



**SUMMARIZED MINUTES
CITY OF SCOTTSDALE TRANSPORTATION COMMISSION
REGULAR MEETING
THURSDAY, JANUARY 15, 2009
KIVA - CITY HALL
3939 N. DRINKWATER BLVD.
SCOTTSDALE, ARIZONA 85251**

CALL TO ORDER

Chair Howard called the regular meeting of the Scottsdale Transportation Commission to order at 6:05 p.m.

1. **ROLL CALL**

PRESENT: William Howard, Chair
Josh Weiss, Vice Chair
Terry Gruver, Commissioner
Kelly McCall, Commissioner
Donald Maxwell, Commissioner
Howard Sukanic, Commissioner (departed at 6:50 p.m.)
Paul Ward, Commissioner

STAFF: Mary O'Connor, Transportation General Manager
Dave Meinhart, Transportation Planning and Transit Director
Annie DeChance, Public Participation & Outreach Manager
Paul Porell, Traffic Engineering Director
Reed Kempton, Principal Transportation Planner
Jennifer Bohac, Senior Traffic Engineer
Teresa Huish, Principal Transportation Planner
Madeline Clemann, Transit and Parking Manager
Rose Arballo, Transportation Commission Coordinator

SPEAKERS DURING PUBLIC COMMENT (IN ALPHABETICAL ORDER):

Michelle Eyre	Paul Hornung	Nancy Morningstar
Margaret Charles	Matthew Howell	Jennifer Reinhardt
Ken Clemenger	Marilyn Lucero	Jean Steely
Phil Hebets	Dave MacDonald	Eugene Walker
Elizabeth Heideman	Rose M. Magnan	Helen Whitehurst
Christine Horn	Elida Munoz	

2. **Approval of Meeting Minutes**

- Study Session of the Transportation Commission - December 18, 2008
- Regular Meeting of the Transportation Commission - December 18, 2008

COMMISSIONER SUKENIC MOVED TO APPROVE THE STUDY SESSION AND REGULAR MEETING MINUTES OF DECEMBER 18, 2008. COMMISSIONER MAXWELL SECONDED. THE MOTION CARRIED UNANIMOUSLY BY A VOTE OF SEVEN (7) TO ZERO (0).

3. **Public Comment**

Chair Davis invited public commentary on non-agendized items.

Dave MacDonald urged the Commission to invite the utility companies to discuss what they can do to help cities prepare for plug-in hybrid vehicles. They should be asked to provide information on the number of plug-in vehicles they can expect to accommodate with off-peak charging. Citizens need to know whether they are going to be able to charge their electric vehicles. Auto dealers could market electric vehicles with the knowledge that the utilities are going to be able to support them.

Chair Howard said the Commission plans to add that topic to a future agenda.

4. **Neighborhood Traffic Management Exception Requests**

Ms. Bohac said two requests for neighborhood traffic management exceptions have been submitted. One project is on 87th Terrace, between Camelback Road and Chaparral Road, while the other is on Hayden Road between Pinnacle Peak Road and Happy Valley Road. Both projects failed to qualify initially, and the requests are for reconsideration in light of the new Neighborhood Traffic Management Program (NTMP) criteria.

Ms. Bohac explained that the original request for 87th Terrace was received in January of 2005. The traffic data gathered at that time showed that the project did not qualify under the criteria then in effect. The new request came in September of 2008. New traffic data was gathered and compared to the new criteria. Also known as the Pima frontage road, 87th Terrace runs along the west side of Pima Road for four miles, with breaks at the major arterial streets between McDowell Road and McDonald Drive. 87th Terrace serves as the main pedestrian/bikeway path along this stretch of the Pima corridor.

Under the current NTMP qualifying criteria, in order for a street to be advanced, it must:

- Be paved
- Be planned for one lane in each direction
- Have residential frontage of 50%
- Be from 660 feet to 1 mile in length
- Traffic volume must be between 500 to 5,000 vehicles per day
- Forty percent of the vehicles should be exceeding 30 m.p.h.
- Twenty percent should be exceeding 35 m.p.h.

Ms. Bohac explained that on 87th Terrace, the existing speed limit is 25 m.p.h. The average daily traffic is 209 vehicles per day. The average speed is 25 m.p.h. with an 85th percentile speed of 32 m.p.h. The percent of vehicles exceeding 30 m.p.h. is 18%, and the percent exceeding 35 m.p.h. is 9%. Only four homes have direct residential frontage, which represents about 20% of the homes along 87th Terrace. The sidewalk has a 350-foot gap near Minnezona Avenue. This segment is designated on maps as a bikeway, and is part of a nine-mile system that runs from Shea Boulevard to Roosevelt. Citation information shows that no tickets were issued on this segment from 2006 to 2008.

Based on this information, the 87th Terrace project only meets three of the seven criteria to qualify for the NTMP. The frontage, volume and speed requirements have not been met. Staff's recommendation is to not allow this project to move forward. However, staff does recommend evaluating the street for pedestrian/bicycle improvements, and increasing the general public awareness that this segment doubles as part of the Pima bikeway system. Staff also recommends installing neighborhood speed limit supplemental signage to help address concerns about speeding, and completing the missing portion of sidewalk.

Ms. Bohac reported that the Hayden Road project failed to qualify during the initial 2003 request. A new request was received in 2008, and new data gathered. In this area, Hayden Road runs for two miles between Pinnacle Peak Road and Happy Valley Road. The existing speed limit is 30 m.p.h. The average daily traffic is 2,780 vehicles. The average vehicle speed is 38 m.p.h. The percentage of vehicles traveling over 30 m.p.h. is 96%, and those over 35 m.p.h. are 82%. There is one home with direct residential frontage, which equates to 3% of homes on the road. A sidewalk is present along 66% of this segment. The roadway serves as a designated bike route in this area. There are school bus stops along the road. It is classified as a local collector in the Transportation Master Plan (TMP), and will not be widened. The number of citations issued on this segment between 2006 and 2008 was approximately 90 to 100 citations per year. In this area, Hayden Road serves as the main north/south connection between Pinnacle Peak Road and Happy Valley Road. A narrower connection also exists on 84th Street, but it features curves, no shoulders, wet crossings, and slower speeds. Emergency services use Hayden Road as their response route.

Ms. Bohac summarized that the only requirement the project did not meet was for residential frontage. Staff recommends not allowing Hayden Road to move forward with the process. It functions as a collector road, serves as the primary response route, and has only one residence with direct frontage. The Fire Department has indicated that it would consider allowing the use of horizontal devices such as median and side islands, however the roadway would have to be widened at each device, which would greatly increase the cost of the project. Staff does recommend evaluating the street for potential pedestrian and school bus stop improvements, including speed limit supplemental signage, enhanced enforcement, a stand back area, and completing the missing sidewalk segment. She noted that staff has received five public comments, three were in favor of moving forward and two were opposed.

Chair Howard invited public commentary.

Christine Horn said the volume has increased dramatically over the seven years she has lived along Hayden Road. She does not allow her children to stand at the bus stop alone because it is too dangerous. A stand back space would be an inadequate solution. It is better to slow the traffic down. Widening Miller Road to four lanes would take some pressure off Hayden. She has never seen a fire truck on Hayden. Eventually there will be an accident because the traffic speeds are clearly excessive.

Phil Hebets said he opposes any traffic calming on Hayden Road, which is the sole access road for several groups of houses. Traffic calming presents a nuisance even for people who obey speed limits. Any speeding issues can be solved through enforcement. Several HOAs in the area, including his, were unaware that this project was being considered, and they have the right to know more about it before it is advanced.

Jennifer Reinhardt said Hayden Road used to be quiet when she first moved there, but everything changed once access was made available to the Loop 101. Drivers that want to go west on the freeway can avoid a few lights by using Hayden Road instead of Pima Road. It is dangerous for the children who are trying to cross the road to catch a school bus in the morning. The shoulder is very narrow, and traffic speeds are excessive. The City collected data during the summer months when traffic is lighter. At the point where the sidewalk ends, pedestrians have to cross the street and enter a ditch in order to continue north.

Chair Howard asked the Commission to consider the Hayden Road project first.

Vice Chair Weiss requested more information on what staff would do to make the road safer for pedestrians. Ms. Bohac responded that staff is looking at completing the sidewalk. Enhanced crossings could be installed at certain locations. The stand back areas would provide extra concrete to allow children to stand away from the road. The signs would warn drivers of the presence of children. Ms. O'Connor added that the design of the roadway is affected by the design standard for the area, which calls for sidewalks on only one side of the street. The City could look into widening the shoulder on the other side, as well as further measures that could be taken to provide safer crossing opportunities. The Commission could decide to look at this issue from a safety standpoint, instead of an NTMP standpoint. Vice Chair Weiss said it is a safety issue, and there may be other ways besides direct traffic calming to solve it, including enforcement. The Fire Department's argument cannot be ignored.

Commissioner McCall said the focus of the NTMP has been for quality of life, not safety, and the Commission should consider whether to look at it from that viewpoint. In response to a comment from Commissioner McCall, Ms. O'Connor explained that the reason the neighborhood was not contacted about the project is because it has not yet qualified under the criteria, and the public outreach effort has not begun. Commissioner McCall expressed concern that so many drivers are speeding on the road, and the threat that poses to children. Since the only criterion the project does not meet is direct frontage, she felt the Commission should allow an exception so the process could continue, and the neighborhood could explore a solution. Commissioner Sukenic agreed.

Commissioner Ward said that whenever the Commission discusses an issue that affects a neighborhood, the HOAs in that area should be notified. Something should be done to address the neighbors' concerns, but traffic calming might not be the right answer since this is a collector road. He agreed that the shoulder should be widened.

Vice Chair Weiss said if the Commission grants an exception, the process could take a year. From a safety standpoint, that would be unacceptable. The sidewalk and stand back areas should be completed as soon as feasible, and the Police Department should be encouraged to step up enforcement in those areas. He opposes granting an exception because it is a collector road. The safety issue could be addressed more quickly and may solve the problem. If not, the residents could submit another exception request.

Commissioner Maxwell said this is a safety issue. Traffic calming would not solve the problem at this time. Ms. O'Connor noted that the Commission could charge staff with moving forward on the pedestrian and safety aspects, and identifying an evaluation period. Commissioner Maxwell asked why area residents were not informed when the exception request was made. Ms. O'Connor responded that this is the first exception request under the new policy. The Commission could direct staff to expand the notification area. If a project does not meet the criteria, there should be no reason for citizens to come in to speak on the issue.

Commissioner McCall said that since frontage is the only criteria not met, which is a small factor in this case, the Commission should grant the exception in order to start the public discussion. She asked whether this roadway was targeted for safety improvements, apart from traffic calming. Mr. Porell responded that the analysis work for safety relies on collision data. No collisions have been identified along this section of Hayden Road, and so it has not come to the City's attention as a safety issue. Commissioner McCall said she would like to keep the safety issue separate from the traffic calming issue, and encouraged the Commission to grant the exception.

Chair Howard agreed that it is important to keep the issues separate. He urged staff to look into whether there is a safety problem that needs to be addressed. The NTMP is not a safety program. Commissioner Maxwell agreed, but noted that no arguments have been made for traffic calming except for safety. Commissioner McCall said the issue is speed, and the gathered data reveals alarming statistics that detract from quality of life. The neighborhood should be granted the opportunity to decide what it wants to do. If there is a safety issue, staff can take care of it, but the Commission should not prevent this effort from being discussed simply because it fails to meet one criteria.

COMMISSIONER MCCALL MOVED TO GRANT AN EXCEPTION FOR THE HAYDEN ROAD NEIGHBORHOOD TRAFFIC MANAGEMENT PROJECT. COMMISSIONER GRUVER SECONDED. THE MOTION FAILED TO CARRY BY A VOTE OF TWO (2) TO FOUR (4), WITH CHAIR HOWARD, VICE CHAIR WEISS, AND COMMISSIONERS WARD AND MAXWELL DISSENTING. COMMISSIONER SUKENIC WAS NOT PRESENT.

COMMISSIONER WARD MOVED TO DEFER CONSIDERATION OF THIS ITEM UNTIL THE NEXT MEETING, TO ALLOW THE TRANSPORTATION DEPARTMENT TIME TO REVIEW THE SAFETY ISSUES AND DETERMINE HOW THEY PLAN TO ADDRESS THEM. VICE CHAIR WEISS SECONDED. THE MOTION FAILED TO CARRY BY A VOTE OF THREE (3) TO THREE (3), WITH COMMISSIONERS GRUVER, MCCALL AND MAXWELL DISSENTING. COMMISSIONER SUKENIC WAS NOT PRESENT.

Vice Chair Weiss encouraged staff to share safety information with the Commission once it becomes available. He said that in future exception requests, it is not necessary to contact everyone in the neighborhood, but the City could at least notify the HOAs. Commissioner Maxwell agreed.

Chair Howard turned to the 87th Terrace project. Commissioner McCall noted that since this project failed to meet many of the criteria, and no citizens turned up to support it, staff's recommendation is appropriate. She said the expense of notifying everyone in the neighborhood for a project that is going nowhere would be unjustified.

COMMISSIONER WARD MOVED TO DENY AN EXCEPTION FOR THE 87TH TERRACE NEIGHBORHOOD TRAFFIC MANAGEMENT PROJECT. COMMISSIONER GRUVER SECONDED. THE MOTION CARRIED UNANIMOUSLY BY A VOTE OF SIX (6) TO ZERO (0). COMMISSIONER SUKENIC WAS NOT PRESENT.

5. **Pending/Proposed Transit Service Modifications**

Mr. Meinhart noted that Scottsdale has doubled its transit investment over the last five years to over \$16 million per year. Transit reductions are not taken lightly, and the City is addressing reductions in many areas in addition to transit.

Ms. Clemann referred to public comments that have been submitted to the City on this issue. The majority of the comments referred to the northern loop of Route 76, and come primarily from residents who live and work in the area between Chaparral and McDonald along the route. Staff is asking that the Commission only approve the elimination of two segments, the southern portion of Route 84, and a branch to Loloma Station off of Route 76. These changes would result in annual savings of \$235,000, and both overlap with neighborhood trolley service. Many of the public comments included options for saving money that staff intends to look into.

Mr. Meinhart added that Scottsdale will be getting a Powerball lottery allocation this year, and Valley Metro has indicated that extra savings are available that were not anticipated. This funding will help the non-redundant portion of Route 76 to continue at least through the remainder of the fiscal year, but it is likely that the matter will arise again during FY09/10 budget preparations.

Chair Howard invited public commentary.

Elida Munoz said she moved to her neighborhood from Glendale in order to be closer to work. She expressed gratitude that the Granite Reef portion of the route is not being cut. She suggested that savings could be realized by cutting service on weekends when not as many people need it to get to work.

Nancy Morningstar said her special needs daughter depends on this route for her independence, and to get to her job. It would be too far for her to walk to get to the Chaparral bus stop, and the trolley is not available where she lives. She asked that the northern loop be continued. To save money, small fees could be charged for the neighborhood trolley or its schedule be altered. Route 76 service could be reduced on weekends. The City should not be spending money on the Soleri Bridge when so many people need transportation.

Matthew Howell said he is in favor of getting rid of the northern portion of Route 76. He has observed the bus where he lives for the past few years, and rarely sees people on it. The City is strapped for cash right now and could use the money elsewhere. The environmental impact of having buses run for a handful of people seems too great.

Paul Hornung said he uses Route 76 about 10 to 12 times a week. He is opposed to the elimination of the northern loop, which is not duplicated by any other service. As the Local Transportation Assistance Fund (LTAF) is granted annually, he questioned why it would only cover six months of the budget. He said the fare box fails about 75% of the time on Route 76 buses, which prevents collection of funds and counting of riders. Simple maintenance might

alleviate some of the concerns. Elimination of service does not coincide with the City's transit goals.

Dave MacDonald expressed concern about system continuity if the branch to Loloma Station is eliminated. Riders from the Route 72 bus would have to walk several blocks to connect to Route 76, instead of simply connecting at the station. He requested more information on the number of transfers between the two routes. Continuity is important.

Michelle Eyre of Tempe supports keeping the northern loop of Route 76 going. She expressed concern about a route being removed from Scottsdale's primary transit center. Route 41 is the primary link from Loloma Station to Phoenix. If Route 76 does not extend to Loloma, it would remove the continuity between Phoenix and Scottsdale Community College. She suggested restructuring Route 84 to operate between McDowell and Granite Reef, along McDonald Drive, through Scottsdale Fashion Square. She urged the cancellation of the portion of Route 66 north of Loloma Station, because there is already significant duplication in that area.

Rose Magnan said many people who live at McDonald East use the bus. It is affordable for seniors. The fare box often does not work and the rides are free. Route 76 passes several schools and is used by students. Without the bus, she would not be able to reach many destinations she currently frequents.

Margaret Charles said she depends on the bus to get to work at 5:30 a.m. If the service were not available, she would have a difficult time finding any other way to get to work. Not everyone drives. The bus is often full.

Ken Clemenger said he has a car but tries to ride the bus. The fare boxes are broken about 25% of the time. It is wrong that service could be cut for lack of funds when people are riding free. The branch that runs to the transit center should be kept in service. If a rider misses one bus, they could use another. Infrequent service makes the decision to use transit that much harder to justify.

Marilyn Lucero said she depends on the bus to get to work in Phoenix. Her four children go to school in various places and also rely on the bus. The buses are standing room only sometimes at rush hour. She does not have a car and uses the bus to get everywhere. The bus reduces the pollutants that would be put into the air if everyone in her family drove. More often than not, the fare boxes are not working. Savings could be realized by reducing service during non-peak hours.

Helen Whitehurst said she depends on Route 76 to go to her exercise sessions.

Jean Steely said Bashas' is going to be closing for renovations, and that would require residents of McDonald East to go elsewhere for groceries. It will be a hardship for people who rely on Route 76.

Eugene Walker said he uses Route 76 to go to stores, and to connect with Routes 41, 72, 66 and the trolley. Without it, he would be stuck.

Chair Howard read the non-speaker comments. Carol Jordan wrote that when she bought her property, the convenience of the bus route was a factor in her decision. The morning route is always full, especially with students. The number of blocks that are eliminated are small, but it

creates a large inconvenience. Mike Rinerson requested that Route 84 be continued to the senior center instead of abruptly ending at Oak. A smaller bus could be used where there are fewer riders. Ricardo Lopez wrote that buses are important, and students and seniors need them. The system should be improved, not reduced.

Ms. O'Connor addressed some of the issues that were raised. The region is still working out the bugs in the new fare boxes. The LTAF funds have been irregular over the years, and the City does not generally budget for them. If the City receives them, they are applied to fund services, but are not something that can be counted upon every year. Commissioner McCall said the Commission aims to serve the whole community and recognizes transit as a priority. Great strides have been made in the past few years.

Mr. Meinhart noted that in 2004, the budget for transit service was \$7.5 million, and that has increased to \$15.8 million in the current fiscal year. Frequency and hours have been added to Route 76. The City does not enjoy reducing services, but has to work within existing funds. Currently, all transit funding comes through regional and local sales tax collections. The General Fund does not contribute towards transit services. The City's goal is to manage this part of the program so that hits to its other programs are not greater. Council makes the final decision in how funds are allocated. Ms. O'Connor added that some cuts had to be made because Phoenix cut associated services. The City does not want to tear down what has taken so long to build up.

Commissioner McCall noted that using the bus is a much more economical way to move people around than Dial-a-Ride is. Several of the speakers would qualify for Dial-a-Ride, but are using public transit, which is a positive step for the city. In response to Commissioner McCall's inquiry, Mr. Meinhart said the neighborhood trolley that connects to Loloma Station runs every 20 minutes, while the duplicative Route 76 runs at 30-minute frequency. Riders who are heading south can connect to Route 41 on Indian School Road. The cost to connect to Loloma is about \$125,000 per year. Commissioner McCall said it makes sense from an economic perspective, but there is a tradeoff in system connectivity. Transfers between different modes can create difficulties. The Route 84 reduction affects a population that would find it more difficult to make transfers, and she suggested making it a lower priority than Loloma. Commissioner McCall said the fare box situation is tragic because it prevents the collection of funds and the tallying of ridership.

Commissioner Gruver expressed empathy with the plight of riders who must endure service cuts and the lack of personal mobility that results.

Vice Chair Weiss expressed disappointment that Phoenix did not consult with Scottsdale before deciding to make cuts. He noted that the citizens who took the time to express their positions have clearly made a difference. Their efforts may have to be repeated in six months, however. If Route 76 is reduced in the summer, it will hit riders even harder. The reduction in connectivity is a concern, as that is what makes the system work. If riders are forced to switch modes twice within a half a mile, it will cost time and impact the system's appeal to riders. The City's transit investment over the past few years has been significant, and it is hard to turn back because people become dependant on it. He suggested that the Commission invite a representative from Valley Metro to account for the fare box problem.

Ms. O'Connor said staff would ask the City's representative to Valley Metro to raise the fare box issue again. The more access is reduced to Loloma, the less productive it is. The City wants to get the best benefit it can from the investment. She clarified that Phoenix did

communicate with Scottsdale throughout the process, with the exception of the decision to move the date up one month. Mr. Meinhart added that Phoenix's budget challenges are even greater than Scottsdale's, and they just got to a point where they had to make difficult decisions. They use a different philosophical approach. Scottsdale has focused on maintaining quality of service, while Phoenix has focused on maintaining geographic coverage. Connectivity is important but it must be balanced against taking too circuitous a route to achieve it. Reducing the ride time between two points can often increase ridership.

Commissioner Ward inquired about the efforts taken elsewhere to reduce costs or increase revenues. Ms. O'Connor responded that the City is considering revenue enhancement options and will be presenting them to the Commission in the future. Public hearings will also soon begin to discuss regional fare increases. The Department is not just looking at transit, but is considering the entire capital budget.

COMMISSIONER MAXWELL MOVED TO ADOPT THE SERVICE REDUCTIONS RECOMMENDED BY THE STAFF, WHILE MAINTAINING THE NORTHERN PORTION OF ROUTE 76 AT LEAST THROUGH THE REMAINDER OF THE FISCAL YEAR. VICE CHAIR WEISS SECONDED.

Commissioner McCall requested amending the motion to retain the Route 84 connection to the senior center. Ms. O'Connor said every change made to the proposal means that the balance would have to come from elsewhere in the budget. Staff intends to improve the connection between the senior center and Route 84 without adding cost.

**THE MOTION CARRIED UNANIMOUSLY BY A VOTE OF SIX (6) TO ZERO (0).
COMMISSIONER SUKENIC WAS NOT PRESENT.**

6. Scottsdale Road Streetscape and Design Guidelines Project

Ms. Huish provided an update on the Scottsdale Road streetscape project, which was approved by voters as part of Bond 2000. The project covers the entire 24.5 miles of Scottsdale Road. The roadway has been divided into six segments, each with a different character and different features. Segment 1, which is part of the initial focus, stretches from the southern boundary to Earll Drive. The program was designed to create a signature roadway along Scottsdale Road, enhance aesthetics, add bikeways and pedestrian ways, ensure ADA compliance, and update the transit design.

The design guidelines for the entire roadway were adopted by the Development Review Board on June 5, 2008, and are available online for the public. Construction on Segment 1 is expected to begin in the second quarter of 2009. Capital Project Management will administer the construction of the streetscape. The cost of Segment 1 is about \$6 million, including about \$2.4 million in Federal dollars. Public meetings have been held throughout the process. The comments have been incorporated into the plans. Staff intends to continue meeting with adjacent property owners along Segment 1 and will make the Commission aware of any issues that may arise.

Commissioner Ward questioned whether this was the most effective use of funds. The situation has changed quickly in the past few months, and it would be wise to for the City to re-evaluate its priorities. Mr. Meinhart responded that the money that was awarded to this project for pedestrian and bike improvements was done through a competitive process at the

Maricopa Association of Governments (MAG). The City does not have any other projects that are ready to utilize the funds. If they are not used in the next year, they could potentially go back to the region for reallocation. The other source of money is from Bond 2000 that provides money specifically for Scottsdale Road streetscape improvements. It was a separate question on the bond, and is the only project that the funds can be used for. The existing bicycle and pedestrian conditions in the urban part of the corridor are poor, and this is one of Scottsdale's highest priorities.

In response to Chair Howard, Mr. Meinhart said the combination of the two funding sources covers virtually the entire project. There may be additional opportunities to get additional funds through the Federal fund closeout process.

Vice Chair Weiss said the plan is well thought out. Scottsdale Road is the community's signature street, and is what most people are exposed to when they come here. The investment will help surrounding businesses and improve the image of the community. The planning and outreach effort have been excellent.

VICE CHAIR WEISS MOVED TO APPROVE THE STREETScape PROJECT AS PRESENTED. COMMISSIONER MAXWELL SECONDED. THE MOTION CARRIED UNANIMOUSLY BY A VOTE OF SIX (6) TO ZERO (0). COMMISSIONER SUKENIC WAS NOT PRESENT.

7. Other Transportation Projects

Ms. O'Connor updated the Commission on pending design and construction projects. The City has pending design contracts for the McDowell/Scottsdale Road transit passenger facility. The City has Federal appropriations for this project, as well as regional and local matching funds. The City is getting ready to authorize the design contract for Scottsdale Road from Thompson Peak Parkway to Pinnacle Peak Road.

8. Public Comment

Chair Howard invited public commentary on non-agendized items.

Dave MacDonald addressed the proposed cuts in late night and early morning transit service. He said the City should consider offering a taxi voucher program for people who need to get to work before or after the regular hours of service. A public/private agreement with employers could be arranged to subsidize travel for qualified employees. A Federal grant could possibly be secured to explore such a project. The existing taxi voucher program is unique and could be expanded to serve a need without incurring the expenses that Dial-a-Ride does. Chair Howard requested that staff look into that idea, as it could potentially provide a good cost tradeoff. Commissioner McCall said it could alleviate the pain caused by cuts in transit service. Mr. Meinhart said staff would study the idea and weigh the cost against the benefits.

9. **Identification of Future Agenda Items**

Chair Howard reviewed the items that have been suggested for future agendas, including the noise abatement policy, ITS and intersection policies regarding bus pullouts, electric vehicles, and the CIP.

Commissioner Ward requested an item to discuss the review and approval process for the Design Standards and Policy Manual.

10. **ADJOURNMENT**

With no further business to conduct, Chair Howard adjourned the regular meeting at 8:42 p.m.

SUBMITTED BY:

A/V Tronics, Inc.