SUMMARIZED MINUTES

CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING

THURSDAY, MARCH 15, 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 6:11 p.m.

ROLL CALL

PRESENT:
Josh Weiss, Chair
Paul Holley, Commissioner
Donald Maxwell, Commissioner
Steven Olmsted, Commissioner
Robert Stickles, Commissioner
Paul Ward, Commissioner

ABSENT:
Terry Gruver, Vice Chair

STAFF:
Dave Meinhart, Transportation Director
Rose Arballo, Transportation Commission Coordinator
Walt Brodzinski, Right-of-Way Manager
Madeline Clemann, Transit Manager
Greg Davies, Senior Transportation Planner
Sarah Ferrara, Public Information Officer
John Kelley, Transportation Planner
Reed Kempton, Principal Transportation Planner
Paul Porell, Traffic Engineering and Operations Director

2. APPROVAL OF MEETING MINUTES

- Study Session of the Transportation Commission – February 16, 2012
- Regular Meeting of the Transportation Commission – February 16, 2012

COMMISSIONER STICKLES MOVED TO APPROVE THE STUDY SESSION AND REGULAR MEETING MINUTES OF FEBRUARY 16, 2012, AS AMENDED AT THE STUDY SESSION. COMMISSIONER MAXWELL SECONDED. THE MOTION CARRIED UNANIMOUSLY SIX (6) TO ZERO (0).

3. PUBLIC COMMENT

No public comment was received.

4. INTELLIGENT TRANSPORTATION SYSTEM (ITS) UPDATE

Mr. Dressel gave an update on the City's ITS system since his last presentation in 2006. He gave a recap of the projects completed over the last five years and pending projects to be completed. Mr. Dressel reviewed infrastructure funded by CMAQ (congestion mitigation air quality), transportation sales tax, and Bond 2000 funding. He also explained the difference between signal boxes and controllers, and the need of purchasing new cabinets and Uninterrupted Power Source (UPS) battery backups.

It was highlighted that the current inventory of ITS devices include: 86 Closed Circuit Television (CCTV) cameras at major intersections; 35 fixed dynamic message signs; 65 miles of fiber trunk and 55 miles of public/private fiber trunk, for a total of 120 miles; and 300 traffic signals including 3 new freeway signals. Mr. Dressel explained that the City has received a large amount of free fiber that has resulted in significant cost avoidance. In addition, several public/private partnerships with the City have also resulted in significant savings for fiber infrastructure. Through agreements with Atlanta Gas and Light, the City's cost for fiber infrastructure was $600,000 versus $2.5 million.

No public comment was received.

Staff addressed questions from the Commission regarding freeway ramp signals versus ramp meters. Discussion between staff and the Commission also ensued on the Commission's concern of having equipment sit on the shelf due to a lack of resources to install it. Chair Weiss and Commissioner Olmsted encouraged staff to approach the Commission with items

they might be able to help with in moving forward, especially if the City has equipment that can produce positive effects for the transportation system in Scottsdale.

5. NEIGHBORHOOD STREET VENDING ORDINANCE

Mr. Meinhart introduced Mr. Brodzinski who gave a presentation on the proposed Neighborhood Street Vendor Ordinance and its relationship to citywide transportation safety and/or community mobility.

Mr. Brodzinski provided background information on the City's existing Ordinance 16-352 that essentially bans all sales in the street, except newspapers. He also indicated that, currently, some street vending is reported to occur with some inconsistency in enforcement. The City's Tax and License Office, as well as the Mayor and City Council, receive requests from vendors to reconsider prohibitions.

Mr. Brodzinski commented that City staff discussions resulted in a draft ordinance being prepared, which focused on hours of operation; length of time a vendor could be at one location; required licensing, insurance, etc.; operations on non-striped residential streets posted at 25 m.p.h. or less only; and no operation in the Downtown area or near parks/schools.

Chair Weiss opened the floor for public comment.

Paul Blavin, Scottsdale resident, read a letter on behalf of his 16 year-old son who supports ice cream vendors in Scottsdale. (See attachment A.)

Staff addressed questions from the Commission with regards to hours of operation, sale of pre-packaged foods versus food being prepared on site, and use of appropriate warning/safety signs/flashing lights that should be displayed or used for children's safety. It was also noted that the Tax and License Department does not have a board or commission, and that tonight's meeting provides an opportunity for the public to provide input on this topic.

COMMISSIONER HOLLEY MOVED TO SUPPORT THE NEIGHBORHOOD STREET VENDOR ORDINANCE WITH CONSIDERATION GIVEN TO TRANSPORTATION SAFETY AND/OR COMMUNITY MOBILITY. COMMISSIONER WARD SECONDED. THE MOTION CARRIED UNANIMOUSLY SIX (6) TO ZERO (0).

6. EXPRESS BUS SERVICE UPDATE

Ms. Clemann presented an overview on proposed Express Route changes being done on a regional level, which create an impact to the City's Express Routes 510, 511, and 512. She explained that changes to the regional Express Route system are necessary due to declining Proposition 400 Transit Life Cycle Plan (TLCP) revenues, which are about 25% lower than originally anticipated in 2003.

It was also explained that the City's Express Routes 510, 511, and 512 connect to other neighboring cities who must also balance their projects in the 20-year TLCP. By improving the efficiency and effectiveness of the region's entire Express Route system, the changes could save the region $1.3 million. She reviewed the Express Route design goals from a 2007 Regional Public Transportation Authority (RPTA) freeway express bus/bus rapid transit operating plan and reviewed, in detail, the proposed Express Route changes for Routes 510, 511, and 512 that run through Scottsdale. The City of Phoenix, who is responsible for two-thirds of the cost, proposes that Route 510 be eliminated in July.

With regards to public outreach conducted, Ms. Clemann indicated that the City of Scottsdale hosted a public meeting, which was conducted by RPTA, on March 7, 2012. The purpose of the meeting was for RPTA to explain all the proposed route changes from a regional perspective, and more specifically for Scottsdale staff to hear comments from existing Route 510, 511 and 512 riders. A brief summary of public comment received at this meeting was provided.

No additional public comment was received at tonight's meeting.

Much discussion ensued between staff and the Commission regarding alternatives for riders on Route 510, cost comparison per trip on Routes 510 and 512, and combining Routes 510 and 512. There was discussion regarding Express Route Service versus bus rapid transit and the importance of the two routes reaching major employers and utilizing Park & Rides.

Staff will continue to evaluate the proposed changes for the Express Routes that run through Scottsdale. The work will include identifying and developing Park and Ride locations, where possible, and trip time comparisons. Additional public outreach through e-mail will be conducted before finalizing the Route 510/512 alignment.

An update on information received from the additional public comments and any additional concepts on route changes will be summarized at the next Transportation Commission meeting on April 19th.

9. TRANSPORTATION MASTER PLAN UPDATE

Mr. Kempton presented a review of important street related issues discussed during the creation of the 2008 Transportation Master Plan. He gave an overview on the travel demand modeling that was performed and reviewed street projects that generated a large amount of public interest. These projects include: Chaparral Road - Miller Road to 78th Street; Indian School Road - Drinkwater Boulevard to Pima Road; Goldwater/Drinkwater Couplet - Thomas to Chaparral Roads; Airpark Area Circulation; Airport Tunnel; and North Area Circulation.

Chair Weiss opened the floor for public comment.

Richard Marecek, resident Chaparral Road west of Scottsdale Road. Mr. Marecek expressed concern with continued safety and noise and traffic issues on both sides of Scottsdale Road from large trucks going down Chaparral. He also expressed a concern with health issues as a result of high pollution the large commercial vehicles bring to the area. Mr. Marecek insists that the road needs to be planned for future widening as drivers continue to use Chaparral Road to get to the 101 Freeway or Paradise Valley.

Mr. Meinhart addressed Mr. Marecek's and the Commission's concerns. He indicated that public outreach done in the past regarding widening of Chaparral Road only focused on the section between Miller and 78th Street in the Villa Monterrey Neighborhood. This outreach was completed during the Transportation Master Plan process in 2007. Around the same time, a detailed design for roadway treatments to calm traffic and provide pedestrian and bicycle access on Chaparral Road west of Scottsdale Road was developed through close coordination with the surrounding neighborhood. The design ended up being shelved due to budget constraints, but the project has been recommended for the next Bond Program.

Staff also addressed questions regarding the various methods considered to reduce noise such as sound walls, earth berms, and rubberized asphalt.

An update on the proposed design for Chaparral Road will be discussed at a future Commission meeting as part of the Transportation Master Plan update process.

10. TRANSPORTATION OPERATING BUDGET

Mr. Meinhart briefly reviewed the summary spreadsheet provided to the Commission showing the most current FY 12/13 draft Transportation Fund operating budget as of March 2, 2012. He explained that the Transportation Fund makes up a portion of the overall City operating budget and is comprised of costs from the Public Works Division, Community and Economic Development Division, and the Community Services Division.

A total increase of $939,000 in the Public Works Division is expected. A majority of those costs are due to anticipated fleet fund payments and electric costs. An increase of approximately $250,000 is estimated in the Community and Economic Development Division for transit costs related to the fixed route transit programs. At this time, no proposed change to the draft budget for the maintenance of landscape and medians has been made in the Community Services Division.

Overall, at this time, it is believed that the draft Transportation Fund Operating Budget is in good shape.

No comments were received from the public or Commission.

11. OTHER TRANSPORTATION PROJECTS

- In response to the Commission's request at their February meeting for more information on federal and state legislation, Mr. Meinhart provided the Commission with copies of the 2012 State and Federal Legislative agendas and State Senate Bill 1131.
- Relative to expressed interest from the Commission on texting while driving, copies of House Bills HB 2321 and HB 2512 were also provided.
- Commissioner Ward expressed interest in future discussion on the use of Highway User Revenue Funds.
- Compared to February 2011, Mr. Meinhart reported an increase of 27% more riders per day on the Hospitality Route in February 2012.
- Mr. Meinhart reported that additional signage was added at the entrance to the Hidden Hills subdivision advising the public of the temporary closure of the bicycle easement on 145th Way.

12. PUBLIC COMMENT

No public comment was received.

13. IDENTIFICATION OF FUTURE AGENDA ITEMS

None.

14. ADJOURNMENT

With no further business to discuss, Chair Weiss adjourned the Regular meeting at 9:02 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**

My 16 year old son Leo was unable to make it here tonight due to his Saguaro High School team's lacrosse game. Leo has asked me to read the following to the City of Scottsdale Traffic Committee on his behalf.

Dear honorable committee members, I am a 16-year-old honor student at Arcadia High School. I am hard working in and out of school. I am also very passionate about my ice cream truck.

Scottsdale needs to allow Ice Cream trucks to operate in our neighborhoods. It has been far too long since Scottsdale has had Ice Cream trucks bringing joy to children. Occasionally I have seen ice cream trucks operating in Scottsdale on an unregulated, illegal basis. I would like to see this stopped and a set of regulations put in place to enable appropriately licensed and qualified ice cream vendors to safely operate in our city. When well regulated, Ice Cream trucks have no negatives and too many positives for the city of Scottsdale to not allow them. The citizens of all of our neighboring cities – Tempe, Phoenix, Mesa, Fountain Hills, Chandler all allow the operation of ice cream trucks. Our citizens would enjoy this service as well.

Allowing ice Cream trucks in Scottsdale would create new business opportunities for Scottsdale residents and generate additional sales tax revenues, while bringing joy to children. The industry is one that thrives throughout Arizona yet Scottsdale continues to ban Ice Cream Trucks without revisiting the ordinance since the 1970s.

Ice Cream Trucks are a safe, efficient, and fun industry that would bring only positive aspects to Scottsdale.

Thank you for your time and consideration.

Respectfully,

Leo Blavin

ATTACHMENT A