

**CITY OF PHOENIX  
CITIZENS TRANSIT COMMISSION  
MEETING MINUTES  
FEBRUARY 23, 2017**

Public Transit Department  
302 N. First Avenue, 7th Floor

<b>Commission Present</b>	<b>Public Present</b>	<b>City Staff Present</b>
Ed Pastor (Chair)	Scott Sikel	Maria Hyatt
Bret Aldieri	Steven Wilcox	Mario Paniagua
Patrick Brennan	Paul Hoskin	Kini Knudson
Sue Glawe	Mark Wavering	Ray Dovalina
Gail Knight	Patrizia Gonella	Dan Brown
Jennifer Mellor	Adrian Ruiz	Albert Santana
Rick Naimark (Vice Chair)	Jake Speck	Victoria Kayiwa
Phil Pangrazio (Phone)	Carrie Cote	Ken Kessler
Quinn Whissen	Natalie Carrick	Joe Bowar
	Greg Haggerty	Jacob Brunswick
	Sean Sweat	Lars Jacoby
	Bill Coudrey	Angel Borrego
	Dick Yano	Jesus Sapien
		Ted Mariscal
		Carla Kahn
		Kini Knudson
		Eileen Yazzie
		Jesus Sapien
		Seth Jahnke
		Chris Turner- Noteware
		Briana Vasquez
		Justin Feek
		Jorie Bresnahan

<b>Commission Absent</b>
Roy Miller
David Adame
William "Sparky" Smith
Mario Romero
David Martin

1. Call to Order  
Chairperson Pastor called the meeting to order at 5:06 pm. with a quorum present.

2. Approval of the minutes of the January 26, 2017 meeting  
Chairperson Pastor asked for a motion to approve the minutes.

Vice Chair Naimark indicated Valley Metro Chief Executive Officer Scott Smith is noted as Mr. Scott, rather than Mr. Smith on page 6, the second paragraph.

Commissioner Mellor indicated on item 5 the commissioner's name Miller should be Mellor.

*Vice Chair Naimark moved to approve the minutes, seconded by Commissioner Whissen. The minutes are approved unanimously with corrections as noted.*

3. T2050 Financial Update  
Chairperson Pastor informed the commission this agenda item was a report only, and opened for questions.

There were no comments.

4. Upcoming T2050 Related Public Meetings  
Chairperson Pastor informed the commission this agenda item provides information only regarding future public meetings related to Transportation Plan 2050 (T2050).

There were no comments.

5. Street Pavement Cuts Policy  
Deputy City Manager Mario Paniagua mentioned the Greater Phoenix Chamber of Commerce assisted in facilitating the city and the stakeholder group meeting to pursue an agreement. Assistant Street Transportation Director Kini Knudson presented a handout of revised recommendations of key enhancements to the pavement cut ordinance. He then provided a brief overview on the existing city ordinance, including comparable surcharges and restrictions currently being used by other cities. He stated the enhancements to the pavement cut ordinance includes a two-year asphalt mill and overlay requirement for longitudinal cuts as payment to the City in lieu of treatment, 25' pavement treatment limits, elimination of surcharge fees, micro/slurry treatment of all pavement cuts after the first two years, accelerated pavement acceptance, GIS map of recent and planned pavement work, and regular coordination efforts. Assistant Director Knudson mentioned the new ordinance would be effective July 2017. Assistant Director Knudson requested the CTC recommend Transportation and Infrastructure (T&I) Subcommittee and City Council adopt the proposed modifications to the existing street pavement cut ordinance.

Vice Chair Naimark asked for clarification on how the mill and overlay, and micro/slurry process works, and the duration of the process before cracks

appear. He also asked how the new policy differs from other valley cities. Assistant Director Knudson explained the mill and overlay process, and added the new policy is a mixture of what other cities currently have in place. Deputy City Manager Paniagua mentioned the City requirement is for two years, and that Mesa and Chandler has a one-year requirement.

Commissioner Glawe asked for clarification on pavement potholing. Assistant Director Knudson stated potholing is “not a pothole that caused damage,” which is the definition most people think of, and explained pavement potholing.

Commissioner Mellor complimented on the compromise reached by the stakeholders and the City, and added the geographic information system (GIS) mapping will minimize the work.

Commissioner Brennan asked if the re-stripping process is affected. Assisted Director Knudson affirmed re-stripping is done during the mill and overlay process when warranted. Deputy City Manager Paniagua clarified that the pavement cut does not prompt for lane re-configuration.

*Vice Chair Naimark motioned the CTC recommend Transportation and Infrastructure (T&I) Subcommittee and City Council adopt the proposed modifications to the existing street pavement cut ordinance, seconded by Commission Aldieri. The motion carried unanimously.*

6A. T2050 New and Expanded Major Street Program

Special Projects Administrator Eileen Yazzie explained this item was continued from the January 26 meeting. She introduced Street Transportation Principal Planner Justin Feek to present on this item. Mr. Feek gave a brief overview of the major streets program. In addition, he presented the first five years of project development, budgeting, project assessments, and program of projects for new and expanded major streets subprogram projections and project implementation process. Ms. Yazzie stated that 17 project assessments have been completed. Ms. Yazzie requested the CTC recommend to the Transportation and Infrastructure Subcommittee and City Council approval of the first five years of the New and Expanded Major Streets Lifecycle Program (FY 2018-2022).

Commissioner Whissen asked if the total miles of bike lanes equaled 10 or 10.5 miles out of the 30.7 miles out of street overlay. She requested staff to present a strategy plan showing how T2050 bike lane goal will be achieved. Deputy City Manager responded affirmatively.

Ms. Yazzie responded the total miles from the new and expanded major street program is 10.5 miles.

Assistant Director Knudson stated the annual report will provide the overall total of bike lane miles. He mentioned the T2050 plan focus is on arterials, whereas the Bike Master Plan focus is on minor streets.

The commission asked about funding sources such as Arizona Highway User Revenue Funds (HURF), benchmarking, and bike lanes. Commissioner Whissen

asked for clarification regarding HURF figures, and if the goal of bike lanes from T2050 goal is set to 1,080 miles. Staff stated T2050 enables more miles to be accomplished on pavement treatments beyond arterials. Bike lanes on the collectors and local streets have indirect funding and more HURF monies, which allows for an increase in bike lanes. The two funding sources permit the goal of 1,080 miles to be attained.

Commissioner Aldieri inquired about how half the budget is utilized in FY 2021. Ms. Yazzie stated there are three general phases required prior to construction, and noted the construction phase for projects begin in FY21.

Commissioner Aldieri asked if there are risks in utilizing half the budget in one year. Streets Transportation Director Ray Dovalina mentioned the inclusion of Capitol Improvement Programs and projects are included in a rolling five-year program and there are no risks.

Commissioner Mellor asked when there is substantial damage to a street, would it be reprioritized. Director Dovalina stated repairs to roads would be completed for functionality, and reprioritizing would take place if there is major damage, citing a bridge collapse as an example.

Commissioner Brennan inquired about flood areas. Director Dovalina mentioned the City works with partners to address flood areas. Ms. Yazzie added there is an area drainage master plan utilized.

*Vice Chair Naimark motioned to recommend to the Transportation and Infrastructure Subcommittee and City Council approval of the first five years of the New and Expanded Major Streets Lifecycle Program (FY 2018-2022), seconded by Commissioner Brennan. The motion carried unanimously.*

6B. T2050 Mobility Program Prioritization

Special Projects Administrator Eileen Yazzie presented the item, explaining the focus of this program is on mobility projects on all streets (arterial, collector and local), while improving connectivity and access to transportation and transit corridors. Ms. Yazzie provided an overview of this item presented at the October 2016 CTC meeting, where considerations were presented for developing a prioritization process to evaluate system mobility needs. She requested the CTC recommend Transportation and Infrastructure (T&I) Subcommittee and City Council approval to conduct additional project assessments for major street sidewalk improvements funded by T2050; and approval of locations for area mobility assessments focused on pedestrian and bicycle facilities improvements. Ms. Yazzie mentioned the second part of the motion may be tabled pending the commission's input.

There was discussion on the composite of the mobility maps; and bike lane inclusion and location. Staff indicated the composite mobility map is a reflection of analysis collected from the eight maps included in their packets: location of HAWKS and RRFBs; bus boarding; ADA Non-Accessible Bus Stops; ADA Non-Compliant Bus Stops; Zero Car Households; Schools that are (1) Missing Infrastructure and (2) the Amount of Walk/Bike Trips; Existing Bikeways and

Gaps; and Bike Bus Boardings. Staff stated the program focuses on mobility (where people walk and ride bicycles most often) where locations are open to arterials, collectors, and local streets. Staff also indicated collaborating with Public Transit to address areas that include bus routes.

Commissioner Brennan inquired if the criteria were unweighted. He requested staff to review other criteria such as areas of known safety. Ms. Yazzie confirmed the criteria is unweighted and informed the commission that Table C provides explanation of the data used and its sources.

Chairperson Pastor asked if another factor was included to the data regarding how it would affect the map. Ms. Yazzie stated the factor modifies the mobility areas and the second recommendation would be tabled. Commissioner Brennan expressed his recommendation to view the modification.

Commissioner Glawe asked for clarification on the source of zero car houses. Ms. Yazzie stated the United States Census Bureau provided the information.

Chairperson Pastor called to the public.

Citizen Sean Sweat stated his comment was in regard to the second recommendation regarding how the city has to increase its work and speed to catch up with other major cities. Mr. Sweat commented on the lack of protected bike lanes, and asked the commission to push for protected bike lanes within Phoenix.

Vice Chair Naimark shared adding bike lanes when building a new street is attainable; whereas adding bike lanes to an existing street becomes more challenging.

Commissioner Brennan mentioned neighborhoods want more mobility. He asked about the capacity tools the city has.

Commissioner Glawe inquired about the impact if a lane was replaced to add bike lanes on collectors or arterials.

Director Dovalina stated there are 30,000 to 40,000 cars on major corridors every day. The goal is to provide safe and different connections. This can be accomplished occasionally by using parallel corridors so as to not fully impact traffic.

*Vice Chair Naimark motioned to recommend the CTC recommend Transportation and Infrastructure (T&I) Subcommittee and City Council approval to conduct additional project assessments for major street sidewalk improvements funded by T2050, seconded by Commissioner Aldieri. The motion carried unanimously.*

*The request to approve the locations for area mobility assessments focused on pedestrian and bicycle facilities improvements was continued pending the data analysis to include areas of known safety.*

7. Transit Safety and Security

Deputy City Manager Paniagua introduced City of Phoenix Police Transit Enforcement Unit (TEU) Lieutenant Dave Albertson, and Valley Metro's Safety & Security Director Adrian Ruiz to present this item. Lt. Albertson provided an overview of TEU that included its origin, staff, programs, and budget. Lt. Albertson informed the commission of the collaboration between the K9 unit program and the Transit Security Administration (TSA). As TEU is not a 24-hour unit, it relies on patrol officers to supplement the coverage.

Chairperson Pastor asked the anticipated personnel, budget, and plan for the next five years. Lt. Albertson replied the goal is to become more visible and to collaborate with resources from Valley Metro rail.

Chairperson Pastor asked about other corridors needing enforcement. Lt. Albertson stated 7<sup>th</sup> Avenue and Camelback Road to 19<sup>th</sup> Ave and Dunlap, as well as 24<sup>th</sup> Street and Washington require additional enforcement.

Vice Chair Naimark discussed TEU collaborating with the different precincts at the hotspots. He asked for clarification of T2050 inclusion of funding security. Public Transit Director Maria Hyatt would illustrate the funding at the end of the fiscal year financial plan.

There was discussion regarding transit related citations, arrests, and engagement. Staff stated the majority of citations and arrests stem from the transient population. He indicated that 90 percent of arrests are minor misdemeanors. TEU engages the transient population through direct communication, outreach, and connecting the transient population with community assistance organizations.

Commissioner Mellor expressed the importance of increasing public safety to increase ridership; as one poor experience can hinder one from utilizing public transit. She asked if additional coverage is provided when the service hours extend to 2 am. Lt. Albertson mentioned TEU currently operates in two, 10-hour shifts, and a third shift would be required to accommodate service hours to 2am.

Lt. Albertson introduced Valley Metro's Safety & Security Director Adrian Ruiz to present on the partnership with Valley Metro to provide rail security. Director Ruiz provided an overview of the safety and security division of Valley Metro, and the \$25 million contract with Allied Universal for five years.

Commissioner Knight inquired about strategies and plans at the 24<sup>th</sup> St and Washington platform, as there are many transients in the area. Director Ruiz stated crime in the area is a reflection of the health of the community as a whole. Lt. Albertson added that working collectively with the precinct is crucial.

Commissioner Knight asked about the owner of a vacant building on 24<sup>th</sup> St that has a lot of transient traffic. Chairperson Pastor stated the Aviation Department owns the building.

Commissioner Aldieri mentioned the importance of funding technology to provide aide to TEU. Chairperson Pastor stated this could be a discussion point for a future agenda item.

8. Call to the Public

Chairperson Pastor called for public comment.

There were no comments.

9. Request for Future Agenda Items

Next agenda items, agreed upon by the commission and for the

1. Public Outreach for October 2017 service changes
2. Update on Shaded Bus Stops

Commissioner Whissen requested a strategic plan of the Bike Master Plan.

Next meeting – Thursday, Mar. 30, 2017

11. Adjournment

Chairperson Pastor adjourned the meeting at 7:33 pm.

Feb. 23, 2017