



**DRAFT
SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
STUDY SESSION**

THURSDAY, AUGUST 21, 2014

**KIVA CONFERENCE ROOM – CITY HALL
3939 N. DRINKWATER BOULEVARD
SCOTTSDALE, AZ 85251**

CALL TO ORDER

Chair Olmsted called the Study Session of the Scottsdale Transportation Commission to order at 5:17 p.m.

ROLL CALL

PRESENT: Gary Bretz, Commissioner
Barry Graham, Commissioner
Paul Holley, Vice Chair
Steven Rosenberg, Commissioner
Robert Stickles, Commissioner
Matthew Wright, Commissioner

ABSENT: Steven Olmsted, Chair

STAFF: Rose Arballo, Transportation Commission Coordinator
Paul Basha, Transportation Director
Walt Brodzinski, Right of Way Supervisor
Steve Ramsey, Interim ITS Manager

1. TRANSPORTATION COMMISSION AGENDA PACKETS

For the past several years, PowerPoint presentations for agenda items of discussion have been routinely included in the Transportation Commission agenda packets. On a

trial basis, for the past three months, PowerPoint presentations have not been part of the packets to allow more time for staff to develop an enhanced presentation. This also avoids potential confusion when Commissioners are regularly distributed modified versions of presentations up to the day of the meeting. It is also felt that by Commissioners viewing presentations for the first time will grasp their attention for perhaps a more comprehensive discussion. Staff suggested that PowerPoint Presentations continue to not be included in the packets.

After discussion the Commission requested that PowerPoint presentations be included in the packets.

2. REVIEW OF TONIGHT'S REGULAR MEETING AGENDA

- **Approval of Meeting Minutes**

No edits were suggested to the minutes of the Study Session and Regular meeting of July 17, 2014.

- **Traffic Signal Coordination and Timing Plans**

Mr. Ramsey displayed a signal controller box and mentioned that these controllers contain masses of signal timing data. There is one main central controller housed in Downtown Scottsdale that monitors each signal and allows staff to change timing parameters remotely.

At the Regular meeting, Mr. Ramsey will explain the basics of signal timing and will provide an overview of the current and future capabilities and projects in ITS (Intelligent Transportation System) deployment in Scottsdale.

- **Super Bowl 2015**

In preparation for Super Bowl 2015, Mr. Brodzinski will provide a status update on transportation strategies in Scottsdale.

- **Lagging Left-Turn Collision Reduction**

At the May Commission meeting, Ms. Jen Horodyski presented an overview of the bi-annual traffic volume and collision rate report. During that presentation, it was highlighted that collisions in Scottsdale have declined in the past 6 years. During the Commission discussion of this fact, it was mentioned that one of the reasons for this

decline is the City use of lagging left-turn arrows. During the May meeting, the Commission requested a presentation on lagging left-turn operation.

Mr. Basha noted that lagging left-turn arrows are currently used in Sierra Vista, Goodyear, Casa Grande and Gilbert. The City of Scottsdale implemented left turn arrows in 1989.

- **Paths & Trails Subcommittee Report**

Commissioner Holley will give a brief report on the last Paths & Trails Subcommittee meeting of August 19, 2014. The report will include a brief summary of discussions held regarding connectivity between Scottsdale and Fountain Hills and the Shea Boulevard path. A brief summary of the Scottsdale Road Streetscape project will also be given. Relative to future agenda items, Commissioners Bretz and Rosenberg suggested discussion on senior transportation, and that Amy St. Peter of the Maricopa Association of Governments is invited to attend.

2. ADJOURNMENT

With no further business to discuss, Vice Chair Holley adjourned the Study Session at 6:01 p.m.

SUBMITTED BY:

Rose Arballo
Transportation Coordinator

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**DRAFT
SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

THURSDAY, AUGUST 21, 2014

**KIVA – CITY HALL
3939 N. DRINKWATER BOULEVARD
SCOTTSDALE, ARIZONA 85251**

CALL TO ORDER

Vice Chair Holley called the regular meeting of the Scottsdale Transportation Commission to order at 6:07 p.m.

1. ROLL CALL

PRESENT: Paul Holley, Vice Chair
Gary Bretz, Commissioner
Barry Graham, Commissioner
Steven Rosenberg, Commissioner
Robert Stickles, Commissioner
Matthew Wright, Commissioner (telephonic)

ABSENT: Steven Olmsted, Chair

STAFF: Rose Arballo, Transportation Commission Coordinator
Paul Basha, Transportation Director
Walt Brodzinski, Right of Way Supervisor
Madeline Clemann, Transportation Planning and Transportation
Operations Manager
Steve Ramsey, Interim ITS Manager

2. APPROVAL OF MEETING MINUTES

- Regular Meeting of the Transportation Commission – July 17, 2014

COMMISSIONER STICKLES MOVED TO APPROVE THE REGULAR MEETING MINUTES OF JULY 17, 2014 AS PRESENTED. COMMISSIONER BRETZ SECONDED. THE MOTION CARRIED BY A VOTE OF SIX (6) TO ZERO (0). CHAIRMAN OLMSTED WAS ABSENT.

3. PUBLIC COMMENT

There were no public comments.

4. TRAFFIC SIGNAL COORDINATION AND TIMING PLANS

Interim ITS Manager Mr. Steve Ramsey made a PowerPoint presentation on traffic signal coordination in Scottsdale and extended a welcome to the Commission to visit the new Traffic Management Center.

Highlights of the discussion following the presentation included:

- Traffic signal coordination provides consecutive green lights for as much traffic as possible.
- Traffic signal coordination is a very complicated task that requires sophisticated analysis.
- Messages on the dynamic message boards are kept short to minimize distraction to drivers. This is a national standard.
- It is hoped that the Highway Advisory Radio program will eventually supplant the dynamic message boards. The alerts will also be distributed to Twitter, GPS services and other devices, although radio is strongly preferred to avoid driver distraction.
- Mr. Ramsey confirmed that the technology is being used during the current construction on the 101 Freeway.
- Authorized staff is able to control traffic signal timing from home overnight. The video feeds are just about to go live. Mr. Ramsey assured the Commissioners that strong security is in place.
- Mr. Ramsey is working with Mr. Brodzinski on planning for the Super Bowl.

5. SUPER BOWL 2015

Right of Way Supervisor Mr. Walt Brodzinski presented an update on planned traffic strategies for the Super Bowl.

Comments are highlighted below:

- A Commissioner expressed concern about Scottsdale's ability to attract events and tourists and manage crowds now that other Valley municipalities have light rail. It was suggested agendaizing a discussion on this question. In the meantime, the Commissioner questioned whether the lack of light rail was negatively affecting

Scottsdale's ability to attract events during the Super Bowl. Mr. Brodzinski said he did not think so as the industry will step in to fill the void.

- Transportation Director Mr. Paul Basha noted that it has been learned from transit planners that the transit difficulties in New York at the last Super Bowl stemmed from the NFL having declined to accommodate as many riders as transit planners had estimated. Mr. Basha agreed that it would be easier to attract major events if the light rail system in the Valley was more extensive.
- Staff agreed that the limiting factor for Scottsdale is the lack of a large downtown venue to host events. Mr. Basha noted that in two evaluations of Scottsdale hospitality services last fall, the city received the lowest rankings for a good transportation system and the necessity of renting a vehicle. A total of 40 destination cities were evaluated, of which 36 have a light rail system. The other four are planning to construct light rail in the near future.
- Mr. Brodzinski recalled his experience from the 2008 Super Bowl. Although a number of factors make it difficult to predict, this time City staff has a much better idea of what to expect. In 2015, fewer NFL sanctioned events will take place in Scottsdale.
- The Convention and Visitor's Bureau has discovered that in addition to the event, approximately 50,000 to 100,000 people visit the Super Bowl destination without having tickets to the event.

6. LAGGING LEFT-TURN COLLISION REDUCTION

Mr. Basha explained that this item was agendaized at the request of a Commissioner. He noted that Scottsdale uses lagging left-turn arrows unlike most of the rest of the Valley and the U.S. Scottsdale implemented lagging left-turn arrows in 1989. Mr. Basha has personally worked on several studies, the most recent of which was published in 2007 in the *Transportation Engineering Journal*. Mr. Basha's presentation was based on this study and other work he has conducted.

The study concluded that intersections with lagging left-turn arrows have a much lower rate of collisions than intersections with leading left-turn arrows. He found there is no statistically significant difference in collisions where neither vehicle was turning left. Statistically, lagging arrows had fewer left-turn collisions than leading arrows. Analysis shows that the difference is due to the movement that occurs after the left-turn arrow. After a leading left-turn arrow, thru traffic is moving in the same direction. After a lagging left-turn arrow, thru traffic is moving perpendicular, so lines of sight are clearer. He showed a computer animation clarifying this.

Highlights of the discussion following the presentation included:

- A Commissioner commented that the data is so compelling that it would make sense for all cities to adopt lagging left-turn arrows. Mr. Basha explained that lagging left-turn arrows are not suitable for every situation. Converting a large number of intersections is relatively expensive and costs between \$200 and \$500 per intersection. In 1989 when Scottsdale converted, only 50 intersections had left-turn arrows and were converted.
- A Commissioner commented that the severity of accidents is comparable regardless of whether the turn signal is lagging or leading. Mr. Basha said the severity of injuries is related to characteristics of the collision beyond the control of traffic engineers.

7. PATHS & TRAILS SUBCOMMITTEE REPORT

Vice Chair Holley reported on the recent meeting of the Paths & Trails Subcommittee on August 19.

His report covered the following points:

- Scottsdale is working with Fountain Hills to assure bike and pedestrian connectivity between Hidden Hills and the Adero Canyon project. Emergency access is assured.
- Scottsdale has been working with Fountain Hills to complete a pathway meeting ADA requirements south of Shea Boulevard up to Eagle Mountain Parkway. A draft IGA is under review. Construction would begin in September 2016.
- The Scottsdale Road streetscape project from Happy Valley Road to the Carefree Highway will be undertaken. Plans include a combination bicycle, pedestrian and equestrian path. One mile of improvements between Dynamite and Jomax and Lone Mountain and Dixileta are to be constructed this winter.
- Transportation Planner Ms. Susan Conklu reported, in depth, on a Bike Share workshop she had attended in Chicago. The GRID Bike Share program is set to launch this fall in Phoenix. Tempe and Mesa will follow in Spring 2015. At a previous presentation to the Transportation Commission a few months ago, consensus was to wait and see the experience in Phoenix, Mesa and Tempe before making a decision to implement this program in Scottsdale. Some of the delay is attributed to advance in technology for tracking the bicycles.

Highlights of the ensuing discussion included:

- A Commissioner noted that the Scottsdale Road streetscape and the proposed path are on the east side of the road. Vice Chair Holley noted that part of the west side of the road there is in fact in Phoenix. Signal controlled crosswalks will be installed at major intersections, and Phoenix will provide appropriate grading at those points.
- A Commissioner expressed concern to keep pedestrians and cyclists separate from equestrian users. Mr. Basha undertook that staff will investigate this question and respond to the Commission.

8. TRANSPORTATION PROJECTS/PROGRAMS UPDATE

Mr. Brodzinski described the progress of construction on the 101 Pima Freeway from Loop 202 to Shea Boulevard. A general purpose lane will be added to the outside of the freeway. There will be two additional northbound lanes from the 202 Freeway to McDowell Road. When detours are in effect staff uses the Traffic Management Center to keep traffic flowing.

Highlights of the ensuing discussion included:

- A Commissioner commented that most of the 101 Freeway exits have an extra lane between the exit and the entry, with the exception of Indian Bend Road. He asked if this will remain the same.
- Mr. Brodzinski said that is an auxiliary lane and the configuration will not change. The bridge over the canal may be a limiting factor.

- The freeway improvement project is expected to be completed in December 2016. Mr. Brodzinski will report on planned closures and detours as they come up.

Mr. Basha reported that City Council discussion on the Day Tripper trolley is tentatively scheduled for the second meeting in September. Transportation Department staff will be offering one recommendation and two alternatives.

- The recommendation would be to fund the Day Tripper using privately owned and operated vehicles for the two-week period surrounding the Super Bowl, from the middle of the week before the Pro Bowl to the middle of the week following the Super Bowl.
- The first alternative would be to lease privately owned and operated vehicles for the entire three months of the season from late December through late March.
- The second alternative would be to discontinue the operation completely and not provide any trolley service during the Super Bowl events.

Mr. Basha clarified that the recommendation to provide service for the Super Bowl would only apply to this year.

The Tourism Development Commission will be recommending that the lease operation occur for the entire three months of the season, not just during the two weeks of the Super Bowl.

9. PUBLIC COMMENT

There were no public comments.

10. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

- The Commissioner who had expressed interest in a discussion about Scottsdale's ability to attract events and tourists now that other Valley municipalities have light rail said he did not want to agendize anything formally at this point. He had been speaking of the nexus between having a mass transit system in the context of big events, and that population density is beginning to increase.
- Mr. Basha noted that staff is beginning a Tier 2 High Capacity Transit Study. All types of high capacity transit will be considered including light rail. Staff will make regular reports to the Commission as the study progresses. Mr. Basha added that SkySong at Scottsdale Road and McDowell Road is very interested in connecting to the Tempe light rail station on Rural Road.
- A Commissioner suggested that Scottsdale consider making an agreement with one of the other neighboring cities to bring Bike Share to Scottsdale more quickly. If that is not feasible, they should consider how long it would take to bring a Bike Share Program to the Scottsdale.
- Mr. Basha said part of the delay in introducing Bike Share to Mesa and Tempe is due to difficulties in using the Phoenix contract. Staff will research this question and report to the Commission. The Transportation Department is committed to bringing Bike Share to Scottsdale in the future.

- A Commissioner requested a presentation on the ADA requirements for paths and trails.
- A Commissioner requested an update on bus rapid transit (BRT) on Scottsdale Road. Mr. Basha said staff is contemplating other improvements to Route 72. This service runs at 20-minute frequency and staff has asked Valley Metro to consider providing ten-minute frequency instead of BRT. He stressed that discussions are in the preliminary stages.

11. ADJOURNMENT

With no further business to conduct, Vice Chair Holley adjourned the Regular meeting at 8:09 p.m.

SUBMITTED BY:

A/V Tronics, Inc. DBA AVTranz.

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