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CALL TO ORDER

[Time: 00:00:00]

Mayor Ortega: Hello, everyone. I call the March 21st, 2023 City Council Regular Meeting and Work Study Session to order. City Clerk, Ben Lane, please conduct the roll call.

ROLL CALL

[Time: 00:00:14]

City Clerk Lane: Thank you, Mayor. Mayor David Ortega.

Mayor Ortega: Present.

City Clerk Lane: Vice Mayor Kathy Littlefield.

Vice Mayor Littlefield: Present.

City Clerk Lane: Councilmembers Tammy Caputi.

Councilwoman Caputi: Here.

City Clerk Lane: Tom Durham.

Councilmember Durham: Here.

City Clerk Lane: Barry Graham.

Councilmember Graham: Present.

City Clerk Lane: Betty Janik.

Councilwoman Janik: Here.

City Clerk Lane: Solange Whitehead.

Councilwoman Whitehead: Present.

City Clerk Lane: City Manager Jim Thompson.

City Manager Thompson: Here.

City Clerk Lane: City Attorney Sherry Scott.

City Attorney Scott: Here.

City Clerk Lane: City Treasurer Sonia Andrews.

City Treasurer Andrews: Here.

City Clerk Lane: And the Clerk is Present. Thank you Mayor.

[Time: 00:00:37]

Mayor Ortega: Thank you we have Sean Ryan and Detective Dustin Patrick, if anyone needs assistance. Let's begin with the Pledge of Allegiance, Councilwoman Tammy Caputi.

Councilwoman Caputi: I pledge allegiance to the flag of the United States of America, and to the Republic for which it stands: One nation under God, indivisible, with liberty and justice for all.

Mayor Ortega: Well, we are assembled here in a form of local democracy and I call our attention to the war in Ukraine. Remember their sacrifice and fight for freedom and democracy in Ukraine and ask you to join me and pause in silence for the people of Ukraine.

[Moment of silence]

Mayor Ortega: Thank you. I want to announce that the Scottsdale Family Arts Fest is taking place at SkySong this Friday and Saturday. That's March 24th and 25th. It's a free festival of creativity and includes performances, interactive demonstrations, creative and interventions and culinary delights from local food trucks throughout SkySong.

Scottsdale Community Partners will be holding the annual Alli Ortega Empty Bowls Fundraiser. This fundraiser helps to fund many vital programs for Scottsdale's human service department.

PRESENTATIONS

We have two presentations today. I will call, first of all, on the spirit of Scottsdale awards, Larry Hewitt vice chair and Louise Lamb, commissioner of the Neighborhood Advisory Commission. Please come forward.

[Time: 00:03:23]

Louise Lamb: Good evening, Mayor Ortega and City Council. As members of the Neighborhood Advisory Commission, we are here to present the 2022 Spirit of Scottsdale awards program. Next slide, please.

Larry Hewitt: The Neighborhood Advisory Commission advises and makes recommendations to City Council on policies, plans, strategies and programs for the preservation, improvement and revitalization of Scottsdale's neighborhoods. One such program is the Spirit Scottsdale awards, an annual program that recognizes residents and organizations or businesses that help strengthen and build Scottsdale's community through their commitment to and involvement in their neighborhoods embodying the spirit of Scottsdale.

The commission determined the winners based on each nominee's active years of service or involvement, reviewing for unique contributions of time, effort, skills or financial resources provided to the community we would now like to highlight the 2022 winners from each category, but ask that applause be held until both winners have been announced. Next slide, please.

Louise Lamb: The winner of the 2022 individual award goes to Mildred Heber. Mildred was nominated for her tireless efforts and volunteering. A well-known figure at vista Del Camino food bank. When she mentors volunteers, she will not stand for any sloppiness or following the guidelines. Mildred truly embodies of spirit of Scottsdale. Mildred, thank you for all you do. Next slide, please.

Larry Hewitt: 16 unique nominations were submitted for the next award winner for 2022, the Neighborhood Advisory Commission recognizes the Holland Center as the 2022 organization award winner.

Originated at the foothills community foundation in 1986, the Holland Center is a nonprofit organization that provides a focal point for cultural programming, adult and youth education, and community gatherings. Through the years, many vital community organizations have launched from an early association with the Holland Center, including the Foothills Food Bank and the Desert Foothills Land Trust.

Today, the Holland Center supports neighborhoods and beyond by partnering with local and national speakers, artists, clinicians, and community organizations to bring relevant information, resources, classes, desert awareness, leadership opportunities and activities for all ages, preschool through senior community members. This recognition is very well deserved. Congratulations, Holland Center. Next slide, please.

Louise Lamb: Thank you to all who submitted nominations to this year's program and to you, Mayor and City Council, for your time this evening. Now, please recognize the 2022 spirit of Scottsdale winners Mildred Heber and the Holland center. Please come forward to accept your award and have your photo taken with the Mayor.

[Time: 00:08:47]

Mayor Ortega: Well, thank you very much. We -- on January 18th, I had the special duty of delivering a state of the city address. It was hosted by the Scottsdale Chamber of Commerce, and it was an opportunity for over 400 of us to enjoy lunch. The councilmembers all participated, and we had the look ahead as well as what we have accomplished year to year.

The Paiute Neighborhood Center -- excuse me, Partners for Paiute was the recipient of other donations. And so right now, we will be receiving and presenting a check from the CEO of the area chamber of commerce that is Paul -- sorry, Mark Stanton. And then I was thinking of Raoul Zubia is the chair of the Partners for Paiute. So please come forward.

Mark Stanton: Mayor, council, thank you so much for having us today and on behalf of the Scottsdale Area Chamber of Commerce, welcome to the first week of spring, isn't this awesome? Thank you, again, Mayor, and council for partnering with the Scottsdale Area Chamber of Commerce. I think it was an outstanding event, building on a legacy of -- of partnership and looking forward to many more years to come. Very excited.

So on behalf of the Scottsdale area Chamber of Commerce board of directors to the Partners for Paiute, thank you so much and I will turn it over to Raoul.

Raoul Zubia: Thank you very much, Mr. Mayor, members of council, Mark, thank you for this generous award. This will go far into helping those citizens of Scottsdale that are less fortunate. The vulnerable citizens, the ones that really could use the help. The uniqueness of partners for Paiute is that we are, if not the only one of the few that can do almost immediate aid. It's

sometimes within an hour if somebody really needs it. We need rental assistance, utility assistance.

We also do -- you know, stuff that's outside the box. We have purchased a scooter for someone. We had a special prescription eye glass, things like that. So thank you very much for those that attended. Thank you very much for council and Mr. Mayor and this will go far and used very well. Thank you.

Mayor Ortega: Okay. Excellent. Continuing with our agenda, for your information, during tonight's meeting, the council may make a motion to recess into executive session to obtain legal advice on any applicable item on the agenda. If authorized by the council, the executive session will be immediately -- will be held immediately and will not be open to the public.

[Time: 00:12:32]

The public meeting would resume following the executive session. Again, if requested. Continuing per our City Council rules of procedure, citizens attending City Council meetings shall observe the same rules of order and decorum applicable to members of the council and the city staff.

Unauthorized remarks or demonstrations from the audience, such as applause, stamping of feet, whistles, boos and yells and other items will not be permitted. Violation of these rules could result in removal from the meeting by security staff. Also, the meeting flows much easier. At this point, I would open public comment. Public comment is an opportunity for anyone to come forward and discuss something which is not on the agenda.

And accordingly, we would not take any action on any of those comments but it would have to be within our jurisdiction. At this point, I show no requests for public comment on items not on the agenda. Therefore, I will close public comment. Next, we have the approval of the minutes. Are there any revisions?

I would ask for a motion to approve the following: Special meeting minutes of February 21, 2023, executive session minutes of February 21, 2023, and regular meeting and work study session minutes of February 21st, 2023.

Councilwoman Whitehead: So moved.

Councilwoman Janik: Second.

Mayor Ortega: I have a motion and a second. Any other discussion? Seeing none? Please record your vote. Okay. It's unanimous. Thank you.

CONSENT AGENDA

Next, we have our consent agenda, items 1 through 18. Consent agenda items have been duly posted and have backup files for all that information on each particular case. At this time, we are also open to public comment for any consent agenda items. In reviewing the items 1 through 18, I have one request for item 14. So I would ask Mr. Alex McLaren to step forward and discuss that one. You have -- we are limiting the time to two minutes, sir. So please, state your name --

Councilmember Graham: Mr. Mayor, point of order. If we were going to pull items off, and that would be item 14 for Mr. McLaren to speak, could we do that?

Mayor Ortega: Certainly. If there's any -- and is that a request? So we will move that to the regular agenda.

Councilmember Graham: I wanted to pull two items from the consent, Mr. Mayor.

[Time: 00:15:53]

Mayor Ortega: Sure. At this point, we will recall you, sir. So let me continue, and I will ask our councilman Graham, he is asking for 14 to go to the regular agenda rather than consent. And which else?

Councilmember Graham: Mr. Mayor, if I may, item number 2.

Mayor Ortega: Item number 2, item number 2 and 14 are requested to be moved to regular agenda and accordingly, I see no other comments. Councilwoman Janik. Councilwoman Whitehead has a question or a comment on consent agenda items?

Councilwoman Whitehead: Yes, thank you, Mayor. I just want to point out that consent agenda item 3, the Hawkins final plat. This was a very divisive zoning case that virtually every resident at the end of the day came forward in support of it. This is a great example of how our planning staff, this council and this developer work together. They turned one part of the lot into residents and did a lot of -- and the city staff did some adjustments to make it so that it worked for all parties involved. I'm really pleased to be voting on item number three.

Mayor Ortega: At this point, I would close public testimony on the consent agenda items and at this point, be opened to a -- a motion to approve items 1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15, 16, 17, and 18. That is excluding items 2 and 14. Do I have a motion?

Councilwoman Janik: So moved.

Mayor Ortega: Thank you. A motion and a second. Please record your vote. Thank you. That's unanimous.

ITEM 02 – MARTINSON GLOPE ABANDONMENT (5-AB-2022)

[Time: 00:18:11]

Mayor Ortega: Moving on, we will revise our regular agenda items to include item number 2. And let me clarify something as well. Item number 19 will be heard after item number 20. So we are just going to bring 20 first and then 19 afterwards. So let's proceed with item number 2. We'll have a presentation by staff.

Chris Zimmer: Hello Mayor and members of the council, my name is Chris Zimmer, I'm a planner with the city and here to present 5-AB-2022, the Martinson GLOPE abandonment. This is on the corner of 69th and Lone Mountain. Here's a closer aerial of the areas to be abandoned in this request.

[Time: 00:19:22]

The action request is to adopt resolution 12710 to abandon 33 feet of right-of-way -- I'm sorry, GLO roadway easement along the northern property line and 250 square feet of a quarter cul-de-sac abutting north 69th street of the parcel. As a part of this request, the owner will dedicate fee simple right-of-way and they will dedicate a 13-foot wide water and facility sewer easement adjacent to that right-of-way and will pay the compensation amount on the board.

That concludes staff's presentation. I'm here to answer any questions that you guys have. Thank you.

Mayor Ortega: Thank you. So I will defer to Councilman Graham.

Councilmember Graham: Chris, thank you for your presentation. This is a -- I don't want to belabor this topic, but in that particular area, if you could bring the aerial back. Are these GLOPEs, is it saturated with these easements?

Chris Zimmer: Mayor Ortega and Councilmember Graham, I think Dan Worth might be able to answer these questions a little bit better than I can for that.

Councilmember Graham: You will stay at the podium.

Dan Worth: These GLO easements are located in a handful of areas of the city, mostly north Scottsdale and along the Shea corridor in the eastern part of the city. They comprise a network of 10-acre squares with a 33-foot GLO easement along each edge of the 10-foot square and it will cover a couple of square miles each one of those areas that has them.

Councilmember Graham: The packet said that we are selling this for 50 cents a foot, which we are basically giving it to the occupant?

Dan Worth: We are charging the occupant 50 cents a square foot for abandonment of our right in that easement.

Councilmember Graham: And then in the future if we need these easements, we will pay a significant amount of money?

Dan Worth: That's a theoretical question because we have determined that we don't need them because transportation needs in that area are met through other means now. But the answer is, yes. If we wanted to get them back, we would have to pay for them.

Councilmember Graham: My other concern is this is a NAOS section of the city, which means that 25% has to be preserved against -- for natural environment. And so when we basically give this for a nominal fee, 25% of that can be developed and we lose more protected environment; is that correct?

Dan Worth: I think I might have to kick it back to my colleague Mr. Zimmer.

[Time: 00:22:19]

Chris Zimmer: Mayor Ortega and Councilmember Graham, yes. So NAOS is dependent on the slope of the property and the size of the property. So as the size increases, the NAOS would increase as well. In the size of the property decreases, the size of the NAOS requirement would decrease as well.

Councilmember Graham: So I look at the GLO -- we are basically giving it away for almost free and then we lose 25% to protected land forever. And then other neighbors, they see that we're giving this away and so we have a ripple effect for all of these and we just lost a ton of protected environment. Is that potentially possible?

Chris Zimmer: I wouldn't say necessarily. That area was proposed for GLO and right-of-way areas to be done and dedicated. So they couldn't dedicate NAOS on it currently. If they do have GLO on their property. So the distribution wouldn't change any --

Councilmember Graham: But I'm saying 25% of that rectangle can be developed?

Chris Zimmer: Not necessarily. It would have to work with -- it would include the setbacks and whether or not the setbacks would allow --

Councilmember Graham: No, I understand. You wouldn't go over there and put a little accessory dwelling unit. I'm saying on the rest of their lot they could develop more, and we would lose natural environment?

Chris Zimmer: Not necessarily. It depends on the size of the lot. Whatever the size of the lot, they will have to dedicate a certain amount dependent on the slope.

Councilmember Graham: Okay. That's not a clear answer. It's not a clear land. If we give them this land, can they develop more of their land?

Chris Zimmer: Possibly.

Councilmember Graham: Okay. Thank you.

Mayor Ortega: Councilwoman Whitehead.

Councilwoman Whitehead: I appreciate Councilman Graham's concerns and staff is well aware I share many of these concerns. Perhaps Mr. Worth, you talk about these GLO easements. It's not land that the city owns. It's easement for a road, can you go into detail about that?

Dan Worth: Yes, these easements were established by the federal government back in the '30s. They passed an act that was designed to transfer federally owned land back into private hands. This particular case, the transfer happened in the '50s and the easements were put in place because there wasn't any infrastructure planning at the time, and that was their effort to ensure that there was access to each of the easements.

As we subdivide and plat and development happens, it often does not follow the lines of the GLO easements. And when that happens, we can abandon a GLO easement. We don't need it. In this particular case, the road on the west side of the parcel is where the roadway goes. That provides access to this parcel, as well as other parcels. We no longer need the GLO. And if I could, I would like to go back to a previous answer I made a moment ago.

Councilmember Graham asked me if we ever decided we do need that, do we have to pay for it. I said yes, but there's a caveat. If they give it to us for nothing. We don't have to pay for it. And this property owner is giving us for nothing the 20-foot easement and a 13-foot utility easement. So we don't always have to buy them.

[Time: 00:25:43]

Councilwoman Whitehead: Thank you.

Mayor Ortega: Okay. And we have encountered GLOs consistently, they don't follow the contour of good planning. They interrupt the desert. Sometimes there's a sahuaro in the middle of it. I would move for approval of -- and by the way, we are only -- it's the city's interest in that, and the utilities are covered because they're not interested in cover an out-of-pounds location or when their utilities are along an approved road.

So with that, I would move to adopt resolution number 12710 to abandon 33-foot wide GLO roadway easement and along the northern property line and to abandon 250 feet of one half cul-de-sac abutting the 69th Street of the parcel 216-50-028A with single family residential, environmental, sensitive lands, foothills overlay r1-70, also located at 31421 North 69th Street.

Councilwoman Janik: Second.

Mayor Ortega: Thank you. And we have a motion and a second. Please record your vote. It passes 6-1.

**ITEM 14 – OSBORN ROAD COMPLETE STREET: HAYDEN ROAD TO SCOTTSDALE ROAD PROJECT
BUDGET TRANSFER**

[Time: 00:27:26]

Mayor Ortega: Next, we go to 14. And we have a staff presentation.

Alison Tymkiw: Okay. Good evening, Mayor and members of council. My name is Alison Tymkiw. I have the Osborn Road complete street, Hayden Road to Scottsdale Road, project budget transfer. The request is to adopt resolution 12771 authorizing a fiscal year '22/23 capital budget appropriation transfer in the amount of \$369,306 from the Dynamite Boulevard Pima Road to 136th Street turn bays and bike lanes project to the Osborn Road complete street, Hayden Road to Scottsdale Road capital project to be funded by the transportation .2% sales tax.

So this project, as you know, is the project that's currently under construction at Osborn Road and Miller. We are heading towards the end of construction. Targeting to be done this spring. What we are asking for is a transfer of the savings of this project, the Pima Road -- the Dynamite Boulevard, Pima Road to 136th Street project. We had a savings of \$396,000. And we would like to transfer that to the Osborn Road project. So the funds for the Osborn Road project are all currently encumbered in the construction project. We have \$5,000 funds remaining.

We need funds for any closeout change orders that may come up. We have still staff time charging to the project and then we'll get a C.P.M. allocation to the project. By transferring these dollars to this project, we can complete it. And then if there are savings remaining, we can turn them to another transportation sales tax project, or they can just go back to the fund. And I'm happy to answer any questions.

Mayor Ortega: Thank you, Councilwoman Janik.

Councilwoman Janik: Thank you, Mayor. I just have some comments. First of all, I support this transfer. But we have beat this to death. It was not a good look for the at the. It's over budget. It took way too long. They were surprises underneath the surface that we had to deal with that cost quite a bit of money.

I hope that we have learned from our mistakes and I hope that in the future we can deliver better service, get the job done quicker and stay closer to budget. So thank it. Thank you.

Mayor Ortega: Councilmember Graham and then Councilwoman Whitehead.

Councilmember Graham: Thank you Mayor, thank you for your presentation. This project has been a black eye on the city. We would all probably agree with that. A couple of things I want to point out are that we -- later tonight, we are talking about 68th Street improvements and we -- the city is putting some dollars on that and we are getting matching funds. And this -- the Osborn complete was part of the ARCP, the arterial project?

Alison Tymkiw: This project has federal funds for it, yes.

Councilmember Graham: Okay. So they are part of the same project. What is interesting is that in 2016, when we started thinking about this Osborn project. I was on transportation at that point. I went along to get it done. It all made sense. We were asked -- we were told that we were going to get a \$1.9 million matching fund and -- no, \$1.2 million and we had -- for every dollar we were going to get, the city would only have to put in 33 cents.

[Time: 00:31:55]

So the initial budget for this, from the city's out-of-pocket was \$370,000. And it's kind of ironic or almost poetic that the override that we are being requested tonight which is a tiny fraction was actually the full amount that the city was supposed to pay at the beginning of the project. So it's -- one thing I saw in the packet was that when we initially estimated the project, the city engineer estimated the cost of the project and then when we went out to bid, the bids came out much higher than we estimated. Is that correct? Can you tell us more about that?

Alison Tymkiw: Mayor, Councilmember Graham, yes, that's correct. We did have a cost estimate, but we did -- this was a low bid project, federally funded projects are low bid. I believe we had two bidders.

Councilmember Graham: Can you explain what low bid means?

Alison Tymkiw: So when we have a low bid construction project, it is advertised for contractors to submit their actual cost bid to the project, and we are required to select the lowest responsive responsible bidder.

Councilmember Graham: Okay. Why do you think our estimate was so far below where the bids came in do you have any guesses?

Alison Tymkiw: Mayor, Councilmember Graham, I really can't say, but as you are aware, we have had really unprecedented inflation in construction costs. So I'm going to say that that is a big

contributing factor when that occurred. I believe the original project was estimated way back in 2015 and then during the design, it was determined that a roundabout was the best solution at that intersection.

Then later estimates true and I know transportation staff -- estimates grew and I know transportation staff applied for close out funds and federal funds and when we bid it, it came in at I believe \$5.8 million.

Councilmember Graham: But, I mean, you can't -- we started at 370 and now we're out of pocket with this 5.1 million. It's a staggering increase.

Alison Tymkiw: Mayor, Councilmember Graham, so when we apply for federal grants, typically if the grant covers the entire construction amount, then it's a 94.753% split. So we are typically the 5% split. But if the grant doesn't cover the entire cost of the project --

Councilmember Graham: We go get more.

Alison Tymkiw: Yes, correct.

Councilmember Graham: And thankfully we were able to get \$1.9 million more. That helped to cover a big part of the hole, part of the deficit for this project. What can you -- can you tell me a little bit more about how we are mapping underneath? Because I guess the water pipe -- the pipes underneath the ground. Are we GPS mapping that. Are we confident we know what is underground?

Alison Tymkiw: Mayor, Councilmember Graham, so yeah, it's always been a challenge with the utilities underground. What we typically do, we get the utility maps from the utility companies and we look at the improvements we are making and then we typically do a series of potholes to determine what is the below the ground. Again, this project is a little bit different because we had to do the water and sewer upgrades. The city water department, water and sewer upgrades prior to this project.

And another thing that occurred was the SRP irrigation pipe, which we didn't anticipate we were going to have to replace until construction started. And the reason being, once construction started, SRP realized that their existing pipe was not going to have enough cover over the top of it and SRP had prior rights this area. And so then the city has to pay for the relocation.

[Time: 00:36:14]

Councilmember Graham: So when you say SRP realized. Did they not tell us something, or they found something else out after we dug a big hole.

Alison Tymkiw: It is my understanding that inspector on the job determined that the pipe was

too low during construction.

Councilmember Graham: Okay.

Alison Tymkiw: Too shallow. I'm sorry.

Councilmember Graham: And there's no way to get reimbursement from SRP for accommodating their conveyance pipe?

Alison Tymkiw: Mayor, council member, not in this situation. When they do have prior rights, which they had demonstrated on this project, we do put the onus on utility company to demonstrate if they have prior rights and then we review all of that information and we counter and in this situation, it was determined that SRP did have the prior rights.

Councilmember Graham: Alison, I thank you for taking my questions. We are in a deep hole here and this is not good for our tourism. This is a black hole for the area of the San Francisco Giants Stadium and we needed that roundabout, that intersection intact at the most. And I think this kind of goes -- it speaks a little bit more about when we take these grants, strings are attached to them and we have to be very careful about when we accept these grants and how we spend them because what was -- what seemed -- what seemed very appealing, we put -- we put in 33 cents and we get \$1 of federal grants.

It doesn't even come close to finishing that way. I can't deny this \$370,000 request because we have to finish it. We're not just going to leave it as is. I wish we could. I wish I could say, no, you are cut off. People have to drive their cars around. We have to fill the hole. I talked to people in the area. A roundabout in this area, this became a disaster. And a roundabout in the area was not something that people wanted it doesn't seem like there was an uprising for a roundabout in the area.

I think when we take these federal grants, these conditions, these strings are attached when we have to comply or contort ourselves in the way that the community may not want us to. With that, Mr. Mayor, thank you for allowing me to take those questions and Alison, thank you for taking my questions.

Mayor Ortega: Thank you. I have Councilwoman Whitehead and then public comment.

[Time: 00:38:39]

Councilwoman Whitehead: This is a case if it ain't broke, don't fix it. I actually lobbied against this project. However, we do know that roundabouts based on the data are safer. They remove left turns. So it is what it is and congratulations on being under budget on the other project and having the money to transfer that said, I want to refer to Councilwoman Janik's comments. She said, mistakes were made. Indeed!

I think the mistake is don't get old but we know the alternative is worse. So what we have here is water infrastructure that inflated this cost. And it was not predictable, and perhaps we needed to get down there and fix this water infrastructure anyway. And we wouldn't have known about it if we didn't do this project. There's always a silver lining.

Again, I opposed this roundabout, but it is as Mr. Graham said, it is what it is, and we have dealt with inflation. We found out the dangers of getting old, whether you are an infrastructure, a person or a car and we will finish the project. Thank you.

Mayor Ortega: Thank you. I will call on public comment, Mr. Alex McLaren. Two minutes, sir. Thank you very much.

Alex McClaren: Mr. Mayor, members of the council, Alex McLaren. I live at 7624 East Osborn. I live right next to the roundabout, and I think it's going to be a great benefit to the city. Construction is always difficult and road construction is even more difficult. It disrupts people's lives. But it needs to be done. And when you start digging, there are oftentimes when you find things which you didn't think you were going to find.

Alison spoke of potholing. They go out and pothole as best they can. Oftentimes especially in the older areas in any city, you will start digging and you will discover things that you didn't think were there. And I remember -- I have been out on this site many days talking to the contractors and to the foreman, the superintendent, the city inspector. I remember the day they found the SRP pipes on the south side of Osborn. When they started on the south hub.

I'm here to support you doing this. I'm here to support city staff in -- in all of their efforts. This is a good project. And I hope you will all approve funds transfer.

[Time: 00:41:48]

Mayor Ortega: Thank you. I will just have one comment that the project does start on Osborn and Hayden and includes that roundabout. So there were many other portions that had to be replaced along the dip there at Indian Bend. With that, I'm open to a motion and a second for item 14, adopt resolutions 12771.

Councilwoman Janik: I make a motion to approve -- adopt resolution 12771 to authorize fiscal year 2022/23 capital budget appropriation transfer in the amount of \$369,306 from the Dynamite Boulevard, Pima Road to 136th Street turn bays and bike lanes SH05, capital project to the Osborn Road complete street, Hayden Road to Scottsdale Road capital project SF02 to be funded by the transportation 0.2% sales tax. The city manager and the city treasurer or respective designee to take such actions as necessary to carry out the intent of this resolution.

Vice Mayor Littlefield: Second.

Mayor Ortega: Thank you. A motion and a second. Please record your vote. It looks unanimous. Thank you. And we will look forward to that ribbon cutting or whatever it takes. Okay.

ITEM 20 – INITIATION OF A ZONING DISTRICT MAP AMENDEMENT TO DESIGNATE SCOTTSDALE CITY HALL AS A HISTORIC RESOURCE AND/OR LANDMARK

[Time: 00:43:26]

Mayor Ortega: Next, we will take item number 20, which has to do with this building and then right after that, we will have item number 19. So our presenter is Jesus Murillo, the Scottsdale city hall as a historic resource and/or landmark.

Jesus Murillo: Good evening Mayor Ortega. Thank you for the introduction. I will be acting on behalf of the historic preservation officer position. Yes, Mayor, as you said, this is a request to initiate two cases to preserve the Scottsdale City Hall that we are sitting in here today and so that request has come as the discussions have come from the City Council office as well.

So formally, if initiated tonight, the city will create two cases, one of them will be a zoning map amendment and another one will be historic properties case and these are the two cases used to move forward the application to possibly preserving the Scottsdale City Hall. For those who don't know, in case you are watching at home. I know you are very familiar with it.

The site is located on the southeast corner of East Indian School Road and North Drinkwater Boulevard. As you can see there, the area you see in yellow is just the actual legal parcel that the city hall is located on and we'll get into the details of that a little more. This is a closer look. More detailed. You can see that the Scottsdale City Hall is on the east Drinkwater Boulevard and East Bennie Gonzales Way.

You can see the photo was taken when some of the construction in the area. The City Council did request staff to initiate the two cases and to do analysis to move forward with the request. The Historic Preservation Commission at their June retreat last year also identified the city hall as a building that should be protected and then in November of 2022, staff contracted Logan Simpson design group to do some initial analysis of the building.

So I would like to cover you real quickly with Logan Simpson design group's initial findings. The one which is most important is our ordinance does not allow for a property to be -- to be protected unless it's at a minimum of 50 years old. There was some quick math there and the building does follow under that criteria. It represents the work of Benny Gonzales and the style that he used to use, especially the Pueblo revival architectural style.

The initial analysis also found that there was high artistic values and the property itself and then more specifically for the building. So as you can see from the tentative guideline and schedule that you see here, tonight in March is the first initiation. If the council does move to create both

of those cases in April, staff will again to have the open houses to begin the request to the public and have them provide their input.

In May, we would be hoping to bring this in front of the Historic Preservation Commission, for their analysis and vote, and also to Planning Commission, which is obviously the advisory board to the City Council. And then hopefully both cases would be brought back to the City Council in June for the final -- for the final vote and adoption. So more officially the two cases would be created.

The zoning case would look to add the historic preservation overlay to the current downtown civic center type two plan block district downtown overlay zoning and we would have the H.O. zoning to that and then the H.P. zoning case that would accompany that zoning case. And that concludes staff's presentation.

[Time: 00:47:48]

Mayor Ortega: Thank you. I see no comments from the public on this, and I do have a few comments. You know, we are sitting in a very unique building and Bennie Gonzales was both a registered architect and a landscape architect. So the grounds, the Lagoons and other areas were designed by him, and many of the trees are still in existence.

The Civic Library and then the Center for the Arts came later. We as a city have a remarkable identity based on the grounds and the ambience. You may have heard, I'm calling for individuals to submit any of their personal stories or hatchings along these -- happenings along these last 55 years and they can be submitted to us as part of the road.

I would move to approve a zoning district map for Scottsdale city hall located at 3939 Drinkwater Boulevard proposing a zoning change from downtown civic center type two planned block development overlay to downtown civic center type two plan blocked development overlay historic property district downtown DD2 on the plus or minus 3.87-acre site. And historic property case for Scottsdale City Hall to determine the historic status as an historic resource and/or landmark, develop the historical significance report and establish historical preservation plan.

Councilmember Graham: Second.

Vice Mayor Littlefield: Second.

Mayor Ortega: We have a motion and a second. Any further discussion? Seeing none, please record your vote. Thank you. Unanimous.

ITEM 19 – 68th Street – INDIAN SCHOOL ROAD TO THOMAS ROAD CONSTRUCTION BID

[Time: 00:49:57]

Mayor Ortega: Next, we will move on to item number 19. Item number 19 pertains to the 68th Street Indian School Road to Thomas Road construction bid award. And our presenter is Ms. Tymkiw, and we have staff available as well. And for the record, we will -- I have several dozen people who wish to speak. So we will take public comment with two minutes. So if you can prepare two minutes, that would be appreciated. Or less. Anyway, thank you.

And also, we do have quite a bit on record and emails. And if someone wishes to submit a comment, there's a card so they don't need to speak, but that's also available should you decide to make a principal comment tonight. So please proceed. Thank you.

[Time: 00:51:02]

Alison Tymkiw: Okay. Good evening again, Mayor, Alison Tymkiw, city engineer. The item before you is item 19, the 68th Street Indian School Road to Thomas Road construction bid award. We're requesting to adopt resolution number 12733 to authorize the construction bid award with AJP Electric in the amount of \$1,455,768.10 for the construction of this project. In addition, the acceptance of a federal grant awards, several grant awards in the amount of \$615,243 in congestion mitigation air quality funds, 286,844 in the congestion for a total of 1.4 -- \$1,485,936.

Additionally, the payment of the local contribution required which would be \$89,819 with transportation sales tax and a fiscal year 2022/23 transportation fund capital contingency budget appropriation transfer of up to \$92,159 to the 68th Street Indian School Road to Thomas CIP project to be funded by the transportation sales tax.

One thing to note and I know we had a question on this, the contractor is AJP Electric. And I know there were some questions that maybe they were an electrical contractor. They actually are an electrical contractor but they are also a general contractor and they are registered with the Arizona registrar of contractors, and they do have the appropriate licensure to do this type of a project. They have done projects like this for the city in the past.

Most recently, the McDowell Road bike lanes project. And then a few years ago the Thomas and Hayden Road intersection improvement projects. Additionally, being a federally funded project, it, again, was a low bid project. And working with A.J.P. in the past, they do actually have a lot of experience with federally funded projects, which really kind of is a special niche because there's a lot of special requirements with the federal funds as far as reporting and things like that. Okay. Next slide. Let's see. Okay.

So this project actually -- this section of 68th Street has gaps in the bike lanes. The section to the north and the south both have bike lanes. This section is two lanes of traffic in each direction, and the section to the north and the south are one lane of traffic in each direction. So essentially we're just reconfiguring the roadway to align with the rest of the corridor. So the construction

project includes slurry seal and re-striping of 68th Street to remove travel lanes and add bike lanes.

The existing exterior outside curb and sidewalk are to remain. So all the work is just done within the roadway with asphalt work and striping. We are actually also reconfiguring some of the existing center medians, only to accommodate two-way left turn lanes in the area. We will also be constructing rectangular rapid flashing beacon and marked crosswalks at two locations, the intersection of 68th Street and Avalon Drive and the intersection of 68th Street and 2nd Street. We will be doing signal modifications, ADA ramp replacements and right turn lanes at Osborn and Thomas Road.

So this shows the section between Indian School Road and Osborn Road. It shows a plan view and a cross-section of the before and after. So if you look at the before plan view this area has on-street parking. It has two lanes of travel in each direction and this section does have raised medians. In the after condition, we will be maintaining the on-street parking. We will be adding a bike lane.

[Time: 00:55:15]

We will be reducing one travel lane in each direction. The existing sidewalk and curbs will remain, and, again, there will be some median work in the center just to accommodate where we need to make left -- the two-way left turns. This is the next section. This is 68th Street between Osborn Road and Thomas. And in the before condition, we have two lanes in each direction with the two-way left center turn.

And then in the after condition, we'll have the existing curb and sidewalk remain. We'll have a buffered bike lane. So it will be a bike lane with a 3-foot buffer and a travel lane one way in each direction and then the two-way center left turn. Okay.

So public involvement for this project, we did have an open house meeting that was held on December 5th of 2022, and it was in conjunction with the Thomas Road project. We did send out invitation flyers, postcards to over 5900 homes and businesses. We had 45 people in attendance at the open house, which incidentally, post-COVID, that's the most attended public meeting that the capital project management division has had to date.

We received 13 comments at the open house, and then at the time that I prepared this presentation on March 14th, we had received 58 comments via the project web page, and since then we have received several more. So now we've had 72 comments on our project website and the majority are overwhelmingly in favor of the project. We made three project updates to the southwest village neighborhood association.

We did one in the fall of 2019. We did a second one in the fall of 2021 and then we did a final one in October of 2022. So according to the president of that board, they usually have around

60 people in attendance at that meeting. Additionally that same board had sent a letter to council recently representing their 350 homeowners and 500 residents that they were in support of this project, and they are the closest residents to this project. And then with that, Mark Melnychenko, he can speak more to the top and the need of the project.

Mayor Ortega: And just before you start, we really appreciate -- just to let you know, after this presentation, we will go into public comment. And then should any questions arise due to public comment, we would be calling you, back, Mark.

Mark Melnychenko: Thank you, Mr. Mayor and City Councilmembers. I what like to expand on Alison's comments on this and the Transportation Action Plan. The thought process behind this and similar projects, as well as examples of successful comparable design features implemented throughout the city. The city's T.A.P. is a ten-year roadmap for the city with five elements including streets, bikeways, pathways, transit and pedestrians.

[Time: 00:59:10]

Because we only have a small amount of our lane miles in the city still to build, it is important that we emphasize maintaining and refine being what we have and safe and livable streets over moving traffic quickly through the city. The 68th Street active transportation corridor from continental to Jackrabbit is included in this adopted plan. And during the public outreach process for the T.A. P., as you can see in this chart, 68% of residents agreed that Scottsdale should emphasize pedestrian safety and multimodal travel over vehicle speed.

In addition, 62% of participants also agreed with removing travel lanes on streets with excess capacity to provide a stronger active transportation system. This graphic depicts the north-south corridors, as well as our project study area. As you can see arterials shown in orange emphasize the vehicle travel and collector streets in blue, provide a more comfortable environment for pedestrians and cyclists. The remaining one-mile gap to be addressed in the bicycle network is shown in yellow. So you can really see that our corridors are nearly complete.

We are missing this one-mile section to complete the network in this portion of the city. In our transportation project, staff effectively utilized the right-of-way to build consistent roadways, fill in system gaps, and implement improvements that provide safety and travel options.

All solutions are data driven and combine resources to fully complete travel corridors. It is a set of ways that we collect data. Our traffic management center at the north courtyard. We have a bicycle counter that is near the canal, Arizona canal. And then the city of Scottsdale 2020 bicycle and pedestrian collision report that we do every two years that staff puts together. So really everything that we do, all of our solutions are driven by this data. Shown on the slide are data -- oh, these are our five proven Federal Highway Administration safety methods used in this project.

In the following slides, I will show some examples of each of these features that implemented in the city. These are all very successful and these are implemented as part of the project. First, in 2020, we reclassified a portion of Indian School Road from 60th Street to Goldwater Boulevard from six lanes to four lanes to create a fully consistent roadway throughout the city. We also modified the Goldwater intersection, narrowed the lanes to our standard 11 feet and implemented buffered bike lanes for improved safety.

This work was also done in conjunction with our paving program, and also when we provide buffered bike lanes, it also adds additional safety and buffering for pedestrians in these corridors. For this corridor, 86th Street, we received from the community a number of issues regarding speeding. There was actually even a crash in a person's back yard through a block wall.

We looked at various kind of tools in the toolbox. This is an example of where we put in bicycle lanes we narrowed the street and we have only heard good things in the public in that area on how the street is tamed. So these are two examples. We will be narrowing lanes to our standard 11 feet and it also provides buffers. The bike lanes and the buffering for bikes also provide a safety haven for beds along that corridor. On 68th Street, we will have two rapid flashing beacons one at Avalon and one at Second Street.

[Time: 01:04:31]

These are examples throughout Scottsdale, six that we have implemented and then seven that are in planning stages. It's a feature that has been very successful that we have implemented throughout the city. And when we talk about the 68th Street project, yes, it's bike lanes and pedestrian improvements but we are making significant improvements for auto use. As Alison talked about we have two right turn lanes and turn bays to improve traffic flow and safety.

Most of the on-street parking is preserved. Buses or trolley systems topping to pick up passengers will be outside of the travel lanes. Drivers don't need to share the travel lane with cyclists, who currently must take the lane when biking. And then we are providing a paving treatment that will be a benefit to all. I won't go much more on these two. I would like to finish the presentation with this graphic, which is very telling. We are looking to complete this roadway.

The final mile of 5 miles in this corridor and create a very strong complete in pedestrian and bicycle street, that is part of our pedestrian action plan. This is a video that we took on 68th Street at 5:30 in the afternoon on a spring training game day and you can kind of see the traffic that is located on 68th Street. This is a southbound direction. Thank you.

Mayor Ortega: Thank you. At this point, we will open to public comment, and I will read three names at a time. Please state your name and your place of address and then you have two

minutes. Julie Uryasz. And then Harold back and then Alex McLaren. Julie. Hello. Thanks.

Julie Uryasz: Good evening Mayor and City Councilmembers my name is Julie Uryasz, I live on east 42nd Street which is in the southwest village neighborhood. I'm currently the president of the Southwest Village Neighborhood Association. I'm here today representing our 350 homeowners and approximately 500 voters and taxpayers. We are very proud of our Old Town single family residential community and the revitalization that has occurred in our neighborhood.

Our residents include active retirees, individuals, and young families. Contrary to what opponents of this project would like you to believe, we do walk, bicycles and we push strollers into Old Town. This is one of the main reasons many of us have purchased along the 68th neighborhood.

We are committed to supporting Old Town businesses all 12 months of the year. I'm here asking you to approve the 68th Street re-striping and pedestrian safety project. Some of our residents live directly on 68th Street. They have witnessed multiple accidents, including a pedestrian fatality. In this one-mile segment, cars are taking advantage of the double lanes. They speed passed other vehicles. They dodge around vehicles, cyclists and pedestrians.

[Time: 01:09:20]

This public safety project has been under development for several years, and for the past four years, our neighborhood association has met with the project members, the -- the individuals that appropriate all of you, and we have given them input and they have sought input from us. After reviewing the final changes our entire board and overwhelming majority of our residents support this plan.

For those that are concerned about rapidly commuting through Old Town, there are options. They are very nearby. Goldwater, 64th Street and Scottsdale Road are all good examples. Keep in mind that for every individual or family that's able to safely walk or bike in Old Town, another parking spot is available for our residents from north Scottsdale to come in and enjoy and support the Old Town activities and businesses.

The members of our community thank all of you for the work you have done to create such a vibrant and thriving Old Town. And for painting a vision of the future that emphasizes walkability and bikability. We urge you to demonstrate the support by approving this 68th Street project funding. Thank you for your time.

Mayor Ortega: Thank you. We have --

Councilmember Graham: Mr. Mayor? Mr. Mayor, may I ask Julie a question?

Councilmember Graham: Yes. Julie, thank you so much for being here. I will keep this very brief. Thank you for serving as president of the Southwest Village Neighborhood Association. We were talking briefly before the meeting. If we broke down this project into the turn -- the turn lanes, the lane elimination, and the crosswalks or the hawks, what would you say your members give the most priority to?

Julie Uryasz: Well, all three to be honest, the pedestrian crossing is extremely important for us to be able to get across 68th, followed by the ability for people to turn on and off of 68th Street.

Councilmember Graham: Okay.

Julie Uryasz: So they can do that safely and not dodge around other vehicles.

Councilmember Graham: The crosswalks are most important and then the turn lanes and then the lane reduction. If it wasn't an all or nothing, that's what your choice would be, your members?

Julie Uryasz: If I had to poll them right now, I would say that would be the issue.

Councilmember Graham: Thank you so much. Thank you for being here.

Mayor Ortega: Next, we will have Harold Back and Alex McLaren and then Mr. Burman.

Harold Back: Mr. Mayor, City Council, ladies and gentlemen, thank you very much for the opportunity to address this group this evening. This work represents the finest work of the city staff, planning for the transportation needs of our community, and it's -- it's taking account of not only pedestrians, cyclists, and automobiles, but people with special needs, pedestrian needs like myself and other people in the community.

We strongly urge that this not be ignored as a component in this project. It's something not spoken about, but it is a critical element of everything that is being done with regard to transportation -- transportation needs in the community. Secondly I cannot help but comment on all the negative feedback we have received most recently. What is striking to me is in all the negative comments, no one has taken the time to suggest an alternative, something positive that can be applied to augment the work that has been done by city staff.

We thank you very much for your effort and hope that you will favorably consider this project. It is crucially important to the community and to the neighborhood. Thank you very much.

[Time: 01:13:07]

Mayor Ortega: Thank you, Alex McLaren and then Andrew Berman and Russell Olinsky.

Alex McClaren: Mr. Mayor, members of the council, Alex McLaren, 7624 East Osborn. I know this area well. I go up and down it regularly on my bicycle regularly. I think this graphic is a good illustration of what the city is trying to do. There are the arterial streets, the orange-colored streets which carry the traffic, and then there are the blue streets, like 68th Street, Miller, and 86th Street. Those are suitable for bicycles and pedestrians.

The gap on 68th Street, I'm not sure how those two lanes snuck in there. It must have -- long before my time at the city, but they were there. It doesn't make any sense south of -- south of Thomas and north of Indian School, it's one lane in either direction. There is some buffer on one of the sections from south of Indian School, but the section from Osborn down to Thomas is crammed in there.

There's very little room for a bicycle on that road. There's very little room even if you are walking on the sidewalk. So I think narrowing the streets, making it more pedestrian and bicycle-friendly is a good idea. And I would urge you to -- I would urge you to pass this. Thank you.

[Time: 01:15:12]

Mayor Ortega: Thank you. Next we have Andrew Burman, Russell Olinsky and then Richard Bonura. Andrew?

Andrew Burman: All right. Good evening City Council. Thank you for the opportunity to speak. I'm Andrew Berman. I live at 3501 North Pueblo Way. I have been a Scottsdale resident for 14 years and my family and I live adjacent to 68th Street in Scottsdale Village. That's a great community on the west side of 68th between Indian School and Osborn. And I'm speaking in support of this 68th Street project. Every afternoon of every single day, we hear a chorus of car horns and tire squeals, someone trying to turn left stops in traffic, angering those behind them so they go tearing off.

Someone isn't paying attention when the car in front of them stops and at the last moment, they have to squeal and slam on their brakes. This have been numerous fender benders and many more close calls. Some impacts are heart breaking. It was mentioned a few years ago an elderly man was killed while jaywalking across all four lanes of 68th Street. Some impacts are crazy.

A speeding drunk leaving Old Town ran into one of our neighbor's houses. In fact, looking at the most recent Scottsdale traffic volume and collision report, both sections of 68th Street under discussion exceed the Scottsdale average for collisions. The section between Osborn and Thomas is almost three times the city collision rate. Further these sections see more collisions than other portions of 68th.

So we have the opportunity to both save on accidents and injuries. I feel like the city has done a

great job at setting up thoroughfares to get people into and out of Old Town. The improvements they have made on 64th and Goldwater Scottsdale make it so that 68th doesn't need to be a major relief valve for the Old Town area. We should improve safety and air quality, by leaving 68th to the local traffic, and pushing the additional traffic to Scottsdale Road and 64th.

Beyond just the safety, noise and pollution aspects, 68th is a major route for cyclists now and many such as the A.S.U. cycling team that ride by nearly daily are large groups spilling out into the car lanes. I'm excited that this expanded length has the opportunity to prevent accidents and also encourage more cyclists.

Lastly, I'm sensitive to the concerns of local businesses that are fearful that this might impact their customer flow. I, myself, my family frequent those businesses. We don't want to see anybody hurt. But it's for that reason that I think the businesses will be okay. In my opinion, these businesses aren't being frequented by the commuter that's leaving Scottsdale, blasting down 68th and trying to head into the Phoenix area.

They are being frequented by the local community that surrounds them and that's not going to change. We are here for them as we always have been and we will be in the future. I don't see this as an opportunity for reduction. I see this as an opportunity for an improvement of 68th and expansion of clear air. So thank you very much.

Mayor Ortega: Okay. We have Russell Olinsky, and Richard Bonura.

Russell Olinsky: My name is Russell Olinsky, I lived near 15th and Osborn. I heard last Thursday about the changes. I never got any notices in the mail, nor any of my immediate neighbors. And nothing was posted at the Paiute Community Center. I go there regularly. We were told we need a bike path connecting the canal to Tempe. Everyone in the area was in favor. Almost all bicyclists use the east-west canal.

The bike shop at Thomas and Indian School has been there for over 30 years and they didn't know of this plan. Today, they even asked them -- well, were you aware of it? Can you offer suggestions? Yes, nobody asked them for any suggestions. And he's been there for over 33 years! You would think he would have some suggestions. You go up there to the canal and you are away from the cars and the traffic. This project is estimated to take one year.

[Time: 01:19:53]

Many other projects have gone way overestimate. We know it impacts over 20 businesses and at least one may close. Yes, it means -- I'm sorry, yes, it meets the local fire department and police department minimum impacts. What happens if a water main break and buildings crack. Despite it will not throttle down traffic, many will avoid 68th Street and this area. They will go on to 70th Street, 64th Street and Scottsdale Road.

We already have late night racing on 64th Street and Indian School pretty much every night we have crashes probably once a week or more at the intersection of Osborn and 64th Street. This will have negative impact. We can have better traffic enforcement for police. Anyway, I consider this project of greenwash, with all the wants of the a few outweighing the needs of the many. Thank you.

Mayor Ortega: Excuse me, that's just going to slow us down. I have Richard and Michelle Bonura. Michelle gave her time. So Richard, you have three minutes and then Marietta Strano. Richard.

Richard Bonura: Thank you, Mr. Mayor. Mr. Mayor, and council folks, I want to first start by saying that I want to thank you for your service. I have yet to experience such divisiveness between -- or polarization on items. I'm not a political person. Any greatest polarizing decision is muffin, cupcake or cinnamon roll.

There's some benefits to being the muffin man. I want to thank you because there can be thankless jobs where you are forced to make a decision that unfortunately people have to abide by that may not always agree. But I want to tell a few tonight about some things. Some things such as I have unique experience with this. I have emailed you all. So you are very familiar with our story.

With went through this similarly, 22 years ago, almost to the day where we had a business. It was thriving. The city did construction and it forced all of the people away for a period of time and it took some time for those people to come back and it bled us out and put us out of business. I want to point out some things here because in business, you have to be a numbers person. You have to understand your numbers.

First and foremost, we are a green company. We are a green initiative. We are a vegan bakery that serves a gluten-free customer base, okay? So taking a green company that's thriving and surviving out for a green initiative is counterproductive. There does need to be a discussion between the parties which is part of what I went out today. I went up and knocked on every business door up and down that corridor who will be affected by these changes and the proposed changes on Thomas.

[Time: 01:22:47]

And with all of them but three deer in headlighted me. They have signed a petition stated that they would like to be part of this conversation. You probably received emails. They sent that petition direction into Mr. Lane so you could review that. I want to point out that we are a tourist destination. Food security for federally disabled means they are protected by the federal disability amendment include autoimmune-related disease, celiac disease, people who have no other options unless they don't contain gluten.

We take great strides to make sure that they are not affected. I look at the original deck and the original deck in 2016 said that this was being proposed because what you thought was going to occur didn't. And you had to adjust. So the numbers in the plan changed. But now you are going to make another adjustment without considering that there may be another alternative consequence.

So what I did is I went out to find out that the National Transportation Safety Board census statistics in this country state that the percentage of pedestrians is currently 2% that actually commute that. Way bicycle riders are less than 1% that commute that way. When these same initiatives were imparted in California, the accidents increased 19% over a 12-month period compared to the 12 month period. 22 businesses closed within a year. They also found that there was a -- the federal highway and traffic safety board, debunked your own person's statements in the regards that they found that -- yes, sir.

They went to cities that did this exact same thing. And this is the result. It increased delays. They had longer travel times, rear-end crashes triples after installation. There was increased emissions, and there was diversion from the corridor. It took eight months for the businesses to get that back. You are proposing to do construction from October to the summer.

So what's going to happen is I will go through the summer, the toughest part of the year, only to go through construction for basically a year exit into the summer another year and then wait six to eight months for my customer base to potentially come back to visit with me. I don't know any business that can survive 30 months without that type of a situation.

Mayor Ortega: Thank you, Richard. I wish we had some of your wonderful baking and we do order there for city hall. Did but continue, please try to stay -- we are going back to two minutes. Marietta Strano.

Marietta Strano: My name is Marietta Strano and I live at 68th and Thomas. I walk. I bike and I use our public transportation. I do not own a car. So just put that in perspective. Accommodating diverse mobilities, the 68th Street project prompts welcome, concerns and recommendations. For safe, accessible connected and convenient travel for all, which is the city of Scottsdale's statement. The project's web page shows a lone biker on 68th Street between Thomas and Osborn with your 6-foot bike lane, and 3 feet for your marked buffer. Concern?

Bikers come in south on 68th Street, preparing to enter the intersection at Thomas, right turn cars cross the bikers' path and pedestrian crosswalk. This diminishing safety. Right turn signal completes with pedestrians. Cars, pedestrians, bicyclists. 44% of all bike collisions happen when motorists make a right turn. Recommendation, concept of protected intersections support no right turn on red at 68th and Thomas. 68th Street lone traffic volume was compared with Miller road's higher volume, excuse me. 68th Street differs. It has more than 15 businesses, active pedestrians, workers on break, scooters, et cetera.

[Time: 01:27:32]

Recommendations, please return to reviewing those statistics comparing Miller Road and 68th Street because your statistics gave you significant input for this project. From Indian School to Thomas, the plan shows west side parking on 68th Street. The east side already has street parking. Concern? Two obvious, unsafe possibilities. Drivers' doors open, and no physical separation between moving cars and bikes. Recommendation, limit on-street parking to specific times and days.

Mayor Ortega: Thank you very much. And when you said time, I --

Marietta Strano: Is it time? Oh, okay.

Mayor Ortega: Next me we go to Margaux Rosen and Gabe Rosen, followed by Alisha Baldwin. Two minutes. Thank you.

Margaux Rosen: Thank you so much for, one, allowing everyone to come and converse and have a good decision about a project that will be happening hopefully soon. I'm new to Scottsdale. I have been in the area for 14 years. We have been from Paradise Valley to Phoenix, to Paradise Valley to Scottsdale, and I think we finally found our home. We are in the Southwest Village neighborhood, and we moved there specifically because we have teenagers, who like to go out and we like to walk. We like to bike. We have a dog.

So from Southwest Village, we are able to go all throughout Old Town Scottsdale and our kids are able to do that safely. What we found is crossing 68th Street is a little bit like Frogger. And for those of you who are younger or older, a terrible video game where frogs died as you tried to cross the street.

It's not just the traffic. It is the traffic that speeds around. They don't abide by all the rules. We have a gap from people going the speed limit with two lanes -- yeah. North-south two lanes to going four lanes. So they speed around. We also have two new drivers -- well, one officially new driver and one coming up in about four months. And this extra little space would really make driving a little bit safer, turning. We've had many close calls with myself, my husband and my daughter. Our kids love to walk.

We don't let them walk south on 68th Street to BEG Bakery. They can't ride their bikes. It's just not safe. We have seen cars coming in utility of alleys. We see them drive too fast and this will allow our neighborhood to utilize the businesses on the south part of 68th Street near Thomas, in such a great way once it's done. So that's really all we -- I really feel like this will mitigate speed and help our neighborhood be part of the local businesses. Thank you.

[Time: 01:30:48]

Mayor Ortega: Thank you. If you could hold on, I have a question from Councilwoman Whitehead. Somebody pressed the button.

Margaux Rosen: And my son Gabe is going to skip his time. So --

Mayor Ortega: Thank you. Next, we will go to Gabe and then Alisha Baldwin, but he's here. Yes. No, he's skipping. Thank you. Thank you, Gabe. Next, we have Alisha Baldwin and Tracy Howell.

Alisha Baldwin: Thank you for letting me address you and the audience. My name Alisha Baldwin, I'm the owner of T.T. Roadhouse, which is at 68th and Thomas. I'm super concerned about this project and the construction it will bring and the inability for folks to get to by business. I have people coming left, coming right down 68th. I have vendors bringing inventory.

Based on what you just said about the Miller roundabout project, I'm even more concerns that you are going to dig into the ground and I'm going to lose waters at my business. So you talked about improving quality of life for residents, students, visitors, by making these bike lanes but nobody addressing the business. Nowhere in that presentation was anything about the businesses that are on the 68th Street corridor.

Yet, you say that you foster a business-friendly climate that generates some of the world's most successful companies, yet you are going to limit access to my business and you are going to do construction and block off lanes. So it's just really concerning, especially when a lot of our businesses are finally recovering from COVID.

Finally, after all of this I am too. Finally got our numbers back to where we were pre-COVID summer is our slow time. Nobody wants to sit on the patio and have a beer. You are limiting the traffic to coming into my business. So that's basically it.

[Time: 01:33:11]

Mayor Ortega: Thank you very much, Tracy Howell and Thomas Kube. And by the way, it's my understanding that no driveways will be altered, but that is a question, driveways into businesses, driveways into homes or apartments that's off the table. That's not included in this proposal. Continue if you will, please, Tracy.

Tracy Howell: Hi, my name is Tracy Howell and I lived at 3314 North 68th Street for the last 13 years. At least I thought I did because the 68th Street I'm hearing people describe does not match the one I live on. I walk my cat on 68th Street and that lady won't let her kid walk down 68th Street? Doesn't make sense to me. So anyway, during this time I have seen thousands of bicycles use 68th Street without a dedicated bike lane. A parallel route exists on the canal a quarter mile away between Indian School and Thomas for those who are afraid to bike without a dedicated lane.

It is disingenuous to enact a traffic diet under the guise of helping bicyclists, while the area north of Osborn on 68th may be a neighborhood street, the area below it is not. It's a vibrant area full of small businesses that would be negatively impacted by construction and reduced lanes. 68th Street is used for overflow traffic from Scottsdale Road. If speeding is a concern, why do I never see police officers on 68th Street pulling people over? At a time when the council has approved over 10,000 new apartments, it seems foolish to attempt to diet.

Mayor Ortega: Okay. Thank you. Thank you.

Tracy Howell: Statistically most diets fail. It leads to binging. The cost of this project is \$1.45 million, meaning it's \$145,000 per tenth of a mile. Are we paving the road in gold? Finally, the city does not even have the full amount available and will be uses taxes to finance a portion. Scottsdale which prides itself on being America's most livable city will be imposing on those on 68th Street by restricting our movement and taxing us for the privilege of the tyranny. We will consider your traffic diet when you go on a building diet. Thank you.

Mayor Ortega: Okay. Okay. We're going to have to put that one on mute. Okay? Next we go with Thomas Kube, Miriam Waltz and Jesse Westad. I'm going to cut the time off the next one. So please be quiet. That's what we have asked for. It lets people talk and respects the next speaker. Thank you, Thomas.

Thomas Kube: Thank you, Mr. Mayor, members of the council, that's a tough act to follow. I'm Tom Kube, a 26-year member of Scottsdale's citizenry. I live on Sunnyside Drive. I speak in opposition to the 68th Street, also known as road diet traffic calming initiative estimated to cost \$1.6 million. The city staff is signaling that this is only the beginning of an aggressive agenda to eliminate car lanes and narrow roads across Scottsdale. The staff has already published a video of numerous streets slated for this type of traffic lane removal.

This is a test case before you tonight, and it needs to stop now. The city is building a false narrative that 68th Street is a neighborhood street. To justify the slowing of traffic. It is not that. In reality, 68th Street is a collector that connects Tempe and Scottsdale. Neighborhood roads are intended to serve residential areas, collector roads funnel traffic from neighborhoods to busier arterial roads.

City staff have admitted that this road diet is meant to divert traffic to other streets in the area. Why would you create traffic bottlenecks on a road used by drivers to bypass the traffic backup on Scottsdale Road, for example? That makes no sense. With over 10,000 new apartments in the pipeline which were just mentioned, the city should be improving roads to make room for the 20,000 or so new cars that are going to be coming here, not narrowing them.

[Time: 01:37:36]

The city should use those funds to maintain and repair our deteriorating roads and adding traffic

lanes to accommodate all of these new residents. I have become on a first-name basis on potholes own Shea and Via Linda, and other areas. It's being packaged as bike-friendly project. It's an anticar initiative. I ask you to vote no and I thank you for your time.

Mayor Ortega: Thank you, Miriam Waltz and -- I will be looking for noise makers, okay? You got it? Okay. You are very close to the door there. Miriam Waltz and Jesse Westad.

Miriam Waltz: Hi, Miriam Waltz and, again, like everybody else, thank you so much for everybody being here tonight and thank you for listening to this. I was so excited when I heard about the 68th Street project. I have lived in Scottsdale -- I was in Old Town for a long time. Now I'm more close to 60th Street. So I pass through the neighborhoods all the time. I'm a biker, I'm a driver and a walker. I live at 60th but almost all of my life is over in Old Town. So that's what I do, like, all day long. I'm going back and forth.

I mean, all of my business -- all of my packages and my mail come to the UPS Store, I shop at sprouts, I do my yoga at C.A. Barr Yoga. I go to the library. I mean that's just where I am. So 68th Street is right in the middle of my life. And again, I'm all three. I'm a driver. I'm a biker and walker. I use the canal as exercise. I use the canal for exercise and it's my little part to do for air quality.

Well, if I can bike, I'm not polluting more and making the air situation worse. So 68th Street is the most dangerous place for me to cross, to get through. When they were doing all the canal work this summer and you couldn't even go on the canal, then it was like, oh, my God, I hope I don't have to go on 68th Street because, you know, that's not where I want to be. And even when the traffic is really bad, and you don't, like -- just some of the big events that go on, just as an alternative to get there, 68th Street becomes really important.

[Time: 01:40:11]

So I guess my comment for tonight is that, you know, the future is all sorts of modes of transportation. I mean, that's just the way it's going to be and as the city does get more congested and as we get more people here, we're all going to have to share the road, because the bikers aren't going to go away. Hopefully the walkers aren't going away. And of course, I'm driving. I drove tonight. Because it's raining.

We have to figure out a way to share the road. Although I'm not familiar with all the details this sounds like a way where we can all share, and we can all do it safely. So I hope you support the project. Thank you.

Mayor Ortega: Thank you. Jesse Westad. Joseph Starbuck and then Kraig Weber. So Jesse.

Jesse Westad: My name is Jesse Westad. I live at 8347 East McKenzie Drive. I first moved to Scottsdale when I got out of the Army. I was down at Fort Huachuca, and for six and a half years.

Grew up as an Army brat and I lived in Germany. I got to experience what that freedom was like to be on a Huff bike. And then I went to Iowa, and then there's like zero bikability. So at least I had a Ford ranger when I hit 16 and I could get around. I know there's some stats thrown out before where it's across the U.S., you know, this amount of people commute by, you know, walking or by biking.

Well, I think that kind of determines on the community that you live in. I live in Scottsdale. I can take my ebike everywhere I go. When my office was down on Mill Avenue, I could take my ebike all the way down and shoot there in 25 minutes. 25 minutes is the same it takes for my F-150 to get down there. When you are on the greenway, you can't do anything but smile on the ebike.

You're like, hey, Miss Jenkins and Mrs. Johnson. That's a cute dog. When is the last time you were happy driving around here. I'm never happy about this. We are just trying to find different avenues for us to move around the city and get there in one piece. My wife, our favorite bike spot is that one on 68th Street and Indian School. We rode it one time. She's like I'm never riding this again but she's happy to be on the green belt. So you got to look at what is the way to get around safely?

When I'm in my F-150 I never think about what is the safest where I don't die on the way there. If I'm taking my bike, I do. I think what time of day is it going to be? I love T.T. Roadhouse and I don't booze cruise. I booze cruise on my bike. So, like, if there is a safe way to get to T.T. Roadhouse now, hell yeah, I'm in for it. That's all I got to say. Thanks.

Mayor Ortega: Thank you, next Joseph Starbuck and Kraig Weber and Craig Citizen.

[Time: 01:43:39]

Joseph Starbuck: Good evening. I live right around the corner here at 7520 East Second Street, just moved here last year. And my family is a single car household. We have been for three years and it's honestly been awesome. We have a 1-year-old son, and we moved here specifically to this part of Scottsdale so that we could have accessibility and we would haven't to drive everywhere.

And so what we look for is obviously safety, but also convenience and comfort. I mean, it does get hot here. So we want, you know, wide sidewalks and places to walk and, you know, have convenient access. And that's what we're talking about here is complete streets by definition are safe, convenient, comfortable access for all ages and abilities regardless of that mode of transportation.

And we're not trying to get rid of anything. We are just trying to provide equal access to all types of transportation. And I think as mark said in the presentation, that the case studies have proved to tame these roadways, which is exactly what I'm looking for my family. And I'm in support of this project and all future projects like this, where we can continue to use all modes of

transportation around the city safely and comfortably.

I mean, I would love for my son to grow up in an accessible city where he can safely travel around and I don't have to worry about that. Thank you.

Mayor Ortega: Thank you. We have Kraig Weber and Craig Citizen. Then Matthew Jordan Pfeiffer. Kraig Weber.

Kraig Weber: I'm Kraig Weber also at 7520, just down the street here. I'm here to show support today for these improvements as we have discussed plenty in the last half an hour, you know, this project is really just connecting two disjointed segments right now and that's really what it boils down to me. It's just connecting these two amenities that we already have.

And cars have already adjusted to one lane of traffic, north of -- north of Indian School and south of Thomas and I have complete faith that they will be able to adjust to one lane of traffic in this new segment. Now, expanding these bicycle and pedestrian-oriented infrastructure opportunities, it seems to me that it's really a commitment to the citizens that we have now, and the citizens that are already growing up here and providing them with alternative forms of transportation and ways to get out and experience our city in safer ways.

It's kind of a promise that we can make as a city, as residents by supporting this. That gives us a chance to allow people to slow down, and appreciate some. Neighborhoods that strengthen the fabric of Scottsdale and really support, you know, what I see in my mind when I think of Scottsdale. This idyllic, like, western town where people are on their front porches, talking to pedestrians going by, waving at bicycle commuters, people that they don't even know.

It creates a sense of community and that's something that I think we need to support. Now, completing this improvement project isn't going to make somebody who wants to drive not drive. They are still going to make that route or make that trip in their car, but what it does do, is it provides a safe alternative for people like me, and people with families like me, to get around and experience new parts of the city. So thank you for your time.

Councilwoman Whitehead: Thank you, Craig Citizen.

[Time: 01:47:44]

Craig Citizen: Thank you, council for your time. Thank you, everybody. I live on 68th and Cheery Lane. I'm a little bit taller than this thing. I have been on 68th Street and Cheery Lane for about a decade and I can tell you just a little over a decade and I can tell you as a 42-year-old, 250-pound male that I do not feel safe walking on that street.

I am completely for the bike lanes or whatever makes our neighborhood safer. I watched the YouTube video, the shockumentary video that referred it as not a neighborhood street and a

collector street. To me that's pretty offensive to me because that's my neighborhood. That's where I live. I walk around there all the time. And I would never come to cholla or yucca or any other neighborhood and ask you to expand the streets that you live in, where our kids, your families, your elderly, your pets work.

I had a dog hit on 68th Street by a car going so fast that the dog bounced off the tire, right? 30 miles over the speed limit is pretty frequent. I mean, I have done it before, right if you make a right turn on my street, you have to because you are afraid someone will hit you from behind. I take offense to that. There's a school bus stop in front of the Circle K that 30 to 40 kids get out of.

I understand that some people may not want it because it affects their business but I don't really care about that as much as I care about my neighbors' children. This should be a no-brainer for our community. It's one mile. A little over a mile and nowhere on 68th Street is this like. This it's mad max thunder dome. A lot of us will tell you that it's not safe. I don't ride my bike on there ever! And I'm a cyclist, right? So, please, I ask you if you don't live in the neighborhood, maybe it's not your thing to talk about. Right? Make sense? Thank you.

Mayor Ortega: Next we have -- excuse me. Next we have Matthew Jordan Pfeiffer, Linda Milhaven, Patricia Badenoch. Matthew Jordan? And then Linda Milhaven, and Patricia Badenoch. Matthew Jordan.

Matthew Jordan Pfeiffer: Okay. I have been here in Arizona for 25 years of my 31 years of life and I have been bicycling around everywhere since I was 12 years old. And I know that most cyclists route out a safe and easy way to get across town. The stretch between Thomas and Osborn or Indian School, sorry, is such a small stretch that any bicyclist could easily divert their ride around it and any collector street. The picture that was shown does not show any of the other collector streets beyond 68th Street, correct?

[Time: 01:50:56]

And so I know -- sorry, let me get my head up a little about the. The green belt was a huge example. There's such an easy way to get around town, that you don't need to potentially risk the harm of shutting down all of these great businesses like T.T.'s Roadhouse and Taco Jalisco, and BEG Bakery. T.T. Roadhouse is a landmark. There's no way to risk the shutting down of these -- just these six small businesses just to create a path.

Where any smart bicyclist will be able to divert themselves around it. I knew how to get anywhere I wanted to get on a bike when I was 12 years old and I was traveling between Fountain Hills all the way down mill avenue. I took greenbelt. I knew where I wanted to go and I was 11 years old. If any 30, 40 -- I mean this just sounds like people who haven't lived here long enough to know how to divert. Also, every argument seems to be based on speeding. Just put speed limiters there. Every once you put a speed limiter on Miller and Roosevelt.

Why don't you put that on 68th Street. There's so much more you could do. Accidents happen everywhere? What is to say that, oh, an accident happens here. Do you get what I'm trying to say here? Like, I don't –

Mayor Ortega: Thank you very much.

Matthew Jordan Pfeiffer: I don't understand.

Mayor Ortega: And next, we will go to Linda Milhaven, and Patricia Badenoch and Virginia Bertoncino. So we have Linda Milhaven.

Linda Milhaven: Good evening Mayor and councilmembers, I'm Linda Milhaven. I think the neighbors have done a wonderful job advocating for the wonderful elements of this project. I would like to make a few additional points. First our city has a long and strong legacy of looking forward and planning for the future. Today or enviable quality of life is due to the long-range planning of past leaders and staff planners and today that tradition continues.

Second, as we have seen tonight, street planning is more science than art. There are some who are concerned about this project, and that it may impede traffic flow. However, the goal of our street planners is to facilitate traffic flow, not erode, it and, in fact, their jobs depend on it. Planners take new housing units and other contemplated future events into consideration, as they plan our roadways to serve us in the future. The general plan is the foundation of such planning. I know that staff can provide you, if they have not already, with historic and projected traffic pattern -- traffic counts, as well as the information they used to predict future traffic knows and support this project.

Next as was noted 68th Street runs continuously from Continental to Jackrabbit. This is only four-lane segment and yet the rest of 68th Street seems to serve adequately. Finally, there are those who believe that the recommendation to reduce lanes is a plot to make traffic so unbearable, we will be forced out of our cars and on to bicycles. This is a false premise. Adding bicycle lanes chooses in the traffic and safety. As the staff report says this project will make a series of improvements with the goal of improve safety, connectivity and the quality of life for our residents, students and visitors. The project will add bike lanes turn bays and intersection improvements. I hope you will keep this in mind and approve this project. Thank you.

[Time: 01:54:43]

Mayor Ortega: Next, Patricia Badenoch. And Ginny Bertoncino. Patty?

Patty Badenoch: Good evening, Mayor and council. Patty Badenoch. I heard there were over 300 pages of emails against this project. First of all, calling the Indian School Road to Thomas Road improvement plan is a misnomer. Taking further ability away from cars to drive on streets is

hardly an improvement to accommodate bikes. Not even clever but clearly a transparent reason to further set us up for a more conglomerate city.

The citizens of Scottsdale got rid of some of these council people who were noted in saying refuse the light rail system. Then we will create the problem of congesting streets to force the solution of mass transit, are in spite of our efforts you are on our way. This narrowing of streets is another means to build, build, build more density projects that Scottsdale was never meant to accommodate. I would rather see the 92,159,000 transportation sales tax spent on fixing some of these streets.

Some of these roads have become so rutted, it's like driving in a covered wagon on a dirt road. Thank you.

Mayor Ortega: Next, we have Ginny Bertoncino and Bob Pejman and James Haxby.

Ginny Bertoncino: Thank you, Mayor. Scottsdale City Council has approved thousands of new apartments in the last several months and years. 10,000 of which are still in the pipeline. We need wider streets, not narrower streets. We live in a desert. A very small percentage of residents going to work walk -- going to work walk to a bus stop or ride their bike to work, especially in the summer sweltering heat.

Scottsdale has not only one of the best bike path systems in the valley, but also in the entire United States. Bicyclists have easy access to our greenbelt paths, as well as canal banks. We know that 68th Street is just the beginning. Narrowing Sweetwater between 94th and 96th Street is one thing. It's not a major thoroughfare, however, 68th Street between Thomas and Indian School is a major thoroughfare.

It's dangerous to narrow a major thoroughfare between Scottsdale and Tempe. We have all there talked about what happened with the roundabout and Congresswoman Janik and Congressman Graham addressed that situation. It's a fiasco that has skyrocketed in cost. If this were done under private means, somebody would have been fired. You are well aware that the federal grant does have strings attached.

[Time: 01:58:14]

We know that the federal government is attempting to make roads less friendly, in hopes of saving the planet through its climate change advocacy. However, narrowing roads in many cities across the United States has proved a huge mistake, Scottsdale will be no exception. Please, do not be derelict in your duties. We must bring sanity back to city hall. Stop spending time and money on our projects that hurt our quality of life. And looking back at the video that the gentleman showed us at 5, 30 I would have to see it again but I didn't see many pedestrians or bicyclists in it.

Mayor Ortega: Bob Pejman and next French Thompson. So we have Bob Pejman, James Haxby, French.

Bob Pejman: Thank you, Mayor Ortega. For the record, I'm planning to move to this neighborhood because it's so close to my business and I'm still against it. There's two false narratives that are used to push this project. One is that it is a neighborhood street; and two, is that everybody in the neighborhood is asking for it. Well, this morning that -- everybody's asking for it got debunked. There were 22 merchants that were approached to sign a petition that doesn't even know about this. They were opposed to it. So not everybody is for it. As far as 68th Street being say neighborhood street, 68th Street goes from Chaparral up to Tempe. Approximately 8,000 people.

What type of neighborhood street goes five miles with 8,000 cars using. It takes the pressure off Scottsdale Road and 64th and the other up and down streets. Also, I want to point your attention to the fact that we have 10,000 apartments still in the pipeline, either under construction or not built yet. About half of them are in Old Town and in south Scottsdale. And the density of 85251 is double the density of most other ZIP codes. So why would you want to remove or narrow down any road knowing that it's the densest area and more density is coming. That's a sure thing.

Council got about 500 pages of emails mostly against this. So when I hear staff saying they got all of this positive inputs. But those emails next to them. Here's I would say, this project is so controversial that frankly it needs to be put on the ballot. This has been done in different cities. There's three members of the council right now that were activists that pushed a petition or initiative to put commercial development on the preserve on the ballot. I think maybe you should do what you were doing yourself as activists, now since you are the council, put road diets on the ballot.

Mayor Ortega: Thank you, Bob.

Bob Pejman: They should build highways on your stretch.

Mayor Ortega: Next we have Jim Haxby, and French, and I have another full page. So let's please be precise and move it along. James Haxby, French Thompson, Veronica Cochrane.

[Time: 02:01:49]

Jim Haxby: Thanks, Mayor, and Jim Haxby, 3776 Sunnyside Drive. When I first read this proposal, I come off this is a scheme. It's a scheme for the city to get \$1.5 million of federal funds so we don't have to use transportation funds for this road on there or the majority of it. And the funds come out of congestion mitigation or congestion management. Now, when you remove a lane that people are driving on that traffic's got to go someplace. If it's down from two lanes to one lane, that road is going to be more congested. If that traffic that moves out of that lane moves

over to Scottsdale Road, it's going to be more congested. That's not congested mitigation.

My other concern is when we do this, there will be some extended time for first responders to respond to this area. It wait only be a minute or two minutes, but a lot of times that minute counts. I went down to 68th Street and cruised around and looked at it and I talked to several people. I didn't bump into one person that knew about this. I think the community outreach was maybe lacking on what needs to be done down here. And the other thing I was talking to my sister, from over in San Diego, and they did this in her neighborhood and it did increase accidents and they are reversing it.

I no -- I thought degree, we are reversing it, we took \$1.5 million in federal funds and we reverse, it we will have to dig the money out of our own pocket. We can't go back to the feds and say, oops, we made a mistake. I really think that there's benefits. Maybe we should look for alternatives. Maybe a wider easement to keep the whole thing in there, keep the lanes.

Mayor Ortega: Thank you Mr. Haxby, Jim, appreciate it. Next we have French Thompson, Veronica Cochrane, and Kenneth Wang. So I have got French Thompson, Veronica Cochrane.

French Thompson: Wow, what another controversy. I love it. I love this city, but I will tell you what, this is not a very good idea. I ride my bicycle on 68th Street. To be perfectly honest, that as the safest section that one mile is the safest section to be on a bicycle because there's two lanes and the cars can actually move over into a lane to get around you.

But if you do that, and the other four miles of that, you are going illegally into a section of the road that you are not supposed to drive on, that median section. That's against the law no just drive on that. So when I ride my bicycle up there and I hit Thomas going north, I go finally, I'm in a safer area. This is really the truth. I'm not making it up. I finally say, wow, this is safe now to ride because the road is a lot wider. Traffic can go around me.

[Time: 02:05:29]

I would prefer you took four miles and made that wider. Literally from continental all the way up to Jackrabbit. Widen that. What happened to the sidewalks that they were going to put on 68th Street between camelback and Indian School? Where are those sidewalks? I mean, you just -- you guys just gave an approval on the consent agenda for almost \$6 million for a noise abatement where you are putting up lanes up in north Scottsdale.

Now you want to spend \$1.5 million to take away lanes in south Scottsdale. That just that's not right. I mean fiscally, that's crazy. It really is. I mean, I honestly feel the safest? That one mile of road on my bicycle and I ride thousands of miles a year. So I just don't think this is a very good idea. But crosswalks and those lights in the middle. That's a hell of a good idea. There's some good parts just don't do the other part.

Mayor Ortega: Next Veronica Cochrane. Kenneth Wang and Jeff Caslake.

Veronica Cochrane: Thank you. Mayor, council, members, the nature of everything that is funded by federal funds gives me chills and concerns. And I believe that everyone should cherish the idea of sustainable human development. We human beings under attack with overload of information, forgetting our true intelligence. We are attacked with artificial intelligence today and young families like this cherish freedom and safety, cherish safety before freedom because they do not yet understand what tyranny looks like, what totalitarian regime looks like. I happen to study in China and live in eastern Germany.

I happen to see as a child the totalitarian regime and let me remind you, this state everybody I know from information that is publicly known. Arizona is a battle testing ground for a smart city region. We have so much more to be concerned. I don't want the city to become a Wuhan. I studied in China. It's still terrifying to even think what people are going through in China.

And, please, Mayor, you need to promise us that you are not taking us down this road of world economic forum that Nazi talk about hackable animals. So they are putting us in little cages and telling us that we are better off on the bikes. There's nothing wrong. I have so much to tell you. I used to be an urban planner. I used to work as an architect in Europe. We preserved our historic city and city, and we cherish our ancestors. Now they are trying to just destroy and put that in the box and we are all the same, marching like little soldiers. Please save Arizona. Save Scottsdale. I love you guys.

Mayor Ortega: Thank you, Ms. Cochrane. Next, we have Kenneth Wang. Jeff Caslake, Jack Ketchum.

[Time: 02:09:25]

Kenneth Wang: Hello folks of Scottsdale. I'm not a resident of Scottsdale but I have worked in Scottsdale for the past half a year. And north Scottsdale to be specific. I used to have to commute from Mesa up to Scottsdale. I tried using cycling, and I wish it was better. I'm currently a person who does bike as a primary form of transportation. One thing that I have experienced the tough reality is that drivers have an assumption that we as cyclists don't have a rightful place on the road.

Even though sometimes the laws here might require us to be on the road. Drivers often use their 1.5-ton vehicles to intimidate me off the road, just because of the dangerous assumption. I literally record all of my rides and I have got half a terabyte of interactions I've had with drivers, sacrificing my safety for their convenience and overall not being particularly kind to me. I feel like having a bike lane is a good reminder to drivers that we as cyclists do have a place on the road.

About this bike lane, I do see that there are benefits to it. I can see myself as an A.S.U. student

and other A.S.U. students who can't afford a car taking this route to the downtown Scottsdale area. And supporting the local economy. I can also feel people who need to make a short trip feel safer about taking their bike than a car. This will help people who actually need to go long distances and people who are less physically able to just take a car as opposed to being clogged up by people like me who are more or less forced to drive. It's really on your guys' hands to force people who shouldn't be driving to drive.

There are people who can't afford insurance and they are driving under suspended license just because they don't feel safe anywhere else but a car. Thank you, residents of Scottsdale.

Mayor Ortega: Next we have Jeff Caslake, Jeff Ketchum and Jason Alexander. Jeff Caslake

Jeff Caslake: Mayor Ortega and City Councilmembers, thank you for the time. I'm Jeff Caslake I live in Tempe, Arizona. I'm a bicyclist. One of the things that confused me a bit, the road is identified as a collector street but to me it's the same configuration as priest drive or university drive, or mill avenue, what we might call arterials? Tempe.

All the collector streets I'm familiar with are one-lane in each direction, hardy, college, Alameda, and so this one section is four lanes is a little scary. I have attended or been a customer at echo coffee, and Scottsdale bike company, and T.T. Roadhouse. I learned about a taco shop today. So I need to go there. I would prefer that 68th Street look the same from Chaparral down to Tempe and Tempe it's also got bike lanes.

[Time: 02:13:13]

So we're really happy to have a little bit of space on the road. I don't think there was really anything else. Oh, the one thing that came to mind was -- I think this is part of a pavement preservation project, the pavement on 68th Street is pretty worn. So they applied to the federal government for those funds. Those funds include, well, you have to have bike lanes or something to that effect. You might be fitting about \$1.5 million if you don't have that facility on the street. Thank you.

Mayor Ortega: Thank you, Jack Ketchum, Jason Alexander and Marilyn Atkinson.

Jack Ketcham: Thank you, Mayor, members of the City Council, I just wanted to come here and signal my support for this project. I grew up in Scottsdale and currently live in Tempe. And I consider myself one of the visitors to Old Town that would use the bike lane on 68th Street. As others have pointed out, this is the only stretch of 68th Street that is the two lanes in both directions.

So this would make 68th Street more complete and make sense all the way through. And others have commented they don't see many pedestrians or cyclists on 68th Street but I'm not sure if they have considered that the facilities really are not inviting to cyclists or pedestrians. I think

this is just a great opportunity for the city of Scottsdale to improve its already nice bicycle opportunities. Which people jeer round enjoy. Yeah. Thank you.

Mayor Ortega: Thank you, Jason Alexander, Marian Atkinson.

Jason Alexander: Thank you, Jason Alexander. I have been, frankly, quite nauseous at the misinformation and the falsifications, largely surrounding this project and they have promulgated by a small group of antigrowth agitators who have promoted conspiracy theories and paranoia around this project. They allege in their shock video, that this is a scheme from the bicycle lobby, the climate change lobby and the city staff and that the final solution is to take you away from your cars.

Next slide -- sorry, go back one, please. I am certain that most of the emails you received as a result of this conspiracy theory that's being promulgated from this small businesses, small, antigrowth advocacy group, have mentioned that 80% of this project will be federally funded. Next slide, please, I'm also sure that most of the opposition you received does not mention the safety features that this project will provide, they are too busy complaining about your woke government.

There's no mention about how it would be two signal crosswalks. And I'm sure that they didn't mention that how the majority of the businesses and the residents in the area do support this. Now, that is resident friendly. Next slide, please. This is a picture of a sample at 96th street north Shea. This is around the corner from some of the million dollars homes of many of the people who are responsible for promoting these conspiracies about this project. So why are we listen to people who live, 15, 20, 25 miles away instead of the residents who live there?

[Time: 02:17:06]

Look, some of the folks who spoke here tonight are local and they do oppose that project and I respect them and I respectfully disagree with them. But the inconsistency and the incoherence of some people promoting their conspiracies who don't live near. Make your decisions based on fact and data. Thank you so much.

Mayor Ortega: Next we have Marilyn Atkinson and Matt Crooker and then Kat. So we'll --

Marilyn Atkinson: Good evening. I'm here tonight to talk about what else but the 68th Street project. I actually contacted a few of the businesses on 68th Street and they had no clue. Absolutely had not heard a thing. Nobody had met with them. Nobody had tried to get ahold of them. They knew nothing about it. This street -- and mind you, I support putting in sidewalks and safety so that you can cross the street easily in mid-block, that type of thing, it needs to be done.

I cannot help but support the merchants that are there who have been there a long time who

have had their businesses. As a small business owner myself in the past, I know that once you get into construction that's it. It's lights out. They are already bounced back from the economy as it is. And now you go through and redo the road, you need those lanes because they have deliveries that come. Those delivery trucks are big! They take up a lot of room. The space there for those businesses are tight. So that's the reason I'm down here, is to support the merchants.

I do like that area a lot. I live in south Scottsdale. I don't live far from there at all. I think the other thing is I would rather like to see the city use the funds, would you please -- you know, my cousins would come out from Boston and they wouldn't mention how the streets were so nice. And I told them, I said we do not allow potholes in Scottsdale.

And now I am wrong. We have potholes every place! So would you please take the money and let's get the streets so we can drive down them safely. Thank you.

Mayor Ortega: Thank you. Next we have Mike Crooker and Kat.

Mike Crooker: Hi, I'm Mike Crooker here. Thanks, Mr. Mayor. A lot of things have already been said. So I'm going to try to stay away from it. For the bikers, I understand the way you feel or for the strollers but if you look at the percentage of people that will be on that road and for five months when it's 110 degrees out, nobody will be out there. So the alternative is we shouldn't narrow the roads because what they are doing with these apartments, it hasn't even affected the traffic yet. Okay? So think about that.

[Time: 02:20:46]

We have been trying to shoot that down and nothing has been done about that. And second of all, safety-wise, people are going to be more in a hurry and with a narrow road, and so your safety could be arguably more at risk. And my idea is that you should see if they can plan a bike lane or an all-purpose lane off the streets like we have in the greenbelt areas. And go with that. And second of all, stop building damn apartments that's the other part. So that's all I want to say right now.

Mayor Ortega: Thank you.

Mike Crooker: Mostly everything else has been said. Let's just do the right thing.

Mayor Ortega: Thank you.

Mike Crooker: Build more roads.

Mayor Ortega: Kat Djordjvec.

Kat Djordjvec: Hi, I have been in Scottsdale for almost seven years and live at 6835 East Almeria

Road, which is north of McDowell on 68th Street. We have a bike lane, but there's no buffered lane and that is really, really crucial. My son is here with me today. He is very close to being able to ride his bicycle, but no way would I allow him to do that.

I spent my childhood in Yugoslavia, we have no bike lanes over there. And in Canada, I dreamed of going to a sleepaway camp, but I went to a bicycle safety camp instead. I learned a lot about being safety and know when to stop, yield, whatever. I lived in Massachusetts, where we actually drove -- where we biked against traffic so you could them coming to you, which is fine.

Arizona is very different. We are a safe conscious family in terms of bicycles. We wear helmets and we have bright and flashy bicycles. We have flags. We let them know that we are a concern don't come to us. We have been clipped. We now need to have horns that are decibel levels of a car. And it surprises them but also what surprises me is when a car is about to hit me. So I want to ride -- I want to ride, to walk and to drive on safe roads. On 68th Street north Osborn, just before Indian School, you have all of those cars that are parked alongside the apartments.

Even as a driver, I go to the left because I don't know if somebody else going to come out and open the door. So even as a driver, I avoid the right lane because there's no buffered area. If we add a bike lane and a buffered bike lane, everyone is protected. And going back to being able to avoid the area, yes, we avoid it, but we still can't get around cars trying to hit us.

Mayor Ortega: Thank you, next we have Chad Rubin and Brad Henrich. According to my count, Brad is the last speaker. So we have Chad Ruben.

Chad Rubin: Thank you, Mr. Mayor. Thank you so much for your service to the city of Scottsdale. I'm here to speak on this project on two perspectives that of a resident off of 68th Street off of Thomas and a community member. It seems that no one is really talking about the fact that Osborn is a busy road. There's a light there and not one north of that. That being said, it is a much busier and road. So as a resident I can't imagine the next year of me pulling in and out of my place and, you know, having to deal with that. I'm proud of where our community has come and I want to see it grow, but I don't think -- excuse me.

[Time: 02:24:59]

I don't think we can see it grow without looking at it plan and how we can move forward as a community because it seems one way is being pushes without talking to the community. Thank you for your too many.

Mayor Ortega: Next I have Brad Heinrich.

Brad Henrich: Howdy. Thank you for having me up here. I own business property at 2915 North 68th Street. I have been there as an operator and then as an owner for over 28 years now. I live in Scottsdale just off of 68th Street just north of Camelback and actually when they built the

great big giant conglomerate complex that was supposed to have 600 units and now has over 900 units that drove me out of there because the traffic. From that the density.

Now I live in Paradise Valley. I'm still the property owner on 68th Street. My tenant finally after being crippled from the shutdowns getting back and going again, only to be crippled again, all of these businesses there I used to ride my bicycle, never had any issues, always nice. Right-of-way remember when it was two lanes -- I remember when it was two lanes in both directions going into Tempe. Traffic moved more freely. We are increasing the consistency and decreasing the number of cars on the road there's nowhere else to go. The other streets are already full. That's why they are coming to 68th Street.

It doesn't make sense we will drive people out of the area like I have been driven out. I depend on income from the rents, having that go away because people didn't get there. It's too much traffic. I put in bicycle racks years ago. We have bicyclists there. It's just not an issue. So thank you very much for hearing me out. Have a pleasant evening.

Mayor Ortega: Thank you, sir. With that, I will close public comment portion. Thank you. Thank you, everyone, for your patience. Up next, we are going to look at councilmember comments and I see Councilmember Durham, Councilwoman Whitehead and then Councilwoman Janik. Councilmember Durham.

Councilmember Durham: Thank you, Mayor. I have a number of questions for the staff. I'm not sure which of you is best equipped to answer them. But there's been quite a bit of concern tonight about access to businesses on 68th Street during this period and so I would like to hear what you have to say about access to businesses, because that is a big concern. We don't want anyone's business to be impaired.

So I would ask what actions, what precautions are being taken to make sure that businesses can continue to operate during this period.

Mark Melynchenko: Well, Mayor and Councilman Durham, this project has a limited amount of infrastructure. And so -- and the work on the street. We would preserve access to all of the businesses during construction. Even when we pave the roadway, it will be done in segments, and that will be a microseal, but all the work that we do, when we pave throughout the city, there's access provided to all the businesses, and it's done in an incremental effort. I don't know if Alison can add to the construction side.

[Time: 02:29:23]

Alison Tymkiw: Thank you, Mayor, members of council, yes, specifically the section from -- can we pull up my slides, please? Okay. Specifically the section between Osborn and Thomas Road, where there is not any work done on the medians, what we are doing here, essentially, is a slurry seal and re-striping the road.

Actually this road is due for a slurry seal. So we actually were supposed to slurry seal the road but we deferred that maintenance because we knew this project was coming up. So if we don't this project, which is essentially a slurry seal and re-stripe, we will have to slurry seal and re-stripe the road.

Councilmember Durham: Thank you. Next, I wanted to ask about community outreach. I believe I read that there were 5,000 postcards sent out to the area.

Alison Tymkiw: Yes, that's correct, Mayor and Councilmember Durham. We did send over 5900 postcards to the businesses and the residents within the area.

Councilmember Durham: My next question, and I hate to ask this question because it's silly, frankly. It's been implied that the city didn't ply notices to business so they wouldn't object. Is it true that the city withheld notifying businesses of this project.

[Time: 02:31:05]

Alison Tymkiw: Mayor and councilmember, no, we did not withhold. Anyone within the targeted area.

Councilmember Durham: Next, I wanted to ask some questions about the finances. This is project is something like \$1.5 million, something like that. I think most people don't understand that only \$89,000 of Scottsdale's money is going towards that project.

Alison Tymkiw: Mayor, Councilmember, Durham, that's correct. The project is -- I will control back here. I'm going the wrong way. Okay. The federal funding that we have 1,485,936, and with that we do have a role contribution requirement of 89,819, and then our calculation to complete the project including the administration and staff time, we could need up to an additional 92 to complete the project.

Councilmember Durham: Now if we were to vote this down, what would happen to the federal funds that's roughly 1.4 million or something like that. Could we take that money and patch potholes or do something else with it?

Alison Tymkiw: No, Mayor, Councilmember, if we turn down the federal grant, we lose it and it go into close out funds and other communities could apply for it.

Councilmember Durham: And what would happen to our future relations with the federal government and transportation funds if we were to turn this money down.

Alison Tymkiw: Mayor, Councilmember, I can't really speak to that. Maybe Mark can.

Mark Melynchenko: I think there's a possibility the relationship between MAG -- that we have with MAG and ADOT, and part of the ADOT could be constrained if we renege on this money. We apply on other federal money, not just transportation that come our way from DC, and I think that's not accepting this money for this project could hinder that.

Councilmember Durham: Thank you. I have no more questions right now.

Mayor Ortega: Councilwoman Whitehead, Councilwoman Janik.

Councilwoman Whitehead: Thanks. Thank you, Mayor and we definitely received a lot of emails, and I will say that the neighbors in the area definitely are more supportive and I know you can never get 100% of any area. You know, I want to talk about a couple of things before I get to this project.

[Time: 02:33:54]

First of all, this idea that this is some sort of slippery slope towards road diets everywhere. I will say that I think the city did make a mistake by putting some proposed road diets on a website. I got to pull those up. None of those projects are imminent. I will ask that they be pulled. I think one project that may be under consideration ten years out. So to the question, are you, the people who mostly wrote from the northern part of the city, will you be having a road diet in your neighborhood soon? The answer is no. As well, I am hosting meetings with neighborhood to talk about that, do they want it? Do they not want it?

Another thing I want to talk about is the idea of this -- of this -- again, this idea of road narrowing. Last year, many of the people who wrote me emails, in fact, were the same people that helped me stop a road widening project, right there in the Shea corridor. Most of the emails did come from the Shea/cactus corridor. I sent out my newsletter and let people know that the transportation staff was considering a road widening project that would have disrupted a nice pedestrian project Mountain View Road and added two lanes which would have enabled more high density development in the area, it would have been infrastructure for more development.

So with your help and the support of my council colleagues we went head and nixed that project. We are interested in community input; and b, protecting all users of our roads. So on the 68th Street proposal, this is not -- I wouldn't call this a road diet. We have a road that is one lane each direction with a center lane throughout the entire length of this road, with the exception with a mismatched section where we suddenly have four lanes and we have not corrected ADA access, Americans with Disabilities Act access and we don't have bike lanes. So this is fixing a problem.

As I said, I'm not a big fan of spending any dollars to fix something that isn't broken that somebody wants. But this is a broken section of the road that does need repairs. It needs to be consistent with the rest of the road, and there will be many benefits to the people who are in

cars as well as the people who are riding bikes. I want to point out that the people with disabilities have every right to be safe on our roads, as well as people in cars.

So while I get it that some of you may have a very specific cause in mind, and you have that right to challenge us and to rally behind that cause, we as a City Council, that is not a right we have. We sit up here and we represent the whole community. It is our job not to put the interests of one group ahead of the safety of another group, disabled people, children, fill in the blanks.

So that is what we are doing here. We are using federal dollars that are designated to make this corridor safer for people with disabilities, as well as others. So what are we going to get with this project, which is funded and I think we are all relieved that there is very limited infrastructure. Because this is an older part of town. So we are getting ADA accessibility. And I want to talk about that too, because a gentleman just a few weeks ago, 89 -- 80-something-year-old gentleman in a wheelchair was hit and killed because there was no crosswalks like the ones that are going to be installed on this road.

[Time: 02:38:49]

And there are plenty of other gruesome accidents I could tell you about. Pedestrian safety doesn't make it more dangerous for cars. It makes it safer for everyone, including you. Because you don't want to sit somebody. The repercussions, the grief it will cause you as a human being, but there's other repercussions as well. This roadway will be consistent. It will improve traffic flow because there will be dedicated right turn lanes. We are hearing about cars -- car crashes because people are slamming on the brakes because you want to turn right.

So we will have dedicated right turn lanes, left turn pockets will allow the trolleys to get off the lane to allow riders on and off. We will continue with the parking and have the bike lanes. We will fill a gap. And again, I want to stress the crosswalk is really key. So the people in -- that have written to me from my neighborhood, 85260, they have all. This it's easy to take ADA accessibility for granted if you already have it. It's easy to take bike safety. We have bike lanes everywhere.

We don't tell people, hey, go a few blocks that with to get a bike lane. Up north where the roads are newer, we have bike lanes. So I received a letter from a resident who said, why is it okay for people in the north to have this and benefit from this, and yet they are asking us, the City Council to deny them the same benefits?

One more comment on bike safety, I will tell you, since it's not as tragic of a story, we did have a city employee who will remain nameless, who was hit -- he fell because of the bike lane ending at Thomas Road. He hit a curb and he fell and broke some bones. As a taxpayer, I'm pleased to tell you, he did not sue the city, but that's not always the case. Let me see, I want to address all of the complaints that I have had. Some of the misinformation about putting this to a vote. That is not how cities roll.

We don't put it to a vote to decide if people with disabilities have the right to be safely using our public streets. And we don't spend a couple hundred dollars to delay a project, lose federal money to put up for a vote. When it comes to protecting citizens our job as a City Council is to do that.

I want -- then staff already addressed the electric contractor, started out as an electric contractor. Obviously, he was successful and became a general contractor. Small businesses, I want to address that. Construction is hard. But that's the good news is this is not the roundabout. And because of this project, I found your bakery. We are very committed to protecting our businesses and when this is a more pedestrian-friendly corridor, I think you will see an increase in your business.

Outreach. I want to talk about outreach, the City of Scottsdale does far more outreach than is required by the state government. We are not getting a whole lot of thanks. We could save a lot of tax dollars by simply doing outreach as required by the state. So we do excess environment outreach, we cannot reach everybody. We still get complaints maybe we should save those tax dollars and just do what the state requires. And let me see if there's anything else. Many of you mentioned data from other cities -- or from other states, New York, California, Florida.

[Time: 02:42:36]

We just had a lane narrowing project. It was when Councilwoman Littlefield and myself and former Councilwoman Milhaven were on the council a couple of years ago. Staff came forward and decided they thought it would be better and safer for all to narrow Indian School Road. And not a single person showed up. I'm flattered by all the people today. But Councilwoman Littlefield and Whitehead, and Councilwoman Milhaven asked the question, do you think this will cause a problem? It did not.

You can talk about other places but we did it here. Most of the people who were willing to talk to me admitted they had never been to this road and they were worried about this spreading and having all of our roads turned into bike lanes which just frankly isn't going to happen. And one other thing, people talked about the greenbelt. I love the greenbelt too. Voters turned it down twice.

So, you know, this is -- there's always nay sayers for every project. Civic Center Plaza to make that pedestrian-friendly, the City Council voted to put the road underneath to create a park that is now one of our most beloved parks and pedestrian friendly, and I will tell you three incumbents lost the election because they voted to do that. So I understand that change is hard. I appreciate everybody's input. And when we do a project in any neighborhood, we will definitely weigh the interest of those who are directly impacted. So thank you.

Mayor Ortega: Next we have Councilwoman Janik, Councilmember Graham and Councilwoman

Caputi.

Councilwoman Janik: Thank you, Mayor. These are my concerns. 14,000 cars a day are on the northern portion of this segment that we are talking about. Where are they going to go? They are all going to be in one lane instead of two or they are going to be on parallel streets. I don't see that as an improvement. I see that as shifting a problem to a different location in a different way. I know that our staff did a very good job of notification. I'm sorry that they missed people. I think we need to go back and take a look and say how did we miss some of the key owners of businesses.

I do have concerns about the businesses. We want to foster the success of our small businesses and I asked people do you think a bike lane next to a small business, or a traffic lane, do you think that will affect a business? They said, yes, they do. They don't have as much visibility. Do I want rapid flashing beacons? Yes, we need to do that. And do I want ADA compliance, yes. Mark, we had money to make our sidewalks ADA compliant. Do we have any programs to do that currently?

Mark Melynchenko: Mayor and Councilwoman Janik, yes, we do have some sidewalk funding in our Y accounts. It's accounts that instead of having a large CIP project, we are able to pull and do sidewalk improvements within the city. If you are aware, we did that in Old Town this year. We used sidewalk funds to fix a lot of the corners and crossings and all that in the Old Town area. Yes, we do, but it is very limited.

[Time: 02:46:25]

Councilwoman Janik: Okay. I would suggest perhaps maybe some of this money we will be spending on this project be used for sidewalk enhancement, like \$180,000. To me, that's a better use. Do I want the streets to be slurried? Yes, I do. Do I want to take a traffic lane and make it a bike lane? It doesn't make sense to me. It really doesn't. Okay?

I love bikers. I have kids who are bikers. I understand that situation. What I would like to look at is alternatives. And Councilwoman Whitehead hit the nail on the head. We narrowed Indian School and nobody complained. Perhaps we can narrow 68th Street, still maintain four lanes and fix our sidewalks and have a bike lane that is passible, usable, because I will tell you, you are talking about the lanes up north, those bike lanes aren't that wide. Maybe 3 feet I would say. So that is kind of where I'm coming in.

The other thing I do want to say is that we received hundreds of emails. I read most of them. I want to ask you to be polite and many of you, unfortunately, have not been. This is a tough job. I know why some of you want the bike lanes. I get that. But we have to make a decision. I have spent hours on it. I have had sleepless nights because I'm trying to figure out what can we do. The best conclusion I can come up with, I think we need to look at alternatives that would work for this program to accommodate everybody. We are pretty smart. I think we can do it.

I don't think it's -- I question are we doing this because we went after federal funds and that's what the federal funds want? We are smarter than that. We need to be smarter than that. So those are pretty much my concerns and I want to say, I too am very, very much concerned about safety.

Mayor Ortega: Next Councilmember Graham and then Caputi and Littlefield.

Councilmember Graham: The road diet passed City Council unanimously several years ago. Transportation Commission, there was one vote against it. That was me. I was on transportation Commission at the time before I served on planning, and I voted against that. Because I wasn't convinced of the necessity of it. I want to talk about Mark and Alison, thank you for your presentation. Are there any roundabouts in this project?

Mark Melynchenko: No, there are not any roundabouts.

Councilmember Graham: Were there any roundabouts contemplated at any time?

Mark Melynchenko: Well, the beginning of this project was before my time, but I -- I do not believe that they were considered as part of this project.

[Time: 02:49:37]

Councilmember Graham: Alison, do you agree with that?

Alison Tymkiw: Mayor, Councilmember Graham, I do not believe that a roundabout was considered, but I can't say either.

Mark Melynchenko: We would probably have to verify that. It may have been a concept early on and went off to the wayside.

Councilmember Graham: I was told that one iteration there was a roundabout and we were told we can't change a single aspect. Scope and unlock the federal dollars. Is there really no flexibility to still get these dollars without ripping out car lanes? There's so much about this project that people do want as far as the crosswalks and a little more space for bikes and turn lanes.

Mark Melynchenko: I think Councilmember Graham, a lot of this work when you reconfigure this work is striping, it's saving and striping. If, in fact, in future years a change be needs to be made to the road, while we would go through another paving cycle, there's very little that we can't change back if, in fact, it doesn't work. We believe it would. We have the data. We have the design and the professionals in house that feel this is a strong project.

Councilmember Graham: Thanks, Mark. Just a few more questions. You said it includes narrowing the lanes so the lanes in the street would be narrowed. How much would they be narrowed?

Mark Melynchenko: They with would go down to the 11-foot standards.

Councilmember Graham: What are they right now?

Mark Melynchenko: Some 12, 13 feet wide. They are wider than they are -- with that you get more speed.

Councilmember Graham: Is it possible to narrow the lanes a foot or two, and have a little more space for a bike lane?

Mark Melynchenko: You would have -- I don't know if you would have adequate space.

Councilmember Graham: A couple feet sounds like from what you are saying, per lane. So 4-foot, right?

Mark Melynchenko: You would also have the gutter pan which is are very unsafe for cyclists.

[Time: 02:52:08]

Councilmember Graham: Okay. I'm not very inspired -- I don't like this to be an us versus them sort of debate. I'm interested in find something sort of common ground because it's not cyclists versus drivers. What can we do to find some sort of middle ground. You brought up 86th Street as a success story for a road diet. The 68th Street, is 86th Street a collector street?

Mark Melynchenko: It is not. It is not a road diet. It was adding bicycle lanes on the side to actually -- we also narrowed the lanes to the 11 feet but we put in bicycle lanes that also buffered the pedestrians on the side. It was an example of putting bike lanes on a street that didn't have it and adding buffer for those on the sidewalks.

Councilmember Graham: Okay. What type of street is 86th Street.

Mark Melynchenko: It's a neighborhood street.

Councilmember Graham: Okay. Okay. Now -- because I listened closely, there were so many people about residents who came and spoke to us and we learned so much from the emails. When the president of the Southwest Village Association, what I heard, they like this project, but above all, they just want to be able to have pedestrian access across 68th Street. They want the crosswalks.

I'm not trying to put words in her mouth, but it sounds like they are accepting the full deal because that's one of the problems with these projects, when we take these federal dollars, strings come attached and sometimes they make us do things we don't want to do. I heard that and I was interested in getting this more pedestrian-friendly and maybe finding a couple feet of road width and a little extra space for them. I was on transportation commission for almost seven years. This -- I mean, we don't want to call it a road diet. I looked it up.

The Department of Transportation, a road diet involves converting an existing four-lane roadway to a three-lane roadway with the middle lane. It's straight from the federal transportation department. When you say road diet on 68th Street, it's going to pressure our drivers and people getting from community to community, to use 64 Street and Goldwater and Scottsdale.

The cars don't go away. It's not like the traffic vanishes in my opinion. I'm also really weighed down by when we went to the voters in 2018-2019 to pass the bonds, we told them -- we asked them for authorization for projects that would cost \$319 million. We really need \$1 billion worth of projects and eons ago if you look at inflation. The \$319 million is now looking -- we're almost at \$450 million, \$500 million and we decided these were urgent must-haves.

[Time: 02:55:35]

We hear about potholes. We drive over potholes. We are -- this project feels like we are spending money we don't have on something that a lot of people just don't want and we have so many other urgent capital needs and we need to have the money for -- for the bond projects and people talk about, oh, this is a tiny match. This is a tiny match, a local match that will unlock federal dollars. Those federal dollars come with strings. And as we saw, with the roundabout in the Osborn project, what started as the government -- the federal government gives us a dollar and we spend 33 cents.

That didn't go up to 50 cents per dollar. We didn't match it dollar for dollar. We ended up -- now we are paying \$1.65 out of our own pocket to unlock \$1 of federal money. So a couple more comments. We have heard a lot of feedback from people that have opened up to us honestly about how they moved to Scottsdale from other cities and they said we tried it in the city we left.

We came to Scottsdale because that's not how things are here. We tried it in our former city. They regretted it and put it back. We heard that very often. We talked about the strings attached and the federal dollars. The council had a retreat a couple of weeks ago. Based on polling, residents are not happy with the air quality. I'm concerned about the gridlock that will be going on 64th, Goldwater and Scottsdale and here and the increased idling and the less movement of traffic and what that does to air quality.

So overall -- overall, this project doesn't seem to from what I'm hearing have met our best

practices in outreach, and I would just pose the question -- I would just pose the question, does this project benefit a small group it's expense of a very large group or does it benefit a large group at the expense of a small group?

And that's kind of a rhetorical question. We are looking at \$1.6 million in total funding. And the request would our relationship with the federal government sour. Returning this, I think that's a non-sequitur, about whether it would strain the relationship with the federal government. They are the ones giving us the money and they are attaching strings to it. The cities are allowed to decide what is best for their community. I think we should define a road diet, and one last thing is, you know, safety of our people is incredibly of paramount importance, but when our engineers put this road project together, our staff, we factor safety into it right now.

It's not fair to say that everything we have here is unsafe because every project that we are doing, yes, it's into is to -- we can't give up everything and cost everything to reach some level of designed safety. Everything there is safety and risk in everything. We have to balance those and consider our costs. So with that, I will return the mic back the Mayor. Thank you, Mayor. Thank you, Mark and Alison.

[Time: 02:59:19]

Mayor Ortega: Councilmember Caputi and Vice Mayor Littlefield.

Councilmember Caputi: Thank you. We hear a lot of controversial projects up here and I have to tell you, this is one I never saw coming. I'm still sitting here and I'm having a hard time understanding the controversy. This project is one-mile section of a road that four lanes north and four south -- I'm sorry, the other way around.

Two lanes up and four lanes in this one little one-mile section of a roadway, and so we are simply asking to align the street. We are removing the bikes and the buses from travel lanes so that I'm understanding that traffic will actually flow much smoother, correct?

So we are thinking of this project as an improvement, certainly not something that would be stopping traffic in any possible way the only thing we haven't talked about which came up over and over in the comments that we heard, was the fact that people are concerned about increasing traffic volumes in the city. And I think that's real.

People are scared that if you narrow a road, there will be more traffic, more congestion, more gridlock, more pollution. And, yet, all of the data that the city provided us showed the exact opposite, that traffic volumes are not increasing. Year over year in the city, and that, in fact, they have stayed fairly flat over the last however ever years we studied and that I saw some numbers from the director of our public works, that showed us that specifically on this street, 68th Street, on this segment, traffic has actually been decreasing over time, not increasing.

And so it was understanding that the reason that it makes sense to align the street on this one small mile section was it would not cause the things that people are afraid of happening. Could you just maybe address that? Because I think that's the thing that is caring people the most, that we are going to -- scaring people the most that we willer we are going to narrow the street and create the pedestrian lane, and we will be overwhelmed with traffic on this section or that the -- so much more traffic is going to flow over to the other feeder streets.

I'm not seeing that in the data and, again, I totally appreciate people's fears and their feelings and their comments but we have to make decisions on this based open facts and data. I really want to hear more of that, please.

Mark Melynchenko: Mayor and Councilwoman Caputi, your overall comment on traffic volumes in the city to are the past 20 years, its been somewhat flat. Somewhere between 3.5 and 4 million vehicle miles. So it is pretty flat.

Councilmember Caputi: And I think you should repeat that because when I have this conversation with folks they tend to be incredulous. But that's my understanding.

[Time: 03:02:38]

Mark Melynchenko: This is data that we prepare. Regarding 68th Street, we feel that the improvements will be a more effective use of the right-of-way. So when you have one lane of traffic, that does not have to weave back and forth to be able to turn, or creating turn lanes, left and right, it is far more effective than a four-lane roadway. And in terms of volumes, that's more than enough capacity to have that one lane in that stretch, just like we have in the other portions of 68th Street.

Councilmember Caputi: Okay. And then in terms of this idea that first responders would have trouble getting through, I heard this a lot too, but that --

Mark Melynchenko: First of all, we had the question was this approved by the fire department. This was reviewed and approved. The question is, can a fire vehicle get around you? It's paint. So, yes, it can. We are not narrowing. We are not changing the curblin on the sidewalk side. The only modifications that we are making are to the median to make sure that we're able to put left turn pockets in.

Councilmember Caputi: And then people are very concerned that this particular section of our city is going to be overwhelmed in the future. I know when we plan our roads we are looking out decades. I'm understand the impression that city staff is more than comfortable that the capacity of this road, if we were to go ahead and do these adjustments and improvements would address any issue of future growth in the city.

Mark Melynchenko: That is what staff believes, correct.

Councilmember Caputi: Again, when we hear the facts and the data, it's just super hard to did, again, it's a one-mile section and we are connecting from top to bottom. And then I guess I just have one last question, since it kept getting mentioned on the dais. What sort of strings would be involved in accepting federal dollars on this project?

Because that sounds like -- again, I heard so many conspiracy theories when we were listening to this in terms of -- as far as I know, the city is not looking to eliminate lanes. I don't know what a bike lobby is. I'm not familiar with strings associated with this project. Am I missing something.

Mark Melynchenko: Mayor, Councilwoman Caputi, you are not missing anything. There's no strings.

Councilmember Caputi: Thank you.

Mayor Ortega: Vice Mayor Littlefield and then Councilmember Durham.

[Time: 03:05:37]

Vice Mayor Littlefield: I'm extremely familiar with this area of Scottsdale. I grew up here, just a few blocks away and so I went to schools here. I rode my bikes here. I did all of those kind of fun things as a kid growing up, and it's an area that's very near and dear to my heart as it's my home. I think of it as home. I also agree pretty much 100% with what Councilwoman Janik said earlier.

I think that she has a very good feel for this and I totally agree with what she said with the concerns that I have on this issue. I do not believe it serves the best interest of the majority of the citizens who live in this area or those would live 68th Street to travel to and from work, either from our Scottsdale neighborhoods or other cities. This street, 68th Street, it's not a neighborhood city -- or not a neighborhood street. It is a connector street.

And it is built and designed to handle traffic that comes from other cities, Tempe and other cities to the east and have a way for those cars and trucks to travel through is being to their ultimate locations and then back again. Of course, folks can folks that live in this area, they go to work here and go to schools here and do their shopping here. They need to have access to these streets also of course, I understand the wish to ride bikes and want more space for those bikes. However, the main purpose of building any street, paved street in Scottsdale or basically any other city is for the ease and the safety of vehicular traffic.

On the sides of the street you put your bike lanes. You put crossings. You put all kinds of extra stuff, but the purpose of having this street to begin with, a paved street is for vehicular traffic. And that also includes transport for buses, for fire trucks and police cars and ambulances and everything else that nearby residential homes might need to come to their homes. You do not

want those kind of emergency vehicles to have to slow down and stop or to not be able to get to their homes to help people who need to go to hospitals because they can't get around traffic.

There's no place for the other cars to pull off and they have to stop and wait. It will slow them down. And when you need emergency vehicles, emergency care, you don't want the vehicles that you are riding in to have to slow down. We have received literally as others have said up here, hundreds upon hundreds of emails regarding this. I think it's probably the heaviest email receipt from any group of people on any comment on any project that I have sat in and listened to for Scottsdale.

People care about this. Folks want to be able to ride their bikes. Along 68th Street and they want more space for safety. I totally understand that. So do pedestrians. So do cars. However, the main reason for having paved roads and multiple lanes is for the movement of cars when they are trying to drop off their kids or to shop or to handle emergency situations, they want to be able to get through on these roads. I have jotted down a few comments from people who either live in this area or who use the streets on a regular basis.

[Time: 03:09:56]

Just one example of the hundreds of emails that we have received from businesses and individuals a custom jewelry business. For 40 years they have been in business in Old Town the biggest problem is parking. In all the time I have been in Scottsdale, never once has anyone ever ridden a bike to my store. We do not need or want this.

Also, this will push more people on to Scottsdale Road which is already overcrowded. This is a bad idea in general for our citizens and it will set a terrible precedent. I don't believe a road diet for any street in Scottsdale will help. One of the most complained about issues in Scottsdale is traffic congestion people don't want to get out of their cars. They want to be able to drive them, safely and in a timely manner through the streets of our city. The project will only make traffic congestion worse.

People in Scottsdale are not going to get out of their cars in the summer or in the fall or in the spring or in the winter especially not when the temperatures rise in triple digits. Also in effect this could housebound many of our elderly population who live in this area and who have medical limitations are not able to take long bike rides or long walks. Another citizen quoted, I am tired of the City Council doing what special interest groups tell them to do without regard for what the tax paying residents want I do not want my beautiful city to be socially engineered for a few Scottsdale residents.

Use the money you have available to repair the existing roads by widening them. Add more lanes where needed, adding more landscaping and fix the surfaces where they need repair and resurfacing. Both car and bike traffic could be enhanced by that. And I totally agree with that. I have no problem with fixing the potholes and repaving the roads, including the walking paths

and add the ADA compliance to the sidewalks where they are needed. That's fine.

We have heard input from businesses in this area that this plan will kill the businesses on 68th Street since it will discourage vehicular traffic there. I have heard a number of businesses, many, many businesses who once this came out and became known said, nobody ever told us about this. We didn't know about it, therefore we didn't have the chance to respond. That's not right when you are talking about putting these businesses possibly out of business.

We should be helping our businesses stay in business and helping them, the small bowl businesses that work in this area, help them to maintain their businesses, especially if we are going to repave the roads or restripe the roads. We shouldn't be trying to kill them off. And that is what a lot of this is going to be doing. Also do we have a plan to prevent the impediments of emergency vehicles. Police fire, ambulances.

[Time: 03:13:48]

We may have elderly folks who live in this area to be quick and safely available. And that concerns me when we talk about getting rid of a traffic lane and only have one each way. My suggestions very simple and I think they would help, at least for now. Fix the potholes. I know there are potholes on this street. Fix the road surfaces. Resurface worn street areas, including the bike lanes. Fix 'em.

Ensure directional signage is located in areas where it can be seen by everyone. So you know that will do more good and be more useful for everyone who uses these streets. One citizen wrote, I find this financially, economically and socially irresponsible. That pretty much sums it up for me. It is not our duty to coerce our citizens in travel modes that they don't want. This though want to ride a bike, ride a bike. Let's make the bike lanes rideable and comfortable to do.

So let's make the car lanes comfortable so they don't have to worry about dropping their tires into potholes. Both the weather and the demographics in this area in Scottsdale support increasing automobile lanes, not decreasing them. And I have an additional comment which I think I will add here because everybody is taking a whole bunch of stuff up here. This introduces resentment into the social fabric of Scottsdale.

Yesterday I took a drive up to north Scottsdale as far as dynamite and I witnessed all the construction going on there to create more lanes of roadway, and to decrease congestion in the north because of all the building that's going on. All of the construction that's happening. While at the same time, it's being discussed by the city to reduce traffic lanes in south Scottsdale.

In spite of all the constructs parkways that have already been approved in this area. One citizen wrote, I can see the headlines, city increases road lanes for Lexus, Mercedes, BMWs and Teslas while reducing for Fords, Chevies, Hondas and Toyotas. Hey, I drive a Toyota here! Sounds like discrimination. It may not be meant to be and I don't think it can be but it can be resented by a

lot of people. Several similar comments I already had in my email.

Do we want to introduce and support this kind of antagonism within our city? I don't think we do. It's not here now. Let's not put it there. For all of these reasons, I will not be supporting this tonight. It is not helpful not area and it's not good for Scottsdale as a whole. Also this is the camel's nose under the tent for social engineering of our travel modes. I prefer to keep that camel outside of Scottsdale. Thank you.

Mayor Ortega: Next. Next. Councilmember Durham.

Councilmember Durham: Thank you. I just want to say Mr. Bonura, we will not let you go out of business. It sounds like you have got a great business and I tried to visit you today. I promise I will come back, but the people that run this city are not going to let you go out of business. In fact, bicyclists love to eat pastries and I have gotten many emails saying people over 55 never ride bicycles and I think Mr. McLaren and I can tell them to the contrary, that we do ride bikes. If there's a bike lane by your business, I can guarantee you, you will have more business from bikers.

[off microphone comments]

Councilmember Durham: It won't go on the record, but we're not going to let you go out of business. That's just not going to happen. I do live by a terrible construction project up at the north side of Scottsdale and throughout that project, there's been access to all the businesses. There's no problem getting access to any of the businesses. The contractors, the city staff, et cetera, have made sure that all the businesses are open and functioning and we're not going to let your business be shut down. So my comments on this.

[Time: 03:18:48]

I agree 100% with Councilwoman Whitehead that we are not going to enact a general policy of road diets. Every single road must be considered on its own and we need to look at facts and data, facts and data not propaganda videos and lies and misinformation so this case is not a precedent for any other case. So what we have to start with, what are the current conditions on this road. What is the level of traffic? We look at the facts on 68th Street.

Right now our traffic engineers tell us that the road is at less than half of its capacity and some people have suggested that this is old data from 2016. That's not true. This is the most recent data that we can possibly get, and if we go through lane reduction, the road will still be above capacity, according to engineers and experts. And second, I have driven this road numerous times in the last few weeks. I drove it today before this meeting. I came, and I made a left turn off the Indian School on to 68th Street and between 68th Street and Osborn, there were exactly two cars in the south lane, and I was one of those two cars.

So I could see all the way ahead to Osborn and there was absolutely no traffic, except for two cars. I have never seen two cars driving beside each other on that road, which tells me that if we go through a lane reduction the road will still be above capacity. I have never experienced any heavy traffic on that road, and I have driven it at different times of the day. And if you want to question that, I would encourage everyone to open up Google maps and take a look at this road.

What you will find is the cars are widely spaced out with plenty of room between the cars there are not two cars moving beside each other. At the red light at Indian School Road, you will see six cars parked at the road light waiting for a green light, but that's obviously normal to see cars backed up at a green light -- at a red light. But what you will see is throughout the length of 68th Street, there's not many cars there and most importantly maybe the opponents of this project have circulated a number of videos, but if you look at those videos, you will see that there are not many cars on 68th Street.

[Time: 03:21:54]

I watched all of those videos and there was a video about your business yesterday and the video about your business shows the same thing. There aren't many cars on that stretch of 68th Street.

So all the cars are usually mostly one lane. So these videos and plus the one Mr. Melynchenko showed, it shows that they show a low amount of traffic because most of the videos are devoted to Scottsdale Road or other roads, which do have traffic and obviously Scottsdale Road is crowded but the fact that Scottsdale Road is crowded doesn't tell us anything about what's going on on 68th Street.

So we have to focus on 68th Street. Some people have claimed that new apartments in the pipeline might clog 68th Street but none of those new apartments are near 68th Street except for the one that's up at the corner of Indian School Road. There are a lot of new apartments on Hayden, Scottsdale, some other locations but those people are not going to be driving down 68th Street.

So I would be worried if there were a lot of new apartments along 68th Street. I would be worried about adding to the congestion. But they aren't going to add to that congestion. And I hate to disagree with Councilmember Littlefield, she's concerned about emergency vehicles. But most of 68th Street is a two-lane road. So if there were a problem, with emergency vehicles, it would already be happening. In fact, I think 68th Street is about five miles long, and this is only a mile.

So Mr. Pejman said it would be dangerous to reduce 68th Street to two lanes but that's already happened. So if 68th Street were dangerous with only two lanes, it would already be dangerous, because the vast majority of that road is only two lanes. And so what this does is fixes an inconsistency. That inconsistency is dangerous because it allows people to speed through that area of two lanes.

It allows people to try to pass each other. Pass slower moving cars, which is obviously dangerous for pedestrians in this area. So if narrowing 68th Street is going to create a problem, it would have already created that problem south of Thomas and north of Indian School. So we know it's not going to create a problem. The fact that it's not happening tells you that two lanes are adequate. All this does is fix an inconsistency in 68th Street and eliminates a whole in our bike paths.

Now not having consistent roadway creates problems because it creates speeding when one car tries to maneuver around another and some people have said they don't see bicycles using this stretch. But without bike lanes that shouldn't be a surprise. A lot of bicyclists are not going to try to bike on a road that doesn't have bike lanes. And there's a lot of misinformation about the cost.

This is an \$89,000 spend from the city and if we don't use federal funds, we don't get to use them for potholes or sidewalks or anything else. They disappear. And we may not get any more similar funds for a while. So if this many goes, we don't get to fix potholes or sidewalks and we lose all of the improvements that come with this. So that means we lose the pedestrian lights.

[Time: 03:26:28]

We lose the crosswalks and the ADA compliance and we lose the right and the left turn lanes. I don't like that system of taking money from the federal government any more than many of you do, but that's the system we live in. And unless you want to move to another country, that's the way it works. That money which is very necessary comes with strings attached.

I mentioned -- Councilwoman Whitehead did a very good job of mentioning all the other safety features in this project. And I have talked -- I have asked some questions about the neighborhood support -- it seems clear to me that the people who actually live in this area are enthusiastically in support of this. Many of the people we gotten tonight -- now some opponents do live near the project but many of them don't. That's just a fact.

I have listened to your addresses tonight and many of you, the opponents don't live near this project. I'm most concerned by the people who live near the project. We heard about the safety of children. This project will support Old Town very well, because people -- it will be much easier to walk into old town. And the city did work extensively with the southwest village neighborhood association, which represents the neighbors west of 68th Street and as I understand there were about 500 members in that association.

So if you want to know whether the people in this area support it, the overwhelming of the people who actually live here, and many of them spoke here tonight actually support this project. The city has been working with these neighbors since 2019. It's responded to their concerns in part by adding the pedestrian streetlights and making other pedestrian

improvements.

And finally, it's been said before, and this is so silly, frankly. I don't know how to address it. But we're not trying to drive anybody out of their cars. If you want to drive a car, that's fine. I think Ms. Walsh made a great comment. She said, this is for drivers. It's for walkers. It's for bicyclists. It's for everybody.

We're not trying to create any divisions here. In fact, we're trying to satisfy the people who live in this area and want this. So I'm going to be supporting this project. I think this is a great project. And those are my -- hmm? Those are my comments.

Mayor Ortega: Thank you. Okay. So in three weeks, we will all be up here and we will all be up here for a work study and the subject will be CIP, capital improvement projects. Part of the discussion will have to do with the bond 2019 projects, disposition of funds, cost overloads, inflation, and also the other part will be very large discussion of the five-year plan for our CIP. And we'll be sorting through reality, right?

[Time: 03:30:05]

We will be looking at possible -- every project it may be -- well, we discussed the fire and police training facility, okay? And that had major overruns. There's some things happening at Paiute. There's some things involving sidewalks and so forth. So all of those decisions and some of them that we'll be looking at won't even start design for four years. In other words, they are in a queue, they are in line.

And they are projecting costs out and they are going beyond -- you know, we're making many, many assumptions. One of the things that I do want to point out is that this project tonight, is an outstanding contract to get the job done. It's not a speculative estimate. It's not an estimate that we have to project three years add, add 25% on inflation to it and cross our fingers, right? That's basically what happened in the 2019 bond. Nobody expected COVID. Nobody expected the price escalations.

So for me, as an architect or a planner or being a Mayor, I have to say, gee, how far off is this and how far off are the estimates? What I'm hearing from other discussions was the price of asphalt has been coming down. It may go up again, but we have something that's current and viability. The other question I asked engineering, are we changing any driveways or sidewalks? The answer was no. The answer was no, we're not taking out a bunch of concrete discovering pipelines, electrical problems and all and so forth.

So essentially, this project is a seal coat, a microseal. I don't want to say it's a repaving, they are not, but basically it's a standard upkeep every seven years or whatever that may be that would be an operation cost to freshen up that road, whether there's potholes, cracks or whatever is occurring. So what we have is a scheduled maintenance of a necessary street.

I have also Googled this street or Googled for directions. I don't see any Google direction to the airport saying, and take ash and go through 68th Street to get over one way or the other. I don't see that. I have checked it, different times of the day. They are always saying, you know, use the couplet. Go to Thomas. And then cut west or if the traffic is too hard, go the other direction. The other comparable.

So it is ready to build with a certain level of confidence. Okay? That's important to us. Now, the local -- so if I were to say to any merchant along there or a business along there. They are saying four to five months -- that's what they are saying because I asked the question, but say five months, is basically a resealing of it. We are not changing your drive-in to the alley or whatever is occurring there. That's pretty important. That's kind of a basic question I asked. Last year I got a call from a restaurant saying the city people are messing with my driveway.

It was Cinco De Mayo and it was a Mexican restaurant. Can you imagine that? It was actually a vendor doing it in the fiber optics company. So it's ready to build. It's essentially no different than if paving has to be redone in your business neighborhood. And that gives me a certain level of confidence. Secondly, you know, I have to rely on experts, and I say that and one of my questions to Ms. Tymkiw, did we get all the bike lanes south of Thomas or north of Indian -- well, north Camelback, did we get those without federal dollars?

Now, I haven't asked that question, but basically, I could have and they could answer it. Whether they did or not, a certain cost and we have a connectivity problem here. The question about ADA access, I did ask what are the conditions of the ramps at the corners? And they said, a lot of them are rough or they don't meet the ADA standard. Now, that means they don't have the little conical pad there. So someone would know -- you have been testifying before. Thank you for being here, sir. And I just say that's a deficiency.

[Time: 03:35:47]

That's a deficiency that as a responsible party, I have to say, I got to fix that. As well as the crossing aspect. Will it be safer somebody to cross to the business across the street? It should be with these additional measures. The other aspect is when I look at the completion of Miller which has churches, shopping centers, other kinds of businesses, that one had been completed under the same criteria. With some bike lanes. It has been done.

Now, I find that to be a rather peaceable drive there. I'm aware that there's really one lane and a turn lane in the center. There's also a median here and there that I got to get used to, when there is a bump in the road. Basically, it has been successful and I find that the -- you know, maybe the big trucks don't come off Miller. I would understand that.

They would come off maybe 70 -- well, 76th or whatever that next street is past Miller. So the compatibility of the what is occurring here, versus, you know, driving and then all of a

sudden you have four lanes, wow, I want to pick it right up. Someone is in my way. That's the concern that I hear from -- from the neighborhood.

So the other part of this is I'm seeing that there is some parallel parking with the re-striping. So to me, that's additional parking spaces. I think that's accurate that by having the 3-foot buffer, I made the mistake of opening the door and there might be a biker nearby. I think it's important to know that you have that security where you have a parking space, the biker, and you have got a buffer there as well.

So in terms of ready to build, especially just re-striping, re-striping within the paving bounds of what is there, it makes sense from a value standpoint, and I also hearing that there should be more policing on 68th. I hear that at the same time when I see that there's a four-lane and a median in the way and it's kind of a little drag strip in there. And that's a problem. So I believe that it is sensible for best practice. I also think that there's adequate -- the rule is pull over when you see the ambulance.

I used to live there a short time when I was a bachelor in that area too. I'm just saying we heard the ambulances going to Osborn hospital. So it's -- it's a new world, when we got the 101. And I was there when we cut the ribbon and it was in '03, I believe. At that point, these other supplemental roads were more significant. You can't imagine Scottsdale without the 101 access. The in fact the 101 has a now moniker. It says Scottsdale the next 15 exits and if you go south, it says Scottsdale the next 15 exits. It's like a new name.

We are still the west's most western town. So I really do respect that the individuals that are proposing this, on the engineering side, I believe that the additional parking is good, and I also think that there will be some stacking when you get to Indian School or Thomas. That means there's more cars ready to turn left or right. That's what you would expect, but the volume, I believe, will change appreciably. For that reason, I will support the motion. I think everyone has spoken. I see that Councilmember Graham, white head and Janik. So we will continue the conversation or take a motion at any point. Go ahead, Councilmember Graham.

[Time: 03:40:43]

Councilmember Graham: Thank you, Mayor. Just a few additional comments and conversations. We talked about the capacity on the roadway and where capacity was compared to volume. And it kind of seemed to be trending up and then it went down in 2020.

And so 2020 was an outlier. I think this was misleadingly low, and I think more data might show that this road is at greater capacity than -- because that's the way it was trending before that. I wanted to respond to one thing -- and I will keep my comments brief because the hour is running late. There are strings attached to this, like Councilmember Durham said. If there weren't strings attached to it, we could spend it any way we wanted. That's what that means.

We have to spend it the way the conditions require, and those are strings. I would love for us to receive the money and add some crosswalks for the pedestrians for the neighborhood just to the west. It may somebody sort of compromise, just getting away from this us versus them. I think that as far as BEG Bakery. To say that your business is going to be great is speculation.

The reality is that we sit up here, and we are going to do this to your street and we don't have to pay the consequences if we are wrong. So we will go forward with it and that's what will happen.

I think it's an irrefutable fact that it will push more traffic on to 64th street, Goldwater and Scottsdale Road. The cars aren't going anywhere. They are just going to be pushed. We know and we talked about how they are at a very high capacity as it is. And I disagree with the premise that the neighborhood uniformity supports it. I think if you dug a little bit more into that at a granular level, they would say -- it would be more mixed and we already heard a lot of them don't support it and it would be more mixed and say, well, we don't need the -- the most important thing was the crosswalks.

And crosswalks from that neighborhood, southwest neighborhood being a lot different than eliminating lanes. Those are just paradigmatically different. So I think if you drill down to that, you will see that a little bit more. Mayor, thank you for the opportunity.

Mayor Ortega: Thank you. Next, Councilwoman Whitehead and Janik.

[Time: 03:43:40]

Councilwoman Whitehead: I want to point out a couple of things and then I will motion to approve this item. Council is not qualified to engineer this project. We have professional staff that's tasked with implementing our priorities and our priorities and policy direction is to make Scottsdale safer, to improve traffic flow, and to save tax dollars. This checks all of those boxes. I also want to say that we are not reducing a lane to put in a bike lane. We are not taking away a car lane for a bike lane. What we are doing is reconfiguring a road.

We are making it so that people can turn right and left without the lane that is moving traffic, same with the trolley. This is a reconfiguration and the bike lane, which is an obvious addition is kind of a side benefit, which I might want to point out also that 60% of the cost is the re-stripping. If this proved to be dangerous by ambulances, we would know this because the entire length of 68th Street is already two lanes. But if it was, then it's a matter of \$80,000 when you repave it to re-stripe it back to four lane.

There's no loss of width of road, no infrastructure changes. Well that, I just really wanted to share the fact that I know we all want to make this perfect for everyone, that's not how it works and we are not qualified to do it. I think the staff did an exemplary job. Not only that, unlike any other city in the valley or any other city that I lived in, we respond to everyone. If you have a

complaint, if you have a concern or a question, we are there for you and we're there for you before we vote. We are there for you after we vote on a project. This is just a fabulous city and that's why we have such good reviews when it comes to customer service.

So with that I motion to adopt agenda item 19, 68th Street Indian School Road to Thomas Road construction bid, and request that we adopt resolution number 12733 to authorize construction bid award number IFB-092022-024 with A.J.P. Electric, Inc. in the amount of \$1,455,668.10 for the construction of the 68th Street Indian School Road to Thomas Road Project SG02.

The acceptance of federal grant awards in the amount of \$615,243 in congestion mitigation air quality funds; \$286,844 in congestion mitigation air quality funds and \$583,849 in transportation alternative funds for a total amount of \$1,485,936. The payment of the local contribution requirement of \$89,819 with transportation sales tax. A fiscal year 2022/23 transportation fund capital contingency budget appropriation transfer of up to \$92,159 to the 68th Street Indian School to Thomas Road capital improvement plan project to be funded by the transportation 0.2% sales tax. And the city manager and the city treasurer or designees to take such actions and execute such documents as necessary to carry out the intent of this resolution.

[Time: 03:47:24]

Councilmember Durham: Second.

Mayor Ortega: I see Councilwoman Janik.

Councilwoman Janik: I listen, I want clarification on one point. \$89,000 will come from transportation tax. Then you said \$92,000. Did it go from 89 to 92 or did it go from 89 plus 92? I was confused open that.

Alison Tymkiw: Mayor, Councilwoman Janik, so we already have the \$89,000 in our budget. It's already there. We're asking for the additional \$92,000.

Councilwoman Janik: So it will be over \$180,000 from transportation?

Alison Tymkiw: That's correct.

Councilwoman Janik: Okay. Thank you. So some of the councilmembers misunderstood that, when they were commenting.

Mayor Ortega: Thank you. Any other comments? Please record your vote. The motion carries, 4-3.

Next, we will go to our next item, which is public comment. Public comment permits citizens to come forward to speak about any non-agendized item, which are within the council's

jurisdiction. No official council action can be taken on these items and speakers are limited to three minutes to address the council. Seeing none, okay, I will close that.

We next will move on to citizen petitions. Citizen petition is in our charter, allowing any citizen to petition our council, record with the clerk. Not having seen any, I will close that item.

Finally, we are up to our work study. Our work study is an opportunity to provide a less formal setting for the Mayor and the council to discuss topics with each other and city staff and provide staff an opportunity to receive direction from the council to provide an opportunity for public input. We have two requests from speakers to speak on that. I would -- we will be calling them forward. I will allow a nine-minute break. Five minute? Five-minute break so we will resume at 8:56. Thank you. We're just recessing.

ITEM WS01 – OLD TOWN PARKING UPDATE

[Time: 03:50:16]

Mayor Ortega: At this point, we will begin the work study portion of our meeting, our regular meeting. The topic is the Old Town Parking Update. And the purpose of the work study is so that we could discuss the subject in a less formal context, and certainly can provide our views freely and see how any questions can be answered and an update can be provided. So at this point, I will introduce or have the Old Town parking update, presenter Bryan Cluff, Planning and Development Area Manager Dan Worth Public Works Director. Again, the Old TownPparking Update.

Bryan Cluff: Thank you and good evening, Bryan Cluff with the city's current planning department and also here with Dan Worth to give a parking update for Old Town area. So parking in the old town area has always been a topic of interest in the community. It's been a couple of years since we had a discussion on parking. So we wanted to give you a quick refresher, an update on the parking situation in Old Town and just hit on a few key areas to make sure you have the latest information going forward.

So before we get into the finer details, I would lightning to start off at the -- I would like to start off at the policy level and identify a few key areas in the parking. First off, the General Plan 2035, you can see a policy from the circulation element, recommending coordination of transportation land use planning to enhance integrated supported transportation systems to promote livable neighborhoods, economic vitality, safety, efficiency mode of choice and adequate parking. And then under that, there the zoning ordinance, which is one of the implementing documents to the general plan, it talks about provide adequate parking within community and doing that without sacrificing urban design, which enhances the aesthetic environment.

Moving into the Old Town character plan, there's several policies within the mobility chapter talking about a park environment in downtown and have a new or just parking requirements and maximize the use of existing parking supply, as well as using a comprehensive parking

management program.

Going on to creating new parking supply through public/private partnership and maintaining the free parking in downtown, as well as seeking the opportunity to provide shaded parking through landscaping and structures. Moving on, we also have our Old Town Scottsdale urban design and architectural guidelines that also key into parking elements. Into the context, design and location, we don't just want parking provided. We want it to be well designed and fit in with the surrounding context of the area as well. And then it also goes too further detail, of the actual design of parking structures and that interface with the built environment and the pedestrian environment.

So all that kind of flows into some of the guiding policies that we have used for decades many managing parking in the Old Town area. And first of all, is maintain being free parking in the old town area. Every once in a while, someone brings up with the idea of charging to for parking. We maintained that free parking is valuable to the community and we held to that. Also providing options for small lot owners to re-invest in their property without parking becoming a deal killer. That is giving them opportunities to provide parking elsewhere, if they are not able to provide it on their lot. Also bringing more people to downtown to support businesses. This is one of the primary functions of everything we do. It's to promote vitality of the businesses in downtown, and convenient parking is a big part of that.

[Time: 03:54:42]

Also promote efficient use of parking. Recognizing that it's increasingly expensive and valuable resource. We want to make sure that we have full use of what is available. Also providing adequate parking within an acceptable walking distance. So the idea here is that taking more of a park once and walk once approach. You may not always be able to park in front of the restaurant or merchant you want to go to, but making sure that there's parking in a distance. Anticipating future needs, we don't want to excessively over park or under park. Space is scarce and areas being used for parking are areas that can't be used to support businesses. We need to manage it accordingly.

Acknowledging special events and circumstances that might impact parking, such as spring training days and canal and convergent event special events that can cause parking shortages in some areas of the downtown. One the things in planning that we always talk about. You don't always park the for day after Thanksgiving. If you do that, you have a bunch of empty spaces that are empty 364 days of the year. We want to manage and handle this -- utilize efficiently the spaces that we have. And we want to make sure that they are utilized throughout the year.

Some of the key items we wanted to discuss in this presentation, is the parking supply in Old Town, and some recent code updates and going into some detail on the past improvement districts in the Old Town area, some future parking plans, as well as a parking management update. So getting into the parking supply, this is an exhibit here showing the Old Town area

highlighting all of the public parking garages and lots in the Old Town area. There's over 30 public lots and structures distributed through the Old Town area, containing more than 6200 parking spaces. They are distributed well throughout the Old Town area. The idea is to provide space within that walkable distance, preferably for the park once and walk approach. Adding that map here, the highlighted yellow areas are identifying improvement districts within the Old Town area.

Those are the two improvement districts that were there. And the garages and the lots that changed to red are parking areas that were constructed using those funds with those original districts, which are supplied 762 spaces in the Old Town originally. And then on street parking, this exhibit here, highlighted blue shows the on-street parking throughout the area. On-street was the original downtown parking when Scottsdale was developing. This was the supply for Old Town.

Most of the Old Town area was exempt from having to provide parking offsite -- or on-site, until 1969, when an ordinance update required that they start providing parking on site for expansions and new development, but there are still -- there's 2300 on-street parking spaces in Old Town and there's a lot of businesses in Old Town that still rely heavily on those on-street spaces.

So in all, including the public lots and structures and on-street, there's more than 8400 public parking spaces available to serve Old Town. And as we all know, the public parking is not the only parking available in Old Town. There's also more than 9,000 parking spaces and private parking lots within Old Town. The areas that you see highlighted in orange are not all inclusive and they don't include every parking lot and the 9,000 that's quoted here is limited to the main quadrants in Old Town. This' a lot of private lots further out north camelback and south of Osborn that also have a lot more parking.

And all new development must provide required parking on site. So these private parking lots of continue to grow along with redevelopment. So some recent code updates, in February of 2020, the City Council did provide direction to staff to coordinate a text amendment for strategic changes to the parking requirements in Old Town. That resulted in a text amendment that was approved in 2021 by the City Council that keyed into these seven specific areas here. So the travel accommodations, it was adjusted to actually reduce the per room rate, but it also adjusted the requirements to more specifically address ancillary uses that are within the hotel that might drive up the demand there.

[Time: 04:00:09]

It also addressed multifamily residential increasing the requirement in Old Town, as well as adding a guest parking ratio. It added a new office type with a -- for a call center designation that had a higher parking ratio than what a normal office would call for to account for the higher density of employees within the call centers. It also talked about the -- or addressed the

downtown overlay parking waiver. This was a waiver that allowed certain waivers for additions to businesses in Old Town. What once was -- you were able to waive 2,000 square feet of additional floor area, was reduced to 1,000.

And also there was a waiver for you to add residential units up to two units without adding any parking and that waiver was eliminated. Also the in lieu parking was addressed as part of this text amendment. It eliminated the availability to purchase permanent in lieu parking spaces limiting that only to leases. It also limited the use of the in lieu parking program to properties less than 20,000 square feet in area. It touched on some special improvement requirements related to structured parking to incentivize structured parking within the downtown area. And some of those recent code updates have been put to work on projects that have been approved recently.

This one 3200 Scottsdale, as a mixed-use development that was -- has received City Council approval for zoning, it will be moving through the Development Review Board process on Scottsdale Road north of Earl. As a result of those code updates, this project was required to provide 59 more parking spaces than what would have been required before that update. Another example of a project here that has received zoning approval is the Artisan located at Marshall and Indian School Road.

So as a result of those changes to the code, it was required to provide 30 additional parking spaces than what was originally required. Another key aspect of this project is the city was able to partner with this developer to also include additional public parking, 55 public parking spaces within the garage that are additional to that 30 that was provided. So at this point, getting into the improvement districts discussion, I will turn it over to Dan Worth.

Dan Worth: Good evening Mayor and council, Dan Worth, Public Works Director and I have to say that after the first four hours of this meeting, it's a pleasure to be up here talking about something relatively noncontroversial such as downtown parking. Bryan gave a great overview on Old Town parking. I would like to add some detailed context of parking in a particular part of Old Town which has frequently been the subject of discussion. Bryan mentioned improvement districts. The city formed two parking improvement districts in the mid-'70s. They are shown on this graphic.

It was referred to as the Fifth Avenue and the other is East-West Main Parking District. These focused in areas that had a shortage of parking and property owners and businesses had difficulty because of the configuration of the area providing adequate parking to meet code requirements for their properties. So one of these solutions that we took advantage of at that time, nearly 50 years ago, was the formation of these go improvement districts. I'm going to focus on one of them, the east-west main district. The larger one on the graphic. The way these work, the districts paid to obtain land and make improvements to generate additional public parking and the property owners within the district who had a shortfall. We were not providing the full amount of parking for their use were assessed a portion of the cost, of acquiring and

then making the improvements and the assessment was proportionate to the amount of their parking deficiency.

[Time: 04:04:43]

This is a large graphic, the assessment map that was used for the East-West Main Assessment District, Improvement District. You can see the resolution that was passed at the time, laid out the purpose, open and laid out on-street parking sites there's lower news clipping in the lower right-hand corner that I felt was interesting, the gentlemen who was the president of the chamber of commerce at the time would stated not only was this a great thing but he made the observation that at some point in time, probably would be used in later years for the election of multistory parking.

That was not the vision at the time, but Mr. Saber recognized that that was certainly something that could come to fruition in the future and I will add that one ever those locations, second and brown in the lower right-hand corner, the southeast corner of the district, we have done that, we have built structured parking. And another area, we have been asked to provide structured parking. It's too small to provide a viable structure, but there is a precedent for building structured parking on these.

Before I get into -- I want to show some snapshots in time, but before I do that, I just want to make sure that it's clear what the district did was it assessed owners to pay a share of buying land and improving it for surface parking. What the district did not do, it did not put any restrictions. Once the city used the funds to buy land and put parking on it, it did not create any restrictions beyond that for what the city had to do or could or could not do with the lands they acquired with that district.

The parking spots are not and never were permanent. They were bought, paid for and they have been used for close to 50 years now, but there was no commitment. They were never going to do anything else. It also did not create any type of ownership rights for the property owners who paid into it. They paid their proportion to get the improvements made. It didn't give them any rate. They have been granted credits for parking since then based on the involvement in the improvement district, but it's all public parking. It all belongs to the public and managed this way.

[Time: 04:07:15]

This is the first of several. Shots that I will give you to show the evolution over time of what has happened in the area of that improvement district. You can see the district is bounded by Indian School on the north, Second Street on the south, what is now Goldwater on the west and the Civic Center Plaza on the east. About five areas that you see are the five original areas, the numbers you see superimposed are number of parking spots in each of those areas in 1972, when we bought those. I believe it was '74. They had to make a second run at the resolution to

acquire.

And they had to give the residents an opportunity to challenge and all of that, associated with the district. '74 is when they bought the land and made the improvements. We got 556 spaces spread over the five lots. I will move forward a few years to 1979 and some things happened. I will point out changes at effort several points in time. By 1979, if you look in the lower right-hand corner, not part of the district, we added a pretty substantial parking garage, 357 spaces. This garage was built with general obligation bond funds that were associated with the center for performing arts. It's called the Center for Performing Arts Garage.

It was built to support that function and certainly available around the clock as public parking adjacent to the area of the improvement district. So you can see how many spaces we added with that. 1993, a couple of other things happened. If you look at the lower left, there was a reduction at the spaces, the Stage Brush, it's next to the Stage Brush Theater. We built our transit center and when we built the transit center, we lost some of the spots in that originally purchased parcel of land. But we also partially offset that loss by acquiring land to the west adjacent to the original parking lot and adding that. The net was still in that loss of 84 spaces. But we still provide parking spaces in that area.

The other location I wanted to bring your attention to is Second and Brown, the southeast corner. That was originally 50 spaces. We bought more land adjacent to it and added more spaces and brought it up to almost twice as much, 94. And then you can see the running tally in the upper right. 2005, we did a couple of very significant additions. One was that same Second and Brown location, which started as 50, we added land to, to bring it up to 94, and now houses 225 spaces and a structured -- 225 spaces and a structured garage.

We entered into a development, Bryan mentioned the opportunity to do that with our Artisan Development. We started doing that back in 2004, with Main Street Condos. So when that project developed, we had a development agreement that had them build and provide for public parking, 130 spaces. So we again gained back some of the spaces we have taken away with the transit center. You can see in the upper right, by this point in time, when started at 556 spaces was now over 1,000 spaces for that same area. An increase of about 87% over what we started with.

Again, Bryan mentioned the Artisan Development. We have concluded an agreement with that developer to provide 55 and we have paid for them or we have committed to pay for them. We have not paid for them, but an additional 55 spaces. We also got a commitment on the price, which is pretty significant because the price we got a commitment to at \$39,999.99 per space, that's fixed. And I guarantee you, it's costing them way more than that at this point in time, when they -- in time when they go to construction and build those spaces. So we got a swinging deal! The same in the lower left with the Museum Square.

Mayor Ortega: Thank you, Dan. I will just wanted to mention with the 225 there at Brown and

Second Street when that garage was put in, with the Noriega, it was -- I was around when we approved that, but is it -- and it was structured for additional floors, was it not?

[Time: 04:12:04]

Dan Worth: It was and we have done an assessment and I will show you some numbers later on in this presentation.

Mayor Ortega: Okay. Good. There's a footprint where it says 225 at Second and Brown.

Dan Worth: That is now but it can be expanded.

Mayor Ortega: Okay good.

Dan Worth: And then the Museum Square, \$45,000 a space for 155 parking space when that hotel develops. And structured parking, it's below grade structured parking which is the most expensive parking you can buy. And we have paid already on that through the development agreement, the purchase and the sale of the city property. A little about the costs.

This takes all of those things I just showed you, the original improvement district and the additions I pointed out. It tells you the number of spaces and gives you a cost. It gives you a cost adjusted to \$22.

So you can compare apples to apples looking at how much each of these added to our inventory and how much the cost was to adding each of these to the inventory. Cost per space, again, just \$22. The improve district spaces were cheap because -- and, you know, it's not just because it was 46 years ago. It was cheap because they are the least expensive kind of spaces. We bought vacant land. We didn't have to do any clearing or demolition. We put in curb stops and lighting and the will construction costs were minimal.

The most expensive is the Parking Corral, the Second and Brown Garage, which the Mayor was referring to. It was expensive because it was below grade parking. Below grade is the most expensive kind of parking you can do. Because we designed it so we can add one or more levels above it. It giving us a more effective cost alternative to create additional parking, which, again, I will show you some numbers on the next slide. Just a quick comment on the funding.

[Time: 04:14:09]

You can see in the lower right-hand corner, again, 2022 dollars \$42 million plus have been invested in creating public parking in this area alone. Not all of Old Town, just this area. Out of that \$42 million, 10% came from the improvement district. And out of the 90% from other sources, about 84% of that came from city-wide other sources, came from the general obligation bonds paid for by residents citywide, from the general fund, or from transportation

sales taxes, which, again, cover the whole city.

There was a small portion about 6%, \$2.6 million that came from within the downtown area through the parking in lieu fee program. A lot of that money was put into the Second and Brown parking garage. And then just a little recap, Bryan showed you many of these numbers in his presentation just an idea of -- across all of Old Town, some of the structures that we have added and you can see on the chart on the right how the inventory has grown over time, since 1976, when we had the districts in place. And then this is what I mentioned a moment ago. Future. We already talked about Artisan.

We will have a development agreement to build 55 additional spaces for us in that project. The Stagebrush is our building next door to where the Museum Square Hotel development will go. And as part of the development agreement, with Museum Square, we have to re-configure the entrance to the Stagebrush Theater. We have a project in the CIP to do that and to reconfigure the parking. We will take advantage of an area not currently used for parking. We will create a parking lot that has the median islands and the landscaping that we demand from developers when they build parking lots and have a net increase of 30 spaces through that process.

[Time: 04:16:18]

And then the Museum Square development, with the level of parking that we get through that development, they are all happening. They are all either done deals with developers or on the CIP in the case of the Stagebrush. And then the last thing is bond 2019, \$21 million roughly approved by the voters in 2019 for building downtown public parking structures. And we have used very little of it.

We anticipate that we're going to spend \$2.5 million of it to pay when the time comes for the parking that we're getting with the artisan development. That leaves \$18.5 million to spend on what we wish to spend it on. It hasn't been determined yet and that's something that -- I think I broached the subject a couple of years ago at a previous retreat, and I got some feedback, but that was pretty much a wait-and-see attitude and if there's direction now, it will be great. Here's some alternatives. We can do things that aren't listed as the alternatives. So the Mayor's comments, the Second and Brown Garage, we can add two levels and create 207 additional spaces on a facility that houses 225 right now, almost double its capacity. We can go three levels up and create even more.

We can do both of those within the available amounts in that bond question -- in that bond issuance. The other location that I have here with a couple of different options is in the northeast quadrant of the downtown, Stetson and 6th Avenue is a location where we have a surface parking lot that gets heavy use, both daytime, from businesses in the area, and nighttime and weekends from people going to that area to patronize the establishments, but it's also a possibility for building structured parking and you can see the amount of investment and the number of increased spaces that would generate.

One the downfalls of using this area, and we can debate issues about where it needs to be, but one of the downfalls of using this is that there's already parking there. So we had a structured level or a couple of structured levels. You are not gaining as much because you are basically rebuilding that parking that's already there to build your garage. That's Second and Brown. You don't have to build anything. You are putting a new top on the existing. So the cost per space works out to be less. But that is -- no, I have one more slide.

Nonstructured, non-infrastructure parking issues. And this is partially in response to some comments and suggestions that we did get from that retreat a couple of years ago where we talked about downtown parking. I just wanted to give you some brief updates on a couple of issues. One was the discussion of a shuttle, a trolley perhaps, and you heard from I believe Louise is still here.

She was at one of our recent council meetings talking about the downtown trolley that we have put in place as a special event service for the spring training. And that is running. And we're collecting ridership data and assessing the performance of that, but that is partially in response to the desire to minimize people's need to park in and around the stadium. The second bullet is one that I think is really a positive step. The directional signage that we had in the past was not the blue circle with a p in the middle of it.

[Time: 04:20:01]

The visitors expect to see because that's what they see in every other city in the country. We had our custom signs with desert shaded beige and orange colors on them. Didn't have the standard symbol. Didn't say that the parking was free. It was difficult for people to find where the free public parking was.

That was a comment that we got pretty much in every study that we have done. You've got lots of parking. It's hard to find for a lot of people. So in an effort to better utilize the parking we have, we have gone through and placed signs like the ones you see here that use the standard recognized symbol, and they are placed on places like main street where the shops are, U. and down Scottsdale Road and they direct people and the other features right in the middle, "free." We want people to know that it's free.

A lot of people expect that if they are going to park in a garage, they will have to pay for it. It's free and we want to make sure that people know that and where it is. And it's a little too early to really do a lot of assessment as to how well that is working. I know anecdotally, we are seeing existing in the Stagebrush and the main street parking garage. We have the ability to adjust parking hours in some of the existing to discourage all-day parking. When that happens, it's usually attributed to people who are working downtown, and not people who are showing up to spend their M.P. in shops -- money in shops and restaurants.

To having it to be more appropriate for people who what we want to have access to that parking is certainly there. We are doing it and that is something that we will try to measure the effectiveness of as we go forward. So that concludes my presentation. And myself and Bryan, obviously, are ready to address any kind of comments, questions or –

Mayor Ortega: Good. Thank you. I will go directly to public comment. So it's an opportunity to -- I see two names Bob Pejman and French Thompson. So go ahead, take three minutes.

Bob Pejman: Sure. Can I put this here? Okay. Mayor Ortega, councilmembers, that was a very informative presentation, because it took us through all the steps of what happened historically. The way I see it is that 1972 was a baseline where nothing existed except -- no parking exists except for street parking.

[Time: 04:22:57]

So what happened is that in 1972, the improvement district created 556 spaces and 79 the Los Olivos lot was added bringing the number to 913, and then fast forward -- I'm just going to fast forward to here, to 2005, because there was some reduction and this is when the Farmers' Market was expanded.

So that -- so in the future, though, the future means bringing it up to 1284 is because of the Museum Square underground and the Artisan, basically. But also note that even though we're gaining the 55 spaces in artisan, the gravel lot is disappearing. And though it was not a city lot, technically speaking it's not really an addition, although we are happy that we're getting something.

Here is a document I found from 1975. It's pretty interesting document. If you look down here, east main, west main area, that's the area of Old Town south of Indian School. So it says that in 1974 a study was undertaken. Without going through all of this, you can read it later but it said that there was -- the study revealed that the total -- I'm trying to get to the deficit part. Let me put -- I have a blow up of this. Let me put that up. It was on the second page. It says the total deficiency of 1530 spaces still existed. So back then in 1974, it was noted that there was a deficiency of 1530.

So correlating this to what the presentation showed, with the additional parking, from Museum Square and Artisan, it was brought up to 1284. That's on page 24 of the presentation. But back then the deficiency was 1530 and now we know that from 1974 to now, new use was created. All I'm trying to point out is that back then this was a deficiency noted, and I'm glad that all of these extra parkings have been added, but we are still below what was determined back then, just to put it in perspective. Thank you.

Mayor Ortega: And accordingly, I think French may have left. I will close public comment. Moving on, I have Councilwoman Whitehead, Councilmember Durham, Councilmember Graham

and Janik. Councilwoman Whitehead.

Councilwoman Whitehead: So thank you, Dan. Great presentation. I want to thank all of my colleagues. Mr. Graham wasn't on the council at the time, but we changed the parking code with a lot of input from our business community and residents. And -- oh, he was on planning. He's taking credit, just for the record. But the point is we did.

We placed the -- you know, we placed the burden of parking residential guests on the property owner, on the developer of that property and so by doing so, we reduced the burden on our Downtown merchants. I'm pleased with how that worked out and the hard, tough, negotiations of museum square that resulted in very discounted, excellent parking places in the future. So there is a lot of talk about all the money that overruns, there are lots of ways that the city has saved money. That's one of those. I also want to mention that this City Council is very aware of surface parking and probably very resistant to allowing that to disappear for certain developments.

[Time: 04:27:24]

Marilyn. We are all paying attention to parking and by doing so we are saving tax dollars and making sure that we don't lose parking spaces for a particular private interest at the expense of public. Galleria, very interested in that. Plus I like your new signs. So I like the one hour. But we still don't have all those of -- the private part of that garage is still the upper floors is that correct, Dan, anybody? Dan?

Dan Worth: I'm not sure I can address that. There is a public portion of that garage and there's an underutilized portion of the garage that is not available to the public.

Councilwoman Whitehead: If we needed public parking, I would certainly want to negotiate with that building's owner. I famously rode my bike up and down every single one of those garages before COVID. There was a guy eating lunch there and I said, do you work here. He said, yes. I said where is your car? He said, I park in the public garage and take a shuttle. That's something I would like to look into. Let's see, are we doing anything with the shuttles? How did those shuttles work? There was some group that we had shuttling people between garages. How did that work out?

Dan Worth: Mayor, Councilwoman Whitehead. We had an arrangement with a tenant in the Galleria that has since left to utilize one of our -- two of our outlying parking areas. One is the one at 5th Avenue and Goldwater and the Civic Center Library garage. And it did get some usage. It was -- McKesson.

Councilwoman Whitehead: They were long gone when I was visiting the empty parking garage. It was a yelp employee. We have a problem with Galleria. There was a private business that was shuttling people during special events between parking garages.

Dan Worth: Yes, I have heard that there's one private operator who has done that. They didn't ask permission that I'm aware of. They just did it. If they can make money, they are doing it.

Councilwoman Whitehead: I wonder if you have any data if it worked.

Dan Worth: I don't have any data.

Councilwoman Whitehead: Thank you, I'm done.

Mayor Ortega: Next Councilmember Durham and then Graham.

Councilmember Durham: We discussed in the past having colorful banners on some of the parking garages that would help to direct attention. I think the signs that you pointed out tonight are a big improvement. Is there any more consideration of colorful banners hanging from a garage that would make them very visible?

Dan Worth: We can certainly look into that but we haven't done anything in that direction.

Councilmember Durham: Okay. Were we working on a parking app that would -- for visitors that would locate garages?

[Time: 04:30:58]

Dan Worth: Councilmember Durham, we had a parking app that was in use for a period of time. I think it was probably a couple of years. We didn't have it in the garages. It was in the surface spots in the northeast quadrant of the downtown. We had sensors under the pavement in each of the available street parking spots and the sensors would tell the app if the spot was vacant.

So somebody driving around looking for parking could log into the app, find a vacant spot, drive to it without circling around and orbiting. Our -- we collected data on the use. It really did not get a lot of use from people that were looking for parking. Frankly, the people who benefited the most from it were the police department who were able to use it as a tool for identifying people who were exceeding time limits and citing them. Which is good.

But it did not make a big difference in terms -- from the data that we had in terms of people that are utilizing -- the utilization rate of the available parking. So when it came time to renew with the owner of the app, we were debating whether or not it was worth it. And they solved the problem for us by going out of business. So that app is no longer in use. In general, one of the things we feel we learned, apps like that work really well when you have to pay for parking. You go to A.S.U. and then you have to use the app to find a spot and pay for it. If you don't have to pay for the parking, people don't go to the trouble of opening up the app to find the parking spots.

Councilmember Durham: Thanks. Finally what about Uber? I think the last session two years ago or so, we talked about a staging area for Uber so that they wouldn't be taking up parking spots that the general public could use. Have you ever thought about that anymore?

Dan Worth: We have, and police department works very closely with us and actually has the lead to a large degree on orchestrating the areas that we want to encourage the Uber drivers and Lyft drivers to use in order to help alleviate traffic and parking problems, particularly in the northeast quadrant of the downtown.

It's difficult to force them to follow those rules, but it's an ongoing effort. We intend to continue to pursue that to get them to utilize the streets that doesn't take up a great amount of parking. One the things we would love for them to do is wait outside of the entertainment district spot and it's very difficult to force them to do that.

Councilmember Durham: All right. Thank you, Mayor.

Mayor Ortega: Councilmember Graham, and Janik.

Councilmember Graham: Thank you for your presentation tonight. A few things I want to cover. We have lost some spots in the downtown by changing from angles to parallel parking. Do you agree?

[Time: 04:34:30]

Dan Worth: I would be hard pressed to give you an example where that happened. As I did the preparation for this presentation. A lot of angled parking we have now existed 46 years ago. So it may have happened.

Councilmember Graham: It happened on saddlebag. That bar zone. I can tell you it happened there.

Dan Worth: I don't doubt it. We made some traffic configurations in that area.

Councilmember Graham: I'm sensitive to that and I think this council is sensitive to that. Would you please let us know if it changes from angled to parallel parking? How many spots do you get?

Dan Worth: The ratio is roughly generally two to one, but there's spaces where you don't get that because you can't have an angle spot as close to a driveway as close as a parallel spot and things like that.

Councilmember Graham: I was reading the bond language for the 2019, we don't specify how

many parking spots we are going to provide do we?

Dan Worth: We do not.

Councilmember Graham: It set build a structure. Do you think we have been more specific?

Dan Worth: If we had specific projected identified at that point in time, we could have been more specific, we did not.

Councilmember Graham: I have noticed going back to saddlebag and Indian plaza they are cutting that off -- the city is cutting that off to traffic more and more frequently, is that right? It's like unloading and loading. Is that happening more?

Dan Worth: That area has been subject to construction closers to a very great degree over the last year or so, both the capital -- the city capital projects and development projects going on in that area. We do do periodic closures on the weekends and convert segments of that area into pedestrian only.

Councilmember Graham: That's kind of a temporary loss of several.

Dan Worth: It is.

Councilmember Graham: I noticed there's a blockage for cars, those metal bars.

Dan Worth: They are permanent. They are movable and they are designed to make it a lot more efficient and cost effective to do those every weekend closures.

Councilmember Graham: Okay. I think you mentioned this the corral parking lot, we have all of these names for the parking structures and I think people get lost in that. They don't know what you mean by that. And so we can be a little bit more rudimentarily about the parking structures, the farmer's market, the corral, what do you call that parking --

[Time: 04:37:50]

Dan Worth: Parking Corral, I heard Farmer's Market from Mr. Pejman, and I will tell you we went through an episode a few years back where we had to make some maintenance improvements. We had to fix some problems that developed in some of the garage structures. I had them referring to the Second Street parking garage. We have four parking garages on Second Street.

Councilmember Graham: It's vague and ambiguous.

Dan Worth: Right, point taken. We could probably do better than that.

Councilmember Graham: You might have mentioned this, but are there plans to add a structure, another level? Because you said that would be more cost effective since we are going to vertical?

Dan Worth: The available alternatives were the two I presented, adding a level or two or three to the Farmer's Market Parking Corral Second Street garage. Adding structured parking where we have a surface lot at Sixth Avenue. Those are the two we evaluated. There could be others. We evaluated first avenue lot, also referred to as the Panera Bread lot.

Councilmember Graham: Or the Fuddruckers lot.

Dan Worth: We are not pursuing that one.

Councilmember Graham: The \$19 million for the downtown parking structure will get us \$5 million worth of value at some point.

Dan Worth: I agree.

Councilmember Graham: A couple more items and then I will conclude my comments Mayor. I emphatically agree with Councilwoman Whitehead on understanding the -- what are we calling it? The Galleria parking lot. And how empty it is. How misunderstood it is. Can people park there?

Way finding signage, understanding how we use it, how it can be accessed. There are certain levels that are partitioned off for workers and employees but just some more clarity. The last comment I would make, one of the things we thought -- kind of one of those things -- a secret that everybody knows is that the resorts and the hotels in downtown, they are supposed to provide parking free of charge to their tenants; is that correct?

[Time: 04:40:21]

Because when they build have a minimum parking requirement they have to meet and they are not allowed to charge for that. Do you agree?

Dan Worth: I would have to defer to my code expert sitting in the front row here.

Bryan Cluff: Mayor and Councilman Graham, you are correct, the code requires that in the downtown area, that required parking be provided for free.

Councilmember Graham: We all know if you -- I won't name any resorts, you know, in this forum, but resorts -- they charge for parking. There's a separate fee for it. Has anybody told you that or something similar?

Bryan Cluff: That is something that we heard. The most recent recollection I recall is having discussion around that 2020-2021 time frame where we looked at the previous code. Our code enforcement did send notices out to all of those hotels in the community, and my understanding is that's been improving. Or improved. I'm not sure if we need to do additional follow-up at this point.

Councilmember Graham: I would like an email to the council maybe on who you spoke with and not -- I don't want to have to go over it in a meeting but maybe an email to council who was spoken with and compliance rates are increasing or decreasing. That's a big deal when they are charging illegally for -- a separate fee for parking and then if you are going to stay at a hotel, you will park on the street and cannibalize our parking.

They are getting a gift from the city because they have minimum parking requirements, but they are also -- and this is also as I think of it, as I sit here and I hear myself, this is also an issue, I think for some of the downtown apartments. And condos. Apartments, in particular, where they have a minimum parking and they charge their residents an extra fee to park or -- they are -- they are very crafty the way they frame it, you have a two-bedroom, and you get one parking spot free.

I would like see what we are doing about that. This would reduce some of our pressure and stress on the public parking. Do you agree that might be worthwhile?

[Time: 04:42:49]

Bryan Cluff: Yes, Mayor and council, we can look into that and follow up.

Councilmember Graham: Mr. Mayor, thank you. And Bryan and Dan, thank you for your presentation tonight.

Mayor Ortega: Yes, let me move on to city manager for a comment or two.

City Manager Thompson: Thank you, Mr. Mayor. Councilmember Graham, I think directly on that, we're happy to provide some written response to council, but many charge what they call a resort fee. And inclusive of the resort fee has multiple things and normally listed on there is parking. So it's not specifically parking, but called a resort fee.

So many do that through the entire community, throughout many communities, again, I will be hesitant to share more right at this moment, but I will send out a response directly to all of with you the details associated with what those look like, what portion of that resort fee is taxable.

Councilmember Graham: We can talk about that privately.

City Manager Thompson: And what some of those values are. We see that throughout. I think

you will have a few others coming not guilty in other spots here in the community because there's a request to change some parking at one about midstream in the community from north to south. So you will be seeing more of that and we'll have more discussion on that. But thank you.

Mayor Ortega: Councilwoman Janik and then Caputi.

Councilwoman Janik: You mentioned in lieu parking was replaced with leased parking. Could you give me a rough idea of how many people are taking advantage of that, a certain location in the city?

Bryan Cluff: Yes, Mayor and Councilwoman Janik, the current -- currently, the program I believe there's nine or ten open accounts with in lieu parking in the Old Town area and that's limited to the Old Town Scottsdale area only.

Councilwoman Janik: I had one other question, I don't know if you can answer it or anybody can. How is it going with the trolley service and spring training? Are people beginning to ride the trolley --

Dan Worth: We are tracking that. We had a slow start. I think we had six people the first day. I have looked at the numbers. They vary. And I have a hard time explaining. Some days there's a lot of people taking it to the I am game and some days it's a lot of people taking it after the game. We look at it and give you feedback at the end of spring training.

[Time: 04:45:32]

Mayor Ortega: Councilmember Caputi.

Councilmember Caputi: I had good smart things to take before it was 10:00 at night. I don't know what I will say now. You have this slide where you talk about the future and I will give my feeling about what we need to do. So I feel pretty strongly that in general we have enough parking downtown. It's more about allocation and I think a lot of people agree with that.

I am very supportive of doing something in the entertainment district because I think that's the biggest problem that we have if I look at your slide 8, and you are talking about having 6200 public parking spaces. These pages are so small, but there's a little spot with 107 in Galleria area, which is actually gated and public can't use that.

And then I think it says 3 -- 327 and I know it was brought up already in the Galleria. If you go in there and walk around, which others of us have walked around. There's 42 actual public spaces but they have no time restrictions. So the employees are using those, right? And we know that the top floors are being empty. There's 46 one-hour parking spots. So employees aren't going to use those and would be going to go for an hour and actually park there and do something for an

hour.

You have 27 handicapped spaces, which is great, but most of them are usually unused. So out of that 327 and 107, you are really only talking about 100 spots available there. I think that that's a real problem. And then page 10, I just want to make the point -- and I didn't know this about the history, but I guess when there were P2 and P3 districts folks were -- the city allowed the street parking to count towards the parking requirements.

So I think that's exacerbated the problem, right, because since the street parking was being allowed to be used as the public parking -- I heard this complaint a million times, employees are using this, of course. That's constricting the number of available spots. I think I also want to point out page 12, we talk about having 9,000 parking spaces private, and I think this has been brought up as well. 2,000 of those are in the Galleria. When the Galleria was full, they had over 3,000 employees.

This is causing a pinch point. I think in general, that area, like sort of around the entertainment district, civic center plaza being I don't on how anyone will redevelop there if we don't provide a parking structure from the city in that area because otherwise, it's not going to be cost effective for someone to redevelop and then provide the parking and especially in these teeny little areas.

A lot of those spots are small and older and I will advocate for doing something in that Stetson and sixth avenue parking lot. That would be my suggestion. I think we need that badly. We have \$20 million. Some of it that was already used, but that would be my recommendation. I definitely think we need a city lot in that area. Thank you.

[Time: 04:49:18]

Mayor Ortega: Okay. Well, I will conclude with my comments. And so 22 years ago the subject of the Galleria was on the council's table, and then was because the Galleria had been closed for ten years. It was vacant. And this was a commitment for public parking that was not met at that time. And I went into that process and there was a settlement because the Galleria owned \$1.3 million to the city. And that settlement was signed about 2002, when I was in office.

And it called for 134 spaces or so in the Galleria to be permanently for the city as a settlement. And about -- I think 700 or 600 during for nighttime use. So there was a signed contract -- so if you look at 134 spaces approximately at \$1.3 million, that was like \$10,000 a space. However, the city seemed to have lost tabs in the last 20 years and I -- as I came back as Mayor, I have walked the Galleria and asked where those spaces are. Brent Stockwell was very good at pursuing that and I walked through the ownership about a week and a half ago at the Galleria to see where those public spaces are on the first and second level.

Problem is that part of those are one-hour spaces and the other part are no -- not marked at all.

Now all public spaces have a three-hour limit, except at the Galleria or it was not enforced. In other words, we have the right to issue a parking violation now because it's clearly shown where those parking spaces are. So I found out that number one, we have them -- we had them indicated.

I'm told that the -- the third level, the fourth and up is open to meet the requirement all night. Now, that's what I'm told because there was a nighttime use part of that settlement with the Galleria people. The first step would be -- and I personally walked it. So the first step is, can we and should those spaces be marked as a three-hour limit. You will receive a ticket. I think they should be. They are not marked now. Right? So that would require us to police that area, just as we do for any street parking where there's a three-hour limit.

We can go in there and issue citations or whatever. The other aspect. So that could clear potentially public use and there's a large sign that says public parking, visitor and tenant. And that's all on one sign. So when people go in there if they are a visitor or tenant or public person, they will just use the spaces. I think we need to restrict our own as we would under the parking garages at Fifth Avenue or at second street for the three hours. The real question is not necessarily the number of spaces. It's the turnover of spaces. That's why we have the number of spaces. Every three hours, you have to move and let the next person in for the lunch or the dinner crowd.

[Time: 04:53:15]

Overall, I think the assessment is we will need to look at some results. One possibility -- so we need a clarification with the Galleria on the nighttime use because those are associated with the bar district. However, the other trend is that people don't want to drink and drive. It's too expensive. You get caught, and it's \$11,000. The second time, it's \$24,000. And then the third time, you know, you lose all that. So people are using more Uber for the bar district.

Simply because they don't want to be caught and then have all of those problems. The other issue -- so I think we should be looking at not a reduced parking requirement, but by the time they add employees into bars, and restaurants, there's over 100 employees in many of these restaurants. And they are not even accounted for, you know, in the parking count. So we need to -- I think start to quantify what is in the Galleria parking garage. They did apparently, they added, I believe two other levels of parking voluntarily, because they had additional office space and that's over and above.

But we need to look at that and they are amenable to marking them, obviously. They did it for me when I asked for it and now we walked through it with Brent to verify that. But there's no policing of it. And I know the second level is full of likely, you know, employee parking. So as public parking, it would be a good idea if the employees of other surrounding businesses would be parking there, not just the Galleria employees that have to move every three hours or whatever it is.

There is a service to having that public parking in a parking lot that's owned by the city. I totally agree with the resort fee. They try to reduce the room rate and because it's related to the bed tax. They reduce that and call it a resort fee and then they upcharge right there and get more profit with that.

So that's an issue that we have brought up and I'm glad you have as well. And at this point, I would say -- I don't see any other hands up. I believe we are concluded and I would ask for a motion to adjourn.

Councilmember Graham: Motion to adjourn.

Mayor Ortega: Thank you, second. And all in favor, please indicate. We are adjourned.