

Approved by the Transportation Commission on April 17, 2014



SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

THURSDAY, FEBRUARY 20, 2014

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

CALL TO ORDER

Chair Olmsted called the regular meeting of the Scottsdale Transportation Commission to order at 6:04 p.m.

1. ROLL CALL

PRESENT: Gary Bretz, Commissioner
Paul Holley, Commissioner
Steven Olmsted, Chair
Robert Stickles, Commissioner
Paul Ward, Vice Chair
Matthew Wright, Commissioner

ABSENT: Terry Gruver, Commissioner

STAFF: Rose Arballo, Transportation Commission Coordinator
Paul Basha, Transportation Director
Walt Brodzinski, Right-of-Way Supervisor
Madeline Clemann, Transportation Planning and Transit Operations Manager
Greg Davies, Senior Transportation Planner
Phillip Kercher, Traffic Engineering and Operations Manager
Mercedes McPherson, Mobility Coordinator
Evelyn Ng, Senior Transportation Planner
Meredith Tessier, Planner-Current Planning

OTHERS: Jason Morris, Withey Morris, PLC
Adam Baugh, Withey Morris, PLC

2. APPROVAL OF MEETING MINUTES

- Study Session of the Transportation Commission – January 16, 2014
- Regular Meeting of the Transportation Commission - January 16, 2014

COMMISSIONER BRETZ MOVED TO APPROVE THE STUDY SESSION AND REGULAR MEETING MINUTES OF JANUARY 16, 2014 AS PRESENTED. COMMISSIONER HOLLEY SECONDED. THE MOTION CARRIED BY A UNANIMOUS VOTE OF SIX (6) TO ZERO (0).

3. PUBLIC COMMENT

There were no public comments.

4. REQUEST FOR DEVIATION FROM SHEA BOULEVARD ACCESS POLICY

Mr. Kercher presented the Shea Boulevard Access Policy in relation to a request from CVS Caremark Corporation for a driveway on Shea Boulevard approximately 385 feet west of 96th Street. The driveway would be restricted to right-in, right-out only access and the site would also have full access from 96th Street. This request is associated to preliminary development site plans that have been submitted for a CVS store at the southwest corner of 96th Street and Shea Boulevard.

Planning staff is currently considering a recommendation to locate the proposed CVS store in the northwest corner of the property. This would be further from single family homes adjacent to and east of 96th Street. Currently, there is a partial median on the western border of the property that allows right-turn-in-right-turn-out-left-turn-in-left-turn-out at that location.

Mr. Jason Morris spoke on behalf of CVS Caremark and expressed why they desire the CVS on the southwest corner versus the northwest corner as suggested by City staff. CVS Caremark recognizes the importance of safety and traffic flow, and therefore will consider locating the driveway further west.

Chair Olmsted opened the floor for public comment.

Brian Gausden, resident of Scottsdale Ranch, spoke in support of the proposed development for a CVS store on the southwest corner of 96th Street and Shea. Mr. Gausden also spoke in favor of an access driveway on Shea Boulevard with dual access points on both 96th Street and Shea.

Extensive discussion ensued between staff and the Commission regarding current and potential future traffic volumes, and minimum spacing of driveways along major arterial streets.

CHAIR OLMSTED MOVED TO RECOMMEND ALLOWING A DEVIATION FROM THE SHEA BOULEVARD ACCESS POLICY OF A RIGHT-IN/RIGHT-OUT AT THE GREATEST DISTANCE WEST OF 96TH STREET. COMMISSIONER STICKLES SECONDED.

COMMISSIONERS HOLLEY AND BRETZ DISSENTED. THE MOTION CARRIED BY A VOTE OF FOUR (4) TO TWO (2).

AGENDA ITEM 5 (CAPITAL IMPROVEMENT PROGRAM BUDGET) MOVED TO POSITION 7.

5. DIAL-A-RIDE AND NON-ADA PROGRAM

Ms. Clemann provided an overview of the East Valley Dial-a-Ride Program (EVDAR), and Scottsdale's paratransit services that surpass Federal ADA regulations. A review of primary regional goals and the seven Dial-a-Ride regions in Maricopa County were also presented.

Ms. Clemann's presentation highlighted the following:

- Dial-a-Ride has two service models that are generally used nationwide. The single operator model was utilized in Scottsdale through the end of Fiscal Year 2012. The broker model was implemented in Fiscal Year 2014 as a two-year pilot program to reduce capital and operating costs, and improve service.
- A review of financial results for the EVDAR Total System, EVDAR Scottsdale, and Cab Connection Programs revealed that the Cab Connection trip is less expensive (\$7.92 for Cab Connection versus \$26.85 for EVDAR Total System and \$22.34 for Scottsdale EVDAR).
- System performance data collected for the EVDAR system and Scottsdale system shows that complaints per 1,000 boardings overall have decreased. On-time performance for both the EVDAR system and Scottsdale trips has increased to over 98%.
- Results since the October 1, 2013 fare increase for ADA and non-ADA Scottsdale EVDAR and Cab Connection show that non-ADA boardings on Scottsdale EVDAR are decreasing. Cab Connection participants are increasing by an average of 31 per month and the average trip cost to the City is \$7.92 for Cab Connection and \$22.34 for EVDAR. This shows that Dial-a-Ride is more suitable for long trips and Cab Connection benefits short trips.
- Valley Metro has identified opportunities for improving service in the short term by implementing trip-by-trip eligibility, integrating with fixed route service, improving data and reports, and improving contractor accountability.
- Some improvement opportunities to consider in the future are to streamline Scottsdale to Phoenix trips, broaden the Platinum Pass Program; and implement Smartcard to pay for Cab Connection participant trips.
- A decision to revert to the previous paratransit model or to continue with the taxi brokerage model will occur by July 2014.

No public comment was received.

Staff addressed questions from the Commission. Commissioner comments and concerns include the following:

- Encourage the implementation of trip eligibility.
- Concerned with the broker model for non-ADA.
- Support the Smartcard technology without impacting customer service.
- Consider opportunities to extend Scottsdale's core service area to the north.

6. THUNDERBIRD PARK-AND-RIDE

Ms. Clemann gave a brief report on the recently completed Scottsdale Thunderbird Park and Ride project in the southeast corner of Scottsdale and Thunderbird Roads. The facility opened on January 7, 2014 and serves bus routes 154, 72, and 511. A grand opening of the facility occurred on January 27th, at which approximately 40 people were present. At this time, there is no data on the use of this facility; however, usage will develop over time. The final cost for this project is \$8.5M.

The Commission commended staff on this project.

7. CAPITAL IMPROVEMENT PROGRAM (CIP) BUDGET

Mr. Kercher presented a final review of the draft Transportation Capital Improvement Program (CIP) budget for fiscal year 2014/2015 to 2018/2019. The first review of the CIP was presented to the Commission at their meeting in December. No changes to the CIP were recommended at that time.

Mr. Kercher reviewed major projects completed and under construction, along with key design projects underway. Ms. Ng reviewed new projects proposed to be funded from grant funding, Proposition 400 funding (regional half-cent sales tax), and from the Scottsdale transportation 0.2% sales tax.

Ongoing programs proposed to remain in the CIP budget include:

- Maintaining current levels for Neighborhood Traffic Management, sidewalks, trails, and Intelligent Transportation System.
- Bikeways increased \$250,000 for the next two fiscal years.
- A minor increase in Intersection Mobility Enhancements.
- Maintaining levels for pavement overlay.
- Bus stop improvements adequately funded.

Projects proposed to be deleted from the CIP include:

- Frank Lloyd Wright Frontage Road – 82nd Street to Northsight Boulevard
- Hayden Road and Camelback Road intersection improvements

Some project postponements include:

- Pima Road – Pinnacle Peak Road to Happy Valley Road
- Scottsdale Road – Thompson Peak Parkway to Pinnacle Peak Road (Phase 2)

A review of some budget adjustments and funding source summary was presented. It was indicated that most of the CIP funding comes from the City's dedicated 0.2% sales tax. Approximately 68% of the CIP funding is allocated to streets and traffic projects.

Staff asked the Commission to consider taking action on this item. A final recommendation will be forwarded to the City Council for approval at a future date.

No public comment was received.

Staff addressed questions from Commissioners on specific projects.

COMMISSIONER HOLLEY MOVED TO RECOMMEND TO CITY COUNCIL APPROVAL OF THE CAPITAL IMPROVEMENT PROGRAM BUDGET FOR FISCAL YEAR 2014/2015 THRU FISCAL YEAR 2018/2019 AS PRESENTED. COMMISSIONER BRETZ SECONDED. THE MOTION CARRIED BY A UNANIMOUS VOTE OF SIX (6) TO ZERO (0).

8. TRANSPORTATION PROJECTS/PROGRAMS UPDATE

Mr. Basha had nothing to report.

9. PUBLIC COMMENT

There were no public comments.

10. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

- Mustang Transit Center Update
- Cross-Cut Canal Bridge

11. ADJOURNMENT

With no further business to conduct, Chair Olmsted adjourned the regular meeting at 8:23 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>**