



APPROVED SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

THURSDAY, SEPTEMBER 15, 2016

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

1. CALL TO ORDER

Chair Olmsted called the regular meeting of the Scottsdale Transportation Commission to order at 6:01 p.m.

2. ROLL CALL

PRESENT: Steven Olmsted, Chair
Paul Holley, Vice Chair
Gary Bretz, Commissioner
Jyme Sue McLaren, Commissioner
Steven Rosenberg, Commissioner
Robert Stickles, Commissioner

ABSENT: Barry Graham, Commissioner

STAFF: Paul Basha, Transportation Director
Madeline Clemann, Transportation Planning and Transit Operations Manager
Gregory Davies, Senior Transportation Planner
Phillip Kercher, Traffic Engineering and Operations Manager
Ratna Korepella, Principal Transportation Planner
Mercedes McPherson, Transportation Planner

GUESTS: James Wichterman

3. PUBLIC COMMENT

No members of the public wished to address the Commission.

4. APPROVAL OF MEETING MINUTES

- Study Session of the Transportation Commission – August 18, 2016
- Regular Meeting of the Transportation Commission – August 18, 2016

Commissioner Bretz made a correction to the study session date in the minutes. Vice Chair Holley made a correction regarding the individual closing the study session minutes.

VICE CHAIR HOLLEY MOVED TO APPROVE THE STUDY SESSION MINUTES OF AUGUST 18, 2016 AND THE REGULAR MEETING MINUTES OF AUGUST 18, 2016 AS AMENDED. COMMISSIONER STICKLES SECONDED. THE MOTION CARRIED BY A VOTE OF SIX (6) TO ZERO (0). COMMISSIONER GRAHAM WAS ABSENT.

5. TRANSIT TRAINING FOR SENIORS

Madeline Clemann, Transportation Planning and Transit Operations Manager, stated that the program stemmed from the Valley Metro Travel Training Program, which is specifically for ADA certified individuals. The purpose of the program is to increase the comfort and willingness of people to use public transit and for them to be less dependent on Dial-a-Ride. The Valley Metro program is a one-on-one instruction for using bus and light rail, conducted over several sessions with a single individual, until the participant is successful. The trainees receive a one year free transit pass. Valley Metro monitors trip statistics for these riders.

Scottsdale developed its own travel training program, beginning primarily with training seniors for trolley ridership. Seniors would be taken out for four hours, transferring from one route to another. After completion of a couple training sessions and based on responses and requests from seniors, the program was expanded to include training for use of other regional systems. The program then extended to include training for City employees. In the course of training, seniors develop friendships and are now getting together in small groups to attend community functions and other events.

The senior training program is built in partnership with the Granite Reef Senior Center, whose staff accompanies seniors during training sessions. Trolley contractor Dunn Transit provides a driver and well functioning trolley. Valley Metro provides regional one day passes. Between transfers, participants have lunch at Fashion Square. The program was expanded to include transfers to other regional transit systems, which was requested by trolley training graduates. Training now includes transfers to Metro bus routes, Metro rail, Phoenix Sky Train and Tempe Orbit. Training topics include boarding and de-boarding, maps, schedules, brochures, safety, safety equipment, securing scooters and wheelchairs, how to use ramps and lifts and how to find and recognize a bus stop. Seniors are also trained on how to request help, how and where to purchase fares, how to use a fare box and how to read the next ride signs. They are given information on other transportation programs, including Cab Connection and other regional programs.

The employee travel training program emphasizes reduction of work trips to improve air pollution levels, saving money and reducing congestion. Topics also cover commuter options, car pool, van pool, public transit, how to use a bike, including practicing putting a bike and off a rack while using public transit. Training includes review of the four trolley routes and the 11 bus routes, how to purchase a bus fare, how to use a fare box and how to read the next ride signs.

A total of nine senior training sessions have been completed, with over 100 seniors participating. Five employee training sessions have been completed with 75 participants. In follow-up with the graduating seniors, there is indication that they are now riding transit to varying degrees. A survey is planned for next year.

A Commissioner commended staff for the excellent program and for including employees. He asked whether there was consideration to expand the training to schools. Ms. Clemann replied that it has been considered, but is not planned, due to lack of staffing as well as staff's conclusion that it is inappropriate to introduce this level of independence to children under age.

A Commissioner suggested a reach-out to businesses at the Airpark and other employers. Vice Chair Holley suggested instruction for the Via Linda Senior Center, when transit becomes available in the area. Ms. Clemann commented that this might be possible upon implementation of the Cactus Route. A Commissioner suggested extending the offer of training to residents of senior living centers. Chair Olmsted encouraged as many modes of outreach as possible in order to develop metrics moving ahead to 2020.

6. BUS AND TROLLEY RIDERSHIP TRENDS AND COST

Ratna Korepella, Principal Transportation Planner, stated that Scottsdale has 11 local bus routes, of which one is an express route serving City of Phoenix and traveling to Downtown Phoenix during morning and afternoon peak times. There are two north/south routes, including Scottsdale Road and Hayden Road. These are the two longest routes. There are eight east/west routes. All buses run through more than one jurisdiction. The trolley routes provide service within Scottsdale, except for Miller Road Trolley, which connects to the Tempe Orbit System. There are four trolley routes, the Downtown route being the shortest.

Transit in Scottsdale is operated by three providers: the City of Phoenix operating east/west routes; Valley Metro operating north/south routes; and Dunn Transportation operating the trolley routes. Transit funding comes from regional sales taxes (Prop 400), Scottsdale City tax, federal grants, lottery funds and Local Transportation Area Funds (LTAF).

Valley Metro Regional Transit Standards include 30 minutes minimum operating headway for local buses with 16-hour span of service on weekdays. There is a 60-minute early morning and late night service standard. The trolley standard is 30 minutes minimum operating headway and 12-hour span of service. Most Scottsdale transit services operate at 30-minute frequency, but the Camelback Road route is at 20 minutes during peak hours and 10 minutes on Scottsdale Road between Camelback and the Tempe Transportation Center. Most routes meet the 30-minute standards, except for the Priest route, which falls short of the 16-hour span of service.

The Downtown Trolley starts at 11 a.m. and ends at 9 p.m., and therefore does not meet the 12-hour span of services that the standards require. However, it operates at a very good frequency, beating the 30-minute frequency goal. The remaining trolleys meet the span of service requirement. The Sunrise Express Trolley will begin on the Downtown Trolley route next week.

In Fiscal Year 2014/15, transit improvements included:

- Thomas Road from 30 minutes to 20 minutes
- McDonald Road from 30 minutes to 16 minutes
- Shea Boulevard from 60 minutes to 30 minutes
- Indian School 20 minutes to 15 minutes
- Downtown Trolley improved hours of operation for the entire week
- Greenway Road connection to park and ride

Annual revenue miles are highest on Scottsdale and Hayden Road, as they are the two longest routes. In the case of Thomas Road, improvements to frequency increased the total revenue miles. Similarly on Shea, there was an increase in revenue miles in 2014/15 compared to 2013/14. Other increases were present on McDowell Road and Greenway Road.

In terms of annual boardings, annual ridership declined in 2014/15 compared to 2013/14, which was the case throughout the region overall. There was some increase in boardings for routes that were the subject of recent frequency improvements.

Chair Olmsted asked about Express 514. Ms. Clemann stated that 514 is the only express route left in Scottsdale. It is a combination of the 510 and 512 that runs from Fountain Hills to Downtown Phoenix.

Cost per boarding is arrived at by taking the total annual cost divided by annual boardings. City of Phoenix and Valley Metro contracts are paid per mile, which means when a route is improved, the increased frequency also leads to higher costs.

Chair Olmsted referred to the favorable cost ratio on the Miller Road route. Ms. Korepella stated that this was due to the receipt of a grant of \$160,000 in 2014/15, which lowered the route costs for the year. Ms. Clemann stated that during each year or every other year, there are federal grant funds available. The Miller Road route offered the opportunity to operate reverse commute routes for employment transportation.

A Commissioner noted that the Downtown Trolley net cost per revenue hour increased, because the total revenue hours was increased. Ms. Korepella explained that payment is made by the hour. If more hours of operation are added, the cost increases. Ms. Clemann added that the overall contract cost went up by five percent.

In conclusion, Ms. Korepella noticed that the IGAs did not reflect the service improvements that were made, which means the financial information was not updated. The fare reconciliation report was not available for this fiscal year, which made it difficult to compare estimated fares to actual fares collected. It was also determined that in the future care should be taken to check ridership and revenue miles for accuracy.

Vice Chair Holley asked about declining ridership. Ms. Korepella replied that one contributing factor is the decrease in gas prices. Ms. Clemann added that the economic recovery provided households with more disposable income.

Noting that the Trolleys have no fare collection, a Commissioner asked whether passenger data is collected by automated passenger counting (APC) systems. Ms. Korepella stated that the APCs are installed on the buses, however not yet installed on the trolleys. Trolley drivers manually collect data on a daily basis, which is fed into the annual ridership report.

Ms. Clemann added that the contractor hires secret shoppers, who ride the trolleys for a number of hours and complete checks on the driver's counting and other details.

A Commissioner asked whether the variation in cost per revenue mile is a result of netting out fare revenue. Ms. Korepella replied that it is the result of netting out fare revenue combined with the fact that the cost per revenue mile is different for Valley Metro operated routes than Phoenix. In addition, preventative maintenance is taken into account.

A Commissioner suggested that cost projections for any proposed future routes include a marketing budget and that it would be helpful to compare costs per revenue mile with the other routes. Chair Olmsted stated that it would be helpful to have interim conversations over the next year to come to agreement on the various measures that should be included in the report going forward.

7. TRANSIT LIFE CYCLE PROGRAM (TLCP)

Gregory Davies, Senior Transportation Planner, addressed Proposition 400, including the TLCP and the Freeway Life Cycle Program (FLCP). Prop 400 legislation was approved in 2004 and includes four programs, including the TLCP the Arterial Life Cycle Program (ALCP) and Freeway Life Cycle Program (FLCP). The impetus for the sales tax was development of a regional transportation plan by committee in 2003. Following passage in November of 2004, ALCP (2004), TLCP (2005) and FLCP (2006) were developed. In respect to the TLCP, the funded transit services in Scottsdale include operating for bus routes, Phoenix routes and Valley Metro Routes. Valley Metro Routes include routes 56, 72, 81 and the 514. The remaining routes are City of Phoenix. Capital funding exists for bus purchases for these specific routes as well as for Route 72 bus shelters and bus purchases. There is capital for trolley vehicle purchases.

Prop 400 represents a continuation of Prop 300, which was voted in 1985 and expired December 31st, 2005. Prop 400 extended Prop 300 at a one-half cent sales tax for 20 years, to 2026. It is based on the 2003 Regional Transportation Plan, which represents a \$16 billion investment in the region, \$9 billion of which is funded through Prop 400.

Funded modes include:

- Freeway capital (\$8.6 billion)
- Rail (\$2.3 billion)
- Bus operations (\$1.2 billion)
- Arterial streets (\$1.4 billion)
- Bus capital (\$1.4 billion)
- Freeway maintenance (\$0.3 billion)
- Other (pedestrian and bicycle projects) (\$0.2 billion).

Revenue sources other than Prop 400 funds total \$7 billion, including the ADOT Highway fund totals (\$4.1 billion), federal transit funds (\$1.9 billion), MAG funds (\$1.3 billion). The Arizona Department of Revenue disburses the funds to the Public Transportation Fund, representing the TLCP at 33 percent. From there it funnels to the Regional Area Road Fund, which houses the ALCP and the FLCP. It is disbursed to arterial streets (10.5 percent) and freeways (56.2 percent).

The TLCP has Regional Public Transportation Authority oversight with bus and rail components. When approved, the TLCP did not include operating expenses for rail from sales tax. Program guidelines include:

- Consistent plan amendment process
- Monitor funding allocations on regular basis
- Ensures legislative compliance
- Establishes budgeting and accounting system
- Maintains jurisdictional equity

Jurisdictional equity is a component present in the program when voted and approved. It is based on the population of the jurisdiction at the time of approval of the legislation. Thirty jurisdictions receive TLCP (Prop 400) funds. In response to a question from a Commissioner, Mr. Davies clarified that jurisdictional equity is based upon the population at the time of Prop 400 approval and not on the amount of tax funds raised by each jurisdiction.

The Scottsdale TLCP receives a jurisdictional percentage of 10.4 percent of the total \$1.38 billion for the bus program, which equates to \$143 million. Funding goes to paratransit, safety and security and bus stops.

The TLCP is broken into four phases: 2006-2010, 2011-2015, 2016-2020, 2021-2026. The total amount of the Program is \$181 million with local sales tax contribution at \$78 million and the TLCP providing \$103 million, which equates to \$15 million per year for the remaining 12 years of the Program. The yearly cost to Scottsdale is \$6.5 million. The funds received from Prop 400 funds total \$8.5 million.

Vice Chair Holley asked whether jurisdictional equity distributions include rail. Mr. Davies replied that this is dependent upon the individual jurisdiction and whether it operates a rail program. He added that he would need to verify as to whether jurisdictional equity applies. Ms. Clemann stated that City of Phoenix, for example, could choose to spend their jurisdictional equity in various ways, including capital improvements to the rail system. Distributions to jurisdictions are based upon the populations of each at the time the Prop 400 vote occurred.

The FLCP is a Prop 400 funded program. Sales taxes are deposited into the Regional Area Road Fund, which houses the FLCP as well as the ALCP. Funds total \$4.8 billion with 56 percent in dedicated sales tax revenues. The FLCP has ADOT oversight, with freeway capital and maintenance components. The FLCP is a need-based program governed by a set of guidelines. The program is certified on a yearly basis and uses outside experts for economic forecasting. A transparent reporting process is used and public program adjustments are made as needed. Prop 400 revenues are fiscally constrained, meaning that costs equal revenues. Scottsdale's Transportation Plan is not fiscally constrained.

ADOT implements the Freeway Framework Plan. The Loop 101 Pima Freeway runs through the Scottsdale jurisdiction. There is a total of \$421 million programmed for the Pima Freeway. Funding covers the area from Loop 202 to I-17. A total of \$61.8 million has been spent to complete the Pima Freeway high occupancy vehicle lanes from Loop 202 to Princess Drive. The next project totals \$99.6 million, which consists of Pima Freeway new travel lanes from Loop 202 to Shea Boulevard. The following projects are programmed for completion before

the FLCP ends in 2026: Pima Freeway new travel lanes from Shea Boulevard to Princess Drive and new travel lanes from Princess to Scottsdale.

Chair Olmsted asked whether the City Auditor reviews the City's participation portion of the TLCP. Mr. Davies stated that he was unsure of whether they look at this data specifically, however, they do look at individual projects and the accompanying expenditures. Ms. Clemann added that when the City Auditor completed the Department's recent audit, they looked at the Prop 400 program, including discussions with Valley Metro. However, they left it out of the equation, because it was not City money. It is not brought into the City budget and instead is spent on the City's behalf. This explains why the report indicates that the trolleys were more expensive than the bus system routes, as they are not included in the funding from TLCP.

Vice Chair Holley referenced the two projects on Pima Freeway and asked who decides where the funds will be spent. Mr. Davies replied that the FLCP is managed by ADOT. Needs assessments are performed to identify where improvements are needed.

Chair Olmsted stated that from an audit standpoint it would be worth revisiting what the City pays and draws out of the TLCP.

A Commissioner commented that the freeway signs present when a driver enters Scottsdale indicated that Scottsdale consists of the next 15 exists, however, there are a total of 16 Scottsdale exits. Mr. Davies pointed out that the signage is part of ADOT's program.

A Commissioner referred to planning for repaving of rubberize asphalt on the freeway and asked whether ADOT includes plans for repaving every seven years into its budgeting process. Mr. Davies stated that he believes this is included in ADOT's current program, but is uncertain as to whether it will be discontinued.

8. CAPITAL IMPROVEMENT PLAN

Paul Basha, Transportation Director stated that staff will include the Transportation Commission's CIP requests in the submission to the City Manager and the City Treasurer, after which time, the requests will go before the City Council next spring for final decision.

This year for the first time in the City of Scottsdale, there is a Capital Management Review Committee, which was formed by the acting City Manager. Mr. Basha represents the Transportation Department on this Committee. Other representation comes from Public Works, Parks & Recreation, Water & Sewer and various other departments. A meeting of the Committee will occur in December, at which time the various requests from each of the divisions will be reviewed. In January of 2017, the first presentation will be made to the City Council. The City Treasurer's Office will be asking the City Council to define budget parameters for next fiscal year. The City will then develop a budget with release of the proposed budget anticipated in early May of 2017. The discussion relates to the first year of the five year program, from July 1st, 2017 through June 30th, 2018.

Major projects completed in the last fiscal year include:

- Cattle Track Road calming project
- Chaparral Road traffic calming
- Frank Lloyd Wright median modifications and turn lanes

- 100th Street and Thompson Peak Parkway modifications
- 124th Street and Via Linda sidewalk and right-turn lane addition

Projects currently under construction include:

- Arizona Canal Multi-Use Path
- Mustang Transit Center Path
- McDowell Road sidewalk, SkySong vicinity
- Shea and 124th Street underpass

The Arizona Canal multi-use path stretches from Chaparral Road to just south of Indian Bend Road and includes two high activation crosswalks; one at McDonald Drive and one at Chaparral Road, making the paths easier to use. The Mustang Transit Center path was split into two phases. One portion is currently under construction and the other is in final design. In response to Chair Olmsted, Mr. Basha confirmed that funding for the Mustang Transit Center path is within the Mustang Transit Center Passenger Facility budget.

Major projects in design phase include:

- Mustang Transit Center intersections – Plans 90 percent complete
- Cross-Cut Canal Bridge and Path south of McDowell
- Scottsdale Road Multi-Use Trail Project (Scottsdale Streetscape Segment 6)
- WestWorld Path Connection
- Pima Road one mile segment from Pinnacle Peak Road to Happy Valley Road
- McDowell Road Bike Lanes

Mr. Basha referenced the Mustang Transit Center traffic signal and roundabout. Accesses in the area do not align, which is why a roundabout is being provided at the location. The roundabout location also includes elaborate bus bays to allow several buses to wait for passengers outside motor vehicle travel lanes. Also included in the project is a traffic signal at the main entrance to Honor Health. The project is a decade in the making, with the level of complexity having been modified on several occasions.

Vice Chair Holley asked whether the signal is an activated signal, as an activated signal will offset the efficiency of the roundabout. Mr. Basha stated that there was considerable discussion over the past few years as to whether both intersections should be signals or roundabouts. The final decision was that the hospital entrance should have a signal entrance. It is a T intersection and there is less value in a roundabout at a T intersection.

The Cross-Cut Canal Bridge and Path Project is south of McDowell Road at the convergence of the Cities of Scottsdale, Phoenix and Tempe. There were two bridges across the Cross-Cut Canal at this location, both seriously deficient. One has been removed and the new bridge will be compliant with ADA requirements. It will provide a path from the bridge to the south to connect to Bellevue Drive.

Scottsdale Road Streetscape Segment 6 is a several mile multi-use trail, generally on the east side. It is a complicated project, due to the presence of washes. It is also a scenic corridor and care is being taken to preserve these aspects.

The WestWorld path connection projects include a series of projects in the vicinity of WestWorld stretching from Scottsdale Road to the northwest to Thompson Peak Parkway to

the southeast. Some paths are preexisting, some have been constructed by others and the Department will provide the complete connection through this project.

The Pima Road project is a one-mile segment from Pinnacle Peak to Happy Valley. Design will occur first, followed by construction of a six lane major arterial. The existing condition is two lanes per direction with a center two-way left-turn lane. A raised landscaped median will be provided for most of the segment with left-turn openings at side streets.

The McDowell Road project will provide bicycle lanes westbound and eastbound for the three mile width of the City from 64th Street to Pima Road. There currently exists two one-half mile segments. For two and a half miles of the segment, there are three motor vehicle lanes per direction and no bicycle lanes. The improvements will be achieved by narrowing the median and narrowing the motor vehicle lanes slightly. Chair Olmsted noted that \$470,000 is currently programmed with the remaining \$3.3 million next year and asked for an estimate on completion. Mr. Basha stated that design will be complete this fiscal year and it is hoped that construction will also begin this fiscal year with certain completion in calendar 2017. He added that federal funding for the project was received through a highly competitive process with the work of Susan Conklu.

Five projects are in the planning stages. The Miller Road Underpass will not be an interchange and will only accommodate north/south traffic in the vicinity and will provide an efficient passage through the freeway. The relevant vacant properties are mostly owned by the State Land Department, who is anxious for the project design and construction. The first part of the project will include an analysis of only the underpass. The Department endeavors to develop a construction technique that will be expedited and minimize disruption to freeway traffic. The first design project will be released for proposals within the next six weeks.

Chair Olmsted commented that this project has appeared in the CIP for the past several years, but always seems to roll over to the next year. Mr. Basha agreed, noting that during the past five year programs, this project has almost always been included in the fifth year of the program. The continued delays are attributed to the health of the economy, which made auctioning of the State land prohibitive. Currently, there is considerable interest from developers in the property, which makes this a good time to begin serious design and planning.

In response to Chair Olmsted's request for a project timeline, Mr. Basha explained that MAG did not want the project to be an underpass, but an overpass. MAG prepared a study that indicated the overpass would cost \$10 million and the underpass \$20 million. If the City of Scottsdale had concurred with MAG's recommendation for an overpass, they could have proceeded directly to final design for the entire one-mile segment from Princess Boulevard to just north of Legacy Boulevard. The City believes it made a commitment to the voters of Prop 400 that this would be an underpass, as it was specifically identified as an underpass in the publicity pamphlets for Prop 400. It is anticipated that the expedited underpass construction review will take two to three months. At the completion of the study, the final design can begin for the entire one-mile segment. It is hoped that construction will begin in two to three years.

In response to a request from Chair Olmsted for a cost estimate, Phillip Kercher, Traffic Engineering and Operations Manager, stated that the project includes connections to the north and south. The ALCP totals just over \$14 million, not including the City's 30 percent share.

A Commissioner asked whether any of the potential property owners will contribute funding, as it will greatly enhance the State land trust money. Mr. Basha confirmed that the properties in the vicinity have been assessed and some have already paid their share of the Miller Road construction.

In response to a question from Chair Olmsted, Mr. Basha confirmed that there are floodplain issues that will need to be addressed.

Mr. Basha stated that the Downtown sidewalk improvements project is in the early stages. The City Council provided \$2 million in the current fiscal year and \$2 million next fiscal year for Downtown sidewalk improvements. The Department is in the process of identifying locations for these improvements. A presentation on this topic will be held during the Commission's October and November meetings.

Chair Olmsted stated that for this item in particular, he wrote directly to the Mayor and the City Council. There has been a long conversation about this need. He added that when bonds fail, it becomes impossible to squeeze higher dollar capital projects into a \$30 to \$40 million capital program. The Commission and the City Council felt strongly about this project in particular. The email previously issued by Chair Olmsted specifically focused on the difficult task in constructing new sidewalks and improving pedestrian mobility in the downtown area, as well as the burden that staff is under to facilitate this spending. A significant aspect of this burden is staff's task of trying to build consensus for the preferred alternative.

A Commissioner commented that he would like to have a member of staff come up with an overall plan and a budget amount to accomplish completion in order to provide an accessible Downtown area for all people, including those with disabilities. A Commissioner agreed, suggesting a January time frame for providing the Commission with a report. Mr. Basha stated that the City Council has asked the Department to provide \$4 million in projects in the next two years. The first Downtown studies occurred in the early 1990s followed by an extensive study by Angela Dye and Associates in 2007. It specifically identified locations and projects for improvements. The 2007 study is used as a basis for the Department's work. The intent is to find projects that can be readily designed and constructed in the next 20 months and that projects will be compatible with the larger plans that have been developed over the past 25 years. The total projected cost for all improvements is \$20 to \$40 million. It is hoped that some funding will be private development oriented and some public.

The 2nd Street bike path connection was directed to be undertaken by the City Council this fiscal year. The path will connect the Indian Bend Wash through Downtown to the west side of Downtown. Second Street is approximately one-quarter mile south of Indian School Road. Second Street terminates into the parking structure just south of the library and there are three ideas for how bicycle riders can travel through this portion of the Civic Center campus. West of Drinkwater Boulevard, 2nd Street is retail with angle parking and shops. The west end of the project is from Goldwater Boulevard to 68th Street. It is likely that the project will include a recommendation for a traffic signal at Goldwater and 2nd Street to accommodate bicyclists and pedestrians crossing Goldwater Boulevard as well as motorists. A signal is not envisioned for 68th Street and 2nd Street at this time, but this possibility will be explored.

Pima Road borders the Salt River Pima-Maricopa Indian Community (SRPMIC). Over the years, the City and SRPMIC have collaborated on a series of projects for the entire length of Pima Road from McKellips Road to Via Linda, including joint request of funds from MAG for various segments of this roadway. Several projects have been delayed. SRPMIC has asked

the City to begin planning for a two mile segment of Pima Road from Chaparral Road to Indian Bend Road. The most significant issue with this segment is the crossing of the Arizona Canal, which is currently a one lane per direction bridge with a large bicycle bridge west of Pima Road, which cross the canal. The design will need to accommodate a four-lane bridge.

Chair Olmsted asked about accelerating the completion timeline of 2018 or 2019. Mr. Basha replied that the completion estimation represents an accelerated timeline.

A Commissioner referred to the \$1.6 million budget and asked about the level of confidence for meeting this threshold. Mr. Basha stated that this is an arterial life cycle program, with federal and regional funds available. Mr. Kercher added that the total project cost is \$13.5 million. City of Scottsdale is responsible for a 12 percent matching fund.

Mr. Basha stated that the current fiscal year budget includes \$5.7 million for new buses, which will be replacement vehicles. Chair Olmsted asked for clarification on the status of hybrid biodiesel vehicles. Mr. Basha stated that the plan is to purchase five hybrid vehicles this fiscal year with continuing exploration into the purchase of electric vehicles soon thereafter.

Mr. Basha stated that there are ongoing programs with annual budgets. In the recent past, these programs had relatively little funding. Funding was increased for the current fiscal year with the intent to continue this increase over the next four years in the five year program. These include:

- Neighborhood traffic management (traffic calming)
- Sidewalk improvement projects
- Bikeway improvement projects
- Trails improvement projects
- Intersection mobility enhancements
- Traffic signal construction
- Transit stop improvements
- Pavement overlay

Chair Olmsted asked about intersection control boxes. Mr. Basha acknowledged that improvements to traffic controllers is needed. They are replaced as funding becomes available. Twelve new controllers were purchased as part of the ongoing maintenance program. Mr. Kercher pointed out that the transportation fund is shared between Public Works and Transportation. This year's budget includes \$700,000 for new signal control cabinets, most of this coming in the form of a grant. Another project in fiscal year 2019/20 is also \$700,000, most again coming from a grant. There is an ITS signal systems upgrade project in this fiscal year for approximately \$3 million.

In response to a comment from Vice Chair Holley, Mr. Basha stated that the Department currently has \$60 million in projects in seven programs. Funding was reduced dramatically during the economic downturn.

Mr. Basha noted that for transit stop improvements, the budget has been reduced for years two through five, primarily due to sale of property in McDowell Mountain Ranch. The proceeds of these funds were used for transit stop improvements in the last fiscal year.

The budget for pavement overlays is \$6.5 million per year for the next five years. This is in addition to the \$12 million in bonds approved last November for pavement maintenance. In presentations to the general public prior to the bond election, the Department committed that if the bond passed for the \$12 million, it would continue to fund pavement maintenance at \$6.5 million for the next five years. Chair Olmsted commented that the Commission had taken the opposite position. Vice Chair Holley stated that perhaps the only way to override the commitment is for Public Works staff to state that they cannot use that amount of money effectively over the next few years. Mr. Basha agreed that it takes significant amounts of time to repave streets, however Public Works is confident that they have the projects available. Scottsdale prides itself on very well maintained streets.

Mr. Basha noted the late hour and stated that he had a significant number of slides remaining in the presentation. Chair Olmsted suggested moving to the next slide and summarizing the unmet needs portion, so that the member of the public who was present to speak would have an opportunity to do so. Mr. Basha identified the recent additions for 2017/2018 to 2021/2011 as McDowell Road bicycle lanes, Hayden Road and Chaparral Road underpass and the Osborn Road complete streets.

The Planning and Community Development Division would like to include the following four the unmet needs projects in the next five year plan:

- Happy Valley Road from Pima to Alma School
- 118th Street, Ranch Gate Road to Dynamite Boulevard Alignment Study
- 5th Avenue Goldwater Boulevard to Scottsdale Road
- Jomax Road, Pima Road to 94th Street

In response to a Commissioner's question, Mr. Basha confirmed that staff will develop cost estimates for these projects. It was agreed that the remainder of the projects would be discussed at the next meeting. Mr. Basha stated the projects represent over \$30 million in cost.

The project of interest to some citizens is the Alma School Parkway and Jomax Road Roundabout with an estimated cost of \$3 million. Almost School Parkway connects Happy Valley Road to Dynamite Boulevard. Jomax Road is between Happy Valley Road and Dynamite Boulevard. The project would widen the entire street segment to four lanes and would also improve the intersection of Alma School Parkway and Jomax Road. It is an offset intersection, which adds to the difficulty level, however one of the benefits of roundabouts is offset intersections. The two dimensional view does not accurately reflect the presence of a hill. The intersection is at the top of the hill with the roadway curving north and south.

9. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

There were no comments.

10. PUBLIC COMMENT

James Wichterman addressed the Alma School Parkway and Jomax Road project. He stated that he and his wife live at 11565 East Cavedale Drive in the Desert Summit Homeowners Association on the north side of Jomax between 112th Street and 118th Street. He described

typical conflicts encountered at the intersection. In the last two years, 155 housing units have been approved and under construction within a half mile of the area with a total potential of 206 homes currently or shortly to be under construction, resulting in an increase of 29 percent traffic through the intersection. He requested that the Commission consider moving this project up on the priority list. He added that there were two accidents in the area in 2015 as well as a serious accident thus far in 2016. In response to a question from Chair Olmsted, Mr. Wichterman stated that he believes a roundabout is a feasible option.

In response to a question from Chair Olmsted, Mr. Basha stated that the project was included in the five year plan one year ago and was removed from the five year plan for this fiscal year. Mr. Kercher added that it was partially funded in year five, two years ago.

11. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

There were no items discussed.

12. ADJOURNMENT

With no further business to conduct, Vice Chair Holley adjourned the regular meeting at 9:32 p.m.

SUBMITTED BY:

eScribers, LLC

***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>**