DRAFT

CITY OF SCOTTSDALE TRANSPORTATION COMMISSION
REGULAR MEETING
THURSDAY, NOVEMBER 20, 2003
CITY HALL KIVA
3939 Drinkwater Boulevard, Scottsdale, Arizona 85251

Present: Brian Davis, Commissioner
Mark Gilliland, Vice-Chair
Vivian Johnson, Commissioner
Kelly McCall, Commissioner
Mark Melnychenko, Chairman

Absent: David Hill, Commissioner
John Rooney, Commissioner

Staff Present: Rose Arballo
Walt Brodzinski
Bob Brown
Bruce Dressel
Harriett Fortner
Michelle Korf
John Little
Dave Meinhart
Janet Secor

1. CHAIRMAN MELNYCHENKO CALLED THE REGULAR MEETING TO ORDER AT 6:02 P.M.

2. SECRETARY FORTNER CALLED THE ROLL
All Commissioners, except for David Hill and John Rooney, were present.

3. APPROVAL OF MINUTES OF SEPTEMBER 18, 2003
COMMISSIONER JOHNSON REQUESTED UNDER ITEM NO. 8, TROLLEY PURCHASE, THE MINUTES SHOW A COMMITTEE CONSISTING OF MEMBERS OF THE COMMUNITY HAD MET FREQUENTLY AND VOTED ON THE TROLLEY PRESENTED BY MS. ASTIN. THE COMMITTEE LIKED EVERYTHING ABOUT THE TROLLEY BUT WERE NOT IN FAVOR OF A BLUE COLOR.
CHAIRMAN MELNYCHENKO ASKED FOR A MOTION WITH REVISIONS. COMMISSIONER JOHNSON MADE A MOTION TO APPROVE THE TRANSPORTATION COMMISSION MINUTES OF SEPTEMBER 18, 2003. COMMISSIONER DAVIS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY 5-0.

4. ITEMS FROM THE FLOOR
None.

5. BRIEFING ON ITS STRATEGIC PLANNING
Mr. Dressel gave an overview of the traffic management strategic plan, its purpose and objectives for the future. Eight city departments participated in the development of the plan including the Transportation Department, Capital Projects Management, Municipal Services, Emergency Services, Police Department, Financial Services, Information Systems and Human Resources.

The context of the plan is automation offered by Intelligent Transportation System (ITS) technology, which is one of several tools used to achieve long-term circulation goals. Those tools also include land use planning, transit, pedestrians and bikes, travel demand management (TDM), right of way management, parking, road construction and regional participation.

The purpose of the strategic plan is:

- To guide infrastructure development.
- Understand daily operations of signal timing, accident detection, etc.
- Serve as a regional Traffic Management Center (TMC) as a backup to other municipalities.
- Manage traffic and plan for the long run.

Federal Highway Administration (FHWA) asserts that every $1 spent on ITS returns $8 in benefits including:

- Use of police officers reduced by half during special events, locally.
- Travel time delays reduced by 8% to 25%.
- Reduction in congestion delays after accidents from 10% to 45%.
- Increase in traffic signal timing modifications.

Indian School Road is fully outfitted with ITS devices, variable message signs, cameras and the first part of our fiber infrastructure. Other projects underway are 90th Street starting from the Freeway and a joint project with ADOT to put fiber in the freeway conduit, which already exists. Projects under design include Shea Boulevard from Scottsdale Road to 96th St, Hayden Road from Shea to Redfield, etc.

Mr. Dressel introduced Ms. Secor who discussed service levels and types.

The Board looked at 14 potential applications of ITS technology and accepted four service area plans that staff will implement: (1) Signal coordination, (2) Incident detection, (3) ITS maintenance, and (4) Work zone management. Capital and operating budgets will be formulated. Progress will be monitored and the plan will be reviewed/revised annually.

Commissioner McCall questioned the scheduled dates for the maintenance area service plan. The draft date was October and completion date September. Ms. Secor stated the plan was completed ahead of time.

Commissioner Johnson asked if the current 5-workday shift is flexible. Ms. Secor stated as a standard, the center is open on business days when the City is open. During special events such as the recent asphalt rubberizing applications on the Pima Freeway, staff was in the TMC around the clock. Commissioner Johnson asked what their function was during the rubberizing. Mr. Dressel stated staff spent a lot of time planning, to ensure delays were minimal. Police and TMC staff worked to make changes and modify plans as needed, to mitigate delays.

Vice Chair Gilliland inquired about the overlap in systems between ADOT, freeway interchanges and signals versus the County and the City's coordination efforts and plans. Mr. Dressel stated video is shared with AZTech, ADOT and other municipalities. Currently there are no cameras on the 101; this project is slated for 2004-05 for Scottsdale's section of freeway.

Vice Chair Gilliland asked if the process used to determine where a signal is warranted, is also used to determine when to apply ITS measures. Mr. Dressel stated he believes ITS is still in it's infancy and not sure we have gotten to the point we can state where ITS needs to be implemented.

Chairman Melnychenko asked if there have been discussions on the valley's future transit system having automated messaging systems. Mr. Dressel met with Phoenix Transit in their new management center; they are deploying a new radio system giving them direct communications with the bus drivers.

6. <u>.2% TRANSPORTATION PRIVILEGE TAX UPDATE</u>

Mr. Little stated this item is on the agenda at the request of Commissioner Davis; he had asked about 40% of the .2 sales tax we collect for transportation being used for operating expenses. The purpose of the sales tax revenue is to expand the City's capacity to meet its transportation improvement needs. Commissioner Johnson as chair of the Transit Operations Strategic Plan committee noted at that time the challenge was operating funds, not capital funds. The City Attorney stated it is a matter of interpretation whether to use the funds collected for capital or operating. The .2% tax collected is about $15M a year; total collected is $152M, with $109.6M expended on capital projects since the beginning of the tax. The .2% privilege tax for transportation improvements does not sunset. Cash balance was $43M at the beginning of the 2003-2004 fiscal year. 40% of the revenue collected during 03-04 is going toward operating.

Commissioner Davis asked if the $6.68M listed as transit contracts on page two of the commission packet was the amount we paid for Valley Metro buses. Mr. Little stated it was. The Commissioner stated he wanted to make sure money was being used how the citizens had voted to use it; and his main concern was using the money for transportation improvements and not transit contracts.

Mr. Little stated the implementation of this policy to move 40% of the .2% sales tax collected to operating budget, was part of the last budget cycle due to the fall-off in sales tax revenues, the general state of the economy and the need to find creative ways to address short falls in the general fund. Commissioner Davis asked if this was expected to continue. Mr. Little pointed out the City Council did not specifically say this policy would be in place from now on. It will continue unless the overall financial condition of the City markedly improves.

7. FY 04/05 – 08/09 CAPITAL IMPROVEMENT PROGRAM (CIP)

Mr. Meinhart reviewed the background and context of the 1-year and 5-year Capital Improvement Plans. Total unexpended budget for FY 2003-04 and proposed FY 2005-09 is nearly $293.5M. Close to $140M of our program is through bonds that were approved by city voters.

Trends:

- Approximately $42M of unspent sales tax available
- Planned to be spent down over the next 3 years
- $29M for projects that have entered in the construction phase
- $110M for projects that are now in the design phase
- Activity in the Bond 2000 program is starting to peak
- 50% increase in grants for transit over the 5 year horizon
- Steady sales tax collection has been close to $15.5M per year over the last 4 years

Future Opportunities:

- Regional Area Road Fund (RARF) 2006-25
- Over $300M for CIP projects, 70% regional funded and 30% local funded
- Over $100M for transit operations
- Contributions for Stacked 40's and Crossroads East area projects through development agreements
- Affects Hayden Road, Scottsdale Road, Miller Road and Freeway access roads
- Phoenix contribution for Scottsdale Road is being worked on

New Projects:

- Northsight Transit Facility - $200,000
- Raintree Interchange - $1.6M
- Mustang Transit Facility - $2M
- Camelback/Scottsdale and Marshall Way - $1M

Continuing Programs:

- Roadway Capacity Improvements (RCI) - up $4.7M
- Intelligent Transportation Systems – up $6.9M
- Neighborhood Traffic - up $0.6M
- Bikeways - up $2M
- Sidewalk Improvements – up $1.1M
- Bus Shelters – up $1.1M
- Bus Bays – down $1M due to lower unit costs to install

Projects Deleted from Adopted 2003-08 CIP:

- Scottsdale Road Turn Lanes from Dynamite to Carefree, this project was completed through the RCI program
- Scottsdale Road, Pinnacle Peak to Dynamite, design funds for widening to 6 lanes deferred
- Hayden/Thomas Intersection, grant funds proposed to be shifted to Hayden/Via De Ventura intersection

Summary of Program Funding - $293.5M Total:

- Streets - $196,521,000 (67%)
- Traffic - $27,645,000 (9%)
- Transit - $69,308,000 (24%)

Commissioner McCall asked the definition of a transit facility. Mr. Meinhart stated the new facilities would not include buildings, but would provide parking for six to eight buses that connect to routes on our bus system. Commissioner McCall asked if an additional Raintree interchange was going to be added off the 101. Mr. Meinhart stated the interchange had been built, no additional construction is needed, but we need to finalize the transfer of funds with ADOT as part of an agreement to move the interchange from Thunderbird to Raintree.

Commissioner Johnson asked why landing fees were not shown on fund source graph on page two of the commission packet. Mr. Meinhart said the airport has become a stand-alone enterprise that receives no transportation sales tax, no bond funds and no general funds. Commissioner Johnson asked if there would be bus shelters at the Mustang Transit facility. Mr. Meinhart stated that shading requirements would be reviewed as part of the preliminary design.

Mr. Little stated the facility at the north side of Paradise Valley Mall is what is envisioned for a transit center to encourage ridership. Commissioner Johnson said the reason she asked, it was not clear if this was going to be a bus station, a transit facility or a bus staging area.

Vice Chair Gilliland asked what regional road funds covers. On the list the commission had received two or three months ago, most of the streets were tied into the freeway, carpool lane, frontage roads, etc. Mr. Meinhart stated the local portion of the regional plan has a long list of projects throughout the valley. Vice Chair Gilliland stated this seems pretty well defined and asked if another bond election was anticipated. Mr. Meinhart stated there has been no recent discussion regarding another bond; we are just starting to utilize funds from the most recent bond. Mr. Little stated the last two significant bond elections were about 10 years apart, 1989 and 2000, to project out, perhaps 2010. At that time, instead of new and expanded roadways, replacement would be the issue.

Chairman Melnychenko stated land acquisition costs need to be looked into. When Mustang Transit facility was in the planning stages there was a lot of land around, now that whole core is almost built out. We need to make sure we have appropriate funding for land. Mr. Meinhart agreed. We have become more cognizant of how much land contributes toward project costs, and have added more conservatism into our budget for right-of-way acquisition. We continually work to improve estimating and we monitor this on an annual basis.

Commissioner Davis asked if RARF passed the $100M for transit operations, is that money for new operations, improving services or reducing general fund contributions. Mr. Korf stated the value of the transit operations in the regional transportation plan is closer to $116M. RARF funding will provide new money for existing operations and a greater level of service on all regional routes.

8. <u>SHEA BOULEVARD POLICY</u>

Mr. Brown updated a very old policy that was adopted by the Transportation Commission in 1995 that has been in force since. The Shea Boulevard Policy covers the Freeway out to Fountain Hills. Access management is the process that provides access to land along side the road while preserving the flow of traffic and maintaining the functional integrity of the roadway system; mobility decreases as access increases.

Functional Integrity:

- Reserve high speed, high capacity roads.
- Maintain a ‘hierarchy’ of roads per the Streets Master Plan.
- Balance traffic movement and access to adjacent land.

Shea Boulevard is important because it is the only east-west connection between Dynamite and McDowell Road. 96th Street and 104th Street were deleted from the general plan, 136th Street has not built, so there are no connections to the south. Limited signal spacing and median break spacing minimizes conflict points, which are turning movements in intersections. A typical four-way intersection has 36 conflict points, 22 if signalized. Converting to a left turn median break you reduce that to 6 conflict points, reducing accidents and speeding traffic.

Chairman Melnychenko asked if Shea between 96th Street and the freeway is constantly being reviewed. Mr. Brown stated signal coordination does occur there but that area is going to be congested as it is zoned commercial.

Commissioner Johnson asked if any left-turn and right-turn confluences are proposed for that area as it sometimes takes three to four lights before you can turn left from the hospital and the library. Mr. Brown stated improvements will be made at 90th, 92nd and 96th Streets. Mr. Meinhart stated turn lane improvements are currently in the design phase as well as ITS connections from the freeway to 96th Street; once that is completed we can better manage traffic. Commissioner Johnson asked how the proposed Cactus Road traffic calming devices would affect the Shea Boulevard policy. Mr. Little stated we are not traffic calming Cactus; it is too important and carries too much traffic. Round-abouts will be installed to facilitate the flow of traffic, but no traffic calming devices.

Commissioner McCall asked if any right turns from the expressway would have deceleration lanes, as that is not true on Shea. Mr. Brown stated new developments are required to put them in; there is no right turn bay installation policy on Shea at this time. Mr. Little stated Shea Boulevard has been identified as one of our regional road projects with bus bays, acceleration and deceleration lanes and ITS proposed. Shea Boulevard will not have curb cuts because of the impacts on safety and capacity issues. Shea will be looked at short-term and long-term as part of the RARF with many opportunities to continue to implement the Shea Policy. Commissioner McCall stated she thinks this is a good plan, but asked what happened to the underpass at Shea and 124th Street in the multi-use trail system. Mr. Brown stated there is a box at 124th Street now and he is not sure it's large enough for a horse or a person to go through. This has been identified as a good place to put a crossing. Commissioner McCall stated there is a high school and middle school nearby with a lot of kids crossing Shea. Mr. Brown stated this is in the transportation plan. It will be years before a substantial amount of money is spent on upgrading Shea Boulevard from the Freeway to Fountain Hills.

Commissioner Johnson stated something like this came before the Commission to decide if an overpass would be better than an underpass. This has been since the Shea Policy, but she is not sure what plan that was.

9. <u>IN-SERVICE: RIGHT-OF-WAY MANAGEMENT</u>

Mr. Brodzinski stated Right-of-Way (ROW) management is a very important component of the City's ITS initiative. In January 2000, a cross departmental team was formed; members met weekly to address issues that were occurring in the ROW. Team members were from 10 departments throughout the City.

Issues Addressed:

- What is happening in our ROW
- Increased activity in the ROW; (time, number, future telecom providers)
- Growing traffic impacts and congestion
- Lack of coordination and centralization of ROW information

The Solution:

- Revise the permit process (which is ongoing)
- Develop a ROW Management Manual to be incorporated into City's Design Standards and Policy Manual (DS&PM)
- ROW barricade map
- Recommended a new position called the ROW Manager

ROW Management Next Steps:

- Incorporate manual into DS&PM
- Develop and assign ROW Manager responsibilities
- Phase in implementation of map, manual and process
- Update Chapter 47 of the City Code

The barricade map/ROW activity map is currently available to internal staff. It centralizes information and shows all public and private activities occurring in the ROW including special events, developer projects, street maintenance projects, etc. (A demo of the on-line map was shown to the Commission).

Mr. Brodzinski stated the map is a very valuable tool. He summarized with one word, coordination. Commissioner Johnson stated she thought it was wonderful.

Chairman Melnychenko stated he thought this was an excellent time of year to use this to reduce congestion. Mr. Brodzinski agreed and stated it is being used quite a lot, he added the program is about 30% implemented. Chairman Melnychenko asked what the priority areas are. Mr. Brodzinski stated implementing the ROW map and making revisions to the city code.

Vice Chair Gilliland asked if the ROW management system and map track only permanent encroachments, permits, utilities, etc. Mr. Brodzinski stated the system map is geared toward temporary activities that occur. Other departments use the maps and have data about more permanent fixtures. Vice Chair Gilliland asked if Traffic Engineering accessed the management of the ROW because temporary activities were not being tracked. Mr. Brodzinski stated it was the temporary portion of activities that needed the most attention and coordination.

Mr. Little added this is an extremely complex area of traffic management that had not been given a lot of attention. Special Events planning is becoming an increasingly important part of Traffic Engineering duties. Mr. Little stated before the upcoming P. F. Chang's Rock 'n' Roll Marathon the Commission could be shown how special events programming and planning is coordinated. Chairman Melnychenko agreed.

Commissioner McCall asked if there were any plans to make this program available to the public. Mr. Brodzinski stated a user-friendlier program was envisioned to be released to the public; but we first needed to see how it worked internally. It has not been discussed since but stated it might be linked to the ITS program with links or ways the public can view the map. Commissioner McCall thought this would be helpful to check the status of traffic when there is a major event or freeway closure. Mr. Little stated information about freeway closures, detours and notices are posted on the website.

10. <u>STANDING ITEM: REGIONAL TRANSPORTATION PLAN UPDATE</u>

Ms. Korf stated she would give a monthly update on this very important project. The freeway tax that voters approved in 1985 is going to sunset in 2005. The MAG Regional Transportation Plan is proposed to be funded by the extension of the Regional Area Road Fund for the next 20 years. An extension of this ½ cent sales tax would generate almost $9B over the next 20 years, combine that with the federal funding that is expected to become available, that fund grows to about $17-$18B. On November 12, the Transportation Policy Committee recommended approval of this plan and forwarded it to the MAG Regional Council and the state legislature for consideration when they convene in January. The hope if not the expectation is that the state legislature will authorize the county board of supervisors to advance this plan to the voters for an election on May 18, 2004. Stakeholders are working on fundamental policy concepts such as what constitutes a major amendment and a minor amendment to the plan. They are looking at creating the ability to accelerate some projects and methods to evaluate performance, especially as it relates to light rail. In regards to accountability, discussion is underway about having an independent audit every five years.

Chairman Melnychenko asked the date the plan goes to the next stage. Ms. Korf stated the committee approved the plan on November 12 and the next step is for the MAG Regional Council to consider next week.

Commissioner Davis asked the date this goes to the legislature. Ms. Korf stated the plan is scheduled to be heard when the legislature convenes in January. Election requirements dictate the state legislature make a decision about whether or not to advance this plan to an election within the first two weeks of the session, so it will happen rather quickly.

11. COMMISSIONER COMMENTS

Commissioner McCall asked if the regional fare policy changes for the buses were presented to the Valley Metro board for approval to go out for public comment as were talked about at the last commission meeting. Ms. Korf stated that has not happened yet, there is still discussion on the fare policy that is still occurring at staff level. The decision to schedule these changes for board consideration has been postponed.

Commissioner Johnson asked General Manager Little if a representative from the Police Department could come and talk about PD's in traffic calming. Mr. Little responded we could add that agenda item to our next regularly scheduled meeting.

12. GENERAL MANAGER COMMENTS

Mr. Little stated he has one brief comment. There was a citizen survey completed in the last two weeks, but there wasn't time for us to put it on this agenda. The survey gives citizens opinions on city services, transportation, traffic and transit. Many questions are asked and a lot of data was collected. Mr. Little stated he would like to bring this to the next Commission meeting; give the commissioners copies in advance of the meeting to study the data to learn what the citizens are saying about transportation and transit, what is important, what continues to be problematic, and discuss where we are allocating resources. Chairman Melnychenko agreed.

13. ADJOURNMENT

COMMISSIONER JOHNSON MOTIONED TO ADJOURN AT 7:55 P.M. COMMISSIONER DAVIS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY 5-0.

Respectfully submitted,

Harriett Fortner
Recording Secretary