SUMMARIZED MINUTES

CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING

THURSDAY, DECEMBER 20, 2012

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

CALL TO ORDER

Chair Gruver called the Regular Meeting of the Scottsdale Transportation Commission to order at 6:06 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
Madeline Clemann, Transit Manager
Greg Davies, Sr. Transportation Planner
Jennifer Horodyski, Traffic Engineering Analyst
Reed Kempton, Principal Transportation Planner
Phillip Kercher, Interim Traffic Engineering & Ops Manager
Dave Meinhart, Transportation Director
Evelyn Ng, Senior Transportation Planner
Holly Walter, Public Information Officer

OTHER: Bob Hazlett, Maricopa Association of Governments

2. APPROVAL OF MEETING MINUTES

- Study Session of the Transportation Commission – November 15, 2012
- Regular Meeting of the Transportation Commission – November 15, 2012

COMMISSIONER STICKLES MOVED TO APPROVE THE STUDY SESSION AND REGULAR MEETING MINUTES OF NOVEMBER 15, 2012. COMMISSIONER HOLLEY SECONDED. THE MOTION CARRIED UNANIMOUSLY SEVEN (7) TO ZERO (0).

3. PUBLIC COMMENT

No public comment was received.

4. TRANSPORTATION MASTER PLAN

Mr. Kempton reviewed, in detail, the document development process and briefly reviewed Draft 1 of Goals 2 thru 5.

Mr. Kempton explained that one of the challenges with organizing the document by modes was that pedestrian and bicycle issues are impacted by the different facilities we build. It makes more sense to address those issues with the specific facilities and focus the document on the facilities we build and operate: Trails, Paths, Streets, and Transit. In addition, Mr. Kempton asked the Commission for guidance on whether or not the different sections in the document should be called “plans” or “elements.”

In reviewing Goal 2, Policy 2.6, Mr. Kempton asked the Commission for guidance on how to define maturing neighborhoods.

After discussion between staff and the Commissioners, it was suggested that:

1. Policy 2.6 be shortened by deleting the words “In maturing neighborhoods,” as noted at the beginning of the sentence, to avoid the definition on how old

the neighborhood is and focus on whether or not the neighborhoods have livability and walkability.

2. Consideration could be given to deleting Policy 2.6 since Policy 2.5 addresses that focus should be on identifying where needed transportation facilities or elements are within the diverse neighborhoods throughout the City along with their different mobility and access needs when connecting them with streets, non-motorized facilities, and transit options.

3. In Goal 3, the words “to protect neighborhoods” is referenced several times throughout the document. This needs to be clarified.

4. Use a different symbol for the “school” icon that is used throughout the document.

5. Commissioners concurred that the term “Element” rather than “Plan” should be used for the various sections (Trails, Paths, Transit, and Streets) of the comprehensive document.

Ms. Ng gave an overview on the Implementation Program and strategy for evaluating and prioritizing projects in the 2013 Implementation Program. The following six steps for the Implementation Plan were reviewed:

1. Provide an update on the 2008 Implementation Plan for completion, deletion, or revision.

2. Create the 2013 Implementation Plan, which will include projects rolled forward from the 2008 Plan and new projects with identified funding. This list is about 75% complete and will be provided to the community for input.

3. Review complete cost estimates for streets, paths and trails, and public art.

   Streets maintenance is estimated to cost $3,200 per year to maintain one lane mile. Currently, there are 2,812.6 lane miles at a cost of $8,992,152 per year. The estimated cost to maintain trails is $468,000 per year and $379,000 for paths. Maintenance cost to maintain public art is estimated at approximately $20,000 per year.

4. Evaluate and rank projects in the 2013 Implementation Program by running the TransCAD model to determine the need for some projects on the project list.
5. Update cost estimates.
6. Present the draft Implementation Program to the public for input and comments.
7. Finalize the Implementation Program.

In response to Commissioner Olmsted's concern regarding current maintenance costs in comparison to five years ago, Mr. Meinhart noted there has been no decline in maintenance costs for asphalt over time. It is estimated that maintenance costs for the City's roadways are about one-third higher compared to a decade ago.

Ms. Horodyski presented an update on the history of Scottsdale's Travel Demand Model that was created in 2007. An update on the status of the model process and future direction of the Travel Demand Model was also presented.

It was highlighted that the Maricopa Association of Governments (MAG) will release 2010 socio-economic data in 2013, which will help create a new 2010 base year and new 2035 horizon year for Scottsdale's Travel Demand Model. It was also mentioned that MAG has begun using TransModeler software to do traffic assignments and model traffic behavior. There is a possibility for the City to utilize Transmodeler in conjunction with its TransCAD model to create a new micro-simulation model for Scottsdale.

5. DIVERGING DIAMOND INTERCHANGE UPDATE

Mr. Hazlett presented an update on technical and funding aspects of the diverging diamond interchange (DDI) at the Loop 101 at Pima Road/Princess Drive. It was noted that Pima/Princess is currently a diamond interchange that has heavy turning movements during peak periods. Discussions with the Maricopa Association of Governments (MAG) resulted in an option to consider large flyover ramps in this area for direct movement from Pima on the north to the 101 on the south and from the 101 to the south and Pima on the north. Due to high cost estimates in the

amount of $45-50M for these structures and other needed improvements, Scottsdale staff was prompted to consider other options. Since February 2012, MAG has further refined their analysis of the concept and proposed a DDI that could help improve traffic flow by traffic crossing over one another. This proposed option could also allow flexibility and maneuverability to provide efficiencies, and would require fewer modifications to the existing interchange. To allow access for the remainder part of Scottsdale, braided ramps which creates new structures at a lower cost than doing the flyover ramps will allow better access to event traffic in the area. Mr. Hazlett highlighted that DDIs improve safety and simplify signalization by briefly switching traffic to the other side of the road, eliminating the need for vehicles to cross opposing traffic when entering the freeway. A study also revealed that the proposed changes are possible within the existing right of way, and would improve the situation at Bell Road and Frank Lloyd Wright. Since the last cost estimate provided in February, the DDI and various related improvements could cost approximately $25M, which is less costly than construction of flyover ramps.

Mr. Hazlett showed a couple simulations of DDIs that have been constructed in Missouri and France to better explain how DDIs operate.

Mr. Meinhart and Mr. Hazlett clarified that this proposed project is in the early stages of the entire process and traffic models are still being run.

Chair Gruver opened the floor for public comment.

Jim Keeley, commercial real estate broker in the Scottsdale Airpark, expressed concern on the potential closing to access points to the frontage road south of Princess, which could affect the Perimeter Center and other businesses, along with 15,000 employees. He asked that the Commission recommend an immediate stop to further discussion of closing the two frontage road access points in the Perimeter Center.

Non-speaker Jon Stelzer of the Princess Medical Center submitted a letter on behalf of President and CEO Sharon Harper, Princess Medical Center, expressing objection to the potential closure of the key entrance road into the property located at 8573-8575 East Princess Drive. See Attachment A.

Non-speaker Adam Levan, of M&I First Bank submitted written comment in opposition to this item.

The following comments/concerns were provided by the Commission:

- Regarding Commissioner Bretz's concern on drivers going to the wrong side of the road on Princess Drive, Mr. Hazlett ensured it is unlikely that this will happen as these designs are constructed with every precaution so this does not happen. Commissioner Olmsted added that in his observations in Missiouri, he did not witness this concern. Commissioner Ward feels there will be an education period for drivers who drive this area.

- Commissioner Olmsted commented there is still a lot of analysis to be done and asked staff if they feel they have all the analysis and support to do this type of project that could impact the City. Mr. Meinhart feels there are some possibilities of getting better access off of Pima Road; however, it is too early to tell at this point. Regarding the long-term idea of flyover ramps, focus still needs to be made on what happens today and what can happen in the future.

- Commissioner Ward does not feel the flyover ramp is an acceptable solution due to a concern that it could be a land use and/or zoning issue for residents who might have potential blocking of views. Commissioner Ward feels that public outreach will need to be done.

- Commissioner Holley and Commissioner Stickles support this project and believe that although it could cost more to solve the Perimeter Center access issue, this DDI project is a better solution.

- With regards to Commissioner Ward's concern on the major cost elements for this project, Mr. Hazlett mentioned that the braid ramps are where the majority of costs come into play.

COMMISSIONER OLMSTED MOVED FOR TRANSPORTATION STAFF TO CONTINUE WORKING ON VIABILITY OF A DIVERGING DIAMOND INTERCHANGE AT THE LOOP 101/PIMA ROAD INTERCHANGE WITH FOCUS ON PUBLIC OUTREACH. COMMISSIONER MAXWELL SECONDED. THE MOTION CARRIED UNANIMOUSLY SEVEN (7) TO ZERO (0).

6. TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM (CIP) BUDGET

Mr. Meinhart gave an update on the preliminary five-year Draft Transportation Capital Improvement Program (CIP) for FY 14 thru FY 18. It was highlighted that through October 31, 2012, the Transportation Fund balance for FY 13 was positive by 16% ($700K); revenues are about 1% ($100K) below what was forecasted; and spending is about 21% ($1.4M) below what was forecasted. In addition, local sales tax increased from the prior year, but was 1% below what was forecasted. State shared revenue is also, currently, about 7% below what was forecasted.

Relative to CIP status, Mr. Meinhart reviewed major construction projects underway and completed. He also reviewed key design projects in progress, such as the Thomas Road Streetscape from 73rd Street to Indian Bend, Hayden/Thomas intersection, Skysong Transit Center, Raintree Extension, and a few others.

A detailed review of the projects that have grant match monies allocated to them and new projects that leverage Proposition 400 matching funds was also provided. Additionally, a new item added at the request of Street Operations is an asset management software system that could be more efficient on how the maintenance budget is tracked and programmed.

It was explained that related to ongoing programs for the Draft Transportation CIP for FY 14-18, most programmatic accounts were held at the same current level for the new year funding for bus stops, neighborhood traffic management, sidewalks, trails, and the Intelligent Transportation System (ITS). There was a significant increase for pavement overlay in the annual amount from $2.5M to 43.3M for this program. Minor decreases in funding for bikeways and intersection mobility enhancements are being proposed due to what has been a historic usage.

A review of project deletions includes the bus/trolley acquisition and Scottsdale Road Bicycle and Pedestrian – Phase II Project. Budget adjustments to the Hayden/Thomas intersection, ITS Program, and transit vehicle refurbishment accounts are being proposed. Monies for the Hayden/Thomas intersection account are being increased by shifting savings from the bus/trolley acquisition account and the Scottsdale bike and pedestrian improvements – phase II accounts. The ITS program is also being increased about $300K for FY 14 to account for expenditures related to traffic signal loop detection on the freeway corridor. Regarding the transit vehicle refurbishment account, this is being decreased about $150K from $400K.

Mr. Meinhart provided a summary of the funding source for the Transportation CIP budget. It was indicated that the City received $7.8M from developer reimbursements for improvements made for major roadways on state land. The total funding in the projected five-year CIP is over $230M. The split is about 73% for street and traffic related projects; 17% for transit; and 10% for bike/pedestrian, trail, and streetscape projects. An estimated $18M of Proposition 400 related money for the Transit CIP for acquiring vehicles is not included in the CIP as a planned expenditure. As of October 2012, approximately $37M of the $230M is expended or committed. Related to the Transportation Master Plan, staffs' goal is to try to allocate about one-third of the CIP to non-street and traffic functions.

The next steps in this budget process are to (1) continue to update the Commission if revenue forecasts are revised; (2) review the final draft CIP in February 2013; and (3) forward a final recommendation to City Council for approval.

Chair Gruver opened the floor for public comment. No public comment was received.

Commissioner Olmsted expressed the importance on increasing the funding for the Pavement Overlay Program and ITS Program, and asked for clarification on the amount of funding ($500,000) allocated each year for ITS. Mr. Meinhart explained that the funding allocated each year is for replacing equipment with radio connection at various signal locations to avoid having to pay for phone connections. Monies from this account are also used for the replacement of cabinets and loops. It was noted that the increase for FY 14 is due to the significant number of loop detectors that have to be replaced.

Commissioner Stickles commented that he supports the increase in bike, pedestrian, and trails streetscape funding.

In clarifying Commissioner Bretz's concern on funding for the refurbishment of transit vehicles, Mr. Meinhart indicated that funding decreased from $400,000 to $250,000. If needed, funding could be increased in future years.

7. FISCAL YEAR 2013/14 OPERATING BUDGET

Mr. Meinhart gave an overview of key revenue and expenditure assumptions to be used in the development of the FY 13/14 Operating Budget. He noted that the Transportation Commission made a recommendation in 2010, which focused on

protecting/optimizing existing assets; addressing safety and regulatory requirements; and maintaining the City's backbone transit system.

The Transportation Fund carried a $5M unreserved fund balance into the current budget year, which was approximately $700,000 more than had been forecasted in early 2012. The Transportation Commission and City Council have both authorized using these funds during the last two budget cycles. Based on actual transit contract costs for FY 13 and the availability of greater grant revenue than was forecast, staff believes the unreserved fund may grow by close to $1M by the end of the current fiscal year.

Using a more conservative five-year revenue forecast than is contained in the Council-adopted FY 13 Operating Budget and assuming that the unreserved fund balance can be decreased by the end of FY 18 to approximately $2.5M, the following initial proposed assumptions for the FY 14 Operating Budget are:

- Growth rates of 3-4% for items such as transit contracts, commodities, and personnel can be accommodated.
- Increase non-capital pavement maintenance by $400,000 to $500,000 per year beginning in FY 14.
- Maintain current transit service levels in FY 14 and plan for increased annual commitment of $500,000 in FY 15.
- Reduce Transportation Department staff charges to the CIP Program by 25% ($157,000) in FY 14; hold zero percent growth in the out years; and hold CIP charges by Street Operations at zero percent growth.

The next steps in the Operating Budget process are:

- Continue to update the budget approach if revenue forecasts are revised and build from a conservative base.
- Review the draft FY 14 Operating Budget and CIP in February 2013.
- Forward final recommendation to City Council

No public comment was received.

8. OTHER TRANSPORTATION PROJECTS/PROGRAMS

Mr. Meinhart gave a brief status update on the following projects:

- Airpark Northsight Extension Project
  A construction contract was awarded on December 3, 2012. Construction is anticipated to begin within the next few months. The cost for this project is $6.9M in Transportation costs, plus $1M to do a major waterline upgrade that will be paid for by the City's Water Department.

- Dynamite Boulevard Bike Lanes – Pima to Alma School Roads
  This is a federal grant project in which federal grant funding was increased from $500,000 to $750,000 through the federal closeout process. This project consists of 2.9 miles of bike lanes on the Dynamite corridor. Bids for this project have been received and a contract will be awarded by City Council in early January.

  In response to Commissioner Stickles' inquiry on the possibility of being able to access Brown's Ranch Trailhead from Alma School Road heading north, Mr. Meinhart indicated there is not much flexibility on making additional improvements to this project since most of the project was funded with federal monies. It was also noted that this corridor is part of the travel demand model to see if four travel lanes are necessary in this area. Should the travel demand model show that four travel lanes are not necessary, and the community agrees, there could be an opportunity to extend the bike lanes to match up with the county system on Rio Verde Drive.

- Via de Ventura Bike Lane Restripe – Scottsdale to Hayden Roads
  This project was completed in November 2012 in coordination with a micro-seal resurfacing project done by the City's Street Operations and Maintenance Department.

- Sweetwater Avenue Bike Lane Restripe – 89th to 96th Streets
  This project was completed in November 2012 in conjunction with a micro-seal resurfacing project. Restriping and bike lanes were completed along with the narrowing of lanes in certain sections of the roadway.

- Trolley Procurement
  The acquisition of 14 trolley replacement vehicles was approved by the Valley Metro Board on November 15, 2012. An order has been placed with the manufacturer and vehicles could be delivered prior to the expected delivery date of December 2013.

9. PUBLIC COMMENT

Dave MacDonald, Scottsdale resident, commented that the technology used today for transportation modeling is outstanding compared to what he used to work with in 1963. He expressed gratitude for the hard work done by department staff and the Transportation Commission.

10. IDENTIFICATION OF FUTURE AGENDA ITEMS

- Diverging Diamond Interchange Update regarding public outreach and/or concerns on this project relative to the potential flyover ramps.
- Review the final Draft CIP for FY 14-18 in February 2013.
- Review the draft FY 14 Operating Budget in February 2013.

11. ADJOURNMENT

Chair Gruver adjourned the Regular Meeting at 8:27 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**

PLAZA COMPANIES

Sharon Harper
President and CEO
sharonharper@theplazaco.com

December 20, 2012

Terry Gruver, Chair
City of Scottsdale
Transportation Commission
3939 N. Drinkwater Boulevard
Scottsdale, AZ 85251

On behalf of the Princess Medical Center, located at 8573 – 8575 E. Princess Drive, Scottsdale, AZ, the tenants and businesses in Princess Medical Center, the investor group, Princess Medical Center, LLC, and Plaza Companies, we would like to formally register our concern and objection to the potential closure of the key entrance road into the property.

Our ownership team worked hard and long with all of the governmental agencies for the right of way dedication, design and associated costs for the approvals, to secure this entrance as part of the decision to develop Princess Medical Center. Our many businesses and tenants rely on this exposure and accessibility for their visitors and patients to access the property and visit these businesses.

We believe it would be detrimental to the project, the businesses, the companies and the jobs to make any change to our approved entrance and access to the property.

Yours very truly,

Sharon Harper

Sharon Harper
President and Chief Executive Officer
Plaza Companies
On behalf of Princess Medical Center, LLC

ATTACHMENT A

9401 W. Thunderbird Road | Suite 200 | Peoria, AZ 85381
(623) 972-1184 office | (623) 972-5554 fax
www.theplazaco.com