SUMMARIZED MINUTES

CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING

THURSDAY, FEBRUARY 16, 2012

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 6:04 p.m.

ROLL CALL

PRESENT:
Josh Weiss, Chair
Terry Gruver, Vice Chair
Paul Holley, Commissioner
Donald Maxwell, Commissioner
Steven Olmsted, Commissioner
Robert Stickles, Commissioner

ABSENT:
Paul Ward, Commissioner

STAFF:
Dave Meinhart, Transportation Director
Rose Arballo, Transportation Commission Coordinator
Madeline Clemann, Transit Manager
Susan Conklu, Transportation Planner
Greg Davies, Senior Transportation Planner
Sarah Ferrara, Public Information Officer
John Kelley, Transportation Planner
Reed Kempton, Principal Transportation Planner
Paul Porell, Traffic Engineering Manager

2. APPROVAL OF MEETING MINUTES

- Study Session of the Transportation Commission – December 15, 2011
- Regular Meeting of the Transportation Commission – December 15, 2011

COMMISSIONER STICKLES MOVED TO APPROVE THE STUDY SESSION AND REGULAR MEETING MINUTES OF JANUARY 19, 2012, AS AMENDED AT THE STUDY SESSION. COMMISSIONER MAXWELL SECONDED. THE MOTION CARRIED UNANIMOUSLY SEVEN (6) TO ZERO (0).

3. PUBLIC COMMENT

No public comment was received.

4. TRANSIT VEHICLE ACQUISITION PLAN

Mr. Kelley gave an overview on the City's transit vehicle acquisition plan that included a brief review of staff recommendations on the type of vehicle that should be considered in moving forward with the replacement of existing City transit fleet vehicles. A summary of public input received was also provided.

Mr. Kelley reviewed the pros and cons of using existing vehicle types (trolley versus 30-35 foot bus) and highlighted the following:

- The public enjoy the bus seating (more comfortable and more seating capacity).
- The temperature on the bus can be controlled.
- The new trolley replica vehicles will cost less to maintain and are more comfortable.
- Current trolley vehicles have wheelchair lift issues that cannot be resolved.
- The new trolley replica bus would have a ramp instead of a lift that will better accommodate seniors and people with disabilities.
- The new trolley replica bus would have a bike rack that can accommodate three bicycles instead of two.
- The new trolley replica bus is more economical on fuel and runs quieter.
- The new trolley replica bus has a low floor design for ease of boarding/de-boarding

Overall, public outreach conducted by staff resulted in positive comments for the use of low-floor 30-35 foot buses built to look like trolley replicas, which allow for replacing the wheel chair lift with a ramp.

The estimated total fleet replacement cost for 21 vehicles is $14M. Funding would consist of no impact to the budget for the City of Scottsdale; 80% would be Federal funding and 20% would be a local match from Proposition 400 revenues.

The next steps for this project are to (1) provide a report to the City Council in March, and (2) develop vehicle specifications and pursue vehicle purchase in April. Staff estimates the new vehicles will be running within one year from the date of purchase.

Chair Weiss opened the floor for public comment.

Dave MacDonald, Scottsdale resident, encouraged the public to pay attention to transportation bills Congress is voting on regarding transit. Since a large portion of funding for replacement of the City's new transit vehicles comes from Federal funding, it is important to support funding for any transit needs.

Staff addressed questions from the Commission regarding the disposal process of retired buses, and cost and inventory of vehicle parts.

Chair Weiss suggested the possibility of recycling the old trolley vehicles as a display in the City's parks or museum for the public to experience.

Commissioner Holley commended staff on a great presentation and is excited to move forward with this project.

VICE CHAIR GRUVER MOVED TO APPROVE STAFF'S RECOMMENDATION FOR VEHICLE REPLACEMENT AS PRESENTED. COMMISSIONER HOLLEY SECONDED. THE MOTION CARRIED UNANIMOUSLY SIX (6) TO ZERO (0).

5. DIVERGING DIAMOND INTERCHANGE UPDATE

Mr. Meinhart introduced Mr. Hazlett of the Maricopa Association of Governments (MAG) to discuss the concept of a diverging diamond interchange (DDI) to address long term capacity in the Loop 101 and Pima/Princess Road interchange.

Mr. Hazlett provided background information on the use of a diverging diamond interchange and gave an update on the status of this project, initial operation analysis, and estimated costs. He also reviewed the steps necessary to include interchange modifications in the Regional Freeway Program.

Mr. Hazlett noted that directional flyover ramp connections proposed between the Loop 101 at Pima Road/Princess Drive are estimated to cost $40 million. This would include Loop 101 frontage road widening for potential ramps.

Mr. Hazlett explained the concept of a diverging diamond interchange and provided background information. He explained how a DDI would operate with the flow of traffic on the Loop 101 at Bell Road, Pima/Princess, and Frank Lloyd Wright with increased volumes of traffic 20 years from now during weekday peak afternoons. Construction costs for ramps and other improvements for this concept would be approximately $24 million. Pursuing the DDI at the Pima/Princess interchange would also result in the creation of new interchanges at Bell Road, which would improve connections to many popular activity centers.

No public comment was received.

Questions from the Commission were addressed regarding the Pima frontage road between the Pima/Princess interchange, timeline for construction, and funding.

Commissioner Olmsted suggested that staff be more aggressive in searching for Federal funding, such as transportation project advancement notes.

6. CENTRAL PHOENIX TRANSPORTATION FRAMEWORK STUDY

Mr. Meinhart introduced Mr. Hazlett who provided an overview of progress to date on the Central Phoenix Transportation Framework Study being conducted by Maricopa Association of Governments (MAG). MAG is also working in partnership with other cities within the study area (Loop 101 on the west/north/east and Loop 202 on the south). It was indicated that MAG is in the process of identifying potential solutions to deal with traffic needs in the central core of the region. This presentation is one effort of many for addressing congestion issues in the future.

Mr. Hazlett highlighted background information on this type of study that has been conducted by MAG with other counties/cities and explained the traffic operations modeling process. He also mentioned this study feeds into the Regional Transportation Master Plan and that there will be be a strong focus on transit to help move people and goods thru the valley.

Listed below are the next steps for this process:

- Conduct a Design Charette to identify alternatives (March 26, 2012)
- Accept delivery of inner loop traffic operations model (by May 31, 2012)
- Complete alternatives studies (by November 30, 2012)

- Identify alternative recommendation(s) (by February 28, 2013
- Provide recommendations for Regional Council (April 30, 2013)
- Incorporate into the Regional Transportation Plan (after May 2013)

No public comment or comments from the Commission was received.

Mr. Hazlett plans to return to the Transportation Commission later in the fall to provide a future update.

7. HIDDEN HILLS UPDATE

Ms. Conklu provided an update on the coordination with the City and residents and HOA representatives of Hidden Hills on moving forward with the temporary suspension of the bicycle access on 145th Way. As recommended by the Commission, Ms. Conklu also provided an update on the coordination with the City and MCO Development, which owns the property to the north of Hidden Hills, to accelerate the connection to Fountain Hills.

Ms. Conklu displayed the sign and reviewed Scottsdale Revised Code Section 17-86 as noted on the signs posted at said locations. She mentioned that the sign and text follow the guidelines of the City Attorney's office and Manual of Uniform Traffic Control Devices. Ms. Conklu also noted that in an effort to expedite a connection to Fountain Hills, MCO Development is not opposed to any improvements made by the City. However, MCO Development conveyed that they would not be obligated to reimburse the City any monies now or in the future.

No public comment was received.

Staff addressed concerns from the Commission with regards to the city code referenced on the sign with regards to skateboarders, disappointment that the word "TEMPORARY" was not included in the signage, and concern that the sign posted does not make it clear to all users of the easement, specifically non-residents, that this is a temporary closure of the easement.

Chair Weiss suggests that a second sign be posted to further clarify temporary closure of the easement so that non-residents and cyclists who do not use the easement on a regular basis, clearly understand.

Commissioner Maxwell believes the sign currently posted is okay and that the HOA has the ability to install any signs they feel necessary.

Commissioner Stickles suggested that clear information to communicate the temporary closure of this easement be added to the City's website.

8. SCHOOL ZONE DESIGNATION GUIDELINES AND SCHOOL SAFETY PROGRAM

Mr. Williams gave an overview of the current Federal Code, State laws, and engineering guidelines related to school area traffic focusing on how school zone designs are made in the City of Scottsdale. A review of several typical school crossing options provided by law was also provided.

Mr. Williams gave an overview of the School Program for the City of Scottsdale in which its primary focus is to improve transportation safety at school sites for all transportation users. He reviewed the goals of this program, the City's experiences thru this process, concerns that have been experienced thru this program as far as students crossing streets to get picked up, and reviewed typical recommendations the City has made. He reviewed typical follow-up staff has conducted with various schools and reviewed some of the improvements made to provide safety improvements at Desert Canyon Elementary, Anasazi Elementary, Saguaro High School, and Sonoran Sky Elementary.

Chair Weiss opened the floor for public comment:

John Hillis, Basis School, did not speak; however, donated his time to Colleen Auer.

Colleen Auer, Basis School Corporate Counsel, expressed safety concerns related to the speed limit around the school posted which she suggested was too high. She suggests that staff evaluate how they treat pedestrians between regular public and charter schools, conduct speed studies, and focus on alternatives near Basis that are cost effective and beneficial to protect the kids.

Chair Weiss commented that based on the agenda item, focus of this discussion needs to be on all schools, not just one school such as Basis.

Staff addressed questions from the Commission on the following:

- Are all schools, charter school or public school, treated equally and are there different criteria?
  No, there is not separate criteria for different types of schools. All schools that are looked at are treated the same with a focus on larger school where number of pedestrians, bicycles, congestion is greatest, along with a focus on schools that have issues identified by Transportation staff, residents, the Police Department or the school.

- Who establishes guidelines and are there examples of when the City takes steps that are not per Federal or State guidelines?
  Typically, guidelines from the Manual of Uniform Traffic Control Devices are first considered. If needed, staff then works with school staff to try to resolve the issue(s). Decisions to ensure safety are the primary goal.
- How often does the City go outside guidelines to resolve school safety issues?
  It was explained that staffs' work is guided by Federal/State guidelines for uniformity and best practice. While the guidelines do not cover all conditions and engineering judgment must be used, the City does not go outside the realm of accepted engineering practices. The recommendations need to be appropriate.
- Is there a designated School Zone Safety Planner?
  No. There is not just one staff member dedicated to school issues. All staff in the Traffic Engineering Department are assigned to address all safety issues—it is a group effort.

To address other questions from the Commission, staff explained an audit versus an observation of school zones, importance of looking at pedestrian and bicycle volumes within a school, and reiterated staffs' primary goal is to improve transportation safety at school sites.

9. TRANSPORTATION MASTER PLAN UPDATE

Mr. Kempton provided an overview of the Transportation Master Plan Implementation Program as approved by City Council in January 2009. He noted that since this presentation, there have been changes to the anticipated number of projects. He presented background information on the Implementation Program and reviewed the technical evaluation criteria approved by Council.

Mr. Kempton also reviewed the prioritization process, reviewed the lists of proposed capital improvement projects, proposed transit service improvements, roadway capacity projects, and streetscape/bike/pedestrian/trail projects along with a detailed review of potential funding options.

Mr. Kempton stated that the intent of this presentation is to give the Commission insight of the tasks they will be undertaking, which includes prioritizing identified projects and determining what ranking criteria should be used.

Mr. Kempton explained that the Implementation Program consists of a two-part approach; (1) continue to design/construct existing five-year CIP projects and leverage Proposition 400

funding to improve transit service and additional roadway funding, and (2) develop a recommended list of future transportation improvements and potential funding mechanisms.

No public comment or comments from the Commission was received.

10. TRANSPORTATION OPERATING BUDGET

Mr. Meinhart gave a brief update on the draft FY 2012/13 Transportation Fund operating budget. Since last month's presentation, the following updates were presented:

- A formal estimate of the City's transit costs for the contract with the City of Phoenix for the coming year has increased from $100,000 to $225,000.
- Per the Street Operations Department, expansion of costs for repair/replacement of their fleet vehicles and increased fuel costs is now estimated at a cost between $700,000 - $800,000.
- Although efforts in installing LED lights to maintain costs are being made, the Street Operations Department is still expecting an increase in electrical costs.
- An increase in the estimated cost for the Dust Control Program is also expected.

Mr. Meinhart commented that all adjustments at this point appear to be manageable from a forecasted revenue standpoint, with a good cushion in revenues to expenses moving forward.

It is anticipated that more detail on the draft Transportation operating budget will be available at the next Commission meeting.

No public comment or comments from the Commission were received.

11. OTHER TRANSPORTATION PROJECTS

Mr. Meinhart provided a brief update on the following projects:

- As part of the Pima Freeway noise wall improvements, the walls from Via Linda to Camelback Walk Wash and from Cactus Road to Sweetwater Avenue on the west side of the freeway are well underway. With regards to the section of the wall near Via Linda, the wall is six to ten feet higher than the original and the saguaro rib pattern is being installed.
- The low bid contract of $4.7M for construction of the Scottsdale/Thunderbird Park and Ride project will be presented to Council for their approval in March. This bid was about

$600,000 below the engineer's estimate. A vast majority of funds for this project is from Federal funding. Approximately $800,000 in local funds for this project will be used. Construction for this project is estimated to begin this summer, with completion by the end of the year.

- Mr. Meinhart invited the Commission to attend the public meeting being held on February 22 by the Bond Task Force in which they will seek public comment.
- A joint meeting of the Bond Task Force and City Council is scheduled for the end of March to review and consider the package as proposed by the Bond Task Force, followed by a vote in November 2013.

12. PUBLIC COMMENT

No public comment was received.

13. IDENTIFICATION OF FUTURE AGENDA ITEMS

- Commissioner Olmsted suggested a presentation on how to approach the State Transportation activity that affects the City of Scottsdale. Mr. Meinhart mentioned that Mr. Brad Lundahl of the Intergovernmental Relations Office could attend.
- Commissioner Olmsted suggested that an update on the Hospitality Trolley be presented.
- Due to a few new members on the Commission, Commissioner Olmsted suggested that an overview of the City's Pavement Overlay Program be presented.

14. ADJOURNMENT

With no further business to discuss, Chair Weiss adjourned the Regular meeting at 8:53 p.m.

SUBMITTED BY:

Rose Arballo
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**