



APPROVED
SUMMARIZED MINUTES

CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING

THURSDAY, JANUARY 21, 2016

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

1. CALL TO ORDER

Chairman Olmsted called the regular meeting of the Scottsdale Transportation Commission to order at 6:08 p.m.

2. ROLL CALL

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

STAFF: Paul Basha, Director of Transportation
Madeline Clemann, Transit Manager
Susan Conklu, Senior Transportation Planner
Frances Cookson, Staff Representative

GUESTS: Don Couvillion, SkySong
Patty Badenoch
Darlene Peterson
Michelle Pabis
Rebecca Grossman
Mark Hiegel
Jim Derouin
Chase Emmerson

3. PUBLIC COMMENT

No members of the public wished to address the Commission.

4. APPROVAL OF MEETING MINUTES

- Study Session of the Transportation Commission – December 17, 2015
- Regular Meeting of the Transportation Commission – December 17, 2015

VICE CHAIR HOLLEY MOVED TO APPROVE THE STUDY SESSION MINUTES OF DECEMBER 17, 2015 AND THE REGULAR MEETING MINUTES OF DECEMBER 17, 2015. COMMISSIONER STICKLES SECONDED. THE MOTION CARRIED BY A VOTE OF SEVEN (7) TO ZERO (0).

5. ELECTION OF OFFICERS

Chair Olmsted reviewed that the term for service on the Transportation Committee is three years, with the opportunity to serve two three-year terms. There is an election of officers at the beginning of each calendar year.

COMMISSIONER STICKLES MOVED TO RE-ELECT STEVEN OLMSTED AS CHAIR AND PAUL HOLLEY AS VICE CHAIR OF THE TRANSPORTATION COMMISSION. COMMISSIONER GRAHAM SECONDED. THE MOTION CARRIED BY A UNANIMOUS VOTE OF SEVEN (7) TO ZERO (0).

6. APPOINTMENT OF PATHS & TRAILS SUBCOMMITTEE CHAIR

Chair Olmsted expressed appreciation to Transportation Director Paul Basha, who has served the past year and worked specifically to expand the Subcommittee with the addition of a member from the Parks and Recreation Commission, and at-large positions as well as updating the charter. He also thanked Commissioner Stickles and Vice Chair Holley for their service.

VICE CHAIR HOLLEY MOVED TO APPOINT COMMISSIONER ROBERT STICKLES AS THE CHAIR OF THE PATHS & TRAILS SUBCOMMITTEE AND THAT COMMISSIONER GARY BRETZ SERVE AS AN APPOINTED MEMBER. THE MOTION CARRIED BY A UNANIMOUS VOTE OF SEVEN (7) TO ZERO (0).

7. TRANSPORTATION COMMISSION ANNUAL REPORT OF 2015

Paul Basha addressed both Agenda Items 7 and 8, indicating that both are reports that the City Council requires every January. The purpose is to ensure that commissions and subcommittees and boards are actively and properly functioning. Both reports were previously provided to Commission members.

COMMISSIONER STICKLES MOVED TO ACCEPT AS PRESENTED THE PATHS & TRAILS SUBCOMMITTEE ANNUAL REPORT AS WELL AS THE TRANSPORTATION COMMITTEE ANNUAL REPORT. VICE CHAIR HOLLEY SECONDED. THE MOTION CARRIED BY A UNANIMOUS VOTE OF SEVEN (7) TO ZERO (0).

8. PATHS & TRAILS SUBCOMMITTEE ANNUAL REPORT OF 2015

See Item Seven above.

9. 2016 SMART/CONNECTED/COMPLETE TRANSPORTATION SPEAKER SERIES

Mr. Basha introduced Don Couvillion, of ASU SkySong. Mr. Couvillion announced that 450,000 square feet of Class A office research space has been completed with 95 percent leased. Work has begun on an additional 150,000 square feet. A newly received letter of intent means that a total of 68 percent of the building is pre-leased. A total of 325 apartments have been completed and are at 94 percent occupancy. Work has begun on 12,000 square feet of restaurants. Every month, 5,000 to 6,000 area residents attend community events at SkySong and a farmer's market was recently inaugurated. The area surrounding SkySong has also seen significant development with home values rising, and investment in homes by new owners is increasing rapidly.

Highlights of the presentation included:

- Motorola began operations in Scottsdale in the 1950s and 1960s with technology manufacturing being a significant factor in attracting residents to southern Scottsdale.
- SkySong is bringing tech jobs back to southern Scottsdale with 2,000 jobs currently and approximately 7,000 expected at build-out. Other employment centers such as the Galleria are attracting technology tenants.
- Scottsdale was named the eighth most entrepreneur-friendly city in the U.S., with the Scottsdale/ASU collaboration noted as one of the factors considered, as well as the availability of capital.
- Moving forward, it should be noted that technology workplaces are changing.
 - In 2011, an average of 250 square feet was devoted to every employee in a general office setting. The industry refers to this figure as "Four per thousand." Accordingly, parking for office buildings is provided at four cars per thousand square feet of office space.
 - In 2014, the space per office worker was reduced to an average of 192 square feet. The most recent statistic reflects an average of 172 square feet. By 2020, it is expected to be 150 square feet per worker. Current SkySong leases and those at the Galleria reflect a trend toward an even lower total of 125 square feet.
- Currently, Scottsdale imports 83 percent of its workforce and has 3.6 million square feet of office space downtown between Camelback Road and McKellips.
 - The majority of this space is designed at a ratio of four workers per thousand with the City Code only requiring three per thousand.
 - When the square footage per worker decreases to 150, this results in an increased capacity of 10,000 workers per day, a 67 percent increase in the population of office space in Downtown Scottsdale.
 - At 125 square feet per worker, traffic doubles.

- Office and parking space reduction trends will impact parking not only for workers, but also for tourists and downtown merchants.
- Concerns will arise regarding air quality, lost productivity and quality of life.
- High capacity transit provides an answer to gridlock.
- In addition to the changing workplace, a change in workers is also occurring.
 - Millennials and the generation after them (iGen) are technology dependent.
 - This generation has a “green sensibility,” and desire to be less car dependent.
 - They are entrepreneurial, questioning, collaborative and desire balance and flexibility in work schedules.
 - If Scottsdale wishes to retain its vibrancy and attract these workers, a different approach to transportation will be required.
- There are 20,000 people living within a half mile of Scottsdale Road from Chaparral to McKellips, 40,000 living within a mile.
 - The Tier One study was completed and identified Scottsdale Road at the high capacity transit corridor.
 - A potential Tier Two study would address related technological requirements.
 - Criteria for evaluation was drawn from the 2008 Transportation Master Plan and includes rider benefits, with the Scottsdale Road alignment satisfying most requirements.
 - Community support is emerging and there is a need to continue to build coalitions.
 - A proposed route was presented, which would serve Honor Health, Giants Stadium and other important activity centers.
- By 2020, significantly increased capacity will be needed to serve current employers, even without growth in office research space.
- Additional employment downtown is key to the economic vitality of the City.

Highlights of the ensuing discussion included:

- In response to a question from Chair Olmsted, Mr. Couvillion stated that additional, higher capacity parking garages will be constructed to accommodate workers. The current request from tenants is to build approximately six spaces per thousand squares feet of office space. Employers are increasingly having employees work in varying shifts. Currently, there are two parking garages with 3,000 spaces; two potential additional parking garages will accommodate 2,800 and 1,800 respectively.
- In response to a question from Chair Olmsted, Mr. Couvillion noted high traffic volumes between SkySong and ASU.
- Chair Olmsted stressed the importance of connectivity in the transportation system.

10. 2016 SCOTTSDALE TRANSPORTATION SUMMIT STATUS

Chair Olmsted reviewed that the general idea was to hold a four to six hour summit in the late spring or early summer to allow interaction in a casual environment to possibly include providers of services. The idea is still evolving over the next month or two and an update will be provided during the regular meeting in February.

11. RAIL TRANSIT POTENTIAL ROUTES

Paul Basha, Transportation Director, provided the report. The Commission's December 17th meeting included a lengthy discussion regarding the potential for rail routes to be included in the Transportation Master Plan. Direction to staff was to take the options and provide diagrams for discussion this evening. The goal is for the Commission to advise the Department which diagram they would like included in the Transportation Master Plan. The intention is for the Commission to vote on a recommendation to the City Council at a special meeting of the Commission on February 4th. Highlights of Mr. Basha's presentation included:

- The first diagram is a concept which includes only ovals or bubble diagrams, rather than specific individual routes and is provided for discussion purposes only. The diagram includes an ellipse along McDowell and Scottsdale Roads, which can be combined or moved farther to the west to include 68th Street or 64th Street. It could be moved farther to the east to include Hayden Road or to the southwest to include Galvin Parkway. This option would encompass all of Scottsdale south of downtown.
- The next diagram has been discussed for the past several months, having been initially proposed at the May 7th Commission meeting. It depicts five different routes.
 - Two routes are on Scottsdale Road:
 - A short route extends from Tempe to SkySong.
 - A longer route would extend from Tempe along Scottsdale Road to Goldwater Boulevard before connecting to Fashion Square.
 - A north/south concept would be along 68th Street connecting to the Tempe Modern Street Car.
 - Two routes beginning at McDowell Road, including the General Dynamics site:
 - One route would continue west on McDowell Road and at some point west, would curve south and connect to the Sky Train Station at 44th Street and Washington.
 - The other route would start at the General Dynamics site, continue to Galvin Parkway past the Desert Botanical Gardens, the Phoenix Zoo and connect to the light rail station at Priest Drive and Washington Street. Riders could stay on the train and continue into Phoenix or Glendale.
- Additional concepts include:
 - Eliminating the 68th Street route. If introduced this would need to be a modern streetcar and would have to be included in the existing travel lanes of 68th Street. It would have some impact on the single family homes in the vicinity.
 - One route, which would serve from SkySong to and from Tempe, connecting to the existing rail and University light rail station.
 - A two-route concept includes the SkySong to Tempe route as well as the McDowell Road to Galvin Parkway route.
 - The Commission's December 17th, 2015 meeting included a concept proposal that would begin at Fashion Square, follow Goldwater, then Scottsdale Road to curve onto McDowell Road before curving south to Galvin Parkway. A variation of the route would start at Fashion Square to McDowell to continue west, curving to connect to the Sky Train Station at 44th and Washington. There were concerns about the impact of a rail route on Scottsdale Road and McDowell Road, so existing light rail routes in the City of Phoenix were investigated, specifically the intersection of Central Avenue and Washington Street. That research provided confirmation that a rail route could negotiate the curve in question.
- A final slide illustrates the existing light rail route from the Sky Train Station at 44th and Washington to the next station at Priest and Washington, before continuing to the southeast, crossing Rio Salado and entering into Tempe before curving and continuing

farther east. The diagram illustrates the distinction between a McDowell Road route and a Galvin Parkway route.

- The 2008 Transportation Master Plan began a Tier One concept study and suggested that a Tier Two environmental study be conducted. Any substantial project in the United States is required to have an environmental impact study. .

Highlights of the ensuing discussion included:

- Chair Olmsted read two electronically submitted public comments. One voiced support for the addition of light rail. The second suggested running the light rail up Scottsdale Road to SkySong and no farther.
- Patty Badenoch, a 40-year Scottsdale resident, voiced opposition to light rail, stating that it lowers the quality of lifestyle. Light rail contributes to high density activity and construction, which obstructs the desert views for which many residents move to the area. It is costly to build and will result in higher taxes to residents. Two traffic lanes will be sacrificed for construction, condemning abutting properties. Tracks will be separated from lanes by concrete walls and curbs and major intersections will be blocked. Light rail increases response times for emergency vehicles. Crime rates on light rail are higher than those of bus systems. Businesses along Scottsdale Road will not survive the construction phase.
- Darlene Petersen, resident of Scottsdale since 1958, stated that she had recently spoken before the City Council, where she voiced her displeasure at continued actions which have ruined the character of the City. She cited the development of high rise buildings constructed in close proximity to sidewalks. She added that bus routes should include stops at corners, rather than the current system, which requires pedestrians to walk a mile to reach a bus stop. She agreed with a route approaching McDowell Road and no farther north.
- Michelle Pabis, Vice President of Government and Community Affairs for Honor Health, stated that Honor Health supports a comprehensive transportation plan that includes fixed transit options. Transportation options are an important factor in Honor Health's ability attract and retain the best talent to provide patient care to the community. Honor Health relies on a robust transportation system, as only one-third of its employees live in Scottsdale. The ideal plan should include high capacity options and regional connectivity.
- Rebecca Grossman, President and CEO of the Scottsdale Area Association of Realtors read the Association's policy statement, which included an emphasis on the need for efficient transportation systems and an infrastructure that provides a framework for quality of life. She stressed the need for varying mass transit components.
- Mark Hiegel, President and CEO of the Scottsdale Area Chamber of Commerce, asked that the Commission consider all high capacity transportation choices and not just those currently in use.
- Jim Derouin, a 30-year resident of Scottsdale, suggested consideration for all rational alternatives for high capacity transit in the Transportation Master Plan. He added that ASU Plus is the largest online provider of academic programming in the world and this important asset should be provided greater transportation connections.

Highlights of the ensuing discussion included:

- A Commissioner stated that in order to retain and attract high quality jobs, the economic vitality of a community is highly dependent upon solid transportation and that alternatives should be given consideration as the City furthers the conversation.
- Vice Chair Holley noted that the focus has been on the area of southern Scottsdale and questioned whether routes should end at McDowell or continue to Camelback.
- A Commissioner urged that all routes be considered and that the plan include service to Fashion Square. He cited a recent article stating that Millennials are driving less than earlier generations and are delaying getting their licenses. He suggested the possibility of running light rail to the station, connecting on the line and running it to 44th Street to connect with Sky Train.
- A Commissioner suggested that two to three route proposals should be provided to the City Council, the most preferable being 44th to Washington and Galvin Parkway to Scottsdale. These options prioritize the residents of Scottsdale.
- Chair Olmsted stated that the conversation regarding high capacity transit and the Transportation Master Plan should be considered in concert with the capital improvement program.
- Vice Chair Holley said that the Blue Line route has garnered the most support. He questioned the Commission's objective and particularly whether it is to encourage the City to perform a further feasibility analysis.
- A Commissioner commented that not all necessary analysis has been completed to determine the appropriate corridor to connect Scottsdale to the regional rail system, and that as such, flexibility should remain on the map, which would allow for these decisions to be made in the future. Remaining questions include the level of travel demand occurring in the north/south fashion compared to a corridor that might connect Scottsdale to the Airport. Not connecting Downtown Scottsdale to any of the options is a missed opportunity.
- A Commissioner stated that the City Council is free to make any modifications they see fit or to fund any study they deem necessary.
- Chair Olmsted pointed out that there are two elements for consideration, including what it is included in the Transportation Master Plan, commensurate with how the City views the all modes options and what would be done to address a particular mode. What he envisioned the Commission wanting to do is to identify the entire system relative to the all modes approach with a framework provided to the City Council.
- A Commissioner suggested inclusion of the Drinkwater option and the Yellow Route on Scottsdale Road.
- A Commissioner voiced support for inclusion of more than one route and suggested that more time be allowed for consideration.

COMMISSIONER STICKLES MOVED TO TABLE THE DECISION ON THE ROUTES UNTIL FEBRUARY 4TH. COMMISSIONER MCCLAREN SECONDED.

A Commissioner asked about the original proposed voting date for the Transportation Master Plan, to which Chair Olmsted replied that approval for the plan had been previously slated for the end of 2015. A Commissioner commented that the vote has already been delayed for several months. Vice Chair Holley stated that he would like to see the Commission identify two recommended lines, noting that the size of the meeting audience has been greatest relative to the Transportation Master Plan. As such, the level of public involvement indicates that other people might like to weigh in on the issue.

THE MOTION FAILED BY A VOTE OF THREE (3) TO FOUR (4). COMMISSIONERS ROSENBERG, GRAHAM, BRETZ AND VICE CHAIR HOLLEY DISSENTED.

COMMISSIONER BRETZ MOVED TO KEEP THE BLUE LINE TO INCLUDE DRINKWATER AND THE YELLOW LINE DOWN SCOTTSDALE ROAD CONNECTING INTO TEMPE, BUT ALSO TO INCLUDE DRINKWATER.

Chair Olmsted stated that this motion introduces a new route element without public comment, staff review or discussion. Commissioner Bretz acknowledged this. A Commissioner amended the motion to include Drinkwater and Goldwater.

COMMISSIONER BRETZ AMENDED HIS MOTION TO KEEP THE BLUE LINE TO INCLUDE DRINKWATER AND THE YELLOW LINE DOWN SCOTTSDALE ROAD CONNECTING INTO TEMPE, BUT ALSO TO INCLUDE DRINKWATER AND GOLDWATER. COMMISSIONER ROSENBERG SECONDED THE MOTION.

Vice Chair Holley clarified that the Blue Line includes the bifurcation at the end, with both Drinkwater and Goldwater and questioned what would happen with the Yellow Line.

Commissioner Bretz clarified his motion. The northern end would be the same as the Blue Line and would include Drinkwater and Goldwater as possibilities. The Blue Line and the Yellow Lines would have the same routing.

THE MOTION CARRIED BY A VOTE OF FIVE (5) TO TWO (2). CHAIR OLMSTED AND COMMISSIONER STICKLES DISSENTED.

There was discussion concerning the purpose and effect of the motion. Mr. Basha stated that the Department's understanding is that it would include in the Transportation Master Plan one page with two proposed routes. These would include the Blue Route along Galvan Parkway and the Yellow Route that continues south on Scottsdale Road. Both routes include both Goldwater and Drinkwater.

A Commissioner suggested that possibly the north end of the Yellow Line should be dashed, in order to indicate the option is either/or, maybe both.

12. TRANSPORTATION MASTER PLAN UPDATE

Paul Basha, Transportation Director, clarified that the intent of this item is not to discuss a presentation or offer new information, but to provide answers to any questions.

Highlights of the ensuing discussion included:

- A Commissioner suggested an addition to the policies section which would highlight awareness that as people age, their ability to move about the community becomes challenging. An important goal is to assist the disabled and the aging with their transportation needs. Mr. Basha suggested the addition of a phrase to the first policy, which would address the transportation needs of all ages and abilities.
- Vice Chair Holley asked whether the multiuse path and bicycle lane graphics illustrate existing and proposed routes. Mr. Basha clarified that the intent is to illustrate proposed paths and trails. Vice Chair Holley suggested the addition of language to

make this clear. Mr. Basha replied that the routes are defined as priorities, which indicates the intentions of the City in terms of design and construction.

- Chair Olmsted asked for clarification on the intent to bringing the complete streets policies and appendices forward for inclusion in the document. Mr. Basha replied that, complete streets is a generalized phrase. There are several variations between a car-only street and a complete street, such as the presence or absence of bicycle lanes, ramps at intersections and multiuse paths. It would be difficult to provide a map that definitively indicates whether or not a street is a complete street.
- A Commissioner referred to a previously submitted suggestion that the 2008 Transportation Master Plan essentially be incorporated into the 2016 Transportation Master Plan. The Department is of the opinion that the 2016 Transportation Master Plan should stand on its own merits. In addition, the 2008 Transportation Master Plan was never adopted by the City Council as an ordinance or a resolution.
- Chase Emmerson was present on behalf of Cav-Ranch, LLC and Preserve Ranch, LLC, which together control approximately 360 acres along North 128th Street. Both properties border the McDowell Sonoran Preserve and have frontage on North 128th Street. While the combined entities recognize that the proposal to eliminate public vehicular access through North 128th Street would have a negative impact on access to its property, it also acknowledges that this is the most environmentally sensitive stretch of the McDowell Sonoran Preserve. They have come to realize that this enhances the Preserve as an asset to the community and will be an enhancement for future residents. Additionally, there has been cooperation with the Department in reference to the cross section for North 128th Street. Based on these discussions, they support the Department's recommendation to modify the cross section to a more environmentally sustainable design. Work continues with staff regarding the cross section for 128th Street North of Ranch Gate Road, including the portion immediately south of Rio Verde Drive. Both segments should be further minimized, as they would dead-end into the soon to be gated Preserve areas.
- Chair Olmsted read an electronically received comment, which expressed interest in obtaining information regarding the closure of 128th Street between Jomax and Ranch Gate Road. It urged that the closure should not be done until a survey of potential new homes to be built in the area of 128th Street and Ranch Gate is completed. Mr. Basha stated that the Transportation Master Plan includes 128th Street as a minor collector through the Preserve. The 2016 Transportation Master Plan removes it as a minor collector street, to become an emergency access only street. Five designated streets would consist of a raised landscaped median, one motor vehicle travel lane and one wide bicycle lane per direction. The street are:
 - 128th Street south of Ranch Gate Road
 - Ranch Gate Road
 - Jomax
 - Dynamite from 118th Street to the City border
 - Pima Road from Legend Trail to Stagecoach Pass
- Jim Derouin suggested that language be included in the Transportation Master Plan that provides explanations for conclusions presented in the document. Mr. Basha shared the Department's opinion that the document should be seen as a statement of fact, which does not require explanation, elaboration or advocacy. Adding explanations throughout the document begs the question of how far to go with such modifications and additions.
- In response to a question from Vice Chair Holley, Mr. Basha stated that the Commission is free to provide modifications to the Transportation Master Plan at its

next meeting on February 4th. Commission members could either collectively or individually write memorandums to the City Council, explaining their perspectives and reasoning for certain aspects of the document.

COMMISSIONER STICKLES MOVED TO MAKE THE CHANGES RECOMMENDED THIS EVENING AND THAT ON FEBRUARY 4th, THE DEPARTMENT PRESENT THE COMMISSION WITH A PRE-FINAL DRAFT OF THE TRANSPORTATION MASTER PLAN. COMMISSIONER BRETZ SECONDED. THE MOTION CARRIED BY A UNANIMOUS VOTE OF SEVEN (7) TO ZERO (0).

Mr. Basha clarified that the City Council is not yet scheduled to hear this. The Department has been directed by the City Manager to wait until the Transportation Commission has voted on a recommendation before the topic is scheduled. A study session is scheduled in the last week of March with City Council, with the vote to be scheduled in either April or May.

13. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Paul Basha provided the report. Highlights included:

- A downtown parking analysis was conducted which was presented to the Commission at the December meeting. The Department is scheduled to present this topic to City Council in a work study session on February 1st. As mentioned in the December meeting, one of the options that will be recommended is to extend the time period of the Downtown Trolley operation. Currently it begins service at 11:00 a.m. The recommendation will be to begin service at 5:00 in the morning. This would enable the Trolley to be used for commuter travel. Costs would total approximately \$200,000 with a recommendation that funding for the additional service come from the Transportation Fund. The Trolley is currently funded through hotel bed taxes.
- On January 19th, Mr. Basha appeared before the Tourism Development Commission, which requested that the Department conduct an extensive survey of ridership on the Downtown Trolley. This will be accomplished with Transportation Department employees. The intent of the survey will be to determine the percentage of people using the Trolley that are visiting from out of state or out of City and at which hotels they are staying.
- Madeline Clemann, Transit Manager, provided further updates, including:
 - A memorial bike rack was donated by the Scottsdale Osborn Medical Center, installed at Thomas Road bicycle stop.
 - Hardware installation has been completed at 15 intersections for the Bicycle Signal Detection Program in Phase I, which includes the Thomas/Miller Road signage and markings. Field testing and troubleshooting was completed in January. It was discovered that cameras were dropping calls for bicycles at nighttime. An algorithm for detection was developed and the vendor is currently updating the software. Next steps are to confirm the algorithm solution with testing and then begin Phase II installation, which includes 25 additional locations.
 - The Department submitted applications for projects through the MAG Bicycle and Pedestrian Committee for congestion mitigation, air quality and transportation alternatives program funding. Three of the four applications have been cleared to continue to the next round and will be sent to the MAG Transportation and Review Committee for final approval.

- Finalization of designs is taking place for the Wayfinding Signage Program. Prototypes will be constructed and made available for public viewing and comments. Finalization will be on the agenda in March with the Paths & Trails Subcommittee, Transportation Commission and the Parks & Recreation Commission.
- Extra trolley service will be provided during events in March as well as the Culinary Festival in April.

14. PUBLIC COMMENT

There were no public comments.

15. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

- Commissioner Bretz suggested an update on the regional paratransit study. Ms. Clemann stated that this was already to be included on the February agenda.

16. ADJOURNMENT

With no further business to conduct, Chair Olmsted adjourned the regular meeting at 8:57 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>**