SUMMARIZED MINUTES

CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING

THURSDAY, FEBRUARY 17, 2011

KIVA – CITY HALL
3939 DRINKWATER BOULEVARD
SCOTTSDALE, AZ 85251

CALL TO ORDER

Chair Weiss called the Regular Meeting of the Scottsdale Transportation Commission to order at 6:09 p.m.

ROLL CALL

PRESENT: Josh Weiss, Chair
Terry Gruver, Vice Chair
William Howard, Commissioner
Donald Maxwell, Commissioner
Steven Olmsted, Commissioner
Paul Ward, Commissioner

ABSENT: Carleton Cole, Commissioner

STAFF: Dave Meinhart, Transportation Director
Rose Arballo, Transportation Commission Coordinator
Jennifer Bohac, Senior Traffic Engineer
Joanie Cady, Advance Planning
Madeline Clemann, Transit Supervisor
Paul Porell, Traffic Engineering Manager
Carrie Wilhelme, Advance Planning

2. Introduction of New Transportation Commissioner

The Commission welcomed new Transportation Commissioner Steven Olmsted.

3. Approval of Meeting Minutes

- Study Session of the Transportation Commission – January 20, 2011
- Regular Meeting of the Transportation Commission – January 20, 2011

COMMISSIONER MAXWELL MOVED TO APPROVE THE STUDY SESSION AND REGULAR MEETING MINUTES OF JANUARY 20, 2011. COMMISSIONER WARD SECONDED. THE MOTION CARRIED UNANIMOUSLY 6-0.

4. Public Comment

No public comment was received.

5. Transportation Commission Annual Report for 2010

As was discussed at the Study Session, each Board and Commission was asked to develop an annual report for 2010 as a result of a Boards and Commissions Audit conducted in late 2009. The intention is for the reports to follow a consistent format as developed by the City Manager's and City Clerk's offices. The annual report itemizes topics of discussion, member attendance, subcommittees, and confirmation of administrative obligations required each year.

At the request of resident Dave MacDonald, Mr. Meinhart provided the Commission with public comments received via phone conversation.

Dave MacDonald, via phone conversation, asks the Commission to consider the Annual Report to reflect the Commission declining to act on public recommendation to sue the state to prevent the loss of the Freeway Photo Radar Program, which he believes is a proven cost effective public safety program.

Mr. Meinhart asked the Commission for information or comments they felt should be incorporated into the report. No suggested changes or comments were made. However, Vice Chair Gruver recommends that the public comments sections be supplemented in the future to capture all forms of comments (via email, phone, etc.) the public provides to the Commission, not just the comment cards submitted at Transportation Commission meetings. Staff will move forward as recommended so that all forms of public comments can be compiled in future annual reports.

COMMISSIONER HOWARD MOVED TO APPROVE THE TRANSPORTATION COMMISSION ANNUAL REPORT FOR 2010 AS PREPARED BY STAFF. COMMISSIONER WARD SECONDED. THE MOTION CARRIED UNANIMOUSLY 6-0.

6. Transportation Project Updates

Mr. Meinhart gave a brief update on the Cholla Street Traffic Calming project which was reviewed by the Commission in 2010. This project was recommended to include four speed tables and some raised median islands in the section from Cholla Street from 96th Street to 101st Street.

At the time this project was accepted by the Commission, public comment was received from a horse carriage business owner who raised some concerns regarding access and taking horse trailers over any type of traffic management devices. The Commission asked staff to work with the business owner to see if there were any options to resolve concerns while also addressing concerns for resident interest in neighborhood traffic management along this corridor. As a result of conversations between staff and the business owner, via phone and email, staff considered designing all four speed tables with the phasing of construction of the fourth, easternmost table to allow time to collect more data on the need for the fourth table. With regards to access, it was also determined there is an alternative route currently in place that would allow the business owner to go in and out of the neighborhood without having to go through any traffic calming devices.

Mr. Meinhart stated that staff proposes to move forward with construction of all four speed tables as previously recommended, unless the Commission would like to hear more detail from staff and residents. Chair Weiss reminded the Commission that this item is not to discuss the merits of speed tables or to visit what has already been decided.

Chair Weiss opened the floor for public comment.

Beverly Birnbaum, resident on Cholla Street, spoke in support of the installation of all four speed tables. (See Attachment A.)

Charles Rose, spoke on behalf of the horse carriage business owner, opposing this project. It is felt that traffic calming could be done in this area by using speed meters or stop signs. It is also believed that a problem exists with traffic and speeding due to the number of service vehicles and number of people who use this street. Concern was reiterated that going up and down speed tables is not good for the well being of horses being trailered in horse trailers, nor is it good for vehicles or equipment going through the neighborhood. Mr. Rose also commented that this $80,000 project should not be considered as it will add more to the shortfall of the City's budget.

John Felix, resident on Cholla Street, supports the installation of four speed tables. He believes this project should move forward as it has already been voted on previously. He pulls a boat and trailer and experiences no problems or inconvenience with going over speed tables. Mr. Felix also believes that the alternate route available to get to Shea is an equal and fine way to avoid any traffic calming devices in the neighborhood.

Dwayne McKee, resident for 17 years, lives on the corner of 101st Street and Cholla, and supports this project. He has witnessed people speeding and running stop signs and feels something needs to be done.

Greg Firoiti, resident on Cholla Street, is in favor of traffic calming in the area. He feels there are major safety issues due to drivers speeding and/or passing stop signs. He commented the project should proceed as planned.

Non-speaker comment cards received as follows:

Michael Nadramia wrote: "I have lived in the neighborhood for a little over a year and have seen several speeders go by my house at least 50 mph, and hope these traffic calming solutions will be well worth it to slow people down. This project has been approved. We should move forward. This block has been used as a cut thru and is not fair to the people on Cholla."

Engel Devon, resident on Cholla submitted written comments in support of the installation of four speed tables. (See Attachment B.)

Chair Weiss asked for comments from the Commission.

Commissioner Howard inquired about the notification and affected areas of this neighborhood, and asked if the speed and volume criteria were met. Ms. Bohac defined the notification process for the petition boundary and notification areas, and affected area. She also confirmed that speed and volume criteria have been met.

Due to the truck route discussion at last month's meeting, Commissioner Ward inquired about the service vehicles and other trucks traveling thru Cholla. Mr. Porell explained that a truck is defined in the City of Scottsdale Truck Ordinance as a vehicle with a 10,000 pound gross weight. Therefore, the service vehicles and other vehicles in question meet this criteria and are free to use whatever route they feel is appropriate.

7. <u>2011 General Plan Update</u>

Ms. Wilhelme provided general background information and overview of the 2011 General Plan Update process. She briefly reviewed the overarching themes and discussion points of the 2011 General Plan working Group, and reviewed the foundation of the General Plan, proposed future land use, overarching document changes, and relevant elements and goals.

Ms. Wilhelme explained that this document is a broad guide, but a guide that should be used more often. It is encouraged that Boards and Commissions follow along with the process as this document is scheduled to go to City Council in October 2011, then to the voters in Fall 2012.

It was mentioned that character area planning is an important component of the General Plan and has a more targeted outreach that allows people to better get involved. Two area plans recently adopted were the Greater Airpark Area Plan and the Southern Scottsdale Character Area Plan. The Shea Character Area Plan is currently underway. Anything that comes out of the Shea Area Plan that affects the Plan will be incorporated into the 2011 General Plan.

The only changes that have occurred to the future land use map from the 2001 land use map happened in the Airpark area and southern Scottsdale area. The character area planning process was used as a way to update the land use map because it was a more targeted outreach.

As far as some overarching document changes, there was some redundancy removed. The Circulation Element that most directly affects Transportation was reviewed and several redundancies omitted.

The element most relevant to the Transportation Commission is the Community Mobility Chapter that contains the Circulation and Bike Elements. Goals for the Circulation Element include:

- Automobile trip reduction
- Effective and connected multi-modal system
- Neighborhood protection
- Plan for future expansion
- Aesthetic and environmental standard
- Coordination of adjacent jurisdictions, and schools and school district
- Accessibility

The next steps in this process are:

- Continue public outreach process thru August 2011
- Reach out to Boards and Commissions, and community groups thru April
- In April, start a state mandated public hearing process from April thru October
- Voter ratification in Fall 2012

Ms. Wilhelme encouraged the Commission to review the draft General Plan on the City's website at http://www.scottsdaleaz.gov/generalplan/update.asp and provide any comment.

Chair Weiss opened the floor for public comment.

Mr. Meinhart shared public comments received from Mr. Dave MacDonald via phone conversation. With reference to the material provided to the Commission, "Attachment B – Relevant Goals and Policies", Goal GA 1, Mr. MacDonald suggests adding the verbiage *"provide that Scottsdale open space and mountain vistas are not sacrificed*." Under Goal EP 3, he suggests adding *"noise reduction and energy conversation***."** Under Goal S 3.1, Mr. MacDonald suggests changing the first sentence to read, *"Provide a safe, effective and efficient transportation system."* Goal S 3.3, should be revised to read "*Design, develop, and*

manage Scottsdale's transportation projects and traffic control systems with mobility and public safety as an overriding concern."

Chair Weiss asked the Commission for comments.

Commissioner Olmsted questioned the 6,000 comments received. Ms. Wilhelme mentioned that staff was impressed with the number of comments received considering they expected 500. This was not a statistically valid survey, but staff got some insight on citizens' interests.

Commissioner Howard inquired about the process for making changes to include infrastructure development in the plan prior to it going further. As a participant of the General Plan Working Plan, he has expressed concern that development projects within the City should be coordinated with the infrastructure required to support them. He feels that a lot of redevelopment exists in Scottsdale, therefore the infrastructure and development plan must go together. It is important to build the infrastructure as it comes, not after. Commissioner Howard expressed concern in disruption and sacrifice of quality of life and costs in time and money to make corrections after the fact after development has been approved.

Ms. Wilhelme asked the Commissioner to submit comments to her so that they may be carried forward to the City Council and Planning Commission.

8. <u>Hospitality Route Update</u>

Mr. Meinhart introduced Ms. Clemann who gave a brief update on the first few weeks of operation of this pilot program. He indicated that staff will return in March to provide an opportunity for more direct input into the evaluation of this program as to how it can be improved on things moving forward, or recommend on whether or not this route should continue moving forward.

Ms. Clemann explained that the reason the service was implemented was a result of a suggestion by one of the Council members. The main purpose of the route is to provide links from hotels to events and entertainment venues, shopping, and restaurants. The hospitality route was approved by Council for a 90-day trial period on January 11th and went into effect on January 17th. The estimated operating cost for the 90-day program is approximately $180,000 funded from approximately 50% private contributions in the form of sponsorships, and city shared revenue through bed tax.

An analysis of the boardings to date has been completed. The goal was to hit 12 passengers per hour, with 98% of the goal met by the third week. Staff will continue to monitor ridership.

The comments below were received from the Commission:

Chair Weiss commented he was pleased to see this route serve the Airpark area. He suggests that the evaluation of ridership include more detailed information that shows a breakdown of ridership on certain days of the week, hours of the day, when and where riders

are using this trolley, etc. The more detailed data made available could help the Commission and City Council understand how they foresee this trolley moving forward. With regards to funding and sponsorships, Chair Weiss suggests a discussion, if the rest of the Commission chooses, to also include a more detailed dialogue on advertising of buses/trolleys.

Commissioner Ward supports this program and agreed with Chair Weiss' suggestions. He also feels that focus needs to be made on both the qualitative and quantitative sides of this program with regards to this route being economically feasible, etc.

Vice Chair Gruver inquired about the types of outreach being done for this route. Ms. Clemann indicated that the Convention and Visitors Bureau is handling a lot of the public outreach by training concierges at each of the resorts to promote to hotel guests. The Downtown Ambassador's Group also provides outreach to out of town visitors, etc. on a daily basis.

Commissioner Olmsted suggested the creation of a basic document containing the development process for this program as to why it went so well, key strategic elements, etc.

9. Loloma Transit Center

Ms. Clemann gave a brief presentation on the potential closure of the Loloma Transit Station in an effort to meet budget goals and contribute in reducing the City's budget for FY12. She indicated the whole site has a public art template and serves as a hub for two transit routes (Routes 76 and 66), trolleys, tour coaches, taxis, bicycles, and pedestrians.

Ms. Clemann explained there are two options to consider: (1) the permanent closure option would result in the immediate sale of property with an estimated savings of $275,000; (2) the temporary closure option would be to sell the property at a later date with an estimated savings of $255,000. Should the temporary closure option be recommended, costs for utilities and maintenance of the building and landscape will still be incurred, whereas no costs for utilities or maintenance will be incurred with the permanent closure option. However, after communicating with the City's Facilities Department, Mr. Meinhart added that a full closure of Loloma could still be done with a sale of the property at a later date until the real estate market picks up.

Since Loloma was built with $2.4 million in Federal Transit Administration (FTA) Grant monies, and should a recommendation be made to close the facility, it is the City's responsibility to work with FTA to address any refunds due or consider use of all proceeds to purchase additional capital property or equipment. Mr. Meinhart added that FTA could give the City a minimum of three years to make a decision on addressing any reimbursement or investment of capital.

Mr. Meinhart clarified that no formal action is required from the Commission at this time; however, staff would like to hear any comments and/or concerns. This is an item the Commission deliberated on last summer as part of their future budget priorities discussions and identified as a lower priority item that could be eliminated from the program if necessary.

Efforts are being made to make the public aware that this is a proposal that is included in the City Manager's draft FY 11 budget.

Chair Weiss opened the floor for public comment.

Mr. Meinhart shared public comments from Dave MacDonald via phone conversation. Mr. MacDonald is disappointed on the closing of Loloma as it provides amenities, public restrooms, shade, etc. However, he understands and does not voice an objection to this proposal.

After inquiries regarding FTA funding of this facility, Vice Chair Gruver expressed support using FTA monies for purchase of capital for transit and holding off on the sale of Loloma to take the time to try to develop the best possible sale package for this property. Commissioner Howard and Chair Weiss agreed. Mr. Meinhart clarified that the underlying land at Loloma is not a transportation-funded asset and also was not funded through FTA.

With regards to Commissioner Howard's inquiry on the possible leasing of Loloma, Mr. Meinhart mentioned that this is an option that has been, and will continue to be, considered.

Commissioner Howard commented he believes there could be a serious financial problem if Loloma continues to remain open based on the approximate cost of $2.80 per person to board any bus at that facility. Ms. Clemann commented that for every trip that a bus does not need to go to Loloma saves each passenger 12 minutes.

Commissioner Ward expressed his concern in that reduction in transit and operations has seemed to be made continuously and that at some point it appears that choices will need to be made in the City not being able to support a large group of people who use the roadway or transit system. Mr. Meinhart explained that this is happening not only at the City level, but also at the Regional level. There is no guarantee that the same connections to Phoenix and Tempe can be made as they have been in the future as other cities are dealing with transit budget issues.

10. Draft FY 11/12 Operating Budget

Mr. Meinhart provided a summary of some issues being addressed thru the budget process year. Some of the key operating budget strategies is part of the hard work this Commission did last summer thru September in identifying where priorities should be and making some of those hard choices so that staff could have some direction on moving forward. As a result of budget discussions with the Commission, some of the items submitted as part of the City Manager's budget in preliminary form include:

- Transfer of the Street Overlay Program to the CIP
- Shift of major flood response costs to General Fund contingency

- Re-allocate Proposition 400 savings from Routes 72 and 572
- Close Loloma Station on at least a temporary basis
- Reduce the CIP Advance Planning Operating Account

Additional measures that may be required include:

- Limiting routes 72 and 81 service hours to match potential Tempe reductions
- Modifications to Routes 81 and 511 in the Airpark area to reduce annual service miles
- Reduce personnel costs

Mr. Meinhart will provide more details at the next meeting on March 23rd.

Chair Weiss opened the floor for comments from the Commission.

Commissioner Olmsted asked how much these budget adjustments could affect the Transportation Master Plan going forward. Mr. Meinhart stated it is staff's goal to update the Transportation Master Plan once the General Plan is updated. In addition, it is planned that more detailed updates be presented to the Commission and City Council.

11. Public Comment

None.

12. Identification of Future Agenda Items

Commissioner Ward asked for a quick update on the Airport Circulator project and Thunderbird Park and Ride project. Mr. Meinhart explained that the Northsight Roadway Extension should be about 30% in the design/planning process by May, and could go out for formal bid to flush out any utility related issues. An Airpark Area Circulation Update has been agendized for the next meeting on March 23rd. With regards to the Thunderbird Park and Ride, Mr. Meinhart stated that this project is in design. City staff and the FAA are working together on design and doing final adjustments on placement of facilities. A brief update as part of the Other Transportation Projects agenda item will be provided at the March Commission meeting.

13. Adjournment

With no further business to discuss, Chair Weiss adjourned the Regular meeting at 8:18 p.m.

SUBMITTED BY:

Rose Arballo
Transportation Coordinator

Attachments: A & B

***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**