



SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

THURSDAY, MARCH 19, 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 6:04 p.m.

1. ROLL CALL

PRESENT:

Steven Olmsted, Chair
Paul Holley, Vice Chair
Gary Bretz, Commissioner
Barry Graham, Commissioner
Steven Rosenberg, Commissioner
Robert Stickles, Commissioner
Matthew Wright, Commissioner

STAFF:

Rose Arballo, Transportation Commission Coordinator
Paul Basha, Transportation Director
Madeline Clemann, Transportation Planning and Transit Operations
Manager
Greg Davies, Senior Transportation Planner
Randy Ghezzi, Street Operations Director
Ratna Korepella, Principal Transit Planner
Dan Worth, Director of Public Works

GUESTS:

Carl Grupp, Tourism Development Commission
Rachel Pearson, Vice President - Community & Government Affairs;
Scottsdale Convention and Visitors Bureau
David Scholefield, Chair - Tourism Development Commission

2. PUBLIC COMMENT

No public comment was received.

3. APPROVAL OF MEETING MINUTES

- Study Session of the Transportation Commission – February 19, 2015
- Regular Meeting of the Transportation Commission – February 19, 2015

COMMISSIONER STICKLES MOVED TO APPROVE THE MINUTES OF THE REGULAR MEETING AND STUDY SESSION OF FEBRUARY 19, 2015 AS PRESENTED. COMMISSIONER ROSENBERG SECONDED. THE MOTION CARRIED BY A UNANIMOUS VOTE OF SEVEN (7) TO ZERO (0).

4. PAVEMENT OVERLAY PROGRAM

Mr. Randy Ghezzi, Street Operations Director, gave a presentation on pavement management.

Highlights of the presentation included:

- The department's watchword is: Right treatment, right road, right time.
- An explanation of how pavement conditions are rated on the pavement condition index (PCI). The overall rating for the Scottsdale's network is 70. The goal is to achieve a PCI of 80 in five years. To achieve this, 10% of the network (2,085,000 square yards each year) needs to be treated.
- A description of the field inspection equipment used for testing pavement conditions, and the software used for decision making.
- The department is responsible for over 19 million square yards of asphalt on 2,910 lane miles, and 800,000 square yards of City parking lots.
- Staff is in the process of evaluating the condition of parking lots, which has not been done for six years.
- Alleyways represent 201,000 square yards of pavement, which are also overdue for evaluation.
- Once the city attains a PCI of 80, the network will be sustainable moving forward.
- Treatment plans are made based on funding available and consideration of field inspections.
- Adequate funding is extremely important to maintain roads. To maintain the status quo, \$10.6 million is needed annually. With \$15.2 million, representing 2% of the asset value, the City can achieve a sustainable road network at 80 PCI.
- To completely reconstruct roadway, the cost is approximately \$35 per square yard.
- Pavement is expected to have a life span of 20 years; however regular treatments with fog seal and fiber seal can prolong the pavement life from 26 to 28 years.
- The life expectancy of rubberized asphalt is ten years. It costs \$45 per square yard to replace, compared to approximately \$16 per square yard for conventional overlay. Applying sealant prolongs a street's life span, but destroys its noise attenuation properties.

- Extreme summer temperatures mean that materials that are effective elsewhere may not be suitable for Scottsdale streets. Currently, a performance graded (PG) asphalt that is rated to withstand up to 146°F is being used; however the road surfaces sometimes exceed this temperature. Harder asphalt grades do not soften in the heat and can create significant cracking. The City is adding polymers and fiber to much of the asphalt to make it more pliable in Arizona conditions.

Highlights of the discussion following the presentation included:

- The department puts emphasis on arterial and collector roads rather than on local streets.
- The Streets Department has recently broken the map into segments and staff is re-evaluating the arterials. Mileage counts will be recalculated using the newer, more accurate data.
- A Commissioner asked what percentage of the pavement is inspected on an annual basis using their technologies. Mr. Ghezzi said arterials and collectors are fully inspected every three years. The local streets are inspected every five years in principle, although they do not pay for the high-tech inspection of local roads that have been treated in the past three years.
- A Commissioner suggested that since preventive measures are so much more cost-effective, maintenance should be the department's focus. It is believed that this would make more funds available for reconstructing the roads that are in poor to very poor condition. Mr. Ghezzi said that key is getting the system to a sustainable PCI rating. To accomplish this, roads need to be out of the poor to very poor categories.
- A Commissioner pointed out that, with current funding, this would not be feasible. Mr. Ghezzi concurred. The plan is to treat surfaces every four years with a seal coat and every eight years with fiber seal to prolong the life span of the road. The goal is to sustain the road network through preservation.
- A Commissioner inquired about using concrete for roads. Mr. Ghezzi said concrete would be extremely expensive and not cost-effective.
- Citizens can express their concerns regarding pavement conditions by calling Street Operations at 480-312-5620 or on the City's website.
- To date, rubberized asphalt has been installed on arterials and major collectors. Sealer that eliminates the noise attenuation has been applied, but prolongs the life of the surface. The residents are not charged for it.
- A Commissioner asked if the proposed five-year plan will be followed by a second five-year plan. Mr. Ghezzi said the goal is to have an average PCI of 80 over the whole network. It was mentioned that if an 80 PCI can be reached in the next five years, the sustainability of the network becomes somewhat easier. Applying rejuvenating fog seal will prolong the life of roadways and will buy some time at a minimum cost.
- Mr. Ghezzi confirmed that to achieve 80 PCI, an annual budget of \$15 million for five years is needed.
- A Commissioner commented that during the economic downturn, the pavement maintenance budget had been slashed. The current budget is about \$7.5 million, so the gap between the current budget and what is needed to reach 80 PCI is approximately \$40 million.
- A Commissioner asked staff if there is a reasonable, simple approach or presentation that can be packaged into a bond proposal. Director of Public Works Mr. Dan Worth said there is an opportunity for bond funding, should citizens support it. The CIP

program that the Commission has reviewed and which the Treasurer's Office just released included \$3.25 million more from the Transportation Fund. Over five years, that totals \$16 million, leaving a shortfall of \$24 million. He added that the initial list of projects presented to City Council in February for consideration of a possible future bond election included a project of \$15 million for pavements, subject to adjustment.

5. **POTENTIAL CITYWIDE BUS AND TROLLEY IMPROVEMENTS**

Ms. Ratna Korepella, Principal Transit Planner, noted that this is the fourth in a series of presentations to the Commission. This presentation focuses on the four unserved areas where staff is proposing new routes, i.e.:

- Cactus Road trolley route
- Airpark trolley route
- Perimeter trolley route
- Pinnacle extension route

Highlights of the discussion following the presentation included:

- On board survey data reveals that 77% of riders in the Metro Phoenix area walk up to a quarter of a mile to access transit. About 14% of riders said they walk up to half a mile. Some will walk up to a mile to reach a major activity center.
- Cactus Road is currently served by routes 80, 81, and 514. Scottsdale Healthcare is the biggest employer with approximately 2,100 employees, with other major employers accounting for another 1,500 employees. The route passes a number of schools, parks, and a library, and would also serve the Via Linda Senior Center. At least half the area residents are age 50+. Approximately 30% of the population is under 17 or over 70 and more transit dependent.
- The Airpark trolley route would connect to route 72, route 80 on Shea, and route 81 on Hayden Road. Vangaard has about 2,100 employees, while Go Daddy and International Cruises each have about 700. The route connects to a number of activity centers including the Promenade Mall and schools.
- The Perimeter trolley route connects some major employers, child care, the Scottsdale Sports Complex, and the Fairmont Scottsdale Princess
- The Pinnacle extension is an extension of route 72 north of Thompson Peak Hospital north to Pinnacle Peak Road. The route connects to Grayhawk Elementary School and some preschools, a library and parks. At the north end are such major employers as Discount Tire and a health care center.
- An analysis looked at homes and major employers within a quarter mile of the routes in order to rank these proposals by employment centers, population and connectivity with other transit routes. Activity centers were not taken into account in the prioritization because staff wanted objective metrics. The Airpark trolley ranks highest.
- Cost of service: Although the Airpark trolley has the highest projected cost, the current Hayden Road route can terminate at Shea Boulevard to realize significant cost savings.

Highlights of the discussion following the presentation included:

- A Commissioner commented that tying new routes to existing transit centers or nodes will help ensure their success. Ms. Korepella said there are different options for connecting the Pinnacle extension. An option would be to extend Route 72 or have riders transfer to a trolley for this portion of the route. The use of a trolley would be more cost-effective than extending the bus route.
- Ms. Korepella clarified that the cost to Valley Metro to provide para-transit service only applies to the Pinnacle extension and is estimated at around \$600,000. The other routes are already covered by East Valley Dial-a-Ride. Staff used Maricopa Association of Governments (MAG) socioeconomic data to arrive at the estimate. Ms. Korepella acknowledged that the estimate is on the high side because it will be several years before the route could be implemented.
- A Commissioner noted that transfers make transit travel more challenging, which would be a drawback to having trolley service for the Pinnacle extension.
- A Commissioner suggested running routes to include major activity centers that could increase ridership throughout the day. Travel to employment centers is typically concentrated at rush hour and mid-day.
- Flag stops would help attract seniors who no longer drive, so that they do not have to walk so far.
- A Commissioner commented that the estimated cost of para-transit for the Pinnacle extension seems too high. Ms. Madeleine Clemann, Transportation Planning and Transit Operations Manager, elaborated that East Valley Dial-a-Ride is currently provided south of Loop 101. Staff analyzed the area that would be covered by the Pinnacle extension. Effective July 1, a new Cab Connection program for seniors and people with disabilities north of the Loop 101 will be offered through Foothills Caring Corps. They anticipate 5,000 one-way trips annually. She confirmed that the City is already using the entire ADA allotment of the Prop 400 funding.
- Employment centers are a primary factor because the majority of riders use transit to get to work. Ms. Clemann confirmed that staff has met with major employers in the Thompson Peak area who give their employees transit passes. Route 72 was extended to Thompson Peak because of the 17,000 employees in that area.
- A Commissioner suggested the Cactus trolley route could be split into two routes. One would run along Via Linda past the high school and Mayo Clinic, and another would run north and perhaps go to the Aquatic Center. Ms. Korepella said that at this point, staff is in the very preliminary planning stages and still have to identify funding before any improvements could be done to this trolley route.
- A Commissioner commented that the Cactus and Airpark routes would fill voids in current transit routes; however, there appears to be some overlay at existing transit routes. It was asked if it would be possible to combine the Airpark and Cactus trolley routes to provide linkages along Frank Lloyd Wright Boulevard since the Airpark area is the greatest employment center in the City. Ms. Korepella said that this is something staff could consider.
- Chair Olmsted commended staff's efforts and recalled that at the end of last year, staff had identified goals and that their work has greatly exceeded his expectations. He feels there is an opportunity to take the routes a little farther out north of the Loop 101.
- Chair Olmsted inquired what the Commission can do to facilitate bus/trolley acquisition. Ms. Clemann discussed vehicle acquisition time frames, which is 18 to 24 months out once the City places an order. The lag time gives the City time to finalize

- the route structure. Busses are purchased with federal grants and matching local funds. These vehicles cost approximately \$670,000 each. The City may not have enough funds in the PTF funding to match the federal grant, so the City might have to purchase the local match on those vehicles.
- Chair Olmsted said given restricted financial opportunities, this might be an item for the Commission to bring to City Council as a priority, after Commission discussion has been agendized.
 - A Commissioner noted that City Council has approved almost 2,000 housing units south of Thompson Peak Parkway north of Loop 101, and requested that staff take this new development into consideration.
 - A Commissioner suggested adding Scottsdale Road shopping centers to the route and shared a vision of extending the route to the Scottsdale border with Carefree.
 - A Commissioner urged consideration of a park-and-ride at the Apaloosa Library. Park-and-ride opportunities would encourage people to use transit.
 - Chair Olmsted noted that there is not currently a ridership culture amongst the citizens who need access to the hospitals.

6. CAMELBACK TROLLEY, DOWNTOWN TROLLEY, AND DAY TRIPPER FUNDING

Transportation Director Mr. Paul Basha reported on ridership of the Day Tripper.

Highlights of his presentation included:

- Ridership has increased 15% since last season; however, week-by-week comparison with previous seasons indicates that ridership in the most recent weeks and days is down.
- This year, service is running at 15-minute frequency for the first time.
- The greater frequency has not led to a corresponding increase in ridership.

Mr. Basha presented staff recommendations for changes to the trolley service, stressing that although related, they are three separate recommendations.

- 1) Discontinue the Day Tripper.
- 2) Use bed tax funds from the Day Tripper to operate the Downtown trolley.
- 3) Operate the Camelback Road trolley using Transportation Fund revenues that had previously been used to operate the Downtown trolley. The source of the Transportation Fund is dedicated City and regional sales taxes.

Highlights of the presentation on the Day Tripper and the Downtown trolley included:

- Route 72, Scottsdale Road, has the highest average daily ridership (1,800) of any in the city. This is followed by the Neighborhood trolley route and the Miller Road trolley route. The Day Tripper has the second lowest daily ridership for both last season and this season. This is the main reason staff recommends discontinuing this route.
- A comparison of average daily riders per mile of route shows that the Day Tripper is 10 riders per mile, compared to more popular routes with 73 riders per mile.

- Analysis of cost per rider shows that the most expensive route in the City in FY 2013/2014 was the Shea bus at \$8 while the Day Tripper was approximately \$7. The overall average was just over \$4 per rider.
- The preliminary estimated cost per rider for the Day Tripper this season (December through February) is \$11. This is the most expensive transit service in the City. This service is offered at the highest frequency; 15 minutes every day of the week. The only other route that runs on that frequency is the Downtown trolley.
- The Day Tripper receives dedicated marketing funds of \$30,000 per season. It was noted that the Scottsdale Convention and Visitors Bureau has done a marvelous job of marketing the service, and that other transit services have nowhere near this level of marketing.
- Since last season, the service frequency on the Day Tripper doubled. The operating cost increased from \$180,000 to \$270,000 and ridership increased only 16%. Cost per rider rose by 60%.
- People often say that government should operate like a private business. The expense of the Day Tripper cannot be justified. The Day Tripper has failed in all five years of its operation. It is felt that this is failed, wasteful spending and should be discontinued. The money could be spent more effectively on other trolley services.
- When the Downtown trolley frequency had to be cut from 10 to 15 minutes during the downturn, there was an immediate 40% decline in ridership.
- The Day Tripper operates for just 96 days during the peak season. Average ridership figures for the other routes include the whole year.
- Before presenting a recommendation to City Council on April 14, staff plans to compare average daily ridership of the actual months of operation for an apples to apples comparison.
- The Day Tripper has never been successful, whereas the Downtown trolley was successful until the frequency was reduced. With additional funding, the frequency could return to 10 minutes and ridership would increase. Instead of one failed service and one failing service, the City could have one successful service, which is why staff recommends using the funds from the Day Tripper to return the Downtown trolley to higher ridership levels. Hotel bed tax funds would be used. The enabling ordinance requires that bed tax funds be used for tourism-related activities. The Transportation Department believes that the Downtown trolley serves tourists primarily.
- Proposed changes to the Downtown trolley would serve the Museum of the West, the Valley Ho, the hotels north of Indian School between Scottsdale Road and Drinkwater Boulevard, and would go to Fashion Square Mall. These proposed route changes have been discussed with both the Scottsdale Convention and Visitors Bureau and a member of the Tourism Development Commission.
- The Transportation Department believes very strongly that the Day Tripper should not continue; however the Scottsdale Convention and Visitors Bureau, and the Tourism Development Commission believe very strongly it should exist.

Highlights of the presentation on the Camelback Road trolley included:

- Staff had hoped to be able to fund the Camelback Road trolley through operating funds, using dedicated transportation sales tax; however, in the last month, they have learned that they do not have the funds to permit that. Staff wants this operation to begin in October 2015. City Council needs to make a recommendation in April to allow six months of coordination with the cities of Glendale and Phoenix before making any

route changes. Staff is requesting a recommendation from the Transportation Commission.

- Extending the hours of operation of the bus service to Scottsdale Community College (SCC) would cost approximately \$800,000. Trolley service will cost less than \$400,000 and will operate at a 15-minute frequency.
- Staff recommends discontinuing the Day Tripper, applying \$300,000 of bed tax funding to the Downtown trolley with an additional \$150,000 from the dedicated transportation sales tax. The Downtown trolley could then operate at 10-minute frequency. This would also allow the City to apply the \$300,000 currently being spent on the Downtown trolley to the Camelback Road trolley. The Camelback Road trolley is estimated to cost approximately \$385,000. The remaining \$85,000 would come from other operating funds.
- Mr. Basha reiterated that it is inappropriate to spend \$300,000 on the Day Tripper for just three months. It is felt that this money could be spent more effectively elsewhere when the City has other serious transit deficiencies.

Highlights of the discussion following the presentation included:

- A Commissioner asked whether there is any conceivable way the Day Tripper could ever make fiscal sense. Mr. Basha said staff has considered that question. The Day Tripper has run for four years at high frequency, with extensive marketing efforts, but for unknown reasons people are not using it. People who travel to Scottsdale to stay in hotels are not going to ride transit; they rent a vehicle. This question could be revisited in the future.
- It is felt the Downtown trolley could be returned to success by using the funds currently being spent on the Day Tripper.
- A Commissioner inquired whether the economic impact of the Day Tripper ridership would justify the expense. Mr. Basha said the Tourism Development Commission has requested that information from the Scottsdale Convention and Visitors Bureau pertaining to the benefits of the Day Tripper be included in the April 14 presentation to City Council. Staff has already asked the Scottsdale Convention and Visitors Bureau for that information.
- The city's Tourism and Events Department conducts an annual survey of Day Tripper riders. This year's results are not yet available and will be presented to the Tourism Development Commission in April or May.
- There is no information on ridership of the Downtown trolley. Staff will try to obtain that information within the next couple weeks by interviewing riders. Results will be presented to City Council.
- The Transportation Department is requesting bed tax funds for the Downtown trolley for one year. The Transportation Department would commit to criteria that must be satisfied for the use of bed tax funds for the Downtown trolley, which includes:
 - Daily ridership to exceed 700 year round
 - Lower than average cost per rider
 - A statistically valid survey of Downtown trolley riders revealed that a minimum of 60% riders were staying at Scottsdale Road hotels. If that criteria is not satisfied, bed tax monies would not be requested from the Tourism Department in the future.
- A Commissioner inquired whether there is a legal opinion from the City Attorney's Office supporting the use of bed tax funds for the trolley, given that bed tax funds must

- be spent on tourism related purposes. Mr. Basha said the Assistant City Attorney has reviewed everything and agrees that this corresponds with the intent of City Council regarding bed tax.
- The Tourism Development Commission disagreed. They voted six to zero to continue the Day Tripper and six to zero not to fund the Downtown trolley with bed tax funds. The Tourism Development Commission chose not to offer an opinion on the Camelback Road trolley service.
 - A Commissioner asked whether the Tourism Development Commission might reverse its position on the use of bed tax funds for the Downtown trolley if City Council discontinues the Day Tripper.
 - A Commissioner noted that the Day Tripper and Route 72 both serve Scottsdale Road, and asked whether that affects Day Tripper ridership. Mr. Basha mentioned that Route 72 has gained ridership over the years, but staff does not think this is a significant impact.
 - A Commissioner commented that the month by month comparisons make more sense than total ridership over the year.
 - A Commissioner pointed out that discontinuing the Day Tripper would free up vehicles for use on other routes.
 - A Commissioner asked about ridership on the Downtown trolley during the hottest months. Mr. Basha said ridership in July is the same as the Day Tripper in January.
 - A Commissioner said this idea is worth considering because of the costs.
 - A Commissioner asked about the economic impact of increasing the Downtown trolley to 10-minute service. Mr. Basha said that will be considered before the next season.
 - Chair Olmsted stated that staff does a great job. The main responsibility of the Department is to look at transportation in the City. Economic impact analysis is outside of their main area of expertise, although economic considerations are very important to this particular topic.

Ms. Rachel Pearson, Vice President - Community & Government Affairs of the Scottsdale Convention and Visitors Bureau, addressed the Commission.

Highlights of her presentation included:

- The Day Tripper is more than just a vehicle; it enhances the image of Scottsdale as a destination and offers a new experience to visitors. It was critical during Super Bowl week this year.
- Bed tax funds new events and projects, allowing the tourism industry to take some calculated risks.
- If the Day Tripper is discontinued, the Scottsdale Convention and Visitors Bureau would request collaboration to find a viable alternative solution.
- Other destinations and Valley cities are implementing public transportation policies that are resonating and being used by residents and visitors; Scottsdale is falling behind.
- It is disappointing that the Commission is being asked to make a decision without full data in hand. All the information which Commissioners have inquired about tonight will be available at the end of the season.
- There is no data to confirm that riders of the Downtown trolley are predominantly visitors.
- The Scottsdale Convention and Visitors Bureau appreciates that staff invited them to the table to look at the Downtown trolley route, but is concerned about using bed tax

dollars for something that would typically be a General Fund operating expense. She pointed out that \$1.5 million of the bed tax funds is transferred automatically to the General Fund each year. For every dollar visitors spend on bed tax, \$2 is generated in sales tax. In 2014, visitors generated nearly \$32 million in sales tax, all of which went to the General Fund.

- In the future the Scottsdale Convention and Visitors Bureau hopes that tourism and transportation can find mutually beneficial solutions. Bed tax money needs to be spent respectfully of both transportation and tourism.

Mr. David Scholefield, Chair of the Tourism Development Commission, addressed the Commission.

Highlights of his presentation included:

- It is felt that bed tax funds are being bounced around.
- The Day Tripper was started by the Tourism Development Commission because no one else wanted to provide the service.
- The decision to allocate \$300,000 to establish the Camelback Road trolley is a decision for the Transportation Commission and Department alone.
- There is no concrete data aside from anecdotal evidence proving that the Downtown trolley is a tourism-driven service.
- The Tourism Development Commission voted not to discontinue the Day Tripper because the service is still running through the end of March. They have commissioned an outside company to conduct research. Once that is complete the Tourism Development Commission would be open to re-evaluating the decision.
- Mr. Scholefield summarized that deciding what to do about the Day Tripper is premature at this point.
- It is believed this is driven by the quest to find funding for the Camelback trolley, which has nothing to do with tourism.
- Two years' worth of quantitative third party professional research cannot be compared to two weeks of data collection by Transportation employees evaluating their own service.
- Although the drop in ridership on the Downtown trolley occurred when frequency was cut, it also coincided with the economic downturn.

Chair Olmsted thanked Ms. Pearson and Mr. Scholefield for their comments. He recalled his involvement in the Day Tripper service from the very beginning, given the importance and complexity of this issue.

COMMISSIONER WRIGHT MADE A MOTION TO SCHEDULE A SPECIAL MEETING TO TAKE ACTION ON THE FUNDING FOR THE CAMELBACK TROLLEY, DOWNTOWN TROLLEY AND DAY TRIPPER. COMMISSIONER STICKLES SECONDED THE MOTION, WHICH CARRIED BY A UNANIMOUS VOTE OF SEVEN (7) TO ZERO (0).

Highlights of the ensuing discussion included:

- A Commissioner disagreed with the characterization of the proposal as a bouncing ball. The bed tax funds are there for tourism-related activities and to him the question is whether the Downtown trolley is a valid tourism activity. If so, that would be a valid

use of those funds. If ridership on the Downtown trolley in the peak season is two and a half times higher than in the summer, that is a strong indication that this service is used by visitors. He asked Mr. Basha to confirm that.

- Mr. Basha said they will have data through the end of February 2015 from Valley Metro within the next couple of weeks.
- A Commissioner agreed that the north-south connection is extremely important to visitors, as Ms. Pearson noted. Should the ultimate decision be to discontinue the Day Tripper, it is crucial to have ongoing discussion of other alternatives or options to present to visitors in the northern part of Scottsdale.
- Mr. Scholefield said he hopes the survey will identify snowbirds who come to the Valley for four to six months and do not contribute to the hotels. They have an economic impact but are not contributing to the bed tax.
- Chair Olmsted asked Ms. Clemann about the proposed frequency of the Downtown trolley. She replied they plan to have 10-minute service again. The proposed streamlined route would enable them to offer this with the three trolleys they currently use.
- Last season's Day Tripper survey looked at use by local residents. This year's survey is not yet complete. Last year, 58% of riders on the Downtown trolley were hotel guests and 42% were metro Phoenix residents.
- Mr. Scholefield commented that if people stay in the Valley for several months at a time, they tend to define themselves as locals.
- Chair Olmsted summarized that holding a special meeting is the best way to go. The Commission will ensure that the conversation continues to reach the best decision. Any decision must look at addressing any gaps in service that arise.

7. BICYCLE SIGNAL DETECTION

Senior Transportation Planner Mr. Greg Davies provided an update on the bicycle signal detection program.

Highlights of his presentation included:

- Scottsdale is determined to achieve the platinum designation of the League of American Bicyclists. Bicycle signal detection will be key.
- Staff has selected video detection at the City's 135 signalized intersections with bike lanes, after considering the other technologies available.
- Signal detection deters cyclists from running through red lights that fail to change for them, and provides adequate green light time to accommodate them.
- Cameras have been installed on Shea Boulevard from Hayden to 96th Street.
- Intersections have been prioritized largely based on public input. The first phase comprises 15 intersections. The total program will take ten to 15 years for a total cost of \$2.7 million, as the cost per intersection is about \$20,000. The funding comes from the bikeways capital project.

Highlights of the discussion following the presentation included:

- A Commissioner suggested that money saved by not cutting into the pavement to install inductive loops could be directed to this program.
- Mr. Basha explained there are two separate accounts for funding video detection; one primarily for motor vehicles where cameras are needed to replace failing loop detectors. The other fund is dedicated for bicycle detection. The cameras at all locations will be able to detect all vehicles, but the priorities are different.
- A Commissioner commented that from a liability standpoint this program is not expensive.
- Groups of cyclists are detected by the cameras and allow enough time to cross the intersection, even if there is a line of several cycles.

8. TRANSPORTATION MASTER PLAN PUBLIC HEARING SCHEDULE

Mr. Basha gave a brief presentation of the schedule for revising the Transportation Master Plan.

Highlights of his presentation included:

- The current Transportation master Plan was drawn up seven years ago in 2008. The 2015 Transportation Master Plan will be concise, definitive, and easy to use. It will contain four elements related to transportation mode.
- Public meetings are scheduled through November. At the April Commission meeting a discussion on policies will be agendaized. Special meetings will take place early in May on transit and in early June on the streets element. A second discussion on the streets element will be held at the regular Commission meeting in September.
- All meetings will start at 6:00 p.m. in the Kiva.
- Hopefully the Commission can make a recommendation at their November meeting which staff will bring forward to City Council in December or January 2016.
- The transit element will include discussion of new and enhanced routes and operation techniques.
- Light rail appeal to people in their 20's and 30's but are alienated by buses. Staff plans to investigate why.
- The Plan will pay attention to the area of northern Scottsdale around the Preserve. The challenge is to provide access to property owners and protect the Preserve and its critical wildlife migration routes. Although the 2008 Transportation Master Plan includes building a road through the Preserve to connect to 128th Street, staff anticipate that the new Master Plan will eliminate this project.
- Loop 101 at Frank Lloyd Wright Boulevard is an area where future development will take place so the street system must be developed around the future Miller Road underpass.

Highlights of the discussion following the presentation included:

- A Commissioner inquired about the possibility of a diverging diamond which has been discussed in the past with ADOT. Mr. Basha said it is not planned in the current process. Staff has been in contact with ADOT, MAG and the consultant and has slowed that process down considerably. Staff requested that ADOT engage in extensive traffic data collection in April 2014 followed by analysis of all interchanges

from Hayden to Raintree to determine which locations had the most serious congestion difficulties and determine the most cost-effective solutions. MAG has yet to begin the analysis.

- Mr. Basha confirmed that the regular Transportation Commission meetings in May and July will not include any discussion of the Transportation Master Plan. The agendas for both April and May are becoming quite lengthy. Staff did not want to hold a public hearing on the Transportation Master Plan during the summer.
- A Commissioner commented that the 2008 Transportation Master Plan devoted 47 pages to high capacity transit. Mr. Basha confirmed that high capacity transit in Scottsdale refers to various forms of bus operation that maximize capacity, not rail construction. They will not be investigating light rail for the 2015 Transportation Master Plan. City Council is divided on high capacity transit and they need direction from the Council before deciding whether or not to include rail construction in the Transportation Master Plan.
- A Commissioner commented that eventually light rail will come to Scottsdale although not within the next 20 years. Mr. Basha said the thinking in the Department is that light rail is at least 30 years away from coming to Scottsdale. They could be planning for light rail now, but that does not have to be in the Transportation Master Plan.

9. PATHS & TRAILS SUBCOMMITTEE REPORT

Tabled by consensus.

10. OTHER TRANSPORTATION PROJECTS AND PROGRAMS STATUS

Mr. Basha reported the following:

- The Thomas Road streetscape project is virtually complete. Rubberized asphalt will be applied in April after spring training.
- The San Francisco Giants requested bike valet parking. Volunteers and City employees did this on March 15. This was very successful.
- The Cross Cut Canal multi-use path will not be completed before 2016, because of staff turnover at the consulting firm that has the contract. Staff is reviewing the City's requirements for this project with the new employees and is in process of obtaining clearances from various federal and state agencies. Plans must be submitted by June to maintain the MAG funding. The private development projects that were expected to provide concrete pathways from Camelback to Chaparral have been delayed.

11. PUBLIC COMMENT

No members of the public wished to address the Commission.

12. FUTURE AGENDA ITEMS

None identified.

13. ADJOURNMENT

With no further business to conduct, Chair Olmsted adjourned the regular meeting at 9:48 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>**