less pavement, which incurs significant upfront costs, but has long-term maintenance budget benefits. A paint diet consists of restriping existing pavement. He gave examples of locations where each treatment would improve cycling and pedestrian comfort.

Thirty-nine segments have been identified as future bike lane miles that would create approximately 50 bike lane miles.

In response to a Commissioner question, Mr. Meinhart said that of the 50 proposed bike lane miles, approximately 60 percent are buffered and 40 percent are new.

Mr. Meinhart said that prioritization of major to minor conversions will be determined through an implementation element that will be developed as part of the action plan. Prioritization will also be tied to opportunities for paint diets and coordinated with the pavement treatment schedule. There are two ways for conversions to be prioritized, either because a treatment is coming up in the next year or two or because an opportunity is available to invest capital dollars.

A Commissioner suggested that staff contact Mayo Clinic to find out what type of future plans they have planned for the Mayo Clinic site. Mr. Meinhart said that as part of the prioritization process, staff looks at MAG forecasted projections. 130th / 132nd Street could be treated with the paint diet option, so that it would be easily reversible as necessary to address both development at Mayo Clinic and development to the east of the site.

A Commissioner asked if there is a potential long-term cost benefit to the City by reducing the travel lane list. Mr. Meinhart explained that elimination of pavement would benefit the City in that that pavement would no longer need to be maintained in perpetuity. From a community

and livability perspective, an investment in a paint diet done while already resurfacing can significantly improve the quality of life of a neighborhood.

Chair Iacovo asked in what ways developers will participate in implementation. Mr. Meinhart explained that in most of the proposed areas, there is not a lot of opportunity for development. In areas where there is development, the City will work with the developer on back of curb to improve the pedestrian experience. There is potential for development in the area north of Mayo Clinic, but developer contributions are not likely. There might be an opportunity for a voter- approved improvement district in the Horizon area.

Chair Iacovo asked if there would be a huge cost to the City if treatment near the 101 needs to be reversed. Mr. Meinhart said that trends over time would determine whether or not a treatment would need to be reversed. If necessary the work would coincide with pavement treatment cycles on a 10 to 12 year basis. The key on corridors where capacity is being reached is to add turning capacity at intersections.

Mr. Melnychenko commented that there is a great opportunity to make positive changes in the city and the proposed changes are backed up with data and historical trend analysis. Proposed changes would help the livability of the city in a number of neighborhoods.

Mr. Meinhart noted that the action plan is consistent with the General Plan. City Council is focusing on improving livability and transportation corridors. Staff plans to begin extensive public outreach once City Council has voted on sending the General Plan to voters. Mr. Melnychenko said that last fall, City Council voted unanimously to approve amendments to the 2016 plan.

Greg Davies, Senior Transportation Planner, gave a presentation outlining recommended changes to the shared use path system. As part of his presentation he reviewed the history of the active transportation network, dating back to the 1965 Scottsdale Town enrichment program. He said that in preparing the recommendations, staff looked holistically at the system to determine additions that could be made to the planned network, additions that could be made to the existing network, and deletions that could be made from the planned network. The planned network is currently 127 miles and would be approximately 180 miles once completed. He reviewed the areas in central Scottsdale and north areas A and B that are recommended for deletion from the plan and outlined reasons for these recommendations.

In response to a Commissioner question, Mr. Davies explained that the area on the north side on the north area B map was built by Desert Mountain Community and is primarily gated and not available to the general public.

In response to a Commissioner question, Mr. Meinhart explained that the area between Cactus Road and Shea Blvd, and Scottsdale Road and 64th Street is recommended for deletion because there is not space for a stand-alone eight to ten-foot path.

Susan Conklu, Senior Transportation Planner, gave a presentation on proposed changes to the shared use path system and proposed neighborhood bikeway corridors. Neighborhood bikeway corridors is a new designation that would cover approximately 26 miles. The purpose of the new designation is to emphasize refinement of the existing system and promote livable streets

and community over the rapid traffic movement. She reviewed proposals for the southern area and central area. Southern area proposals included the 70th Street corridor, and the area connecting through Chaparral Park to the area of Jackrabbit from 87th Terrace to Scottsdale Road. She noted that typically the corridors are two-and-a-half miles to meet guidelines for these types of bikeways; however, there are a few mile-and-a-half corridors on the list because they still meet other guidelines and recommendations for how they serve the neighborhood.

Mr. Davies gave a presentation outlining potential trail system changes. He noted that deletions from the planned network total approximately 54 miles. He noted that in 2009, the ad hoc Trails Task Force added approximately 54 miles of trails in locations that they thought would work. He reviewed the list of deletions in the central area and north areas part A and B. Deletions are recommended based on lack of connectivity, network redundancy, no existing easement, or not being feasible.

Mr. Melnychenko noted that staff is working with HOAs and other property owners in the northern part of the city on the planning of trails, because ultimately, they will be responsible with maintaining areas within private easements.

2. Transportation Commission Special Meeting Schedule

Mr. Melnychenko reviewed the list of tentative special meetings as follows:

- June 3 - Transit issues, paratransit, pedestrian accessibility, sidewalks, and pedestrian crossings.
- July 8th - Discussion of policy changes, planned goals, and performance measures as well as start talking about preservation and maintenance
- August 4th – Discussion about the implementation plan
- September 9th – Review of the draft plan

Mr. Meinhart said that he anticipates that City Council will take action on the General Plan before going on summer break so that the plan can be scheduled to go to a public vote this November. Once Council has approved the General Plan, staff will initiate planning public input opportunities for the Transportation Action Plan.

Staff will collect input from the Transportation Commission during the special meetings and plans to ask for a recommendation during the September meeting.

Adjournment

VICE-CHAIR ANDERSON MOVED TO ADJOURN THE MEETING. COMMISSIONER KOWAL SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0). CHAIR IACOVO, VICE-CHAIR ANDERSON, COMMISSIONERS KOWAL, POCHOWSKI, LALL, AND MILLER VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

With no further business to discuss, being duly moved and seconded, the meeting adjourned at 5:49 p.m.

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