

SUMMARIZED MINUTES

CITY OF SCOTTSDALE TRANSPORTATION COMMISSION REGULAR MEETING

THURSDAY, NOVEMBER 15, 2012

HUMAN RESOURCES PINNACLE ROOM 7575 EAST MAIN STREET SCOTTSDALE, AZ 85251

CALL TO ORDER

Chair Gruver called the Regular Meeting of the Scottsdale Transportation Commission to order at 6:00 p.m.

ROLL CALL

PRESENT: Terry Gruver, Chair

Gary Bretz, Commissioner
Paul Holley, Commissioner
Donald Maxwell, Vice Chair
Steven Olmsted, Commissioner
Robert Stickles, Commissioner
Paul Ward, Commissioner

STAFF: Rose Arballo, Transportation Commission Coordinator

John Bartlett, Traffic Engineer

Madeline Clemann, Transit Manager Greg Davies, Sr. Transportation Planner

Reed Kempton, Principal Transportation Planner

Phillip Kercher, Interim Traffic Engineering & Ops Manager

Dave Meinhart, Transportation Director Todd Taylor, Senior Traffic Engineer Holly Walter, Public Information Officer **OTHERS:** Wulf Grote, Valley Metro

Cynthia Wenstrom, Chair-Principles for Civil Dialogue

2. APPROVAL OF MEETING MINUTES

- Study Session of the Transportation Commission October 18, 2012
- Regular Meeting of the Transportation Commission October 18, 2012

COMMISSIONER STICKLES MOVED TO APPROVE THE STUDY SESSION AND REGULAR MEETING MINUTES OF OCTOBER 18, 2012. COMMISSIONER MAXWELL SECONDED. THE MOTION CARRIED UNANIMOUSLY SEVEN (7) TO ZERO (0).

3. PUBLIC COMMENT

No public comment was received.

4. <u>SCOTTSDALE LEADERSHIP'S PRINCIPLES FOR CIVIL DIALOGUE</u> <u>INITIATIVE</u>

Ms. Wenstrom of Scottsdale Leadership presented background information on the initiative driven by Scottsdale Leadership alumni for adoption throughout the Scottsdale community. She explained that their mission is to inform and inspire leaders of the community and interests of people who live or work in Scottsdale. The principles adopted by the Scottsdale Leadership Board of Directors state: "As a member of the Scottsdale community, I will genuinely listen; speak respectfully, and be accountable for my words and actions."

In an effort to carry the Principles into the community, Scottsdale Leadership is asking all Boards and Commissions to adopt or endorse these Principles to have them become accepted practice in the community. At the November 1, 2011 City Council meeting, Scottsdale Mayor W.J. "Jim" Lane issued a proclamation in support of the Principles for Civil Dialogue. Since then, the Principles have been adopted or endorsed by the Scottsdale Area Chamber of Commerce, the Scottsdale Library

Board, Scottsdale/Paradise Valley YMCA, STARS, Scottsdale Human Relations Commission, Friends of the Scottsdale Library, and others. Tonight, on behalf of Scottsdale Leadership, Ms. Wenstrom asks the Transportation Commission to adopt or endorse these Principles, which could be considered including them in orientation materials for new Board/Commission members, in the City's Transportation Commission web page, and possible review of the Principles on an annual basis.

No public comment was received.

Discussion between staff and the Commission was held regarding endorsement versus adoption of the Principles, and whether or not an amendment to the bylaws of the Transportation Commission would be required referencing such Principles. Mr. Meinhart clarified that an amendment to the bylaws is not required; however, at the discretion of the Commission, they could consider incorporating the Principles into their bylaws.

COMMISSIONER BRETZ MOVED TO ENDORSE SCOTTSDALE LEADERSHIP'S INITIATIVE OF PRINCIPLES FOR CIVIL DIALOGUE. COMMISSIONER HOLLEY SECONDED. THE MOTION CARRIED UNANIMOUSLY SEVEN (7) TO ZERO (0).

5. TRANSPORTATION MASTER PLAN

Ms. Clemann gave an overview on the City's Transit Programs and services and reviewed draft 1 of the Transit Element. Background information on the City's public transit programs and services, including a review of the Transit group's philosophy was provided. The following was highlighted:

- A review of detailed data on estimated productivity for Scottsdale fixed routes and trolley system routes were provided. It was mentioned that productivity increases and costs per passenger are less each year; however, there is a concern that ridership has slightly decreased.
- One major improvement to services this year is that Valley Metro introduced the Nextride Program which provides bus and light rail arrival time information at designated stops. This service is not currently available for the Scottsdale Trolley.
- A review of the City's trolley system routes for FY13 was provided. One of the City's goals is to bring more events to Scottsdale.
- A matrix showing detailed productivity data for the Trolley System from FY09 thru FY13 was reviewed and showed that productivity improved.

- The Federal Transit Administration (FTA), every three years, requires the City to report actions taken to comply with the Title VI Civil Rights Act of 1964.
- The estimated cost for the City's Trip Reduction Program for FY13 is \$28,000.
 This is a federally mandated regional program and is managed by Maricopa County.
- Ms. Clemann gave a brief update on each of the transportation capital projects (Shelter/Solar Light installation; vehicle replacement; Mustang Park and Ride; Mustang Transit Center; North Scottsdale Park and Ride; Thomas Road Streetscape; ASU/Skysong Transit Center; Scottsdale Road BRT/Enhanced Corridor Service).

The costs for the City's transit programs for FY13 are:

- \$2,935,000 Fixed and Express System
- \$3,120,000 Trolley System
- \$435,000 Cab Connection
- \$28,000 Trip Reduction
- \$278,000 East Valley Dial-a-Ride
- \$330,000 Staffing
- \$7,126,000 Total operating costs
- +\$27.8 million Capital investments which should all be constructed by 2015

Mr. Kempton reviewed an updated Goals list and mentioned that originally 84 goals were included in the City's General Plan and Transportation Master Plan of 2008. For this plan update, staff has combined and deleted goals to better align policies with the goal they support; therefore, compressing the number of goals to 11.

Extensive review and discussion between staff and the Commission focused on the following:

Goal 1 – Provide a Safe Transportation Network:

- Mr. Kempton asked for feedback from the Commission on the national strategy that the FHA (Federal Highway Administration) and other organizations have taken to reduce the number of collisions and move towards having zero fatalities.
- Focusing on performance measures, commissioners Bretz and Ward believe there should be something measurable in this goal.

 Chair Gruver and Commissioner Stickles have no suggestions for this goal; both believe it is explained well.

Goal 2 - Build Complete Streets

- The Commission feels that this goal does not focus on all multi-modal aspects and needs to be better clarified to include this.
- It was suggested that perhaps the words "multi-modal corridor" needs to be used instead of "Complete Streets."

Goal 3 – Protect Neighborhoods

No changes were suggested.

Goal 4 – Increase System Efficiency

No comments made by Commissioners.

Goal 5 – Plan for the Future

No comments made by Commissioners.

Goal 6 – Keep High Values

No comments made by Commissioners.

Goal 7 – Cooperate with Neighboring Communities

No comments made by Commissioners.

Goal 8 – Enhance Neighborhood Mobility

• There is a possibility that this goal can be combined with Goal 3.

Goal 9 - Provide Universal Access

Mr. Kempton suggests that this goal be eliminated, since it is ingrained in all
of our activities and design guidelines.

Goal 10 – Invest Wisely

 The Commission suggested that this goal be considered for combination with Goal 4.

Goal 11 – Manage the Right of Way

No changes were suggested.

Regarding the draft Transit Element provided in Commissioner packets for their review, staff addressed questions from the Commission on the process for setting ADA versus non-ADA fares. In addition, the Commission asked staff to provide some type of matrix or graphic at the next meeting showing how the plan is being compiled as far as deleting and/or integrating text into the document as a whole. It was also suggested that Commissioners email any specific comments or other information directly to Mr. Kempton.

AGENDA ITEM 8 MOVED TO POSITION 6.

6. <u>SCOTTSDALE ROAD TRANSIT IMPROVEMENTS</u>

Ms. Clemann gave an update on plans for enhanced bus service and the upcoming construction of new passenger amenities along the Scottsdale Road/Rural Road corridor from Tempe/Chandler to Loop 101. The exact segment will be determined during the next study phase and dependant on available funding. At a minimum, the route would be operated between Scottsdale Airpark and the University Drive light rail station in Tempe.

It was explained that Valley Metro RPTA initiated an Alternative Analysis Study in 2009, which resulted in a finalized report that identified a locally preferred BRT alignment. Due to a decline in Proposition 400 funding, the locally preferred alignment was not adopted by Scottsdale, Tempe, or the RPTA Board; however, staff recommended to look at interim service improvements within the study corridor that could be undertaken with the existing funding available in the Transit Life Cycle Program to provide a system to be implemented in FY16. Current Proposition 400 monies include funding for the initiation of a limited level of enhanced bus service as an alternative public transportation option in the Scottsdale/Rural Road corridor.

Since "LINK" routes have been implemented in Mesa and Chandler, funding for construction of improvements to support Scottsdale's LINK system would be initiated on the Scottsdale Road corridor and would use the streetscape design guidelines for the entire length of Scottsdale Road to enhance the aesthetic portions of the project; respect neighborhoods; provide opportunities for public art; and to improve mobility for pedestrian, bicycle, and transit travel. Since this route would connect with

Tempe, RPTA will work with both cities on appropriate designs for their jurisdictions. Continued studies are being done in Scottsdale to see whether this enhanced service would continue north to the Scottsdale Quarter/Kierland area.

Ms. Clemann commented that the enhanced service would be designed to be implemented in phases as ridership increases and as sustainable funding becomes available.

Mr. Wulf Grote, RPTA Planning Director, indicated that, unfortunately, funding is not as significant and would like to be able to achieve the objective to go the entire distance from north Scottsdale to Chandler. An analysis of ridership on this corridor will be conducted to determine frequency of service which will determine project limits, and how service on the existing Route 72 can be coordinated with the LINK service.

The Commission members support improvements for enhanced bus service along the Scottsdale/Rural Road corridor and branding the service under the LINK name.

Transit staff will continue to work with the Valley Metro/RPTA and City of Tempe, will complete the next planning process, and will return to the Commission with a future update.

7. NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM (NTMP) UPDATE

Mr. Bartlett gave an update of the Neighborhood Traffic Management Program (NTMP), and included a review of the two-step process consisting of the Speed Awareness Program and NTMP Program. A brief overview of current NTMP projects, along with upcoming and recently constructed projects was also provided.

It was explained that in an effort to not only look at how the project affects speed on the roadways, staff has developed a project survey that is provided to residents of a project area to obtain additional feedback from residents about the NTMP process and to provide an additional measure of success for the NTMP.

The FY12 budget for the NTMP is \$0.696M, of which an estimated \$177,000 is allotted for approved projects that have not yet been constructed; \$0.25M is programmed for FY13; and the budget does not include new projects or projects not yet approved.

Staff addressed questions from the Commission regarding the use of speed trailers in specific areas and how additional enforcement is determined if needed. The process of how interest forms are initiated, and challenges that are created on 40-foot wide streets due to design and posted speed limits was also discussed.

Discussion ensued between staff and Commissioner Ward on his concern that Sweetwater will always be a challenge and should not be posted at 25 mph.

No public comment was received.

8. <u>HIGHWAY SAFETY IMPROVEMENTS PROGRAM (HSIP)</u>

Mr. Taylor provided an update on traffic signal safety improvements funded by the Highway Safety Improvements Program (HSIP) which is funding intended to reduce fatalities and serious collisions on public roads. A review of City of Scottsdale HSIP funded projects from FY10 thru FY13 that include current or future installation of pedestrian countdown heads and signal indication upgrades was provided.

To date, 296 pedestrian countdown heads have been installed throughout the City; 40 8-inch to 12-inch traffic signal indications are anticipated to be installed by Winter 2012/13; and staff's goal is to work with ADOT to procure pedestrian countdown heads for FY2011-2013.

With regards to funding, it was highlighted that the Arizona Department of Transportation (ADOT) allocates approximately \$1 million per year for HSIP funds; Maricopa Association of Governments (MAG) programs the funds for qualifying safety improvement projects; and HSIP projects are funded at 100% with no local match. In addition, City staff discussed that over the next few years, all pedestrian countdown signal heads will be replaced at all City signals with HSIP funding since they are considered a systematic traffic improvement.

Staff addressed questions from the Commission regarding the use of various pedestrian devices such as striped sidewalks, signs, HAWKs, rectangular rapid flashing beacons (RRFB), etc., at different intersections and/or single lane and double lane roundabouts throughout the City, specifically at Northsight/Hayden.

9. PERFORMANCE MANAGEMENT PROGRESS MEASURES

Mr. Meinhart reviewed and asked the Commission for feedback on staffs' work of developing performance measures that would be tracked as part of the Transportation Department's annual operating budget process. The Commission reviewed and discussed the 20 measures identified by staff which they felt should be tracked and/or reported to the public.

The following comments and/or suggestions were provided by the Commission:

- Reference item #4 Consider tracking the percentage of barricade plans reviewed within a specific timeframe, instead of the number of plans.
- Ensure that measures trend positively to the public and if they are reflective of staff or City performance, consider incorporating the measure(s) into the Transportation Master Plan.
- Reference item #13 Be consistent in tracking measures by percentage rather than by number.
- Reference item #16 Since transit and fixed route are combined, focus on cost of paratransit as a whole.
- Reference item #7 Instead of tracking the number of intersections in MAG's top 100 highest collision rates, consider measuring by percentage.
- Also look to measure the employee's perceptions of the City's success.
- Consider a statistics section showing activity and responsibility of staff.
 Include the number of staff in the department, an activity report as to how things are achieved, etc.
- Consider separating the measures of performance and measure of work by noting related items on the website and providing specific department measures to Council which could be part of the budget discussion.
- Consider shortening the list of items.

10. OTHER TRANSPORATION PROJECTS/PROGRAMS

As part of the Airpark improvements, Mr. Meinhart mentioned that the potential frontage road bypass project may be presented to the Commission in January for further review. This potential project is on the south side of Frank Lloyd Wright and focuses on some vacant property in this area that has been sold to relocate a car dealership. Staff is currently working on a travel demand model that will help make a decision.

Mr. Meinhart also mentioned that the Goldwater Boulevard sidewalk connection on the west side of Fashion Square from Camelback to Highland is complete. Onequarter mile of pedestrian access is now available.

11. PUBLIC COMMENT

No public comment was received.

12. <u>IDENTIFICATION OF FUTURE AGENDA ITEMS</u>

The following items were suggested:

- Draft Capital Improvement Program Update
- Overview of the Preliminary Draft Operating Budget
- Diverging Diamond Interchange Update
- Transportation Master Plan

13. <u>ADJOURNMENT</u>

Chair Gruver adjourned the Regular Meeting at 9:13 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