



DRAFT SUMMARIZED MINUTES

CITY OF SCOTTSDALE TRANSPORTATION COMMISSION STUDY SESSION

THURSDAY, NOVEMBER 19, 2015

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

CALL TO ORDER

Vice-Chair Holley called the Study Session of the Scottsdale Transportation Commission to order at 5:19 p.m.

ROLL CALL

PRESENT:

Gary Bretz, Commissioner
Barry Graham, Commissioner
Paul Holley, Vice Chair
Jyme Sue McLaren, Commissioner
Steven Rosenberg, Commissioner
Robert Stickle, Commissioner

ABSENT:

Steven Olmsted, Chair

STAFF:

Paul Basha, Transportation Director
Madeline Clemann, Transportation Planning and Transit Operations
Manager
Frances Cookson, Transportation Commission Coordinator
Greg Davies, Senior Transportation Planner
Phillip Kercher, Traffic Engineering and Operations Manager
George Williams, Principal Traffic Engineer

REVIEW OF TONIGHT'S REGULAR MEETING AGENDA

- **Approval of Meeting Minutes**

Special Meeting of the Transportation Commission – November 5, 2015

Commissioner Graham requested a revision to page 7, paragraph 5; Vice-Chair Holley requested a revision to call of order.

- **Bike Share Program Update**

Senior Transportation Planner Susan Conklu reviewed and gave an update on the Bike Share Program. A brief discussion was held on the adult tricycle.

- **Bond Election Results**

Mr. Basha will discuss the November 3, 2015 Bond Election results.

- **Capital Improvement Program**

Mr. Kercher will review the preliminary Capital Improvement Program. Mr. Basha explained the difference between Capital Improvement Program and Transportation Master Plan. A brief discussion was held on the process of the Capital Improvement Program.

- **Transportation Master Plan Update**

Mr. Basha will address the commissioner's previous questions and has four additional presentations regarding Chaparral Road, Downtown Scottsdale Road, McDowell Road and Street/Transit element, at the commission and audience request.

- **Other Transportation Projects and Programs Status**

Mr. Basha will provide an update regarding this item.

ADJOURNMENT

With no further business to discuss, Vice Chair Holley adjourned the Study Session at 5:57 p.m.

SUBMITTED BY:

Frances Cookson

Transportation Coordinator

***NOTE:** These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/Transp.asp>



DRAFT SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

THURSDAY, NOVEMBER 19, 2015

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

1. CALL TO ORDER

Vice-Chair Holley called the regular meeting of the Scottsdale Transportation Commission to order at 6:04 p.m.

2. ROLL CALL

PRESENT: Paul Holley, Vice Chair
Gary Bretz, Commissioner
Barry Graham, Commissioner
Robert Stickles, Commissioner
Jyme Sue McLaren, Commissioner
Steven Rosenberg, Commissioner

ABSENT: Steven Olmsted, Chair

STAFF: Paul Basha, Director of Transportation
Madeline Clemann, Transit Manager
Susan Conklu, Senior Transportation Manager
Frances Cookson, Staff Representative
Philip Kercher, Traffic Engineering and Operations Manager
George Williams, Principal Traffic Engineer

GUESTS: Marilyn Atkinson
Jimmy Erickson
Cathy Feld
Steve Helm
Praveen Jain
Sonnie Kirtley
Sharon Klausner
Louise Lamb

Joan Langdon
Marilyn Pope
Frederika Ranucci
Sharon Simmons
Allyn Taylor
Myrna Weinstein

3. **PUBLIC COMMENT**

No members of the public wished to address the Commission.

4. **APPROVAL OF MEETING MINUTES**

- Special Meeting of the Transportation Commission – November 5, 2015

COMMISSIONER GRAHAM MOVED TO APPROVE THE MINUTES OF THE SPECIAL MEETING OF NOVEMBER 5, 2015 WITH A TYPOGRAPHICAL CORRECTION. COMMISSIONER STICKLES SECONDED. THE MOTION CARRIED BY A VOTE OF SIX (6) TO ZERO (0). CHAIR OLMSTED WAS ABSENT.

5. **BIKE SHARE PROGRAM UPDATE**

Susan Conklu, Senior Transportation Manager provided the report. Highlights of the presentation included:

- Phoenix launched its grid Bike Share system last November, beginning with 50 stations and 500 bikes. The City owns the bikes and the infrastructure and CycleHop operates and maintains the system. Social Bicycles provides the GPS equipment and runs the associated software.
- Tempe is preparing to launch in the spring with a service area of 12 miles, 26 stations and 250 bikes. Funding was obtained through \$1.1 million in congestion mitigation and air quality federal funds and \$550,000 in City of Tempe funds. The annual maintenance budget is \$100,000.
- Mesa is planning its launch in spring with a comparable service area to Tempe, including ten stations and 100 bikes and City of Mesa funds totaling \$250,000. The following year, they will add an additional 25 stations and 250 bikes. Two more years of local funding have been programmed. Like Phoenix, they are utilizing sponsorships to fund operations. Mesa is partnering with social service agencies to provide sponsorships for low income riders.
- Options for Scottsdale include:
 - Solicitation for operator bids; any resulting contract would need to include seamless service between memberships.
 - Staff recommends joining the existing five-year contract between Phoenix, CycleHop and Social Bicycles, which would ensure seamless service.
 - The concept includes a ten square mile service area with borders approximately between Indian Bend to McKellips and 64th Street to Pima Road.
 - The plan includes 200 bikes, 20 stations and half a mile between stations.

- Financing by the City of Scottsdale with a combination of federal grants and local funding through tourism and/or transportation funds.
- Operating would be financed through sponsorships and advertising.
- Next steps include evaluation of station locations, acquiring public input and gap analysis of bikeways in the service area.
- The Department will take a closer look at partnerships between neighboring municipalities and agencies to subsidize low income residents.
- A further update will be provided to the Committee between March and May, 2016.

Highlights of the ensuing discussion included:

- Sonnie Kirtley shared concerns for small business owners in the Gallery District as well as bike shop owners, requesting sensitivity to existing bike rental businesses in the City.
- A Commissioner asked about expanding the area to include the Scottsdale Quarter area and the Promenade Shopping Center, to which Ms. Conklu replied that the first service area is planned to be similar in size to Tempe and Mesa.
- In response to a question from a Commissioner, Ms. Conklu undertook to research systems around the country that include tricycles. A Commissioner suggested staff confer with Phoenix regarding its experience with adult tricycles.
- In response to a question from a Commissioner, Ms. Conklu stated that liability is handled through the agreement and waivers between bike share members and the operator.
- A Commissioner asked about advertising issues, as rental bikes go from one city to the next. Ms. Conklu acknowledged that this required some research.
- In response to a question from a Commissioner, Ms. Conklu replied that the City of Phoenix entered its contract in November of 2014. Tempe is in the process of contracting with CycleHop. At this time, Mesa is engaged in the year-old contract with Phoenix. A no-cess clause is included for the first three years.
- A Commissioner asked about the effect of bike rental programs on local bike rental businesses. Ms. Conklu replied that in New York, bike purchases actually increased upon implementation of the bike share program. The bike share system is intended for short trips of 60 minutes or less per day.
- In response to a question from a Commissioner, Ms. Clemann said the City has a strict policy regarding advertising of alcohol and cigarettes.

6. **BOND ELECTION RESULTS**

Paul Basha, Transportation Director, presented the results.

Highlights of the presentation included:

- There are 12 voting districts in the City of Scottsdale. The highest voter turnout occurred in Districts 11 and 12 in the northern portion, with the lowest turnout at the southern portion in Districts 1 and 2.
- The six questions in bond election were:
 - Parks and recreation facilities.
 - In six districts, voters approved the bond and in six, they did not.
 - This bond election item failed.

- Five specifically identified transportations projects.
 - Projects involved streets and bicycle facilities.
 - In six districts, voters approved the bond and in six, they did not.
 - This bond election item failed
- Information technology improvements with the City of Scottsdale government offices.
 - In eight districts, voters approved the bond and in four, they did not.
 - This bond election item failed.
- Pavement resurfacing.
 - In ten districts, voters approved the bond and in two, they did not.
 - This bond election item passed.
- Fire station improvements.
 - In all 12 districts, voters approved the bond.
 - This bond election item passed.
- Police station improvements and enhancements.
 - In eight districts, voters approved the bond and in four, they did not.
 - This bond election item failed.

Highlights of the ensuing discussion included:

- Vice Chair Holley commented that failed items did not necessarily mean there was disapproval of the projects themselves, but disapproval of supplemental bond funding.

7. **Capital Improvement Program**

Phillip Kercher, Traffic Engineering and Operations Manager, provided the update.

Highlights of the presentation included:

- The City has begun the CIP budget process for Fiscal Years 2016 to 2020 and the following projects are recommended by the Transportation Department for inclusion in the CIP budget:
 - Happy Valley Road from Pima to Alma School, which would widen the primary segment from one lane to four lanes, including sidewalks and bike lanes. This project is an arterial life cycle program project and would require City funding of 30 percent of the total cost, with 70 percent coming from the Region.
 - Hayden Road and Chaparral Road intersection, which would extend the existing northbound right turn lane, entailing an extension of the existing box culvert under the south leg of the intersection. It also includes evaluation of an underpass on Chaparral on the east leg of the intersection.
 - Downtown sidewalk improvements, including expansion of sidewalks and addressing ADA issues.
 - McDowell Road bike lanes, which could complete bike lanes from 64th Street to Pima Road.
 - Miller Road from Pinnacle Peak to Happy Valley, including extending the four-lane cross section from Pinnacle Peak to Happy Valley.
 - 128th Street and Via Linda intersection to add a traffic signal or roundabout to address school traffic congestion.

- Second Street bike lane path connection from the Indian Bend Wash path into the downtown area.
- 112th and Shea Boulevard bike path and sidewalk, including addition of a bike path on Shea Boulevard between 112th and 114th Streets and addition of sidewalk along either side of 112th Street from Mountain View to Shea Boulevard.
- Pinnacle Peak Road from Miller to Pima Road. The preliminary design was completed in 2007. The project will widen the one lane section from Miller Road to just west of Pima Road to four lanes and add bike lane and sidewalk. Comments have been received from residents in the area, particularly regarding the absence of sidewalks and the effects on access to Pinnacle Peak Elementary School and two neighborhood parks.
- Via Linda sidewalk, which would add a sidewalk and pedestrian crossing south of Lake View in the vicinity of the Via Linda Senior Center.
- CAP canal path would improve the path along the canal and connect paths existing at Horizon Park along the CAP down to the Stonegate Equestrian Park.
- Provide a controlled crossing area at 126th Street and Via Linda near the main entrance to the Desert Mountain High School parking lot.
- Northern area street improvements would address issues, particularly related to pedestrian safety.
- Legacy Drive extension in the Pima and Loop 101 area would provide a temporary extension between the Legacy Drive and Hayden Road intersection and the intersection of Hualapai west of Pima Road.
- 96th Street and Thunderbird Road project would add a roundabout similar to improvements made to the south on 96th Street.
- Jomax Road east of Pima addresses poor pavement and roadway conditions.
- The following projects were added primarily in the last fiscal year:
 - 96th Street project would improve the half street south of Notre Dame High School adjacent to WestWorld.
 - Alma School Parkway would address a gap adjacent to the Four Seasons Resort south of Pinnacle Vista and north of Jomax.
 - Miller Road underpass is designed as part of the connection to the State Land area and is also an ALCP project.
 - Pima Road north of Chaparral Road adjacent to the Salt River Pima-Maricopa Indian Community and Pima Road from Pinnacle Peak to Happy Valley would include improvements to the six-lane major arterial cross section.
 - Add a roundabout and transit shelters at Pinnacle Vista on 56th Street adjacent to the Cave Creek Unified School District campus.
- Next steps include taking the Commission's feedback to revise the list and/or adjust priorities. Staff will return with a more comprehensive presentation of the CIP likely in January and then work towards obtaining a recommendation from the Commission for submittal to the City Council.

Highlights of the ensuing discussion included:

- A Commissioner noted that the budget does not include the underpass at the Hayden Road and Chaparral intersection. Mr. Kercher clarified that the proposed budget does include construction of an underpass.

- A Commissioner addressed the temporary extension at Legacy Drive and asked for clarification on the \$2.5 million budget. George Williams clarified that these are preliminary numbers. One option is not to add curb and sidewalk so the area could be expandable. The cost benefit will be analyzed in comparison to permanent construction. One factor for the cost inflation is that the land is owned by the State Land Department.
- A Commissioner asked whether the \$1.2 million budget would mitigate all of the issues identified with the downtown sidewalks. Mr. Kercher clarified that when this project was included in the bond program, it was a \$4.1 million dollar project and three small pedestrian improvements had been identified. The goal was to obtain at least some funding to address portions of the area. The work would not be as comprehensive as was originally contemplated in the bond project proposal. The Commissioner suggested reexamining other priorities with the aim of raising the budget for this project back to \$4.1 million. Mr. Basha asked which projects should be defunded in order to achieve this goal. The Commissioner asked about the possibility of federal funding for ADA ramps and related costs. Ms. Conklu replied that this was pursued a few years ago without success, as the items scored the lowest among regional requests. The Commissioner suggested the formation of a business owners local improvement district to complete some such projects.
- A Commissioner suggested a phased approach to completing the larger CIP projects in order to free budget funds for the downtown sidewalks. Mr. Kercher said that most large projects are not phased unless right-of-way needs to be acquired. A Commissioner referenced the photos and documentation presented previously, which indicated disjointed, disheveled areas of downtown sidewalk and joined in calls for addressing this as a priority. He stated that the \$1.2 million budget is a 70 percent reduction from the original \$4.1 million and even that amount was insufficient to mitigate all problems.
- Mr. Kercher stated that there was a preliminary meeting today concerning the cash flow for the CIP budget. Initial projections indicate that \$8 million will be available to add projects over the five-year period. The Happy Valley project budget alone is \$5 million and would not allow a \$4.1 million project to be added to the budget. This contributed to the rationale to phase in the sidewalk project work.
- A Commissioner referred to a handout which included transportation bond projects recommended for removal from the CIP Program. The top item on the list was the McDowell Road bicycle lanes, however this item is also listed a number ten priority on the recommended projects list. Mr. Kercher stated that a federal grant is being pursued for the project and it was thought better to wait for the results of funding before including the item in the CIP. After reevaluation, it was identified as an important priority and has been added as number ten on the priority list.
- In response to a question from Vice Chair Holley, Mr. Kercher stated that the figure of \$250,000 is used a cost threshold amount for items to be included on the list.
- A Commissioner referenced the 128th Street and Via Linda Intersection improvement to construct a roundabout and traffic signal, noting that the comments indicate that the City would like to partner with SUSD. Mr. Williams indicated that conversations with SUSD have taken place and that the school district is awaiting concept design and a partnership funding proposal.
- A Commissioner asked why completion of the Miller Road and Pinnacle Peak Road projects is on the list. Mr. Kercher replied that the Miller Road connection has been in the street circulation plan since he started with the City in 1991. Design is beginning on Pima Road in the same section from Pinnacle Peak to Happy Valley. Completing

the Miller Road connection prior to that would provide traffic and construction relief. Arterial life cycle program will fund work on Scottsdale Road from Pinnacle Peak south to Thompson Peak, and eventually north from Pinnacle Peak. In this area, Pima Road and Scottsdale Road are the only major north/south streets. The City does not control the property west of Scottsdale Road.

- A Commissioner asked about criteria used to select projects. Ms. Conklu indicated that typical criteria consist of identifying right-of-way locations and reviewing studies to identify priorities and obstacles. Mr. Basha added that there is an effort to provide a connection between logical origins and destinations.

8. **TRANSPORTATION MASTER PLAN UPDATE**

Paul Basha, Transportation Director, prefaced the update by stating that the purpose of the discussion was to address Commissioners' questions over the past two meetings.

Highlights of the presentation included:

- Four additional presentations are available should the Council or the audience request them. Two of these include:
 - Widening Chaparral from two lanes to four lanes between Miller Road and 78th Street.
 - Narrowing Downtown Scottsdale Road from four lanes to two lanes.
 - The Department has already offered its recommendation to leave these two streets as they currently exist. This recommendation will move on to the City Council, when the Transportation Master Plan is presented.
- Additional available presentations include:
 - Narrowing McDowell Road from six lanes to four lanes.
 - The Transportation Master Plan streets element and transit element.

The prepared presentation was then provided.

- 2035 traffic volume projections: Current daily vehicle miles traveled is 3.9 million, projected to increase to 4.5 million in 20 years, a 15 percent increase corresponding closely to the predicted population increase.

In response to a Commissioner, Mr. Basha discussed demographics, noting that the City of Scottsdale has a substantially higher percentage of the aging population than Phoenix. For those over 74, the percentage of population in Phoenix is decreasing and in Scottsdale is increasing. This is the predominant reason why the primary focus of the Transportation Master Plan is improving bus and trolley service. Residents over 74 are overrepresented in collisions in Scottsdale.

A Commissioner asked about the anticipated effects of self-driving vehicles. Mr. Basha replied that self-driving vehicles exist and operate in Scottsdale at this time. They are required by law to have an occupant driver in the vehicle, who observes as the vehicle operates. Self-driving vehicles have an extremely low collision rate. None of the projections presented include self-driving vehicle considerations.

Myrna Weinstein requested to speak, identifying herself as an aging adult and a resident of Villa Monterey. She suggested the possibility of extending light rail to SkySong, which would connect the ASU campuses. She commented that light rail is one of the fastest and most convenient forms of transportation. Mr. Basha replied that the Commission has directed the Transportation Department to include light rail considerations in the Transportation Master Plan and that the Department has provided five potential rail transit routes, including

- Scottsdale Road from Tempe to McDowell Road
- Continuing on Scottsdale Road north of McDowell Road up to just north of Osborn before veering west on Goldwater Boulevard and connecting to Scottsdale Fashion Square
- 68th Street, connecting Scottsdale Fashion Square to the Tempe Modern Streetcar
- Two alignments along McDowell Road, both extending from the General Dynamics facility at Granite Reef.
 - One would continue on McDowell Road west into Papago Park and connect to the Sky Train Station on Washington near the Phoenix Sky Harbor Airport.
 - The other would extend on McDowell Road from General Dynamics to 64th Street and then south, providing access to Desert Botanical Gardens and the Phoenix Zoo and connecting to the existing Priest Washington light rail. This line would continue on the existing light rail line into Downtown Phoenix, North Phoenix and into Glendale. Theoretically, a person living on McDowell Road could take one light rail line to employment in downtown or north central Phoenix or Glendale.

Steve Helm requested to speak and identified himself as a previous manager of Scottsdale Fashion Square for ten years and currently vice chair and public policy chair of the Chamber of Commerce. He expressed support for mass transit options in the Transportation Master Plan since Scottsdale imports the majority of its workforce from other areas.

A Commissioner acknowledged the rising tenor of conversation towards interest in mass transit, especially from baby boomers interested in accessing the network.

The presentation continued with Mr. Basha addressing Commissioner McLaren's requests at a previous meeting for clarification on cross sections:

- Major arterial streets consist of three motor vehicle lanes in each direction separated by a raised landscaped median, with bicycle lanes and sidewalks on both sides. More rural locations include landscaped medians separating the motor vehicle and bicycle lanes from the sidewalk, multi-use path or multi-use unpaved trail.
- Minor arterial streets are similar, however they consist only of two lanes per direction.
- Major collectors include two motor vehicle lanes and one bicycle lane per direction. However, instead of a raised landscaped median, there is a two way left turn lane.
- Minor collectors include one lane per direction for motor vehicles and bicycles, separated by a two-way left-turn lane.
- A new cross-section is being contemplated for Dynamite Boulevard from 118th Street East to 144th Street. The concept includes keeping the current right-of-way for a six-lane street, but recognizing that due to the Preserve, six lanes on Dynamite Boulevard are no longer needed. The new concept includes one motor vehicle lane and a wide bicycle lane per direction separated by a raised landscaped median. The motor vehicle and bicycle lane combined is 20 feet wide and meets Fire Department requirements. This is being considered for four other streets in the northern portions of

the City: 128th Street south of Ranch Gate Road, Ranch Gate Road, Jomax Road and Pima Road north of Pinnacle Peak Road.

In response to a question from Vice Chair Holley, Mr. Basha stated that 96th Street would not fall into the lighter category, as it is classified as a collector street, not an arterial street. He acknowledged that it is a subtle difference.

The presentation continued:

- The Department has previously recommended deletion of the proposed changes at 128th Street in the area of the Preserve. Mr. Basha had been asked to present this specific slide and topic to the McDowell Sonoran Preserve Commission. The Commission unanimously passed a recommendation to eliminate 128th Street in the Preserve location from the Transportation Master Plan, which they will recommend to the City Council.
- The Tourism Development Commission asked Mr. Basha to speak and had a recommendation regarding the Scottsdale Limited Bus. Discussions have included only two stops, at the Thunderbird Park and Ride and Scottsdale Fashion Square. There would be no stops for the eight miles. The Tourism Development Commission suggested a third stop at the Scottsdale Quarter north of the Thunderbird Park and Ride lot. Mr. Basha agreed to present this option to the Transportation Commission, however the Transportation Department does not concur with this recommendation. The Department believes that the two-stop Scottsdale Limited is appropriate, with a goal to encourage bus use by having a few stop, high frequency, low travel time route. The Department believes that the short distance extension would cause more disruption than benefit. The route is intended to supplement the existing Route 72 service. Previously, the Transportation Commission has discussed the possibility of extending the route to the Rural/University light rail station. The Department has recommended that the service should stop at Scottsdale Fashion Square. In April 2016, Route 72 from Scottsdale Fashion Square into Tempe to approximately Baseline or Southern Avenue will have ten-minute service, rather than the current 20-minute service. The combination of the Scottsdale Limited Service and the ten-minute frequency serves the corridor well.

A Commissioner asked Mr. Basha to provide the presentation on the widening of Chaparral.

Highlights of the presentation included:

- The Transportation Department is recommending no change to Chaparral between Miller Road and 78th Street. The portion in question connects the Pima Freeway interchange to Scottsdale Fashion Square.
- There has been discussion for five to ten years that the Chaparral interchange should not exist and that instead, it should have been located at Camelback Road. When State Route 101 was constructed the strict policy of the Arizona Department of Transportation and the Federal Highway Administrative dictated that interchanges could be no closer than one mile. Camelback is one-half mile from Indian School Road and would violate the requirements. The policy for freeway interchanges has since been revised to a two-mile separation. Interchanges located in close proximity cause congestion and increase collisions.
- The Chaparral Road interchange serves Scottsdale Community College.
- Approximately 60 homes front Chaparral Road between Miller Road and 78th Street. On Camelback Road between 82nd Street and Pima Road a similar

number of homes would be affected by an interchange in this location. Also, Camelback Road does not extend east of Pima Road currently.

- Traffic volume on Chaparral Road in 1994, before freeway construction was at approximately 14,000 vehicles per day. The freeway opened to Shea Boulevard past Chaparral in the year 2000, at about 19,000 vehicles per day. In 2014, there were 2,000 vehicles fewer vehicles per day using Chaparral.
- A review of traffic volumes shows that Shea Boulevard is at 128 percent of capacity, and the one lane per direction section of Chaparral Road between Miller and 78th Street at 122 percent. The remainder of Chaparral Road between Scottsdale and Pima Road is substantially under capacity. Four out of the top ten most congested street segments are on Indian School Road between downtown Scottsdale and the Pima Freeway.
- The highest volume three-lane streets include: Chaparral from Miller to 78th Street at 17,000 vehicles per day; 68th Street from Indian School to Camelback and Miller from Thomas to Osborn at approximately 12,500 vehicles per day; Miller from Oak to Thomas and Cactus from 96th to 100th have approximately 10,000 vehicles per day. The other five streets that connect Pima Freeway to Scottsdale Road are at 50 to 80 percent of capacity.
- During public outreach efforts on Transportation Tuesdays, the public was asked “Would you support increasing Chaparral Road to two lanes per direction between Miller and 78th Street?” One hundred-fifty-eight responses were received. Approximately 20 percent said yes, approximately 10 percent said yes but with other considerations, approximately 10 percent said no but with other considerations and 60 percent said definitely not.

Vice Chair Holley invited public comment, first reading submitted comments:

- Sharon Klausner asked where the 27 senior citizens would go when they have to leave their homes for street widening. Homeowners association fees will increase with the lost revenue and traffic congestion will be worse on Chaparral. She also questioned how much was being offered for eminent domain removal of residents from their homes. Mr. Basha replied that with the City of Scottsdale purchases homes, they are required by law to provide a fair market value with no realtor fees.
- Sharon Simmons opposed widening of Chaparral Road, which would result in the loss of 24 homes in the development, increasing the tax burden and displacing elderly homeowners from their homes. She suggested a roundabout at the intersection of Chaparral and Miller Road. Mr. Basha stated that the Transportation Department agreed and this could be accomplished with Chaparral Road staying as a one lane per direction street or becoming a two lane per direction street.
- Marilyn Pope was opposed to the widening of Chaparral Road. The destruction of the 27 homes on the other side of her home’s wall would cause major damage to her home financially and to herself emotionally. Displaced residents would not be able to find equal housing with comparable quality of life. Mr. Basha shared the Transportation Department’s sympathies to these sentiments and noted that this is the reason the Department is recommended that the proposed widening not be included in the Transportation Master Plan.

Other members of the public spoke as follows:

- Rob McBride identified himself as President of the Villa Monterey IV homeowners association. The development consists of 144 owners and is a historic district. The Board of Directors for the homeowners association has voted unanimously to oppose the widening of Chaparral and will be presenting a position statement to Mr. Basha.
- Gordon Toland identified himself as a resident of Villa Monterey IV. He and his family have lived in the same home for 50 years. He clarified that any proposed widening would involve 50 homes on both sides of Chaparral Road, plus the 50 homes behind these homes on both sides. The homeowners association is totally financially supported by funds received from members of the community. The removed homes would represent a decrease of 20 percent of the total income. He questioned the origin of the concept. Vice Chair Holley commented that the statistics of over capacity do suggest that one solution is widening of the road. However, the City must balance all considerations, including costs, potential traffic benefits and effects on residents.
- A Commissioner commented that historically, homes were removed on McDonald Road and also Indian School Road west of 58th Street during freeway construction. In both cases, the process went smoothly.
- Myrna Weinstein, resident of Villa Monterey discussed the uniqueness of the community and stated that the proposed widening would destroy part of its character. She suggesting a roundabout as an option.
- Allyn Taylor recounted that two weeks prior, she was present at a Council meeting where there was a very lengthy presentation on this issue and in the end, it was stated that the widening was not going to be recommended. She mentioned Commissioner Graham's request at that time to postpone the discussion for an additional two weeks. As a resident of the development, she did not care how much was offered for her home and she did not want to be forced to move.
- Cathy Feld spoke as a resident of Villa Monterey for 35 years and stated that the City of Scottsdale has designated Villa Monterey as a historic district of 700 homes. It took four years to obtain the designation. This designation covers Chaparral under HP zoning. Chaparral is located in the heart of the community and that the proposed widening would affect three Villa Monterey units, IV, VI and VII. She suggested calming methods, including roundabouts and bike paths and/or a trolley between Scottsdale Community College and Scottsdale Fashion Square. Mr. Basha acknowledged the historical context of the neighborhood and commented that the trolley line was a superb idea that was implemented four weeks ago. The route travels Camelback Road, however, and directly connects Scottsdale Community College and Scottsdale Fashion Square.
- In response to a guest commenter, Mr. Basha confirmed that comments submitted online were received and are part of the record.
- Marilyn Pope commented that creating another four-lane road similar to Indian School was not a traffic calming approach and would only increase traffic. Mr. Basha stated that the proposed measures would increase capacity and reduce traffic congestion.

Commissioner Graham addressed the comments of Ms. Taylor regarding the extension of the discussion for two weeks and clarified that this suggestion was due to the compressed meeting time frame and because full membership was not available to discuss the issue. He clarified that ongoing concerns stem from overcapacity of both Chaparral Road and Indian School Road and how that would be addressed. He suggested exploring more creative options and widening the conversation, while ceasing to discuss the proposed widening of Chaparral Road.

Cheryl Ray requested to speak and identified herself as a resident of the affected portion of Chaparral Road. She commented that Chaparral Road is not congested around the clock. There are periods of slow traffic, but during no time is it impossible to pull onto the roadway. She asked about a timeline, should the project move forward. Mr. Basha replied that design, planning and construction would take five to ten years.

COMMISSIONER STICKLES MOVED TO SUPPORT THE TRANSPORTATION DEPARTMENT'S RECOMMENDATION TO LEAVE CHAPARRAL ROAD BETWEEN 78TH STREET AND MILLER ROAD AS A MINOR COLLECTOR DESIGNATION. COMMISSIONER BRETZ SECONDED.

Commissioner McLaren stated that she had been involved in many displacements, acquisition and relocation of residents and business and that it would weigh heavily on her decision to move forward with the displacement of the homes on Chaparral Road. She suggested a change in concept from moving vehicles to moving people.

A Commissioner commented that he initially supported the concept, because he felt it would be helpful to the residents who lived there and that it has become obvious that it would not be.

THE MOTION CARRIED BY A VOTE OF SIX (6) TO ZERO (0). CHAIR OLMSTED WAS ABSENT.

Mr. Basha provided the presentation on the proposed narrowing of Scottsdale Road. Highlights of the presentation included:

- The Transportation Department is recommending that Scottsdale Road remain a four-lane street, two lanes per direction. Downtown Scottsdale Road has much higher traffic volumes than either Goldwater or Drinkwater.
- One of the reasons for the potential narrowing is that a four lane street is considered as a barrier, especially to Downtown Scottsdale merchants.
- The concept of the narrowing envisions increased parking along Scottsdale Road adjacent to businesses and the inclusion of bicycle lanes.
- It would be designed to more effectively accommodate pedestrian traffic.
- During Transportation Tuesday, the Department asked for feedback on narrowing Scottsdale Road to one lane in Downtown Scottsdale. Over 400 responses were received. Approximately 15 percent approved, approximately five percent said maybe and 80 percent said no.
- A meeting between the Transportation Department and downtown merchant owners occurred the previous week. There was overwhelming opposition to the concept of narrowing Scottsdale Road.

- The Transportation Department's recommendation to leave Scottsdale Road as a two lanes per direction road will be retained in the Department's recommendation to the City Council.

Highlights of the ensuing discussion included:

- Vice Chair Holley read a written comment from Marilyn Atkinson expressing Atkinson's support for keeping Scottsdale Road as two lanes in each direction. Ms. Atkinson then spoke, stating that at one time, Scottsdale road was one lane north and one lane south with pull-in parking. The situation became disastrous, as travel through downtown became impossible. In the early 70s, the road was widened, which has been a benefit to the area and especially to merchants, who are dependent on tourism for their livelihoods. She requested that the road remain two lanes north and south.
- Praveen Jain requested to speak and identified himself as a business owner south of Downtown Scottsdale. He has owned his business for ten years, however, the business has existed for 40 years. He supports the Transportation Department's recommendation leave Scottsdale Road as two lanes in each direction.
- Jimmy Erickson requested to speak and identified himself as a business owner in Downtown Scottsdale for over 30 years and a resident of the area on First Avenue. He commented that pedestrians should cross at designated crosswalks to avoid safety issues. He surmised that if angled parking is installed, it will be taken by employees that work for the businesses and not by customers.
- Frederika Ranucci identified herself as an owner of commercial property in Downtown Scottsdale. She was present on behalf of downtown merchants vehemently opposed to narrowing Scottsdale Road. As of this meeting, 174 businesses located in the immediate are of downtown have signed a petition against narrowing Scottsdale Road.

COMMISSIONER STICKLES MOVED TO SUPPORT THE TRANSPORTATION DEPARTMENT'S RECOMMENDATION TO NOT NARROW SCOTTSDALE ROAD. COMMISSIONER MCLAREN SECONDED.

Commissioner Rosenberg stated that he was not certain that it was a good idea to vote not to narrow Scottsdale Road. He suggested making a mall out of Scottsdale Road during a weekend day and observe what occurs in terms of business traffic. Vice Chair Holley stated that this would require support of several groups and this proposal would more properly fall under the purview of the Tourism Development Commission.

THE MOTION CARRIED BY A VOTE OF FIVE (5) TO ZERO (0). CHAIR OLMSTED WAS ABSENT. COMMISSIONER ROSENBERG ABSTAINED.

Mr. Basha stated that if the Downtown merchants wish to close Downtown Scottsdale Road to have a celebration, they may do so, but that this was not under the purview or direction of the Transportation Commission.

9. **OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS**

Commissioner Stickles requested to defer this item to another meeting, due to the hour. Vice Chair Holley concurred.

10. **PUBLIC COMMENT**

There were no public comments.

11. **COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS**

Commissioner Stickles requested to defer this item to another meeting, due to the hour. Vice Chair Holley concurred.

12. **ADJOURNMENT**

With no further business to conduct, Chair Olmsted adjourned the regular meeting at 10:00 p.m.

SUBMITTED BY:

A/V Tronics, Inc. DBA AVTranz.

***Note: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/transp.asp>**



DRAFT SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
SPECIAL MEETING**

THURSDAY, DECEMBER 3, 2015

**COMMUNITY DESIGN STUDIO
7506 INDIAN SCHOOL ROAD
SCOTTSDALE, ARIZONA 85251**

1. CALL TO ORDER

Chairman Olmsted called the regular meeting of the Scottsdale Transportation Commission to order at 6:05 p.m.

2. ROLL CALL

PRESENT: Steven Olmsted, Chair
Paul Holley, Vice Chair
Gary Bretz, Commissioner
Steven Rosenberg, Commissioner

ABSENT: Barry Graham, Commissioner
Jyme Sue McLaren, Commissioner
Robert Stickles, Commissioner

STAFF: Paul Basha, Director of Transportation
Frances Cookson, Office Coordinator
Phillip Kercher, Traffic Engineering and Operations Manager
Andrew Merkley, Traffic Engineering Analyst

3. PUBLIC COMMENT

No members of the public wished to address the Commission, however Chair Olmsted took the opportunity to discuss the purpose of special meetings. The intention has been to provide a forum for updates to the 2008 Transportation Master Plan. This is one of the special meeting activities relative to exploring the development of a next draft Transportation Master Plan. The basis for a Master Plan revision involves an understanding of the system itself and the activity occurring within the system.

4. 2014 TRAFFIC VOLUME AND COLLISION RATE REPORT

Andrew Merkley, Traffic Engineering Analyst, provided the report. Highlights included:

- The Traffic Volume and Collision Rate Data Report (Collision Manual), has been published for even numbered years since 1988, is a collaborative effort within the Traffic Engineering Department and contains traffic volume and collision data for 324 street segments and 203 street intersections.
- Traffic Engineering conducts a top 20 analysis of approximately 20 intersections that experience a high collision rate, analyze collision trends and conducts field visits at these locations. Mitigation measures are then recommended. These include signing and striping changes to capital improvement projects.
- Data collected for the Collision Manual comes from the collision database maintained by Traffic Engineering. Traffic volume data is collected by Traffic Engineering technicians over the two-year period with two counters placed at each intersection approach. Data is seasonally adjusted based on historical data. Volumes reported in the manual consist of the sum of all approaches to an intersection.
- The Collision Manual is broken into segment data and intersection data.
 - Segment data are divided into collision data and volume data. Segment collision rates and volume data are sorted by location and descending criteria as well as historical comparisons.
 - New to the 2014 manual, volume to capacity ratios are also included.
 - Intersection collision rate and volume data is sorted by intersection location with historical comparison.
- The collision rate is defined as the collision experience related to traffic exposure.
 - For segments, it is defined as collisions per million vehicle miles traveled, calculated using the annual number of collisions on the segment, the daily traffic volume and the segment length. The city-wide average segment collision rate in 2014 was 1.35 collisions per million vehicle miles traveled, representing an increase from the 2012 average rate of 1.31.
 - Intersection collision rates are defined as collisions per million vehicles entering the intersection. The 2014 average City-wide collision rate is 0.57 collisions per million vehicles entering the intersection, representing an increase for 2014 of 0.52.
 - For segments, the highest collision rate of 9.59 and a total of seven collisions was experienced on Camelback Road between Hayden and Granite Reef. Camelback Road between Scottsdale and Miller had a total collision rate of 7.69 and 31 collisions, due to a higher volume of traffic in this segment.
 - When sorted by highest frequency, the segment collision experience, Frank Lloyd Wright between Greenway Hayden and Hayden Road had the greatest number of collisions at 53. Shea Boulevard between Scottsdale Road and Hayden Road had 37.
 - For 2014 volume to capacity ratios, the highest ratio of 1.28 is experienced on Shea Boulevard between Loop 101 and 90th Street, followed by Chaparral Road between Miller and 78th Street, with a ratio of 1.22.
 - For intersection data, the highest collision rate experienced is 1.66 at the Loop 101 and Frank Lloyd Wright interchange, followed by the Hayden and Thomas intersection, with a rate of 1.61, the Loop 101 and Raintree interchange at 1.56 and the two Scottsdale Road intersections at 1.45.

- When intersections are sorted by highest frequency of collisions, the highest rate is experienced at the Loop 101 and Frank Lloyd Wright interchange at 51 collisions.
- The Collision Manual is useful in analyzing city-wide trends, based on metrics such as population, daily vehicle miles traveled, city-wide number of collisions, time of day, month of collision, manner of collision and violation by driver.
 - Between 2006 and 2012, there was a sharp decrease in collision rate, however this trend is reversing somewhat since 2014, with an increase in the rate.
 - Annual vehicle miles traveled show an increase from 1994 through 2006 with this rate stable since that time. The number of collisions sharply fell after 2006, but has increased since 2012.

Chair Olmsted asked for clarification on vehicle miles traveled. Mr. Merkley replied that vehicle miles traveled relates to the length of segments multiplied by volume.

- The annual average daily vehicle miles traveled per person in small cities in the United States is five to 15 miles. Phoenix and Tucson fall between the minimum and maximum average. The drop in daily vehicle miles traveled in Scottsdale between 1998 and 2000 is attributed to the opening of the Loop 101 Freeway. Since that time, it has been somewhat consist at approximately 17 daily miles.
- Collision data may also be sorted by collision attributes such as time of day. The highest percentage of collisions occur between 2:00 and 6:00 p.m., with the lowest percentage occurring between 3:00 a.m. and 6:00 a.m.
- For collisions by month, the highest percentage occurs between October and March, with the lower percentage occurring between April and September.
- The 2014 city-wide average of collisions by manner shows rear-ends at 42 percent, angle front to side at 19 percent, sideswipes same direction, single vehicle and left-turn collisions at approximately 10 percent.
- In the category of collisions according to driver violation, driving too fast for conditions accounts for the majority of violations at over 30 percent, followed by disregarded traffic signal, improper turn and inattention/distraction.

Highlights of the ensuing discussion included:

- In response to a question from Vice Chair Holley regarding a drop in intersection collision rates since 2010, Mr. Merkley attributed the drop to a combination of factors, including police enforcement and street system improvements. Mr. Basha added that the statistical analysis shows that segment collision rates have been decreasing for 30 years, while intersection collision rates have remained essentially the same.
- Chair Olmsted commented that the robust data analysis leads to projects to address the issues identified. He asked Mr. Merkley to address the example of the Hayden and Thomas project. Mr. Merkley stated that now that intersections with the highest collision rates have been identified, Traffic Engineering will select intersections to study and make recommendations for improvements. The timeline depends on the feasibility and cost of the recommended project. Hayden and Thomas had been consistently identified in the top five problem areas and was requested to be included in Maricopa County Association of Government's safety assessment program. The assessment was instrumental in allowing the City to apply for federal funds to do a safety project at the intersection. When Traffic Engineering conducts its own assessments or safety audits, some may result in recommendations for capital improvement projects. Mr. Basha stated that several years ago, initial

- recommendations from the City consultant included dramatically changing the Hayden Thomas intersection. However, the plan would have eliminated one-third to one-half of the businesses at the Hayden Thomas intersection. Staff examined the proposed solution and traffic patterns and developed a much more surgical solution. This resulted in a better design, requiring substantially less right-of-way, while allowing all of the businesses to be retained. Chair Olmsted suggested the creation of a flow chart to illustrate the process from data collection through project completion.
- A Commissioner noted the significant number of accidents along Frank Lloyd Wright, while there is a lower frequency at a similarly busy section at 101 and Shea. Mr. Merkley pointed out that Frank Lloyd Wright features frontage roads, which make traffic movements much more complicated. Mr. Basha commented that the ADOT study will include analyzing the 101 and Shea intersection and developing recommendations to reduce volumes.

5. TRANSPORTATION MASTER PLAN UPDATE

Paul Basha, Director of Transportation, provided the report. Highlights included:

- Streets designated as urban exist predominately in the southern portion of the city with the middle geographic area consisting of some urban designations near Shea Boulevard and the interchanges of the freeway and Scottsdale Road down to Frank Lloyd Wright and no urban streets north of Pinnacle Peak Road.
- Most streets in the City are designated as suburban. There are few suburban streets north of Pinnacle Peak Road.
- Rural streets are located primarily north of Pinnacle Peak Road. There are no rural streets in the Southern portion of the City. There are some located in the Shea Cactus Corridor.
- The Department is recommending very few changes to the street classifications. None are recommended for the central and southern portions of the City, except the indication that the interchanges will be analyzed in one designated area.
- In the northern portion, five locations have been identified, including: Dynamite Road east of 118th Street, Pima Road north of Dynamite Boulevard, 128th Street south of the Preserve, Ranch Gate Road, connecting 128th and 118th Streets and Jomax Road, connect Alma School Road and 118th Street. The classification of the streets will not change, however the construction of the streets will change. The recommended change will be one 12 foot vehicle lane per direction with a raised landscaped median and an eight foot wide bicycle lane.

Chair Olmsted asked for clarification on where construction projects appear and whether they are programmed now or in the future. Mr. Basha replied that there are a variety of ways the streets will be constructed. 128th Street will be constructed by the development on the east side. As part of the stipulations for approval of the development, they are required to construct both directions of the street as well as the raised landscape median. Typically, the City only requires developments to construct their adjacent half street. Ranch Gate Road is currently constructed at one lane per direction. Adjacent to the road is Arizona State Land property. They have been requested to use the existing street for eastbound when the property is sold and developed and will construct a raised landscape median north of the existing street. In addition, they will construct a westbound wide motor vehicle lane and wide bicycle lane. Jomax Boulevard is in the current capital improvement program for construction in the distant future, to be constructed with City funds. Dynamite Boulevard exists and

operates quite well as one lane per direction and is in the capital improvement plan for future construction. Pima Road is in the capital improvement program for future construction.

- Most streets are classified suburban, including a few streets north of Pinnacle Peak Road, dominated by Ranch Gate Road.
- Transit is located in two geographic areas: South of Indian Bend and Indian Bend to Pinnacle Peak Road. There are currently no trolley routes north of Indian Bend Road, however there are two Valley Metro routes and four City of Phoenix routes.
- The proposal includes Scottsdale Limited bus service on Scottsdale Road from Fashion Square to the Scottsdale Thunderbird Park and Ride lot, which would only have the two stops at Fashion Square and the Scottsdale Park and Ride lot.
- Starting in April of next year, Scottsdale Road Route 72 will operate at ten-minute frequency from Scottsdale Fashion Square into Tempe, connecting to the Rural University Light Rail Station.
- For the Airpark Trolley, one route exists on the west of the runway and one on the east. Both routes converge at the Scottsdale Thunderbird Park and Ride.
- The Cactus Trolley serves a number of streets, including Via Linda, Cactus, 96th Street, 94th Street and serves the businesses near the Pima Frank Lloyd Wright Interchange, and the Honor Health facility and retail businesses at Pima and Shea.
- The Mustang Transit Center improvements are currently under design.

A Commissioner suggested that when costs for additional routes are being calculated, especially along Scottsdale Road, the ADA obligation should be reviewed, as currently the route does not go that far north. The same is also true for some of the trolley routes. Mr. Basha replied that Route 72 currently extends to Thompson Peak Parkway. There were discussions regarding extending the route to Pinnacle Peak Road; the Department's recommendation was to not extend it the two extra miles. This is a relatively low ridership area, and there are higher priorities, such as the Cactus Trolley and the Airpark Trolley.

- Construction costs will be significant and there will be applications for federal and regional grants. Next year's budget requests will include Scottsdale Limited, the Airpark Trolley and the Cactus Trolley. It takes approximately two years to acquire the vehicles. Approval must first be received from the City Manager's Office, followed by the City Treasurer's Office and ultimately, City Council.

Vice Chair Holley inquired about the possibility of requesting funds from the Salt River Pima-Maricopa Indian Community for construction in the area of the Pavilions and Pima Road. Mr. Basha clarified that construction does not enter Indian Community land. Conversations have taken place for the McDowell Road bus service going to the casino near McKellips Road, and the Indian Community shares in this funding. When the bus system becomes more robust, service of the Pavilions would be included.

- Shared use paths and multiuse paths are typically separate from roadways and provide the highest level of bicycle travel for the general public. They are particularly popular with those in wheelchairs, parents with strollers and relatively inexperienced cyclists. There are locations in the southern part of the City, including Indian Bend Wash and along the canal. In the central part of the City, the Indian Bend Wash bicycle path continues north into the Camelback Walk area. Farther north, it crosses the Central Arizona Project Canal, providing bicycle path systems throughout McDowell Mountain Ranch and into the Greyhawk area.

- There are approximately 300 projects totaling approximately 200 miles, with high, medium and low priority designations. High priorities are generally located in the central portion of the City with some into the southern portion. The northern portion consists mainly of medium and low priorities. Dynamite Boulevard and Pinnacle Peak Road are medium priorities.
- Although there is a priority ranking, whenever there is a street project in the vicinity of a low or medium priority for motor vehicle travel priority purposes, the bicycle improvements are included.

Highlights of the ensuing discussion included:

- Mr. Basha stated that slides are available pertaining to McDowell Road, should the Commission wish to see them. He added that there has been consideration for narrowing McDowell Road from six lanes to four lanes. Vice Chair Holley commented that the consideration is premature and that it would be wise to wait five years to see what occurs as far as development along McDowell Road. Mr. Basha voiced agreement.
- Vice Chair Holley commented that the Paths and Trails Committee will want to review the relevant portions of the Plan.
- A Commissioner asked about previous discussions on mass transit and high speed options. Mr. Basha noted that those have been presented previously and have not changed since they were last provided. They will be included as part of the transit element of the Transportation Master Plan at the next meeting. Chair Olmsted commented that they should have been included, given the significance of some of these larger projects.
- A Commissioner asked how the Bike Share Program fits into the Plan. Mr. Basha stated that it is an additional program that does not affect the infrastructure.

CHAIR OLMSTED MOVED TO CONTINUE FORWARD WITH THIS SEGMENT OF THE TRANSPORTATION MASTER PLAN AS PRESENTED, PENDING RELEVANT SEGMENTS BEING PRESENTED TO THE PATHS AND TRAILS SUBCOMMITTEE. COMMISSIONER BRETZ SECONDED. THE MOTION CARRIED BY A VOTE OF FOUR (4) TO ZERO (0). COMMISSIONERS GRAHAM, MCLAREN AND STICKLES WERE ABSENT.

6. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Paul Basha provided the report. Highlights included:

- A previous meeting had included discussion of the possibility of purchasing electric busses. Madeline Clemann and John Kelley visited the electric bus manufacturing facility in Southern California. The Department's opinion is that the manufacturer is not quite ready to move forward with the City of Scottsdale and is in the midst of a number of discussions with municipalities throughout the country. In addition, the manufacturer would be depended on to prepare the grant application, which was due November 23rd. Hybrid vehicles will continue to be purchased and next year, the Department will again pursue the purchase of electric only buses.
- Scottsdale has once again been designated a Gold Standard Bike Friendly Community by the League of American Bicyclists. The designation will be in place for five years

with a goal to improve bicycle facilities once again and then submit for a platinum ranking.

- The Department continues with its preparation of the Wayfinding Program documents and will present those in February or March of 2016.
- The City Council approved construction of a portion of Arizona Canal multiuse path last month after a five year process. There were a number of public meetings with a number of public concerns addressed during the process. Regional funding represents 50 percent of the project cost. Construction is anticipated to begin in April, however the contractor has ideas for expediting construction. Completion is estimated for late summer or early fall.
- Last year, a variable speed limit was implemented on Camelback Road between Scottsdale Road and Miller Road. On October 24th at 1:50 a.m., an inebriated pedestrian was crossing Camelback Road mid-block. He was struck by a vehicle, however the vehicle was only traveling 25 miles per hour, as this was the posted speed limit at that time. The pedestrian was released from the hospital with no injuries. In the late evenings on Friday and Saturday night into the early mornings of Saturday and Sunday, the speed limit changes to 25.

Highlights of the ensuing discussion included:

- Vice Chair Holley inquired as to whether the League of American Bicyclists provides suggestions for improvements. Mr. Basha replied that specific recommendations are not provided, however, they do provide criteria for each award category. The criteria for platinum designation are being incorporated into the Transportation Master Plan and the Capital Improvement Program.
- In response to a question from a Commissioner, Mr. Basha stated that he was unfamiliar with the total number of gold designations in the state and platinum designations in the country, but that there are a few platinum communities, including one in Oregon. There are approximately three to five dozen gold designations in the country.
- In response to a request from a Commissioner, Mr. Basha stated that the design plans for the multiuse path have been brought to the Committee before, but could be brought back for additional review.
- Vice Chair Holley suggested that there might be other areas in the City where a variable speed limit would be beneficial. Mr. Basha replied that the Camelback location was a one-time installation and is particular to adjacent businesses. He added that this was the first location in North America where a variable speed limit sign was used on an arterial street. Throughout the country, variable speed limits are used in mountain states, where there are snow conditions and are also used in highly congested urban freeway locations.
- Bicycle racks have been recently installed in front of Scottsdale Stadium, on the Osborn side. They were designed by City employees on City time, so there was no additional design expense, other than materials. Another row is planned for the Scottsdale Road side of the stadium. Five additional designs will be installed throughout the Civic Center Mall area.
- The most recent neighborhood traffic management program is located at Cholla Road between Hayden and 84th Street. It includes two side island pairs and a central island currently under construction. It is hoped construction will be complete by Christmas.
- A segment of Camelback Road near Fashion Square west of Scottsdale Road was recently repaved. As part of the project, the lanes were re-stripped to provide bicycle

- lanes. Paint striping is complete, but the thermoplastic for the bicycle lanes has not yet been applied and is hoped to be completed by Christmas.
- Chair Olmsted commented that he has received emails from downtown business owners on the parking situation and requested to agendaize an update on the downtown traffic study. Mr. Basha confirmed that it is on the agenda for the December 17th meeting. At last night's City Council meeting, the Council directed the Department to provide recommendations as soon as possible, which will likely be in January.

7. PUBLIC COMMENT

There were no public comments.

8. ADJOURNMENT

With no further business to conduct, Chair Olmsted adjourned the special meeting at 8:09 p.m.

SUBMITTED BY:

A/V Tronics, Inc. DBA AVTranz.

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