



**SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE  
TRANSPORTATION COMMISSION  
REGULAR MEETING**

**THURSDAY, MARCH 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  
Terry Gruver, Commissioner  
Paul Holley, Commissioner  
Steven Olmsted, Chair  
Robert Stickles, Commissioner  
Paul Ward, Vice Chair

**ABSENT:** Matthew Wright, Commissioner

**STAFF:** Rose Arballo, Transportation Commission Coordinator  
Paul Basha, Transportation Director  
Bob Bonnette, Police Lieutenant Patrol  
Walt Brodzinski, Right-of-Way Supervisor  
Madeline Clemann, Transportation Planning and Transit Operations Manager  
Phillip Kercher, Traffic Engineering and Operations Manager  
Holly Walter, Public Information Officer

**2. APPROVAL OF MEETING MINUTES**

- Study Session of the Transportation Commission – February 20, 2014
- Regular Meeting of the Transportation Commission - February 20, 2014

**COMMISSIONER HOLLEY MOVED TO APPROVE THE STUDY SESSION MINUTES OF FEBRUARY 20, 2014 AS PRESENTED. COMMISSIONER BRETZ SECONDED. THE MOTION CARRIED BY A UNANIMOUS VOTE OF SIX (6) TO ZERO (0).**

**APPROVAL OF THE REGULAR MEETING MINUTES OF FEBRUARY 20, 2014 WAS DEFERRED TO THE NEXT MEETING TO ALLOW STAFF TO CLARIFY PUBLIC COMMENT ON AGENDA ITEM 4.**

**3. PUBLIC COMMENT**

There were no public comments.

**4. PEDALBUS UPDATE**

Mr. Brodzinski gave a presentation on the history and background of a pedalbus, and described the characteristics and specifics of the vehicle. It was explained that the pedalbus operating in Scottsdale is not a pedapub or pedaltavern, and does not serve or allow alcohol; non-alcoholic drinks and snacks may potentially be served.

Mr. Brodzinski emphasized that the pedalbus is a novelty and not a form of transportation. It is considered entertainment or recreational, and mostly operates in downtown entertainment districts and tourist environments.

It was indicated that one pedalbus is operating in Scottsdale and other companies have expressed interest in bringing this service to the City. Due to a lack of definition in Arizona Revised Statute and in Scottsdale's City Code, an ordinance was developed for Scottsdale. Mr. Brodzinski reviewed the definition and key elements of the ordinance that addresses operation and safety. Extensive outreach efforts were made to provide the public an opportunity to make comments or suggestions. The pedalbus ordinance was adopted by City Council on February 25<sup>th</sup> and will be in effect March 27, 2014.

In addressing questions from Commissioners, it was noted that:

- Although the ordinance does not state that a pedalbus cannot operate on multiuse paths, it is restricted from riding on paths. Operators have not expressed interest in riding on paths, but since they are a non-motorized vehicle and are pedal-powered, they could potentially ride on wider paths. Commissioner Bretz suggested that when the opportunity arises in future revisions to the ordinance, staff might consider revising the ordinance to address this concern.
- The Scottsdale Pedalbus Ordinance in conjunction with State Law does not allow alcohol on the pedalbus and could only allow alcohol on a pedalbus if a change is made in State law addressing open containers in vehicles in the public right-of-way.
- Although no direct contact with other cities has been made, research shows that a minimal number of accidents involving a pedalbus have occurred.
- Relative to safety requirements, the Pedalbus Ordinance is similar to the Pedi-Cab Ordinance with some slight differences in safety item requirements for the physical unit.

- It was confirmed that the operator has full control of the brakes and steering of the pedalbus. It is a very slow-moving vehicle which travels no more than seven miles per hour.

## **5. STATE TEXTING WHILE DRIVING BAN**

Mr. Kercher and Ms. Walter presented an update on current State legislation efforts to approve laws to prohibit “texting while driving” and “distracted driving.” An overview of some distracted driving laws nationally was also provided.

Some items highlighted in the presentation include the following:

- Three “texting while driving” bills (HB 2376, SB 1163, and SB 1147) were introduced in this current legislative session, but did not move forward.
- Two “distracted driving” bills (HB 2216 and HB 2359) were introduced in this current legislative session. HB 2359 which prohibits drivers with instruction permits and new drivers during their first six months from using cell phones is still active and is moving forward. This was approved by the Transportation Committee in February.
- There are three laws in effect in Arizona; (1) The State of Arizona prohibits school bus drivers from any cell phone use (handheld or hands-free), (2) Tucson and Phoenix have ordinances that prohibit texting while driving, and (3) Coconino County is considering a law to prohibit all handheld communication device use while driving.
- Since 2007 thru March 5, 2014, the City of Phoenix has issued 232 citations. Ms. Walter explained that police officers write distracted driver citations as a non-moving violation or cite persons for driving at a speed greater than is reasonable and prudent. Approximately three-fourths of the 232 drivers who were cited plead guilty and paid the fine.
- Distracted driver statistics show that 19% of teen drivers access the internet while driving, headset cell phones are not substantially safer than hand-held devices, and driving while texting is six times more dangerous than driving while intoxicated.

No public comment was received.

In addressing concerns from the Commission, staff indicated it is difficult to determine how many of the 232 citations issued in the City of Phoenix were a result of distracted driving by using a handheld device or driving at a speed not reasonable and prudent. It was also pointed out that at this time, the City does not have an interest in pursuing a City Ordinance prohibiting “texting while driving.” This is a statewide issue and the City feels it should wait for the State to propose or adopt legislation. The City’s Intergovernmental Relations Department will continue to follow the progression of proposed legislation and will advise City Council on any matters that arise.

Commissioner Bretz commented that if the various municipalities in the state continued discussions on this issue, perhaps it could push the State on further addressing this matter.

Commissioner Gruver believes this is an issue of great concern and urged the Commission to actively consider and develop some draft language on this topic for consideration by staff and City Council. Scottsdale needs to follow examples set by Phoenix and Tucson.

Commissioner Gruver suggested that staff continue to research this topic and asked the Commission to seriously consider trying to do something about this issue.

**6. DRAFT FY 14/15 TRANSPORTATION DEPARTMENT OPERATING BUDGET**

Mr. Basha briefly reviewed information on the Transportation Department Operating Budget, historic annual budgets, and proposed future budget. It was pointed out that, in the past, the Commission has expressed great interest in the Transit Operating Budget that has changed from year to year. The transit budget is a large portion of the Transportation Department Operating Budget which includes City of Phoenix, Trolley, Valley Metro, and Cab Connection and Dial-a-Ride Program referred to as Taxi Vouchers on the data sheet provided (see Attachment A).

Neither public comment nor comments from the Commission were received.

**7. SR-101: RAINTREE INTERCHANGE TO PIMA-PRINCESS INTERCHANGE**

The purpose of this presentation is to provide the Commission with information on discussions being held about a potential diverging diamond interchange (DDI) adjacent to SR-101 Pima Freeway north of the Central Arizona Project Canal, the Design Concept Report being conducted by ADOT on this project, and City Council adoption of a resolution pertaining to access to one of the properties west of SR-101 south of Princess Drive.

Mr. Basha noted that the DDI is only proposed for the Pima-Princess interchange. He explained in detail how a conventional interchange and diverging diamond interchange typically work. In addition, a detailed review of traffic flow for proposed improvements in this segment of the SR-101 was provided. Some people believe the Pima-Princess interchange on SR-101 would be a good candidate for a DDI. Other transportation professionals and Traffic Engineers believe this location is not conducive to a DDI because current volumes do not correspond to the DDI benefits. In the past several months, the Transportation Department has had meetings with ADOT and AECOM, the consultant contracted to prepare the Design Concept Report. City staff asked ADOT to carefully analyze the operation at this intersection with existing and projected future traffic volumes. Staff has also asked that extensive traffic counts occur to better understand which movements are currently dominant and will be dominant in the future, and therefore which type of interchange will be most appropriate at this location.

Mr. Basha explained that property owners west of SR-101 and south of Princess Drive became concerned about potentially losing access to and from the frontage road adjacent to the freeway. Property owners then approached the Mayor and City Council, and requested adoption of a resolution supporting continuation of the five access locations to their property. City Council cannot guarantee this continued access because it is a State facility, not a City facility. The City Council adopted a resolution that supported the continued access from these properties to the frontage road.

Mr. Basha indicated that data collection that specifically analyzes Bell Road, Frank Lloyd Wright, and Pima-Princess Drive is being requested from AECOM to determine how much traffic is destined for Bell Road and the freeway.

Mr. Basha addressed questions from the Commission regarding the possibility of considering the Hayden Road interchange to alleviate traffic. Extensive discussion was held relative to the potential options of braided ramps and bridges at specific locations to either merge or diverge traffic.

No public comment was received.

## **8. TRANSPORTATION PROJECTS/PROGRAMS UPDATE**

- For the past several months, Scottsdale Road and McDowell Road has been under construction to accommodate bus pullouts and related improvements in preparation for the Scottsdale Road Bus Rapid Transit route. Construction is now complete. Another project in this vicinity will provide sidewalk on the north side of McDowell Road from Scottsdale Road to 74<sup>th</sup> Street.
- The Thomas Road Streetscape project is resuming construction after being stopped during the Spring Training games so construction would not impede traffic to and from the stadium. Improvements will include a traffic signal on Thomas Road and Civic Center Plaza along with other operation and traffic device changes.
- Design of the north side of the Arizona Canal from Marshall Way to Goldwater is 30% complete.
- The Upper Camelback Wash project is complete. Improvements include a multiuse path from Cholla Road north of Cactus Road. .
- All 13 new buses have been received and are ready for operation.
- April is Valley Metro Bike Month. Commissioners will be notified of City-sponsored activities and events to be held in April.
- The Thompson Peak Parkway and Paradise Lane intersection is in the process of being modified. Preliminary construction includes installation of a traffic signal at the intersection.
- Left-turn arrows were installed on Scottsdale Road and Westland Drive also-known-as Terravita Way.

Commissioner Gruver was applauded for serving on the Commission for six years.

## **9. PUBLIC COMMENT**

There were no public comments.

## **0. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS**

- Chair Olmsted requested a future agenda item providing supplementary state texting while driving ban results for Tucson and Phoenix, along with a history of this topic that has previously been discussed by the Commission.

**11. ADJOURNMENT**

With no further business to conduct, Chair Olmsted adjourned the regular meeting at 7:23 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>**

**TRANSPORTATION DEPARTMENT RECENT HISTORIC AND PROPOSED FUTURE ANNUAL BUDGETS**

	ACTUAL EXPENDITURES			CURRENT	PROPOSED				
	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019
COMPENSATION	\$1,995,540	\$1,272,498	\$1,412,141	\$1,542,869	\$1,522,777	\$1,537,300	\$1,603,200	\$1,565,500	\$1,580,100
OTHER CONTRACTUAL	\$850,575	\$663,035	\$726,818	\$209,543	\$213,315	\$217,154	\$221,498	\$225,927	\$230,446
COMMODITIES	\$7,195	\$12,233	\$18,060	\$26,280	\$30,905	\$31,100	\$31,400	\$31,700	\$32,100
<b>TOTAL WITHOUT TRANSIT</b>	<b>\$2,853,311</b>	<b>\$1,947,765</b>	<b>\$2,157,019</b>	<b>\$1,778,692</b>	<b>\$1,766,997</b>	<b>\$1,785,554</b>	<b>\$1,856,098</b>	<b>\$1,823,127</b>	<b>\$1,842,646</b>
PHOENIX TRANSIT	\$2,238,289	\$2,143,512	\$1,682,609	\$2,070,144	\$2,504,700	\$2,557,300	\$2,611,000	\$2,665,800	\$2,721,800
TROLLEY	\$2,509,816	\$2,502,659	\$2,495,109	\$2,768,640	\$2,826,800	\$2,886,200	\$2,946,800	\$3,008,700	\$3,071,900
VALLEY METRO	\$2,296,807	\$1,693,248	\$1,384,442	\$1,238,645	\$1,524,700	\$1,816,700	\$1,854,900	\$1,893,900	\$1,933,700
TAXI VOUCHERS	\$424,146	\$435,496	\$468,248	\$435,000	\$444,100	\$453,400	\$462,900	\$472,600	\$482,500
<b>TOTAL OF TRANSIT</b>	<b>\$7,469,058</b>	<b>\$6,774,915</b>	<b>\$6,030,408</b>	<b>\$6,512,429</b>	<b>\$7,300,300</b>	<b>\$7,713,600</b>	<b>\$7,875,600</b>	<b>\$8,041,000</b>	<b>\$8,209,900</b>
<b>TOTAL</b>	<b>\$10,322,369</b>	<b>\$8,722,680</b>	<b>\$8,187,428</b>	<b>\$8,291,121</b>	<b>\$9,067,297</b>	<b>\$9,499,154</b>	<b>\$9,731,698</b>	<b>\$9,864,127</b>	<b>\$10,052,546</b>

