



**SUMMARIZED MINUTES
CITY OF SCOTTSDALE TRANSPORTATION COMMISSION
REGULAR MEETING
THURSDAY, FEBRUARY 21, 2008
KIVA - CITY HALL
3939 N. DRINKWATER BLVD.
SCOTTSDALE, ARIZONA 85251**

CALL TO ORDER

Chair Davis called the regular meeting of the Scottsdale Transportation Commission to order at 6:11 p.m.

1. **ROLL CALL**

PRESENT: Brian Davis, Chair
Kelly McCall, Vice-Chair
Mark Gilliland, Commissioner
William Howard, Commissioner
Donald Maxwell, Commissioner
Howard Sukenic, Commissioner
Josh Weiss, Commissioner

STAFF PRESENT: Mary O'Connor, Transportation General Manager
Dave Meinhart, Transportation Planning and Transit Director
Rose Arballo, Transportation Commission Coordinator
Amy Hargraves Foerster, Transit Manager
Reed Kempton, Senior Transportation Planner
John Kelley, Transportation Planner

ALSO PRESENT: Scott Miller, HDR

SPEAKERS DURING PUBLIC COMMENT (IN ALPHABETICAL ORDER):

Charles Allen	Margaret Cox	Don Jacobs
Howard Anderson	Margaret Eysmans	Cliff Jones
Dan Archey	Kathy Feld	John Morrill
Debra Astin	Laura Folgrum	Amy McAulay
Robert Barkoff	Sandra Goldenberg	Roy Magnusen
Kyle Butkiewicz	Steven Goldstein	Preston Miller
George Cartalano	Jack Hobbs	Rich Rumer
Christine Cavalano	Mike Holzhauer	Peggy Rubach
Larry Cole	Margaret Ismus	Richard Salay

Mark Shaw
Diana Sherwood
Sharon Smoot

Brad Snyder
Charles Sobczak
Jim Taggart

Brian Yee
Dave Zolow
Matthew Ziccardi

Chair Davis welcomed Howard Sukenic to the Transportation Commission, and thanked Commissioner Gilliland for his six years of dedication.

2. **Election of Officers**

Ms. O'Connor noted that there are no other candidates for the positions of Chair and Vice Chair beyond the two current officers, and suggested continuing the positions through June 30, when Chair Davis's term expires.

COMMISSIONER MAXWELL MOVED TO CONTINUE THE CURRENT OFFICERS AS CHAIR AND VICE CHAIR OF THE TRANSPORTATION COMMISSION. COMMISSIONER HOWARD SECONDED. THE MOTION CARRIED UNANIMOUSLY BY A VOTE OF SEVEN (7) TO ZERO (0).

3. **Public Comment**

None.

4. **Approval of Meeting Minutes**

- Study Session of the Transportation Commission - January 17, 2008
- Regular Meeting of the Transportation Commission - January 17, 2008

COMMISSIONER HOWARD MOVED TO APPROVE THE MINUTES OF THE STUDY SESSION AND REGULAR MEETING OF JANUARY 17, 2008. VICE-CHAIR MCCALL SECONDED. THE MOTION CARRIED UNANIMOUSLY BY A VOTE OF SEVEN (7) TO ZERO (0).

5. **Hidden Hills Bicycle/Non-Motorized Easement**

Chair Davis requested that public speakers consolidate duplicitous comments to avoid repetition. Group representatives would be allowed six minutes.

Mr. Kempton presented an updated summary of the public easement in the Hidden Hills neighborhood. At the November 17 meeting of the Transportation Commission, residents presented a petition requesting the City to eliminate the non-motorized access easement in Hidden Hills. When the neighborhood was built, the developer convinced the city to drop plans to extend Via Linda into Fountain Hills as a four-lane street. The City abandoned the Via Linda right of way east of 145th Way, and identified 145th Way as an emergency and non-motorized access easement.

Currently, 145th Way is identified as the non-Shea Boulevard bicycle connection to Fountain Hills. It is a private gated street with no through motorized traffic, and features a steep grade that is appealing to cyclists. The number of users has increased significantly in the last few years. The Police Department can only enforce traffic violations on public streets. The City of Fountain Hills has requested that the easement remain in place, and has plans to connect 145th Way with a similar easement in their community. A recent public outreach effort was made to encourage cyclists and neighbors to watch speeds and be more considerate to each other.

The Commission has several options to consider:

1. Retain access easement and signage as it is.
2. Retain the access easement, provide additional informational signage, and monitor the need for public outreach on a quarterly basis.
3. Retain the access easement, provide the additional signage, and enter into a development agreement with the Hidden Hills of Scottsdale Community Association to install traffic calming measures on 145th Way.
4. Temporarily close the easement, until a paved connection to Fountain Hills is in place.
5. Permanently release the easement.

Mr. Kempton noted that options 3, 4 and 5 would require City Council review.

Chair Davis invited the public to address the Commission.

Amy McAulay, 8738 E. Highland Avenue, said she was involved with the creation of the easement when she worked for the Transportation Department. The City Council considered a number of different alternatives. Many residents in northern Scottsdale were opposed to extending Via Linda on its original alignment, so the easement was put in as a compromise. Before the properties were sold, a sign was installed informing people that 145th Way would have a bicycle and pedestrian easement. The access is a vital link should Shea Boulevard ever become blocked. She encouraged the Commission to revisit the original options before abandoning the easement.

Sandra Goldenberg said the media has unfairly characterized both residents and bicyclists, and has trivialized the seriousness of the issue. Bicyclists who choose to speed down the hill cannot avoid an accident if a car is pulling out of a driveway, and drivers cannot react quickly enough to avoid them. Something needs to be done before a bicyclist is seriously injured or killed. Many unintentional consequences have resulted from the easement, including safety, noise, and litter concerns. Public outreach is helpful, but is not likely to work in the long term, because there is no law enforcement mechanism. The connection to Fountain Hills remains a distant dream. The loss of the easement would be small compared to the impact it has had on the residents who expect a quiet neighborhood. Nobody expected the situation to evolve as it has when they purchased their homes. The Hidden Hills Community Association requests either a permanent abandonment of the easement, or a temporary abandonment until the connector to Fountain Hills is built.

Jim Taggart, a Phoenix resident who works in Scottsdale, said Via Linda is an important workout route for cyclists. A minority of cyclists commits the majority of incidents. The key to a solution is to open communication channels with the cycling groups that frequent the area. Similar efforts have worked well in Paradise Valley. Cyclists would also like reciprocal consideration from drivers who create their own safety problems.

Preston Miller said his group, Gainey Village Tri-Scottsdale Rides, regularly uses the easement. Riders are briefed on courtesy and safety issues before every ride. The safety concerns on 145th Way are the same as on any residential street. Inconsiderate behaviors by cyclists are rare exceptions. The driveways in Hidden Hills are very visible allowing cyclists to easily see cars backing out. It is one of the safest streets the group rides on. Shea Boulevard on the other hand is very dangerous even for experienced cyclists. The easement must not be lost as the future route to Fountain Hills. The group self-polices its behavior. The use of signage and speed tables would improve the situation.

Margaret Eysmans, 13159 N. 145th Way, said she was aware of the easement before moving in, but it has created many negative unintended consequences, and no positive ones. She encouraged the Commission to temporarily abandon the easement until a publicly available paved connection to Eagle Ridge Drive is available.

Rich Rumer, representing the Coalition of Arizona Bicyclists, urged the City to consider the easement in a broader scope. Scottsdale has achieved a silver rating as a bicycle friendly community. Transportation corridors are the lifeblood of communities. Cyclists should have a safe place to ride. The corridor will be finished in a few years and its purpose will then be realized. The majority of cyclists will continue through to Fountain Hills and not congregate at the cul de sac. His group is willing to encourage cyclists to act in a safe and courteous manner. He asked the Commission not to take away the rights of the many for the behavior of a few, nor allow another gated community to become a barrier between cities.

Charles Sobczak requested that the Commission not abandon the easement. It was negotiated through a public process and should remain in place. A small number of disgruntled residents should not be able to undo the work of an entire community that is trying to provide safe connections between neighborhoods. There are public easements on many private roads, and if the easement is abandoned, it could lead to others being closed too. Shea Boulevard will never be a safer alternative than 145th Way. The solution is education on both sides.

Dan Archey, 12615 N. 146th Way, said he routinely witnesses bad behavior from cyclists in the neighborhood, more than just a few exceptions. The outreach effort will not work. He detailed several encounters with rude and threatening cyclists who scoff at breaking the rules. There are plenty of areas for bikers to ride; they do not need Hidden Hills.

Richard Salay, 14466 E. Sweetwater Avenue, said there is no reason for bicyclists to use 145th Way until the trail is extended to Fountain Hills.

Don Jacobs, 145th Way, said it comes down to a safety issue. Some cyclists will tailgate cars as they go down the hill. As a driver, that makes him nervous. At dusk, cyclists are hard to see from a car. Many cyclists also toss their trash onto the street and create noise.

Mike Holzhauer, 12602 E. Cochise, said he frequently cycles into Hidden Hills. He encouraged the City to expedite work on completing a bike path south of Shea Boulevard. The current path stops at 142nd Street, leaving no way to get to Palisades Drive without getting on Shea Boulevard. His experience with the residents of Hidden Hills has been positive.

Robert Barkoff, 12637 N. 146th Way, requested that the City abandon the easement. There are safety issues for both cyclists and residents. Cyclists who go down the hill at 40 m.p.h. cannot stop quickly if they need to avoid obstacles. Though 145th Way is intended as a

commuter route, few people would actually use it for that purpose. Residents should not be inconvenienced with speed bumps to stop the abuses of non-residents.

Brian Yee, 145th Way, said the subdivision is currently vulnerable to numerous abuses, raising maintenance, law enforcement, and legal issues that would not otherwise exist if 145th Way was a viable thoroughfare connecting Scottsdale to Fountain Hills. He requested a temporary closure until the easement could serve the community as it was originally intended. Closing the dead-end street will not inconvenience anyone. It serves no practical purpose at this time.

Cliff Jones, 13250 N. 102nd Place, said Scottsdale should work to keep its image as a bicycle-friendly community. The roads have become less friendly to cyclists in recent years. The majority of cyclists believe the road can be shared, and he understands resident concerns. This venue presents an opportunity to educate the public. Rational citizens can find a solution without locking gates.

Matthew Ziccardi, 12469 N. 145th Way, said the City Council did not understand the volume of bicycle traffic that would use the private road when the easement was first created. The neighborhood must deal with liability issues that have arisen because of the street not being designed at proper width. It is not just a speed issue; it is a volume issue too, since so many cyclists use it. The outreach effort would be like mixing oil and water, and will not work. He promised to take legal action against the City if his children are injured because the easement was not abandoned.

Peggy Rubach, represented the MAG Bicycle Task Force and the Maricopa County DOT. She encouraged viewing the easement in its larger context as a key part of establishing regional connectivity. Creating safer connections is something that Scottsdale should be proud of. Easements are hard to come by in the first place. If this one is abandoned, it will be nearly impossible to get it back at a later date, and would set a bad precedent that goes against serving the broader public purpose.

Larry Cole, of Hidden Hills, said he understands the original purpose of the easement, but noted there is no connectivity between the two cities. The safety and liability issues need to be addressed. He has been served a summons as a defendant in a lawsuit resulting from an accident that occurred on 145th Way. Neither the City nor the developers are named as defendants, just residents.

John Laurel, 12365 N. 145th Way, said the only current benefit the easement provides is an additional 8/10 of a mile of aerobic workout. The throughway benefit does not exist. It is residents who are assuming the liability risk, not the City.

Dave Zolow, 14602 N. Larkspur, said the photos do not show blind spot areas that exist on 145th Way. Until the original purpose of the easement is realized, it needs to be withdrawn. The situation has deteriorated in the past few years, and the City needs to find a solution.

Jack Hobbs, 7001 E. Oak Street, said education and discipline are the answers. Many tourists rent bicycles from his business to ride in Scottsdale. More people need to get out of their cars not only for health reasons but to commute as well.

Mark Shaw, 7448 E. Northern Avenue, said he opposes abandonment of the easement. Owners were aware of the easement when they purchased their property. Communication and cooperation is the way to solve the problem. The easement is part of a larger plan, and affects citizens throughout the region, not just the Hidden Hills neighborhood.

Steven Goldstein, 10941 N. 29th Way, agreed that cyclists come down the street too fast and create dangers. He encouraged the City to finish the road at 140th Street on Shea Boulevard, so that it has a dedicated bike lane.

George Cartalano agreed with the cyclists' arguments.

Brad Snyder, 8317 E. San Simon, is a member of a bike club that rides in Hidden Hills. He understands that residents care about their families and are reasonable people. He takes issue with the characterization of cyclists as being unreasonable. Reasonable people can reach a compromise that does not require abandonment of the easement.

Commissioner Sukenic inquired what compromise Mr. Snyder would suggest. Mr. Snyder responded that both parties could police themselves once they are aware of what the concerns are.

Howard Anderson, 8208 E. Gary Road, said the only people that have asked to close the easement are the homeowners. It is everyone's right to enjoy transportation. Cycling has the least impact of any transportation mode, and should be supported. The residents who are getting angry with cyclists are reaping what they sow.

Roy Magnusen, 8270 N. Hayden Road, said safety is very much on the mind of any cyclist. The homeowners have a legitimate complaint, and cyclists have moderated their speeds going down the hill. He was involved in an accident on his bicycle, and the thought of suing someone never crossed his mind, because it was his fault. Cycling is not about commuting for him, it is about recreation.

Kyle Butkiewicz, 8307 N. Marion Way, represented a cycling club of 30 people. He said the newspaper article shed light on excessive speeds as a legitimate concern. A minority of cyclists are causing a majority of the issues. Cycling groups can self-police to curb behaviors that are causing problems. Shea Boulevard would be extremely dangerous even if a bike lane were added. Losing the easement would set a bad precedent.

Christine Cavalano read a statement on the behalf of Susan Berliner. The risk of an accident on Shea Boulevard is high even for experienced cyclists. Following the rules of the road is in a cyclist's best interest. Education and communication will go far to resolving the current conflict. As publisher of Sweat Magazine, she would be willing to run an editorial to remind riders of road rules.

Laura Folgrum, East Weathersfield Road, said she bought into the community knowing about the easement, but it has turned into something it was not intended to be. Education is not a long-term solution. Attempts to talk to cyclists have resulted in rude comments in return. Speed bumps would not solve the problem of cyclists riding abreast and blocking the road. Cyclists also go past school buses, even if their stoplights are flashing. A temporary easement is not a good solution either. Bicyclists should be provided with another connecting route to Fountain Hills.

Sharon Smoot, 12443 N. 145th Way, said cyclist groups change constantly and outreach efforts will inevitably fail. She requested the easement be abandoned until a commuter route exists to Fountain Hills.

Chair Davis noted that a number of additional non-speaking comment cards had been submitted.

Commissioner Maxwell thanked the speakers. He said Scottsdale has actively supported the goal to become a bicycle-friendly community. 145th Way is the only private street in Scottsdale where the entire width of the street serves as a bike lane. The bike path was created to serve as a connection to Fountain Hills, not to be used solely as a recreational facility. Riding abreast causes safety problems and bicyclists should use the road in single file.

Commissioner Weiss thanked the speakers for keeping the discourse civil. The comments made from both sides in the newspaper blogs were inappropriate. He is not in favor of ending the easement, but there should be a way to ease the problem. The street has become a training ground, because there is no through connection. He encouraged City staff to engage the City of Fountain Hills and the developer who agreed to the easement in the first place, to pave the 1,500-foot gap between the cities. The City is willing to contribute money to help the community. Perhaps the money that would be spent on mitigation efforts could be better spent on paving the gap. Once the connection is made, cyclists will no longer ride up and down the street multiple times.

Commissioner Gilliland disagreed and felt that once the gap is open, it will just attract more traffic. The situation is not much different from traffic calming problems on other streets, and a process already exists to resolve those issues. He asked City staff for their recommendation. Mr. Meinhart responded that the connection to Fountain Hills has never been identified as a commuter connection. He would personally not recommend giving up the easement, even temporarily, as it would be difficult to restore it later. He would personally prefer options 2 or 3 at this point.

Ms. O'Connor added that the City works to meet the needs of everyone. In the end, it needs to be determined whether the community is open to an interim connection to Fountain Hills. There is no sense in wasting the effort to develop that option if the community is opposed to it. Some effort could be made to coordinate the community groups that have expressed interest in helping to educate the public.

Commissioner Gilliland said he does not see how paving the gap would change cyclists' behavior. Ms. O'Connor said the issue would not be resolved if the residents still have concerns about the presence of an easement on a private street.

Commissioner Howard said he wanted to focus on the common points. All parties agree that safety is the number one issue. That should be the first thing addressed. The City can find a way to make a substantial contribution to cover the costs of finding a solution. Scottsdale generally does not put bike lanes on residential streets, because the safest place to ride is the middle of the street where visibility is best. Rumble strips could potentially cause more annoyance from cars than they would solve from bicycles. Fountain Hills has demonstrated their intent to make the connection to Scottsdale. However, making a connection is not going to change the safety issue. Speeding also is not limited just to bicyclists, as cars speed on the road too.

The option to do nothing does not address the safety issue. Temporarily abandoning the easement would result in a permanent abandonment. Education is useful but would not solve the issue alone. The best option at this point is to install something that makes it inconvenient to speed, with minimum annoyance to the neighborhood. Many things can be tried before the ultimate solution of abandonment is chosen.

Vice Chair McCall said as long as both sides are polarized in thinking the other side is wrong, there will be no compromise solution. The Transportation Master Plan attempts to establish

that all types of commuters have equal rights on the road. Connectivity is the overall goal. Safety is not just about speed. Visibility and cyclists riding abreast are also factors, and speed bumps do not address them. She encouraged more dialogue between parties to arrive at a solution.

Commissioner Sukenic said paving the gap would not be a solution because it would still serve as a thoroughfare. Residents bought property aware of the easement, but have the right to enjoy their property. He agreed with Commissioner Howard that a good solution would be for the City to calm the street, and promote better communication through signage and continue to monitor the situation.

Commissioner Maxwell disagreed with Commissioner Howard that temporarily abandoning the easement would not work. Conditions could be stipulated that if not met would cause the easement to revert. He would support options 3 or 4.

Chair Davis asked the Commission to weigh in on releasing the easement, and depending on that outcome reach consensus on an option.

Commissioner Weiss said the chances of a temporary easement being lifted in five years was small. He would support option 3. The community would have to weigh in on whether traffic calming is acceptable or not. Connecting the two cities is not a final solution, but it would lower the overall volume and riders would be less likely to congregate at the cul de sac.

Commissioner Gilliland said he would be least opposed to option 3, but would advise staff to follow the normal traffic calming process. The first step should be to address the educational opportunities, especially permanent signage. Hiring a guard to enforce rules at peak times could be a cost-effective solution. The community could consider relinquishing control of the private street and entertain public enforcement at certain times during the week. The last option should be an engineering solution.

Commissioner Howard agreed with Commissioner Gilliland. Rather than the Commission recommending a specific course of action, let the Transportation Department continue with negotiations to bring the two communities together.

Ms. O'Connor said the City would need to act as expeditiously as possible. Any engineering solution, if deemed necessary, would need to be installed much quicker than the neighborhood traffic management process allows. She requested the Commission provide reasonably clear direction to enable both sides to formulate a response.

In response to an inquiry from Commissioner Weiss, Ms. O'Connor said staff plans to meet with the Hidden Hills Community to identify options for a development agreement process. The trust building effort between the residents and cyclists is not likely to happen in the short term, and would depend on how people behave while working on mitigation measures.

Commissioner Gilliland said as desirable as a quick solution would be, previous experience suggests that no solution would happen without a lot of meetings. All parties will have to learn about traffic calming before they buy into it. He felt option 3 was worded too strongly.

Ms. O'Connor suggested replacing "traffic calming" with "mitigation measures."

Commissioner Gilliland suggested "to evaluate" instead of "to install." He inquired whether the neighborhood has considered hiring an off-duty officer for enforcement. Ms. O'Connor suggested getting both parties together to arrive at a solution. Commissioner Gilliland felt third-party enforcement would be necessary.

Chair Davis said he would not be in favor of options 4 and 5. The neighborhood has benefited from not having a four-lane roadway running through it. A bicycle easement is a preferable alternative. Making a temporary connection would not solve the problem, but would allow the easement to begin fulfilling its intended purpose. He was not convinced that option 2 would solve the problem, but felt it was worth pursuing. Option 3 is the best option. Some form of calming for both bicycles and cars would make it less appealing for speeders.

Based on a suggestion from Vice Chair McCall, Ms. O'Connor clarified that option 3 would be modified to read:

"Retain the access easement, provide additional informational signage and public outreach, and enter into a development agreement with the Hidden Hills of Scottsdale Community Association to install mitigation measures on 145th Way while pursuing the interim paved connection with Fountain Hills."

Vice Chair McCall suggested also prohibiting cyclists from using neighborhood streets not part of the easement.

Commissioner Howard suggested that the motion not be too specific, in order to give staff the flexibility to arrive at a compromise. He encouraged all parties to work together to reach an agreement before the next Transportation meeting.

COMMISSIONER WEISS MOVED TO RETAIN THE EASEMENT, PROVIDE MORE SIGNAGE, CONDUCT QUARTERLY COMMUNITY OUTREACH, SUPPORT CONNECTION TO FOUNTAIN HILLS, AND SUPPORT MITIGATION MEASURES IF THE HOA AGREES. COMMISSIONER MAXWELL SECONDED.

Commissioner Gilliland requested an amendment to evaluate enforcement options. Commissioner Weiss agreed to the amendment.

Commissioner Maxwell said Scottsdale could not force the neighborhood to enforce rules. The solution is to get the parties to enter into a development agreement.

Commissioner Gilliland inquired what exactly the development agreement would do. Mr. Meinhart responded it would allow the City to provide financial resources to a private community. Commissioner Gilliland felt the motion was worded too strongly by calling for the installation of mitigation measures. A development agreement is not needed to get the parties to sit down and talk about options for signage, enforcement options, and the types of mitigation measures that would be acceptable. They should talk about these things before the City agrees to enter into a development agreement.

COMMISSIONER WEISS MOVED TO RETAIN THE EASEMENT, PROVIDE MORE SIGNAGE, CONDUCT QUARTERLY COMMUNITY OUTREACH, SUPPORT A CONNECTION TO FOUNTAIN HILLS, ENCOURAGE THE HOA TO EVALUATE ENFORCEMENT OPTIONS, AND SUPPORT MITIGATION MEASURES THROUGH A DEVELOPMENT AGREEMENT, IF THE HOA AGREES. COMMISSIONER MAXWELL SECONDED. THE MOTION CARRIED UNANIMOUSLY BY A VOTE OF SEVEN (7) TO ZERO (0).

6. **Neighborhood Connector Expansion**

Ms. Foerster said the neighborhood connector has been a great success, claiming a 13% increase in ridership over its second year of operation. Money was allotted for expansion of the service in the FY 07/08 budget, but it has not been used yet.

She reviewed the three options that had previously been presented, and presented details on a new segment D. Segment D was created to incorporate some of the ideas obtained from the public feedback process. It provides a direct route from the Granite Reef Senior Center to the Paiute Center and connects to the Tempe circulator. The existing downtown circulator route could also be modified to add an extension to the Chaparral area. This option would require either an increase in funding or a reduction in the existing level of service from 10 to 15 minute intervals on the downtown route. The service expansion could be implemented as early as April.

Mr. Meinhart added that based on projected revenues, the City is in the position to move forward on only one of the four options in the current fiscal year.

Chair Davis invited public commentary.

Kathy Feld said Villa Monterey and the surrounding HOA's are in favor of segment A. The trolley service would help solve the safety issues associated with Chaparral Road. Segment A would cover all of southern Scottsdale and would make a future extension to Scottsdale Community College (SCC) possible. As SCC is becoming a minor transit center, it could serve as a park and shop area for access to Scottsdale Fashion Square. The trolleys would also complement efforts to designate the Chaparral neighborhood as a historic neighborhood.

Charles Allen, 825 N. Hayden Road, said segments C or D would be invaluable to the numerous senior citizens who live in the Roosevelt area. Segment D would have the advantage of making downtown accessible, and provide connections to other bus lines.

Chair Davis noted that a petition signed by 41 people had been submitted by Lynn Royal in general support of segments C or D. The trolley would allow the freedom to travel to the Senior Center, to medical services, and to evening events.

Diana Sherwood said segments C or D would enable her to commute home from work in the evening hours. The connection to Tempe would allow the community to have a viable alternative to automobiles. More employees of General Dynamics would be able to use the trolley to get to work, if the circle of operation was expanded.

Debra Astin, 6943 E. Earll Drive, spoke on behalf of another citizen who supported a Tempe connection. Seniors living south of Roosevelt are interested in being able to get to the Granite Reef Senior Center. Reduction of the ten-minute interval on downtown trolleys would harm the service and result in reduced ridership.

Margaret Cox, 7549 E. Culver, said changes to Los Arcos Crossing include the loss of a grocery store that is within walking distance for many local residents who do not drive. Residents want to save their taxi vouchers for doctor appointments, and not use them on grocery trips.

COMMISSIONER WEISS MOVED TO RECOMMEND SEGMENT D AS THE OPTION TO EXTEND THE NEIGHBORHOOD CONNECTOR SERVICE. COMMISSIONER SUKENIC SECONDED.

Chair Davis said it is hard to judge segment D since it is the first time he has seen it. Mr. Kelly explained that segments C and D share the same routing from the Senior Center. Where segment C goes north on Scottsdale Road to the Boys and Girls Club, segment D would go west to connect to the Paiute Center.

Chair Davis felt the selection of routes seemed subjective, and would prefer a more analytical method. Ms. O'Connor said cost and the number of vehicles required played a part in determining prioritization. Option D was created to connect to the Tempe system within the limited funding available, and would allow a way to bring the Paiute Center back into the transit system. Staff tried to use the funding resources available to prioritize destinations where the greatest need was demonstrated and the best opportunity existed to make multiple connections.

Chair Davis said he would not favor any option that reduced the service level on the downtown trolley. He suggested that segments A and B be combined into one route.

Ms. O'Connor said the neighborhood routes were selected so as not to duplicate existing fixed route service. One option could be to provide group service to cover the period until the new grocery store opens at Los Arcos Crossing.

Chair Davis asked whether expansion should be postponed until next fiscal year, given the current budgetary situation. Ms. O'Connor said the City's philosophy is to prioritize programs that provide the highest value to the community, as opposed to making percentage cuts to the budget overall. This would be one of those programs. Mr. Meinhart added that the operating budget was prepared in coordination with the Financial Services Department.

Commissioner Howard supported segment D. The area contains many people who are likely to face difficult transportation challenges. It also does a better job of covering areas that are not covered by fixed-route transit than the others do. Segment D handles a larger population than C does. Elements of segment A could eventually be added to the existing downtown trolley.

THE MOTION CARRIED UNANIMOUSLY BY A VOTE OF SEVEN (7) TO ZERO (0).

7. Transportation Master Plan Implementation

Mr. Meinhart discussed the recommended list of projects to implement the Transportation Master Plan.

Chair Davis said he would prefer to focus on the CIP agenda item in deference to time.

Commissioner Weiss said he was not comfortable with the priority list as it stands, and preferred not to move forward on it at this time. Ms. O'Connor said that this portion of the implementation would not be necessary until April.

8. Transportation Capital Improvement Project (CIP) and Operating Budgets

- Review and consider recommendations to the City Council regarding the proposed Transportation CIP budget for FY08/09 through FY12/13.

Mr. Meinhart reviewed the changes that have been made since the December meeting. On the revenue side, the City is reaching the end of the funding that is available through Bond 2000. Sales tax revenues are trending down about 2% through the first seven months of the fiscal year. Many improvements will be done within the next several months. In moving forward, some things have been deleted or delayed. Grants and sales tax are becoming the primary sources of funds. He summarized key budget increases necessary to keep some projects moving forward. New projects are few in number. Continuing programs would be funded at levels consistent with those of the past.

The five-year program totals \$215 million, with 73% consisting primarily of street and traffic related improvements, and the remainder being bicycle, pedestrian, streetscape and transit improvements. The plan funds 22 new travel-lane miles, 34 improved travel-lane miles, improvements to 21 major intersections, improvements to 10 to 15 minor intersections, traffic calming for two to three neighborhoods per year, and completion of the primary ITS infrastructure.

On the transit side, the plan would fund completion of two transit centers, two park and ride lots, install 150 solar powered lights and route maps at bus shelters, continuation of existing bicycle/pedestrian corridors, installation of 20 miles of on-street bike lanes, 15 miles of new or improved multi-use paths, four grade-separated path crossings, 32 miles of new or improved sidewalks, and six miles of streetscape enhancements.

In response to an inquiry from Chair Davis, Mr. Meinhart explained that in order to initiate contracts, the full budget is shown in one fiscal year, while it is usually spent over two to three fiscal years.

Commissioner Howard said much of the Transportation Master Plan has been based on road capacity, while simulations have not taken into account intersection effects. He felt that was a major oversight. He encouraged looking at how intersections affect traffic congestion and capacity beyond the carrying capacity of the road segments themselves. A number of intersections need to be evaluated to determine if better use can be made of the available road capacity. Mr. Meinhart said much of that depends on how intersections are marked for drivers, and those issues can be addressed through the intersection enhancement mobility account.

Commissioner Howard noted that the City has allocated between 20% and 30% of the annual CIP dollars for ITS, and questioned if that investment has been efficiently used. In the process of agreeing to the general CIP budget, he recommended a thorough study of the ITS investment, to look into ways to better manage traffic as a complete system, rather than link by link. The City has the nervous system, but needs to work on the brain. Mr. Meinhart said a discussion on traffic management is planned for April. There has been a steady drop in the annual ITS investment, as construction of the basic infrastructure is completed.

COMMISSIONER GILLILAND MOVED TO ACCEPT THE TRANSPORTATION CIP BUDGET AS PRESENTED. COMMISSIONER HOWARD SECONDED. THE MOTION CARRIED UNANIMOUSLY BY A VOTE OF SEVEN (7) TO ZERO (0).

- Overview of the DRAFT FY08/08 Transportation Operating Budget.

Mr. Meinhart said the majority of the operating budget is tied to transit contracts. More information would be made available at the next meeting. The proposal is for no total growth over the current fiscal year, and the reduction of contingences to track more closely with historic expenditures.

9. **Public Comment**

None.

10. **Identification of Future Agenda Items**

Commissioner Weiss thanked Commissioner Gilliland for his service.

11. **ADJOURNMENT**

With no further business to conduct, Chair Davis adjourned the regular meeting at 10:46 p.m.

SUBMITTED BY:

A/V Tronics, Inc.

NOTE: VIDEO AND/OR AUDIO RECORDINGS OF SCOTTSDALE TRANSPORTATION COMMISSION MEETINGS ARE AVAILABLE FROM THE SCOTTSDALE TRANSPORTATION DEPARTMENT FOR UP TO SIX MONTHS FOLLOWING THE MEETING DATE.

IN ACCORDANCE WITH PROVISIONS OF THE ARIZONA REVISED STATUTES, THE SUMMARIZED MINUTES OF THE TRANSPORTATION COMMISSION MEETINGS ARE NOT VERBATIM TRANSCRIPTS. ONLY THE ACTIONS TAKEN AND DISCUSSION APPEARING WITH QUOTATION MARKS ARE VERBATIM.