



SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

THURSDAY, JANUARY 22, 2015

**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 6:03 p.m.

1. ROLL CALL

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

ABSENT: Barry Graham, Commissioner

STAFF: Rose Arballo, Transportation Commission Coordinator
Paul Basha, Transportation Director
Walt Brodzinski, Right of Way Supervisor
Madeline Clemann, Transportation Planning and Transportation
Operations Manager
Greg Davies, Senior Transportation Planner
Ratna Korepella, Principal Transportation Planner
Monica Staats, Senior Management Analyst
Holly Walter, Public Information Officer
George Williams, Principal Traffic Engineer

GUEST: Rachel Pearson, Scottsdale Convention and Visitor's Bureau

2. PUBLIC COMMENT

There were no public comments.

3. APPROVAL OF MEETING MINUTES

- Study Session of the Transportation Commission – December 18, 2014
- Regular Meeting of the Transportation Commission – December 18, 2014

COMMISSIONER STICKLES MOVED TO APPROVE THE MINUTES OF THE REGULAR MEETING AND STUDY SESSION OF DECEMBER 18, 2014 AS PRESENTED. VICE CHAIR HOLLEY SECONDED. THE MOTION CARRIED BY A UNANIMOUS VOTE OF SIX (6) TO ZERO (0).

4. ELECTION OF TRANSPORTATION COMMISSION OFFICERS

COMMISSIONER STICKLES MOVED TO RE-ELECT COMMISSIONER OLMSTED AS CHAIR AND COMMISSIONER HOLLEY AS VICE CHAIR. COMMISSIONER ROSENBERG SECONDED. THE VOTE CARRIED SIX (6) TO ZERO (0).

Appointment of officers for the Paths & Trails Subcommittee will be made at the next Commission meeting on February 19.

5. SUPER BOWL 2015 UPDATE

Mr. Brodzinski presented a final update prior to Super Bowl 2015 and highlighted that many hours of staff time and resources has been used in preparation for this big event. It was noted that many Scottsdale staff from various departments have met with the Scottsdale Convention and Visitors' Bureau and other partnering cities, and everyone is "ready" for the big event.

Mr. Brodzinski reviewed a timeline of events and indicated that events are occurring all week starting Saturday, January 24th, and increase each day thru Saturday, January 31st, which is when peak events are happening. On Super Bowl Sunday, events taper off. A review of the trolley routes and how they intersect with the Day Tripper, Miller Road Route, and public parking lots was also provided.

An information line (480-312-CITY) has been developed for anyone to listen for event information. A website (www.BigGameinScottsdale.com) that provides event details, including maps of events, road closures, and parking information has also been developed.

Commissioners complimented the entire staff for their hard work and efforts.

6. POTENTIAL BUS AND TROLLEY ROUTE ENHANCEMENTS

Ms. Korepella presented the first part of a series of presentations that will be given to the Commission in the next couple months. This will be preliminary discussion of the studies

being conducted on the existing bus and trolley system to identify gaps and where improvements need to be made.

Some highlights of the presentation included:

- Scottsdale is a high employment area.
- A detailed review of bus route location and length for Scottsdale and other cities was provided.
- The Miller Road route connects to Tempe and Scottsdale. This is not done in other jurisdictions in the valley.
- Although bus service runs until 12:34 p.m. coming into Scottsdale on the Priest Route 56, the last time riders come into Scottsdale is 7:35 p.m.
- Looking at bus route weekday frequency, not many routes in Scottsdale operate at 15-minute frequencies; most operate at 30 minute frequencies.
- In 2016, Scottsdale would like to increase weekday frequency from 20 minutes to 15 minutes on existing routes like Route 72.
- Sometime in 2015, City staff would like to implement a trolley route on Camelback Road once sustainable funding is available.
- Indian School, Thomas, and McDowell Roads run 15-20 minute frequencies.
- The biggest impact on the existing trolley route is that the Downtown Route does not provide late evening service, whereas the Miller Road and Neighborhood Routes do provide late service.
- In the future, Scottsdale would like to improve the Miller Road Route from a 30-minute to 20-minute frequency.
- In looking at monthly boardings in Scottsdale from July 1, 2013 thru June 30, 2014, May 2014 showed a significant increase in ridership.
- Scottsdale Road and two trolley routes have high boardings. Looking at average weekday route boardings, Scottsdale Road is a high performing route, followed by the Neighborhood Trolley.
- Boardings on Camelback Road, Bell Road, and Shea Boulevard are not high.
- A study of route cost per boarding in FY 13/14 showed that the route on Thomas Road is inexpensive (\$1.00 per boarding). The Day Tripper and Shea Boulevard averaged a route cost per boarding between \$7.00 and \$8.00.

Highlights of discussion following the presentation included:

- It was explained that on east/west routes, although it is observed that no riders are on buses does not mean the route is not being utilized. Since Scottsdale is at the end of the routes, most riders board on the Phoenix side and come in to Scottsdale, especially on McDowell and Thomas Roads. Information regarding the route on Camelback Road will be presented to the Commission for discussion in February.
- Staff mentioned that the possibility of extending Route 81 on McDowell Road to the Salt River Casino is still being discussed with the partnering community.
- Commissioners expressed concern on certain geographic areas not being serviced. Staff will include service information at the next Commission meeting in February or March.
- Staff will present information on potential future service improvements in an effort to increase frequency, which will increase ridership and decrease cost.

- A Commissioner expressed interest in receiving information on the number of boardings on specific routes during the various times throughout the day. This information will be presented in February or March.
- The Commission expressed strong interest on this topic and encouraged staff to be creative in looking for funding opportunities not only within the city, but outside of the city as well. It is also encouraged that staff let the Commission know what is needed to make specific bus and trolley improvements to present an opportunity for the Commission to assist with making recommendations to City Council.

7. CAPITAL IMPROVEMENT PROGRAM (CIP) BUDGET

Mr. Basha presented detailed preliminary information on the draft Capital Improvement Program (CIP) budget for FY 15/16 thru 19/20. He explained that this is the first of two presentations and encouraged the Commission to provide input before the CIP budget is presented to City Council in the spring.

Some highlights of Mr. Basha's presentation included:

- A review of major projects completed and in construction was provided.
- A list of several key projects in design and status of these projects was also presented. Some of these projects include the Arizona Canal Multi-use Path from Chaparral Road to Indian Bend Road and Cholla Road from Hayden Road to 84th Street.
- New projects anticipated in the proposed CIP are Happy Valley Road from Pima to Alma School Roads, Miller Road underpass at the 101 Freeway, and Pima Road from Krail Street to Chaparral Road. These projects will be funded from the regional half-cent sales tax (Proposition 400).
- New projects proposed to be funded from the 0.2% sales tax are McDowell Road Bike Lanes on Scottsdale Road to 64th Street and transit stop improvements. This does not include bus pullouts.
- A list of ongoing programs funded from the flexible "Y" accounts and project postponements were reviewed.
- Public Works new projects funded out of the 0.2% sales tax include the Pavement Overlay Program, Traffic Management Program, ITS/Signal System upgrades, and replacement of drain grates. Public Works Director Randy Ghezzi will be giving a presentation to the Commission regarding the City's Pavement Overlay Program in March.
- Projects that are being proposed to have some minor funding adjustments were reviewed.
- A list of some minor and major projects that are not funded was also reviewed. The major projects on arterial streets have been removed from the five-year CIP due to limited funds.
- The next steps in developing the CIP budget are to (1) revise the draft Transportation CIP based on comments from the Commission, (2) review a

final draft of the Transportation CIP in February, and (3) forward a final recommendation to City Council for approval.

At the end of the presentation, extensive discussion between Commissioners and staff ensued regarding funding of various projects. Some comments expressed by the Commission include the following:

- A commissioner questioned why no roundabout projects were listed in any of the project lists. Staff explained that some intersection improvements could contain roundabouts for capacity improvements, and some traffic calming projects include traffic circles. The capacity improvement roundabouts will be incorporated into projects with regional, state, and federal funds.
- Commissioners suggested that staff continue to focus on the aesthetic element of projects, specifically on larger projects.
- A commissioner expressed concern on potential improvements for the Frank Lloyd Wright – Scottsdale Road to Shea Boulevard project. It is felt there are much needed multi-use path improvements that could be included in this project.
- A commissioner commented that continuity of bike lanes needs to be better on McDowell Road to the west.
- The “Southbound Loop 101 Frontage Road Connections” project listed on the Budget Adjustments list needs to be titled differently to better clarify the project. It was also mentioned that this project needs to be given priority.
- A commissioner inquired about a potential project to provide a connection from Alma School Road to Rio Verde. This project is currently not included in the program, though a portion of Happy Valley Road that becomes 118th Street is stipulated for construction by a private developer.
- It was suggested that a future agenda include an item to discuss projects that could potentially be candidates for bond. This could allow the public to provide input on what projects they would like to see and will help them get familiar with project costs. In addition, to better understand the project ranking process, the Commission suggested that staff provide project prioritization lists.

8. TRANSPORTATION COMMISSION ANNUAL REPORT OF 2014

VICE CHAIR HOLLEY MOVED TO APPROVE THE TRANSPORTATION COMMISSION ANNUAL REPORT OF 2014 AS AMENDED IN THE STUDY SESSION. COMMISSIONER STICKLES SECONDED. THE MOTION CARRIED BY A UNANIMOUS VOTE OF SIX (6) TO ZERO (0).

9. PATHS & TRAILS SUBCOMMITTEE ANNUAL REPORT OF 2014

COMMISSIONER BRETZ MOVED TO APPROVE THE PATHS & TRAILS SUBCOMMITTEE ANNUAL REPORT OF 2014 AS AMENDED IN THE STUDY SESSION. COMMISSIONER STICKLES SECONDED. THE MOTION CARRIED BY A UNANIMOUS VOTE OF SIX (6) TO ZERO (0).

10. TRANSPORTATION MASTER PLAN

Mr. Basha introduced the Transportation Master Plan revision process. It was explained that the 2008 Transportation Master Plan provides a large amount of data and statistics pertaining to the City. It is a very comprehensive document that contains 11 sections of detailed policies and information, and will be used as a resource to the 2015 plan.

The new 2015 Transportation Master Plan will have minimal narrative, will be more general, and less detailed than the 2008 plan. It will consist of four sections that include the Streets Element, Transit Element, Bicycle Element, and Pedestrian Element. The approved 2008 plan will still exist and will be used as a resource to the 2015 plan.

It is staffs' intent to have initial discussion with the Transportation Commission and provide four additional meetings (Special Sessions) to review each of the four sections in the new document. A tentative schedule for these meetings will be sometime throughout the months of April and early Fall. The Bicycle and Pedestrian Elements will also be discussed at regular or designated meetings of the Paths & Trails Subcommittee. Finally, the entire 2015 Transportation Master Plan is anticipated to be reviewed at a separate public meeting of the Transportation Commission sometime between October and December.

Highlights of discussion following the presentation included:

- A commissioner suggested looking at examples of other Transportation Master Plans for other communities, including Seattle.
- In addressing a Commissioner's concern on cost and funding of the Transportation Master Plan, staff noted that the 2008 document was prepared by an outside consultant and was very expensive. In addition, Transportation staff spent many hours in helping the consultant prepare this document. It is anticipated that the 2015 plan will take approximately 500 hours of staff time over an eight month period to complete. Also, the 2015 plan will be less expensive to develop.
- Staff explained that the new document will contain projected data, not historical data like in the previous plan.

11. TRANSPORTATION PROJECTS/PROGRAMS UPDATE

Mr. Basha reported the following:

Day Tripper Trolley Ridership:

- A comparison of Day Tripper daily ridership for the past four years and first 27 days of operation this year was presented. Data collected shows that ridership fluctuates daily and is higher than the previous four years. In addition, the average daily ridership on the Day Tripper for the first 27 days of operation shows an increase from 2010/11 thru 2014/15. Overall, daily ridership has increased by 25% as a result of increased frequency this year.
- The cost per rider one year ago was approximately \$7.00. Currently, the approximate cost per rider is \$10.00.

Thomas Road Streetscape:

- This project will, unfortunately, not be complete in January and will not open two lanes in each direction. The artwork on the bridge over the Indian Bend Wash was installed on the inside of the guardrail rather than the outside. The installation of the artwork will be corrected to make it safe for drivers.

Ms. Conklu provided a brief update regarding the status of the Hidden Hills and Adero Canyon connection. Continued discussions between staff from Scottsdale, Fountain Hills, and MCO Properties indicate that the Adero Canyon development is moving forward. In the final plat phase of construction, MCO Properties will include a 10-foot wide concrete path and 14-foot wide concrete path along turns. Completion of Phase I development is anticipated to be complete in the next one to four years. Public outreach regarding re-opening of the Hidden Hills easement is also planned to be conducted.

12. PUBLIC COMMENT

None.

13. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

- Commissioner Stickles suggested a discussion of any gaps in paths and trails that could potentially be connected. One of the areas of concern is on Dynamite from Pima Road to Alma School Road. This item of discussion could initially be scheduled for dialogue at a future Paths & Trails Subcommittee meeting.

14. ADJOURNMENT

With no further business to conduct, Chair Olmsted adjourned the regular meeting at 9:11 p.m.

SUBMITTED BY:

A/V Tronics, Inc. DBA AVTranz.

*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>