Approved by the Transportation Commission on December 19, 2013

SUMMARIZED MINUTES

CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING

THURSDAY, NOVEMBER 21, 2013

CITY HALL KIVA
ONE CIVIC CENTER
3939 DRINKWATER BOULEVARD
SCOTTSDALE, ARIZONA 85251

CALL TO ORDER

Chair Gruver called the regular meeting of the Scottsdale Transportation Commission to order at 6:07 p.m.

1. ROLL CALL

PRESENT: Terry Gruver, Chair
Steven Olmsted, Vice Chair
Gary Bretz, Commissioner
Paul Holley, Commissioner
Paul Ward, Commissioner
Matthew Wright, Commissioner

ABSENT: Robert Stickles, Commissioner

STAFF: Paul Basha, Transportation Director
Susan Conklu, Senior Transportation Planner
Ross Cromarty, Project Coordination Liaison – Advance Planning
Phil Kercher, Principal Traffic Engineer
Erin Perrault, Principal Planner – Advance Planning
Rose Arballo, Transportation Commission Coordinator

2. APPROVAL OF MEETING MINUTES

- Study Session of the Transportation Commission - October 17, 2013
- Regular Meeting of the Transportation Commission - October 17, 2013

COMMISSIONER HOLLEY MOVED TO APPROVE THE STUDY SESSION AND REGULAR MEETING MINUTES OF OCTOBER 17, 2013 AS PRESENTED. COMMISSIONER BRETZ SECONDED. THE MOTION CARRIED BY A VOTE OF SIX (6) TO ZERO (0). COMMISSIONER STICKLES WAS ABSENT.

3. PUBLIC COMMENT

There were no public comments.

4. ARIZONA CANAL MULTIUSE PATH PROJECT

Susan Conklu, Senior Transportation Planner, provided an update on the Arizona Canal Multiuse Path Project. The goal is to construct a ten-foot wide concrete path along one side of the Arizona Canal, from Chaparral Road to Indian Bend Wash. The project includes pedestrian bridges, neighborhood connections, landscaping, public art, enhanced crossings at Chaparral Road and McDonald Drive, but no path lighting. The project budget is $4.1 million, of which $2.2 million comes from a federal grant, and $1.9 million from the Transportation Sales Tax. The Transportation Commission considered two options on September 19. A public meeting was held on October 29, to present the recommended path alignment. The Trails Subcommittee met on November 5 to review the recommended alignment. Another public hearing will be held next spring to review the final design. Once the Design Review Board has considered the plan, it will return to the Transportation Commission for review before going to City Council.

Ms. Conklu said staff recommends constructing the path on the west bank, because there are fewer homes adjacent to the path on that side and a greater distance between the homes and the path. The path is also at the same elevation as the adjacent properties. The west bank alignment would allow for a continuous unpaved surface on the east bank, and a continuous paved surface on the west. This is also in response to citizen input. About 62 people attended the October open house. Of the 20 comments received, opinions varied greatly, with many split between the two options presented, and some preferring to leave the canal as it is.

Ms. Conklu said a typical section consists of a ten-foot wide concrete path that allows two feet of clearance for utility poles and a five-foot bank offset. Approximately 900 feet of the two-mile project do not meet this typical cross section. This includes segments with an eight-foot wide path with a four-foot offset, as well as dual six-foot wide paths with a five-foot bank offset. There will be several other areas where there will be a ten-foot path with a bank offset wider than four feet due to aligning the path outside of utility poles.

At the north end, this project will link to a recently constructed public path on private property which connects to the existing path on Indian Bend Road. Also, a transition will be made to the path in Indian Bend Wash northeast of this project. All transitions will be gradual. The Jackrabbit Bridge connects east/west local and regional pedestrian and bicycle traffic. A shade node would feature public art.

Ms. Conklu stated that concrete serves as an all-weather surface for all users, including disabled users. Color will be mixed into the concrete, not painted on, and will match the character of the area. The design meets current guidelines. The Trails Subcommittee recommended by a three to zero vote that the improvements to the continuous path along the west bank of the canal move forward, including the Jackrabbit Bridge.

The estimated budget is $4.1 million for design and construction, or $1.6 million per mile. The average cost of the past three canal projects was $1.8 million per mile. The next steps are to finalize the design by the spring of 2014. Staff requests an endorsement of the recommendation for the path alignment on the west bank of the Arizona Canal, including the Jackrabbit Bridge, colored concrete, and to continue project planning into final design.

Chair Gruver opened the public hearing.

Sonnie Kirtley, representing the Coalition of Greater Scottsdale, expressed support for the staff recommendation to place the path on the west bank of the canal.

Eric Nesvig said his house is adjacent to the east side of the canal, and he supports the staff recommendation. The project will be an asset to the neighborhood.

Carole Huber is opposed to the project. The canal bank is elevated above adjacent properties, allowing people to look into their backyards. She said one of her neighbors reported seeing people on the canal bank shine a light in her backyard at 2 a.m. once, which was a cause of consternation. She felt the stated goals of encouraging more walking will be defeated by high summer temperatures. Neither the federal government nor the City of Scottsdale has enough money to build the trail without taxing citizens. She felt the project was preordained, and no amount of public input was going to change it. Some of the people impacted by the bridge live in Paradise Valley and have had no chance to provide input. They feel the increased traffic will leave them in a vulnerable position.

Paul Nichols said he lives near the proposed bridge location and he favors the project. He uses his bicycle like most people use their cars. He feels that those who argue that the bridge is unnecessary are missing the point. No multiuse path is necessary, but improvements like this add to the quality of life in Scottsdale. Many bicyclists prefer using Jackrabbit to the busier streets of McDonald or Chaparral.

Howard Anderson favors the project because it will add an important piece of bike/pedestrian infrastructure. It will link up with the AC/DC Canal path which extends to Peoria. Governments spend billions on freeways, so a few million for a bike path is a bargain. A paved path will keep dust problems to a minimum. He said he lives in Scottsdale for the quality of life and this project will only improve it. Rails to Trails have demonstrated how multiuse paths help lower crime rates, and paths increase property values. He wishes there were more in his neighborhood.

Art Mier said he opposes the bridge. The intersection on Jackrabbit is one of the most dangerous in the city. He said he spoke to people in the area and was unable to find one that was in favor of the bike path. He queried whether the Army Corps of Engineers approved the project, and whether an environmental impact study was done. He questioned whether the bike path was being built to serve everyone's interest or just the interests of a few. Miller Road already has a bike path only 60 yards away, and it joins the canal bank at Chaparral. By bicycle, it would only take someone a couple of extra minutes to go around without the bridge. This project uses the canal for something other than its intended purpose. He does not want to pay taxes to build something he is opposed to.

Steve Hertzfeld said he lives on the east side of the canal and has used the banks ever since he was a kid. The canals were there long before people lived there. Most of his neighbors have never taken advantage of them. The City is working to make this asset accessible to more people in the community. The new path will provide a safe way for people relying on wheels for mobility and still leaves the dirt path for those who prefer it that way. He would like to commute to work using the canal, but cannot do so on the current surface. Scottsdale's on-road bike lanes are above average, but do not separate cars from cyclists. Car/bicycle accidents occur on a regular basis, and this path offers a safe route for those seeking an alternative to the automobile. This last section of the path will complete a corridor many miles long through a variety of neighborhoods.

Jane Larson said the canal project is definitely worth supporting. It provides connectivity for bicyclists, walkers and runners to Scottsdale's broader recreation and transportation system. It will connect to downtown Scottsdale businesses, services and events. The Jackrabbit Bridge will close the only gap on the east/west route between the Pima Road path and 64th Street. Visitors she has met cannot believe that they have to rent a car to travel the short distances between their hotels and key local attractions. New residents are dismayed by how car-centric the Valley is and wish it was safer and easier to bike to work. The canal path and the bridge will safely separate bicyclists and pedestrians from auto traffic, including casual riders and children. It will provide a smooth, firm surface for all types of bicycles. Runners will still have an unpaved surface. This alignment will provide an alternate route for when Indian Bend Wash is flooded or congested. The project helps Scottsdale maintain a gold level Bicycle-Friendly community. She felt the east side alignment is a better option, but accepts the compromise solution.

Cecilia Marquis, speaking on behalf of Brian Davis and herself, expressed their opposition to the project. She said the west bank option is the lesser of two evils. The project is unnecessary and a waste of money. It is not an improvement. The path and the connectivity already exist; this project merely adds concrete. SRP has been using dirt from the beginning, and concrete on the east side would hinder access to their wells. Parts of the trail have too much slope to run on. She felt the project was being done for a select group of people, bicyclists. The art is a waste of time and money. Walkers and runners don't even have as much room as the cyclists will get, and they will be threatened by fast-moving riders. She encouraged the Commission to table their recommendation so they can walk the canal in person to see the situation firsthand. All of Scottsdale's bond proposals were defeated. The $1.9 million should be used on one of those bond projects instead.

Amy MacAulay said she served as the City's bicycle planner from 1993 until 2001. She is pleased to see this project move forward. It is important that the path is built to prevailing standards. It will be used by many different types of people and consistent widths are necessary to accommodate them all. SRP has always recognized the recreational potential of the canal banks and has always made them available for that purpose. The more people that are around to observe activity, the far less likely there is to be trouble. Criminals already can access any house connected to a street; they are not going to be using bikes. When streets are built, nobody questions whether they are going to be used for transportation or recreation. That same standard should apply to paths as well.

Louise Lamb supports the project but suggested that a separate running path be included, similar to the existing path in Indian Bend Wash on the east side of Hayden between Camelback and Chaparral Road.

Tim Kjellberg said he bikes frequently with his friends, including many from out of town. They have expressed surprise at the high quality of Scottsdale's bicycle infrastructure. Bicyclists do not always use the paved paths to go fast. Different types of users have different requirements. Paths are much safer than riding on the streets. They also differentiate Scottsdale from neighboring communities. This project will be an enhancement. Paths are used even during the summertime.

Chair Gruver closed the public hearing.

Susan Conklu explained that the $2.2 million in funding has already been budgeted through MAG, and the City's $1.9 million portion was approved each of the last six years by City Council as a component of the CIP. Environmental impact studies are part of the normal process for any

project. It is true that the Jackrabbit Bridge would close the only gap on what is a low motor vehicle traffic volume bicycle route.

Commissioner Bretz commended staff for responding to citizen input with meaningful changes. He said he has walked the area in question, and supports the project. He suggested that at the project north end where it connects to the Indian Bend Wash path, instead of using existing asphalt, it would be better to keep the trail along the canal, which will avoid having to spend additional money on a bridge. There is an existing path that slopes down gradually to Indian Bend Wash that could be paved. Establishing a connection to the existing multiuse path on Indian Bend Road will be challenging, since the path would have to travel through a parking lot.

Commissioner Wright said he has attended the public meetings and has walked the area. He understands the concerns that have been raised, but he also sees the value in the project, and commended staff for handling the controversy well. Commissioner Holley said the project has been very well vetted with the public. Some of the design details will have to be worked out as some real challenges exist in the area. He prefers that the path stick to the concrete rather than using the asphalt.

Commissioner Olmsted said he appreciates the diversity of comments shared during the public outreach. Scottsdale has adopted a complete streets policy. Regardless of the outcome of any specific decision, addressing the entire Transportation Master Plan is an opportunity for future public comment. He inquired whether the City would lose the MAG funding if it is not used on this project. Mr. Basha explained that if Scottsdale does not use the money on this project, it would be reallocated to other MAG projects. This project has been designated for these funds for at least six years.

Chair Gruver requested a description of enhanced crossings. Ms. Conklu explained that an enhanced crossing could feature a high-intensity activated walk (HAWK) beacon, or a pedestrian refuge with a flashing beacon. Both types are activated by path users and indicate to drivers that someone is crossing there. There would also be crosswalk markings and signage. Chair Gruver inquired about next steps related to the Commission should the project proceed. Ms. Conklu explained that the Commission will be involved in the final design process and will receive reports on Design Review Board comments. Chair Gruver encouraged staff to avoid excessive meandering and abrupt transitions in the path alignment.

COMMISSIONER WRIGHT MOVED TO ENDORSE THE RECOMMENDATION FOR THE PATH ALIGNMENT ALONG THE WEST BANK OF THE ARIZONA CANAL, USING COLORED CONCRETE AND INCLUDING THE JACKRABBIT BRIDGE, AND TO CONTINUE THE PROJECT PLANNING TO FINAL DESIGN. COMMISSIONER BRETZ SECONDED. THE MOTION CARRIED BY A VOTE OF FIVE (5) TO ONE (1), WITH COMMISSIONER OLMSTED DISSENTING. COMMISSIONER STICKLES WAS ABSENT.

5. GENERAL PLAN PUBLIC MEETING UPDATE

Ross Cromarty introduced himself as the Project Coordinator for Long Range Planning, and the Co-project Manager for General Plan 2014. State statute requires that cities create a General Plan that must be updated every ten years. The statute also requires that cities address 17 elements in their General Plan, including two new additions: energy and preservation, and revitalization of neighborhoods. The City of Scottsdale included three additional elements: character and design, economic vitality, and community involvement. The General Plan must be adopted by the Council and ratified by the voters. Scottsdale engaged in a General Plan update

in 2011, but it was rejected by the voters. In January of 2013, City Council provided direction on the new process to adopt General Plan 2014.

Mr. Cromarty stated that on May 14, staff offered two resolutions that City Council adopted. The first establishes the General Plan written procedures and the adoption calendar. The second one created the General Plan Task Force. City Council also directed Long Range Planning to work with the Task Force to create a new General Plan 2014, using the 2011 and the 2001 plans as a starting point. Public outreach began in June, and will run until December 4. There have been five workshops: Neighborhoods and Housing in June; Community Character in August; September was for Transportation; October was Economic Vitality; November was about Land Use. Online input is still possible until December. Three open houses will follow the creation of the draft document scheduled for March 10, 12, and 13 in the north, south and central areas.

Mr. Cromarty said the Transportation workshop on September 18 featured six café conversations on different topics. The forty-seven participants were encouraged to answer questions at each table, and staff was on hand to record their comments. He reviewed the questions asked and the typical answers received.

Table 1 - Alternative Transportation Modes:

- *What other forms of travel would be important for the city's residents, visitors, employees and business owners*? Answers were transit, for-hire services, bicycles, motorized bicycles, walking, shared cars, golf carts, and horses.
- *How can we build upon our foundation of sidewalks, paved path, unpaved trails, canals, transit to enhance connectivity without using the automobile*? Answers were walking, more shade, places to rest, more parks, bike paths, showers and bike lockers, buses, more shelters, higher frequency routes with stops closer to home, light rail as a north-south connector, and easier to obtain taxicabs.
- *Should redevelopment and new development enhance opportunities for non personal automobile travel*? The answer was that design should provide access for walkers, bikers etc, and integrate alternative transportation into new development that fits the choices of a younger generation.

Table 2 – Traffic Congestion:

- *What is the most important transportation route in Scottsdale*? The most common answers were Scottsdale Road, Hayden, Shea, the Loop 101, Frank Lloyd Wright, Bell, Pima, Thomas, Indian School and McDowell.
- *How can traffic congestion be reduced*? Answers were roadway changes and planning, traffic demand management, transit, and alternative transportation.
- *How can people be motivated to reduce the number of miles they drive*? More public transportation, park and ride lots, bike paths, charge for parking, and encourage transit-oriented development.

Table 3 – Transportation Investments:

- *What types of transportation investment would you suggest*? Light rail, streetcar or trolley, buses, shuttles, park and rides.
- *What types of transportation investments would promote tourism*? Regional routes, connector routes, neighborhood circulators with connections to places tourists go.
- *What types of transportation investments would enhance residents' quality of life*? Biking, walking, transportation education and promotion, HOV lanes, and improved signage.

Table 4 – Accommodating Different Generations and Abilities:

- *Does the City support transportation needs for its older population*? Excessive bus travel time, the need to plan one's day around the transit schedule, excessive distances to reach bus stops, routes not going where they are needed, lack of dependable information on transit access and schedules were all listed as challenges.
- *What transportation options should be considered for connecting the elderly to shopping, healthcare, and social engagement*? Public or private shuttles, neighborhood circulators with connections to regional systems, cab rides, smaller, more convenient buses, electric car sharing, and different solutions for different areas.
- *Does the City support the transportation needs of the disabled, young adults, and youth*? People questioned the dependability, frequency, and convenience of existing transportation options, and felt no system was in place for young people. They recognized that alternative modes of transportation are needed to attract young workers. Climate and better north/south connectivity are existing challenges. Better connections to regional systems, including light rail are desired.

Table 5 – Transportation Priorities:

- *What priorities should be addressed in Scottsdale's transportation system*? Participants prioritized convenience, followed by regional connections, options, safety, and availability. Conversely, the low priorities were capacity and comfort.

Table 6 – High Capacity Transit:

- *What forms of high-capacity transit would you support for use in Scottsdale, if any*? Answers were modern streetcar, light rail, rapid bus transit, and express bus. Some respondents expressed opposition to light rail.
- *What areas or activity centers do you think need to be linked to Scottsdale's transportation system*? Within Scottsdale, the answers were downtown, the resorts and tourists attractions, entertainment and recreation, community colleges, retail centers, medical centers, employment centers, grocery stores, libraries and schools. Outside Scottsdale, the answers were Sky Harbor, Tempe and ASU, Phoenix and other transportation systems.
- *Would Scottsdale's image be changed by high capacity transit*? The positive connotations associated with Scottsdale having HCT included a modern outlook, keeping up with the times, consistent with other resort communities, sophisticated, smarter, environmentally friendly, green, and sustainable. Some people expressed concern that aesthetics related to light rail, such as the overhead wires, would detract from Scottsdale's character.

Mr. Cromarty said 12 people also participated online. Most preferred that new development should enhance opportunities for non-automobile forms of travel. They sought improvements in public transit options in the north, particularly connecting the Airpark to downtown. They said the City should provide additional education on the existing transportation system. Respondents felt improving non-auto options, providing incentives for transit, and continued use of ITS would encourage people to drive less. Suggested infrastructure improvements were light rail, Zipcars, park and rides, roundabouts, the trolley, bike rentals, signal synchronization, and widening existing roads also came up. The majority disagreed that the City supports transportation needs for the disabled, elderly and young. Top priorities for the online participants were availability, safety, convenience, connectivity, regional connections, and accessibility. Lowest priorities were independence, opportunity, capacity, environmentally sensitive and comfort. The majority of respondents agreed that high capacity transit was compatible with Scottsdale's image. Most suggested other forms of HCT as well.

Mr. Cromarty stated that the Planning Commission will review the final draft in April/May of 2014. City Council will have a study session in late May, and an adoption hearing in June. If the plan is adopted, it will go before voters on November 4, 2014 for ratification.

Commissioner Bretz said the café conversations went very well. He inquired about evening hours. Mr. Cromarty explained that there were two sessions every day, one in the middle of the day and one in the evening. They were held in different areas of the city as well.

Commissioner Holley said he attended the evening sessions and found them to be a good format. He inquired about the steps taken to get naysayers involved in the process. Erin Perrault explained that some of the previous opponents participated in the Task Force. She attributed some of the previous opposition to a lack of awareness of what the General Plan was the last time. Once the vote failed, staff made a concerted effort to understand the topics that the public was most interested in talking about.

Commissioner Ward noted that the public outreach effort requires active participation. The number of people willing to take the time to participate represents only a tiny fraction of the voting public. He expressed concern that the General Plan could be rejected again, not because people dislike it, but because they do not know enough about it. The mood of the electorate today is to say no until they have been given a clear reason to say yes. He acknowledged that staff has limited resources to work with in educating the public, but the concern remains.

Chair Gruver inquired about the process of issuing notice for the public hearings. Mr. Cromarty responded that staff relies on email blasts, social media, advertising, press releases, Channel 11, the City website, and meetings with pertinent organizations to spread the word. He agreed that it has been very difficult to get people to participate in the process, but added that the quality of the dialogue is representative. Those that have gotten involved have felt the process a worthy one. Everyone who does participate is asked to suggest additional means to spread the word about the General Plan. This problem is not unique to Scottsdale.

Chair Gruver queried how the transportation-related workshops compared to the workshops for other General Plan topics. Mr. Cromarty said the numbers were slightly lower, but the type of meaningful conversation was similar.

Chair Gruver opened the public hearing.
Dave MacDonald suggested that the City consider a sample survey of repeat voters to find out whether they are aware of what is going on with the General Plan, and a declaration of interest in the topics addressed by it. He felt this would result in a much better idea of what to anticipate during the election.

Chair Gruver closed the public hearing.

6. **HOSPITALITY TROLLEY**

Paul Basha said Scottsdale has been operating the hospitality trolley during the tourist season for the last three years. Staff is preparing changes for the fourth season. This year it will be rebranded as the Day Tripper. In previous years, the trolley was funded in part by City Council approved hotel bed tax revenue and private advertising dollars. Initially this seemed like a good idea, but sponsoring businesses expected the trolley to serve their locations, which did not always result in the best route. This year, staff received City Council approval to have the City fund the trolley completely with hotel bed tax revenue. This makes it possible to establish routes based on

transportation needs. The trolley is designed to transport tourists from their hotels to venues they might be interested in visiting.

Mr. Basha stated in an effort to maintain schedule integrity, the trolley last year only stopped at designated locations. The new route will run from the Fairmont Scottsdale Princess on the north to Scottsdale Fashion Square on the south. These have been the two highest ridership locations in previous years. The overall route is shorter, and will now stop at any bus stop on Scottsdale Road along the route. The previous schedule ran from 10 a.m. to 10 p.m., and started at the south. The new one starts at 11 a.m., at the north end where the hotels are, and ends at 10:30 p.m. People who wish to travel farther south than the Fashion Square can connect with the Downtown Trolley at that location. Trolleys will run at 30-minute intervals, and it should be much easier to maintain that schedule with a shorter route.

Mr. Basha explained that the Downtown Trolley leaves from Scottsdale Fashion Square and travels throughout downtown on various streets. From 2007 to 2009, the Downtown Trolley ran at ten-minute intervals, but it was reduced to 15-minute service due to budget cuts. As a result, ridership numbers dropped by 36%, even though the number of visitors to Scottsdale increased over that span. Frequency of service is very important to transit operation.

The new buses have been disguised to appear as trolleys, though they have all the fuel efficiencies and climate control advantages of modern buses. Three of these vehicles will be used on the Day Tripper route, and the fourth will be used in the downtown area. Mr. Basha said staff has high hopes that ridership will increase this year because of all the changes. Advertising will still be accepted, and Butterfly Wonderland has already committed to be a sponsor. There will be two different data collection efforts on the trolleys. One will simply ask riders to enter their zip code of residence. The other will be a three-page survey, conducted by a consulting firm, to gather more information for future planning purposes.

Chair Gruver opened the public hearing.

Dave MacDonald said he spoke out when the trolley frequency was decreased to warn about the impact it would have on ridership. The big cutoff point for transit frequency is ten minutes. He encouraged a return to this level of service, and said he is convinced it would result in a good response.

Mr. Basha noted that **Kathleen Glenn**, Chair of the Tourism Development Commission, submitted a speaker/comment card on the hospitality trolley, but unexpectedly needed to leave.

Chair Gruver closed the public hearing.

Commissioner Wright inquired about the participation of the SCVB in the trolley. Mr. Basha explained that the new route was developed in close cooperation with the SCVB and Economic Development. The SCVB will be hosting a concierge event on December 9 to generate interest in and provide information on the trolley service. They are developing advertising materials and trolley schedules to be distributed at all hotels. They are also providing overhead street banners that advertise the Day Tripper. Pamphlets and brochures on places and activities of interest to tourists will be available inside the trolleys.

Commissioner Wright inquired about the impact that the free trolley would have on Route 72. Mr. Basha said Route 72 travels for a much longer distance. He did not think there would be a negative impact on it. It is common in many other metropolitan areas to have multiple services running along the same route. The hospitality route will have special signs to indicate the

difference between the different services, and the concierges will be able to help travelers identify the vehicles.

Commissioner Bretz queried whether Valley Metro is factoring the Day Tripper into their customer service inquiries and NextRide service. Mr. Basha responded that the Downtown Trolley is included in Valley Metro publications, and staff will make them aware of the Day Tripper too. Staff will also endeavor to get Day Tripper included in NextRide. Drivers will also announce major intersections and destinations. Commissioner Bretz inquired whether the trolleys could automatically count the time and location that people get on and off. Mr. Basha said the drivers have been asked to do that manually in the past. This year it will be automated. Commissioner Bretz said the neighborhood trolley drivers rarely announce stops, even though it is an Americans with Disabilities Act (ADA) requirement.

Chair Gruver asked about the advertising method. Mr. Basha said advertising will only be on interior cards, as exterior advertising detracts from the trolley appearance. Chair Gruver suggested contacting the concierge association to inform them as well. She said the zip code analysis will help reveal the number of local people who use the trolley instead of Route 72. She expressed optimism about the changes.

Commissioner Holley inquired about the parties responsible for the marketing effort. Mr. Basha responded that it is a collaborative effort between Transportation, Economic Development, and the SCVB.

7. **TRANSPORTATION PROJECTS/PROGRAMS UPDATE**

Paul Basha reported that the Bond Initiative was defeated earlier this month. Staff is in the process of reorganizing projects and determining which ones could possibly be funded through other means, though the chances of that happening are small. Had the bond been approved, MAG and ADOT funding for interchange improvements at the Loop 101 and Pima/Princess would have been accelerated by five years. That project will not occur until sometime between 2020 and 2025. Nonetheless, work has begun on the design concept report, which will analyze the entire corridor from the Pima/Princess interchange to the Raintree interchange. The data will distinguish where vehicles enter and exit the frontage road system, which will help determine the proper design solution. The study will also analyze collision data.

Commissioner Wright inquired about the vacant property east of the Airport at the western terminus of Raintree. Mr. Basha explained that a private business has expressed interest in acquiring that property, and the City has been in conversation with them about the alignment of Raintree Drive through that property. Plans are proceeding as normal in that regard. In response to an inquiry by Commissioner Holley, Mr. Basha explained that the Raintree Design Concept Report near the Airpark has some involvement with the Loop 101 interchange project. The City is hoping to have the Design Concept Report complete within the next 10 months.

8. **PUBLIC COMMENT**

There were no public comments.

9. IDENTIFICATION OF FUTURE AGENDA ITEMS

Commissioner Bretz requested an update on East Valley Dial-a-Ride, now that the policy has changed to using taxi cabs and non-profit organizations.

Commissioner Ward suggested that the Commission discuss ways to develop a dependable capital funding source for projects. Three areas of focus could include alternative types of funding sources, how to make them legislatively possible, and possible governance processes. Mr. Basha said the City has struggled with ways to fund projects and how to engage the community in making collective decisions. He would welcome the Commission's input at an upcoming meeting. Chair Gruver proposed including any information that might be relevant or appropriate on any other discussion happening at the state or county level related to funding.

Commissioner Wright suggested an agenda item on the possible transportation challenges and opportunities presented by Super Bowl 2015.

10. ADJOURNMENT

With no further business to conduct, Chair Gruver adjourned the regular meeting at 8:32 p.m.

SUBMITTED BY:

A/V Tronics, Inc. DBA AVTranz.

***Note: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at http://www.scottsdaleaz.gov/boards/transp.asp.**