

Arizona Scottsdale

Project 2 Soft Systems

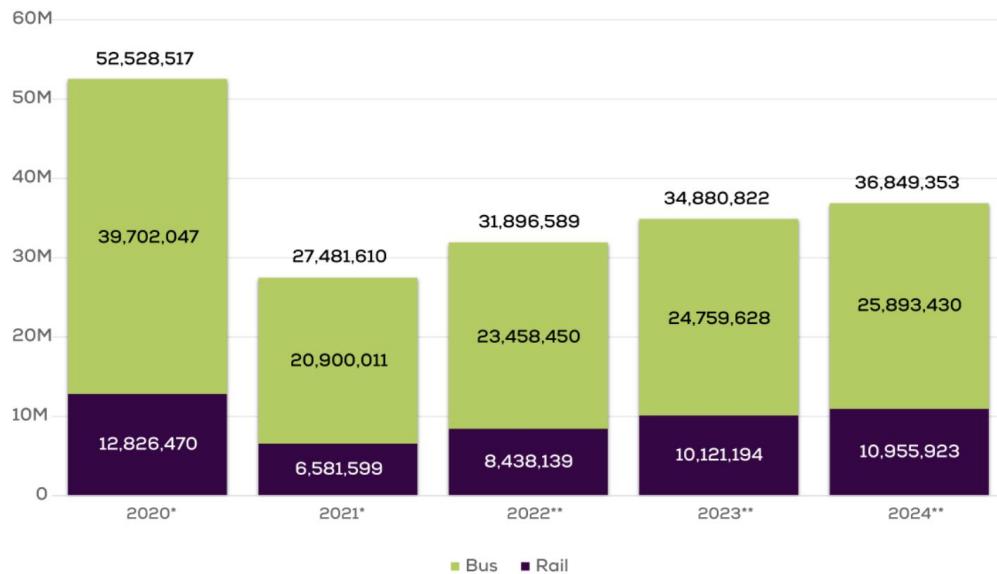
Content

- Light rail in Phoenix and Scottsdale
- Urbanization/No Urbanization
- Reason
 - Economic
 - Social
- Conclusion

Phoenix

A heavily car-dependent city but has made significant investments in public transit, particularly the light rail and bus systems.

Annual Fixed Route Ridership
Fiscal Years 2020-2024



System Total	Fixed-Route Bus	Light Rail
36,305,490	24,759,628	9,498,986
Total Boardings	24,759,628	9,498,986
Percent of Total Boardings	68.2%	26.2%

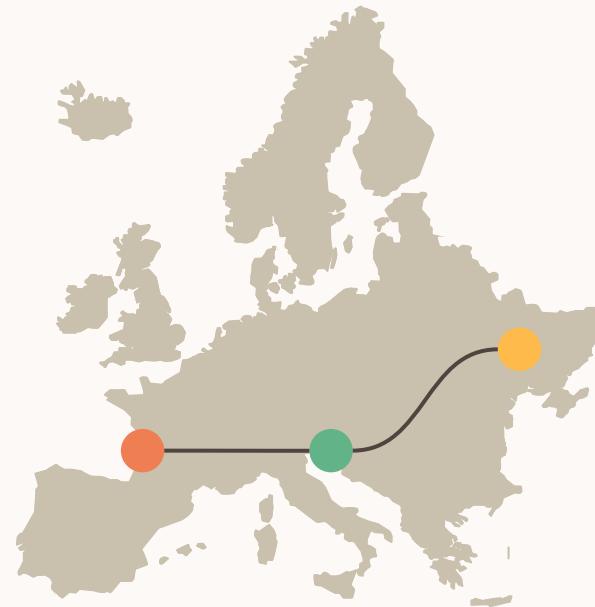
Valley Metro Fiscal Year 2023 Transit Performance Report

← Valley Metro Report

Why Light Rail?

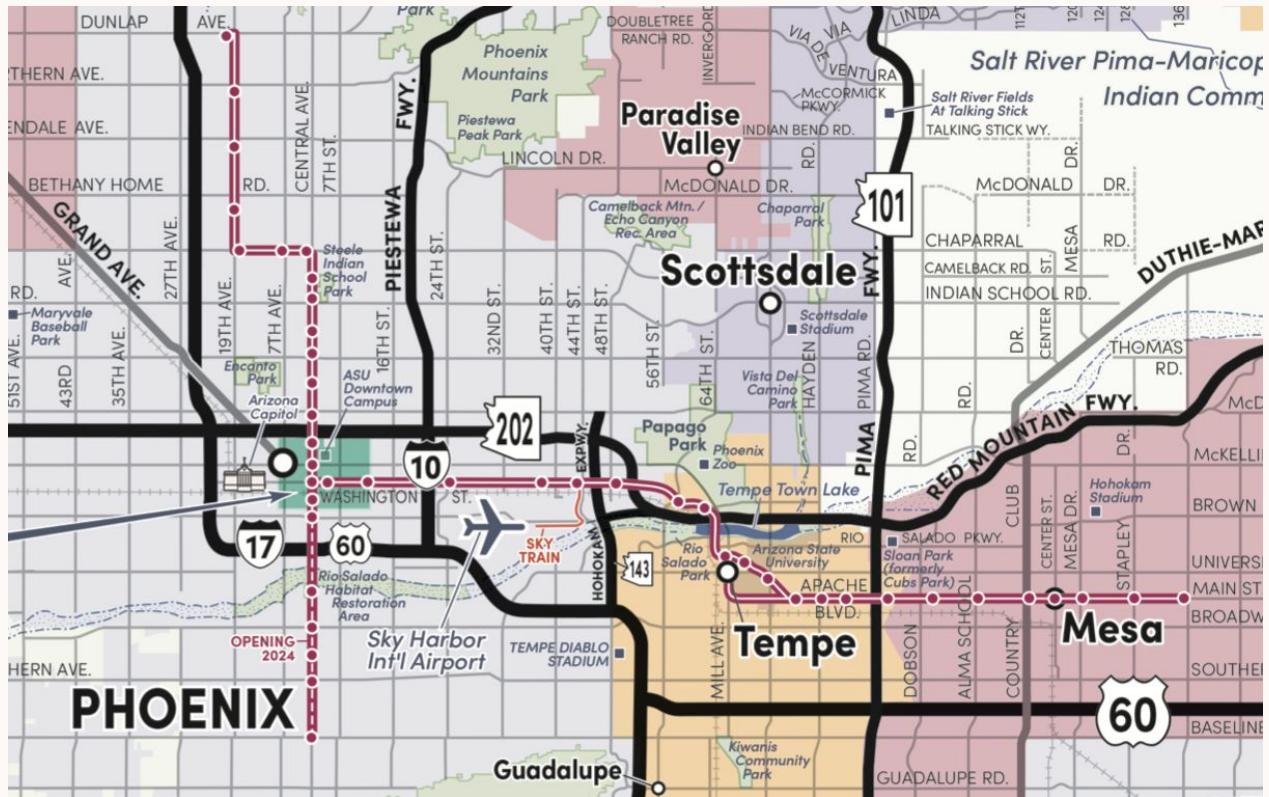
In the past, Phoenix has suffered from poor air quality, intermittent droughts, and a heavy reliance on the automobile.

- Valley Metro Rail was born in 2008
- Aimed to improve public service, traffic congestion, and air quality



Valley Metro Rail

- Current Light Rail
Routes: Phoenix, Tempe, and Mesa.
- Major stops:
Downtown Phoenix,
Sky Harbor International
Airport, Arizona
State University
(ASU)
- Scottsdale: ???



However, There is no light rail service currently running from Phoenix to Scottsdale!!!



Transportation 2050

The Phoenix government and people have been very supportive of the light rail system since its inception.

- A perfect initiative of Phoenix Transportation 2050
- Initiated: Approved by voters in 2015, implemented in 2016.
- Funding: Supported by a 0.7% sales tax over 35 years.
- It was aimed to connect major educational institutions such as Grand Canyon University and ASU



"But another city's fight over light rail ended differently this week: Residents in Phoenix voted on Tuesday to continue financing that city's growing light-rail system — a rebuke to opponents who had argued that the system was too costly, and a lift to people who see public transit as a key to the city's future."

- New York Times: Phoenix Votes to Expand Light Rail, as Cities Wrestle With Public Transit

Urbanization/No Urbanization Process

- People
- Government & Developer

People

 Protect
OurPreserve.org

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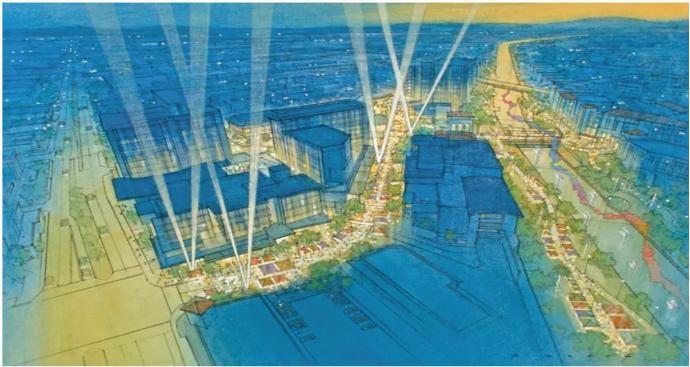
NEWS ALERT!

The Protect Our Preserve PAC has been successful in collecting over 37,000 signatures to put a City Charter Change on the 2018 Ballot.
See Below.

The public approved our Charter change by a wide margin, over 71% to less than 29%. That Charter change has been implemented and is now official.

[View the new Charter.](#)
[View the Charter History](#)

deductible?" many have asked. ProtectOurPreserve.org has chosen a different non-profit designation in order to keep our actionable options open moving forward. We decided to file as a 501 c-4 status so as not to limit our ability to use the funds we have collected for various legal actions. However this means that donations are not tax deductible. If you have further questions with regard to our non-profit status, please contact a ProtectOurPreserve.org board member or email us at info@protectourpreserve.org.



- 2018 protect the preserve from commercial development signed by 70% of people
- 2019 more than 17000 residents signed the petition to stop southbridge 2 a 2million square-foot mixed-use development in Old Town Scottsdale
- 2020 People selected 2 candidates who promise to stop the upzoning





Guest Editorial: The Political Earthquake In Scottsdale No One Is Talking About...And Ramifications For The City's Future

Scottsdale's political landscape shifts dramatically

Three election cycles in a row of successful slow growth candidacies is not a blip. It is a trend. Of something. Time will tell if my assessment is right, or wrong. But just as Scottsdale' s first decades were dominated by can do councils that created and approved so much it may be now, like Paradise Valley, voters really want to applaud those achievements by not applauding those who want to do too much more.

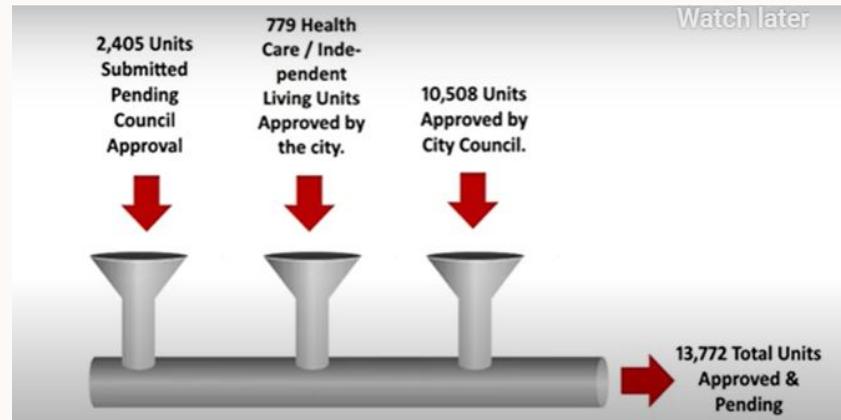
Government & Developer



1. We can see that many areas in the newly released 2035 general plan are designated as urban character.
2. Even if the light rail was cancelled, they still introduced the BRT as an alternative policy to commute with Phoenix.
3. At the same time, they have added more than 10000 units of new apartments to the pipeline, and many are already under construction.

Regional Service Expansion

- Improve service frequency on Phoenix and East Valley routes connecting to Scottsdale.
- Expand connectivity to regional Light Rail and Tempe Streetcar with Trolley and fixed route service.
- Connect to on-street Bus Rapid Transit (BRT) routes from Phoenix.
- Evaluate the feasibility of and potentially implement an on-street BRT route on Scottsdale Road from the Thunderbird Park-and-Ride to Chandler.



Protests



Candidates Caputi and Mcallen are Bad for Scottsdale



Tammy Caputi has approved 3400 apartment units

Council woman Caputi needs to be voted out of office in the July 30th



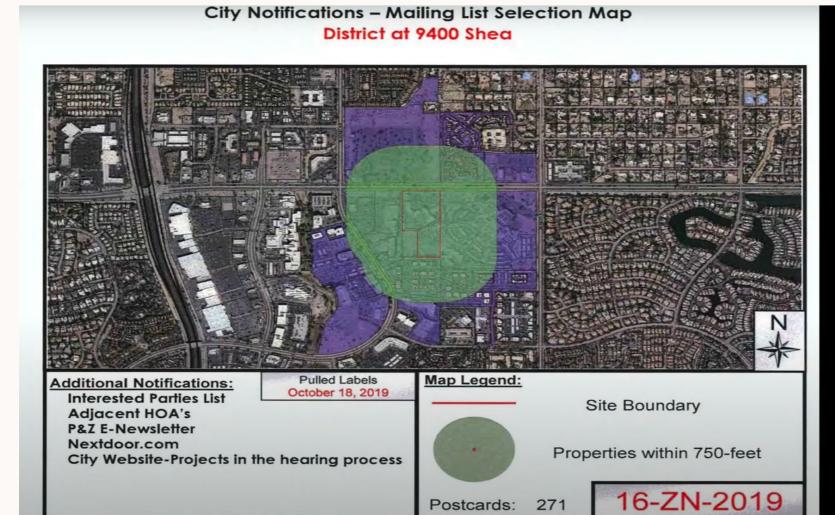
Vote No on Maryann Mcallen

Maryann is an establishment candidate who supports more apartments

When factoring in the full commercial center, the actual density drops to 23.8 du/acre.

- In the real world, the full corner, including Starbucks, Carl's Jr and AZ Credit Union, functions as 1 commercial center with shared parking, cross access, etc.
- The "real" density of the site is 23.8 du/acre.

Greenbelt 88 Density Scheme



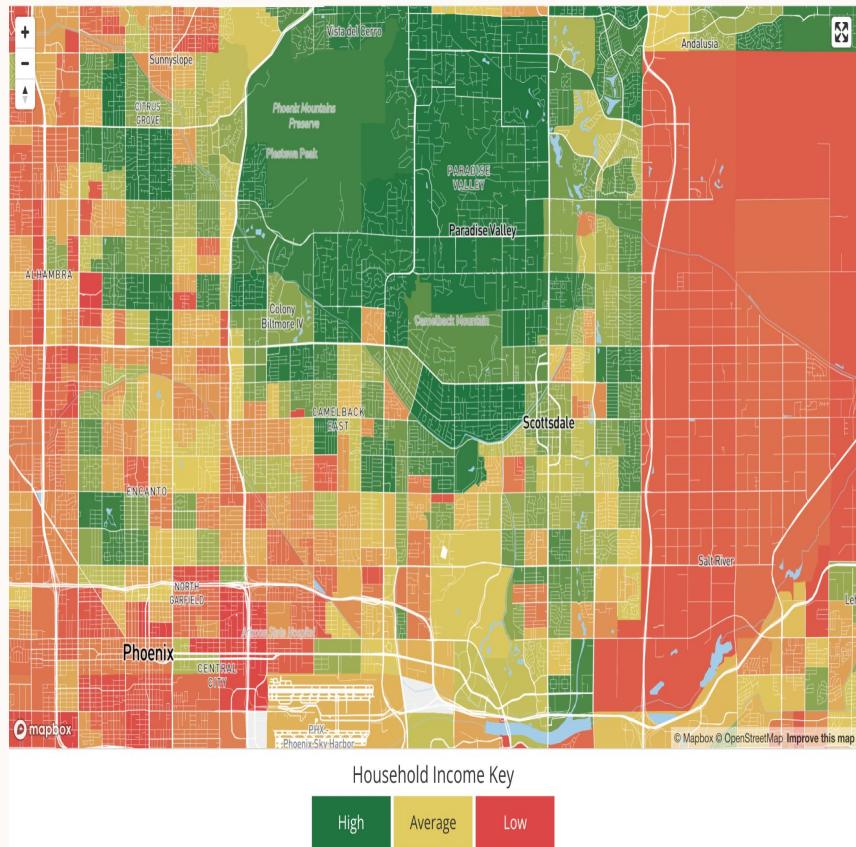
WHEN YOU SCHEDULE A MEETING



- Developer will include the middle of the road and even shopping malls when calculating the density.
- Developer will only notify residents within 750 feet of the construction site, so that other areas will not know that a building is being built.
- Developer will start the project during summer when most of the families are out of town.

Reason

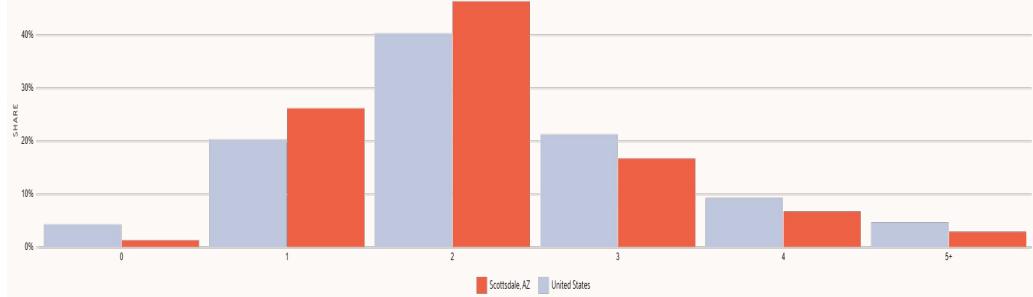
From the perspective of Scottsdale's Citizen



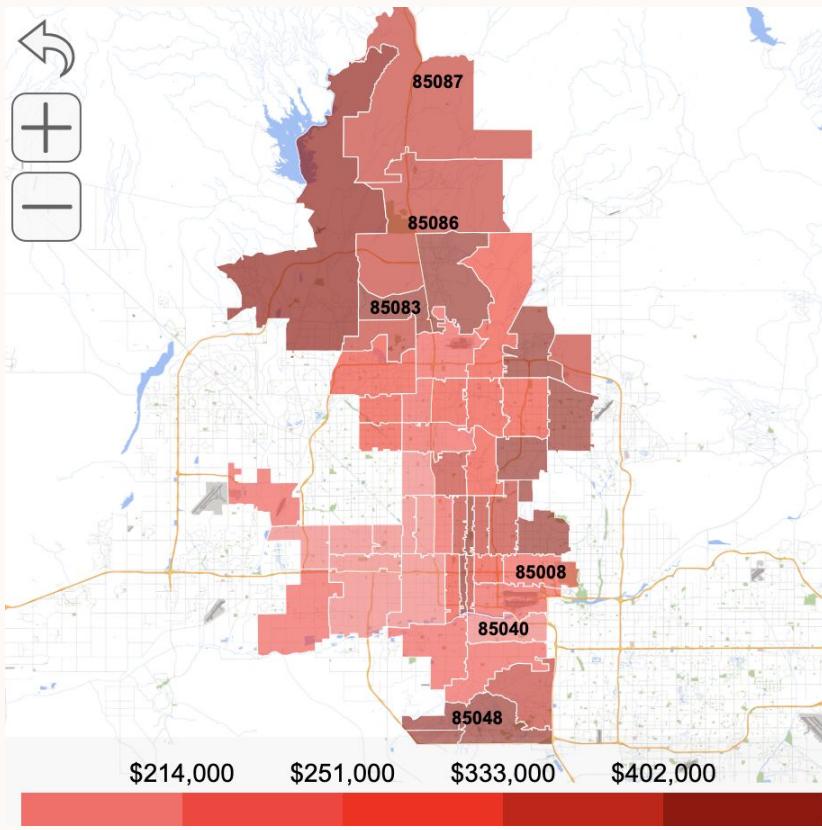
Compared to Phoenix and Tempe, people in Scottsdale have a higher average income

Leading to:

- Commute with private cars, not public transportation
- Environmental concerns
- Cultural concerns
- Flows of tourism



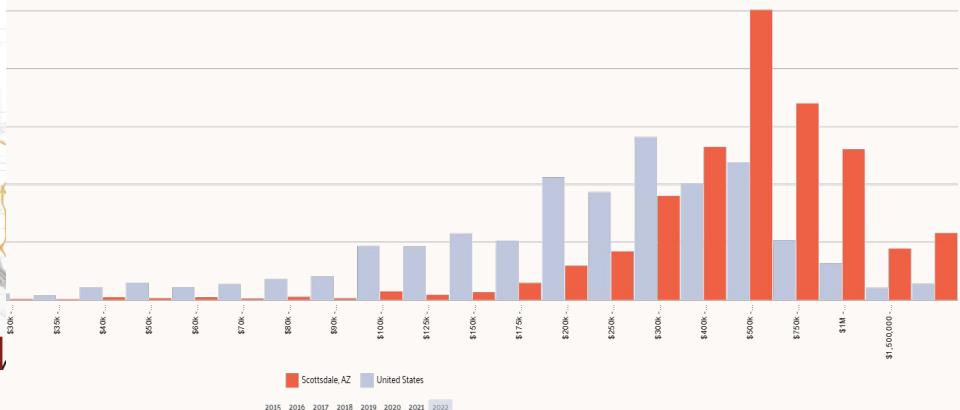
Housing price



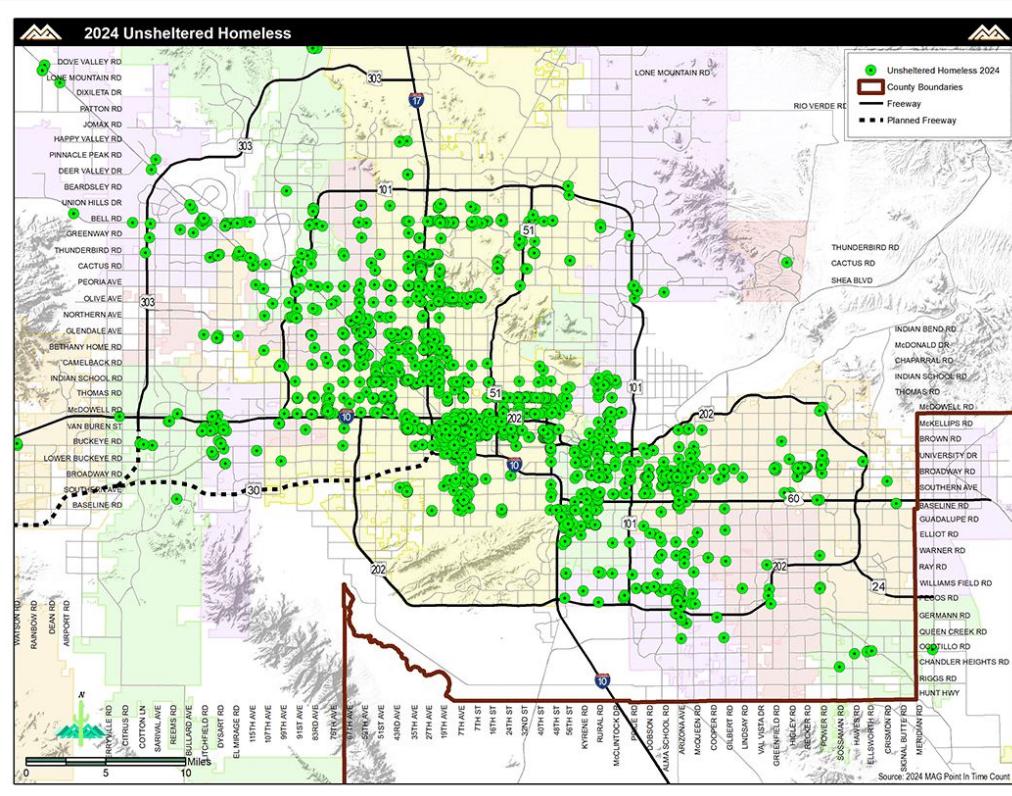
Public Transportation → more people/workers
→ more affordable housing → lower the price

"Not in our Backyard"

More workers help build the economy in
Scottsdale



Homelessness



Homeless people use public transportation more often, especially in Scottsdale where affordable housing is out of reach for many of them

- Access to shelters, medical care, and social services

Safety and Cleanliness

Again, Citizens in Scottsdale prefer car commuting over public transportation

Point-in-Time (PIT) Unsheltered Street Count

All communities participate in the unsheltered homeless count conducted during the last week of January. Numbers for all communities with the exception of Phoenix are a direct census of individuals interviewed by volunteers, law enforcement, and outreach workers. The City of Phoenix conducts a survey using an extrapolation method by which areas are designated "high density" or "low density" areas. Direct counts in those areas are then extrapolated to estimate the unsheltered count in Phoenix.

Municipality	2024	2023	2022	2020	2019	2018	2017	2016	2015	2014
Avondale	46	45	59	56	35	13	27	37	20	12
Buckeye	25	60	32	41	24	22	0	0	0	0
Carefree	0	0	0	0	0	0	0	0	0	0
Cave Creek	0	0	1	0	0	1	0	2	1	0
Chandler	115	116	133	75	54	54	27	14	31	18
El Mirage	15	26	9	9	7	2	0	0	0	0
Fountain Hills	1	2	1	0	0	0	0	0	0	0
Gila Bend	10	7	11	4	4	8	7	9	0	0
Gilbert	16	17	15	9	2	4	2	1	1	0
Glendale	211	170	406	170	194	164	57	44	25	39
Goodyear	30	22	30	23	22	22	7	7	1	2
Guadalupe	74	75	64	22	21	9	0	8	0	5
Litchfield Park	0	0	0	0	0	0	0	0	0	0
Mesa	309	366	451	338	206	144	130	95	155	55
Paradise Valley	0	2	0	0	0	0	0	0	0	0
Peoria	82	92	115	83	78	38	22	31	30	13
Phoenix	2,701	3,333	3,096	2,380	2,030	1,735	1,508	1,235	994	771
Queen Creek	7	1	7	2	4	5	1	1	0	0
Scottsdale	89	64	114	102	76	67	50	67	0	39
Sun City*	0	4	32	12	n/a	n/a	n/a	n/a	n/a	n/a
Surprise	49	67	46	29	33	39	16	6	7	0
Tempe	266	406	384	396	373	276	202	88	24	97
Tolleson	7	7	7	5	5	9	0	0	0	2
Wickenburg	0	6	0	0	2	2	1	0	0	0
Youngtown	8	20	8	11	18	4	2	1	0	0
Other Unincorporated Maricopa County*	15	1	8	n/a						
Maricopa County Total	4,076	4,908	5,029	3,767	3,188	2,618	2,059	1,646	1,289	1,053

*Other Unincorporated Maricopa County and Sun City were not counted in previous years.

The PIT Count was not conducted in 2021 due to the COVID-19 pandemic.

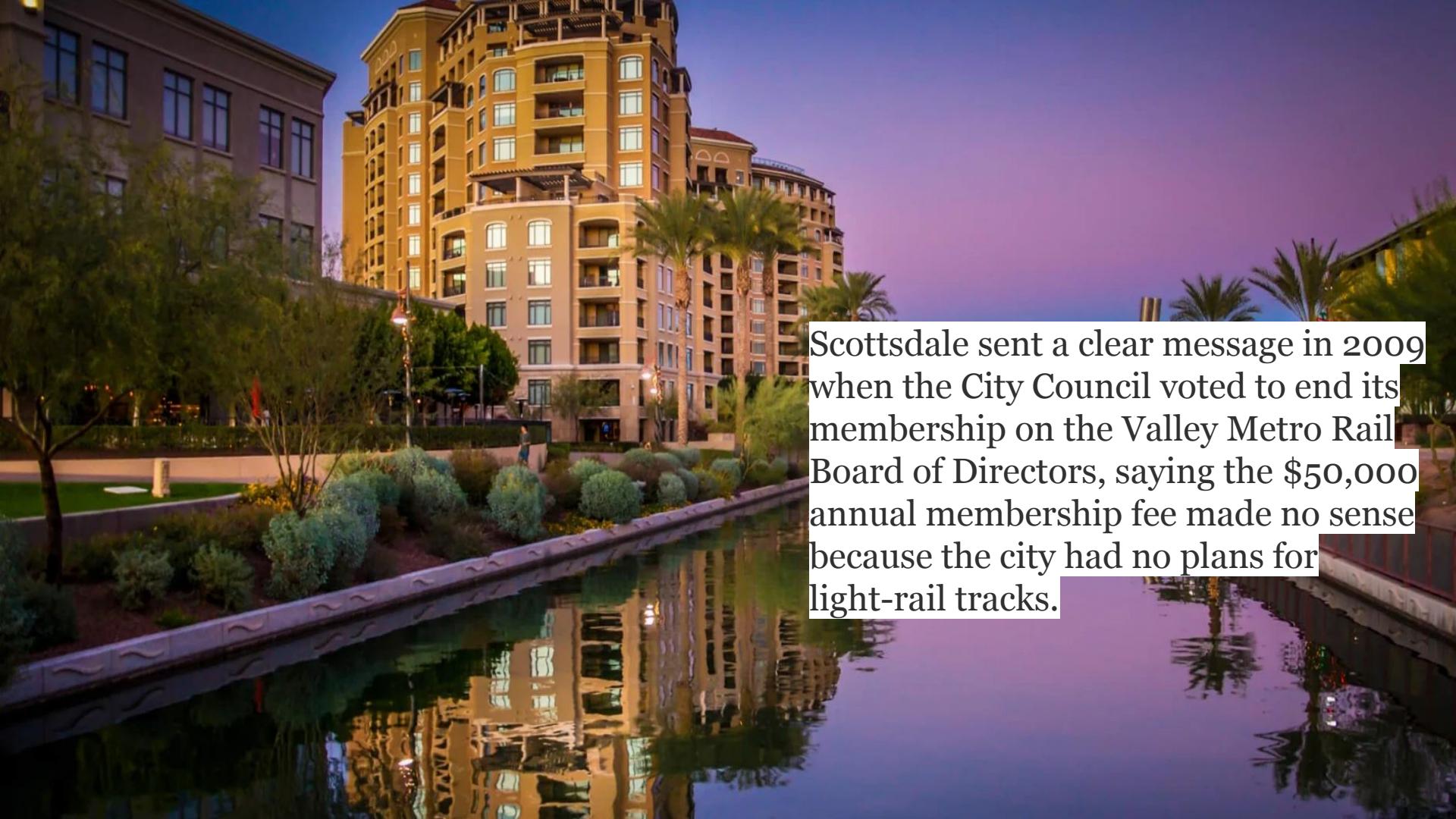


City of Scottsdale Day Relief Centers in partnership with Phoenix Rescue Mission and Community House

Bridge Housing Program:
At Scottsdale City Hall, 13 miles west of the homeless camp called "the Zone," elected officials and city staff recently launched a massive expansion of the city's homeless services – even as the number of "unsheltered homeless" in Scottsdale has dwindled

Citizens are not happy about it

- Not notified
- Use Hotel as temporary shelters
- Affect tourism



Scottsdale sent a clear message in 2009 when the City Council voted to end its membership on the Valley Metro Rail Board of Directors, saying the \$50,000 annual membership fee made no sense because the city had no plans for light-rail tracks.

Scottsdale opposition to the light rail in Scottsdale

	Reasons	DETAILS
01	Cost Concerns	High construction and maintenance costs could lead to higher taxes or reduced funding for other services.
02	Disruption During Construction	Lengthy construction can cause noise, dust, and traffic issues, negatively impacting nearby businesses.
03	Change in Community Character	Fears that light rail might alter Scottsdale's upscale and open character, potentially increasing density and crime.
04	Impact on Property	Increases in property values near stations may lead to concerns about rising property taxes and displacement.
05	Preference for Automobiles	Strong preference for personal vehicles over public transit in less dense areas, with residents viewing light rail as unnecessary.

Effects to Businesses and Neighborhood Change

Short Term- During construction, light rail projects can disrupt local businesses due to road closures, reduced parking availability, and general construction noise and clutter. These factors can deter customers and impact business operations negatively. Which lead to short term of Economic Impact of Light Rail Expansion.

According to [one of the few studies](#) on the displacement effects of light rail, **construction increases a business' risk of failure by about 46%** for those within 400m of the site.

Open for business? Effects of Los Angeles Metro Rail construction on adjacent businesses

Rosalie Singerman Ray
Columbia University

DOI: <https://doi.org/10.5198/jtlu.2017.932>

Keywords: construction impacts, small businesses, transit, displacement, transit-oriented development

Abstract

Recent court cases and news reports have focused on the effects of transit construction on business revenue and survival, yet the topic is underexplored in the scholarly literature. This paper examines whether transit construction negatively affected the revenue and survival of businesses along the second segment of the Los Angeles Metro Rail Red Line under Vermont and Hollywood Boulevards. Using National Establishment Time-Series business data, the research shows that business survival was significantly lower among businesses within 400 meters of stations, where cut and cover construction was used. A difference-in-differences technique was employed to determine whether revenue loss was the main mechanism by which businesses were displaced, but revenue loss was not found to be significant. The increased failure rate provides evidence that construction effects of mitigation programs for businesses should be standard practice when building new transit lines. Further research and data collection on business tenure are needed to understand the dynamics of business displacement around transit and to make such programs more effective.

PHOENIX – At least \$1 million in funding has been given to Valley businesses impacted by construction on light rail projects since 2021, officials announced.

Funding was provided by the Small Business Financial Assistance Program, the South Central Extension/Downtown Hub and the Northwest Extension Phase II.

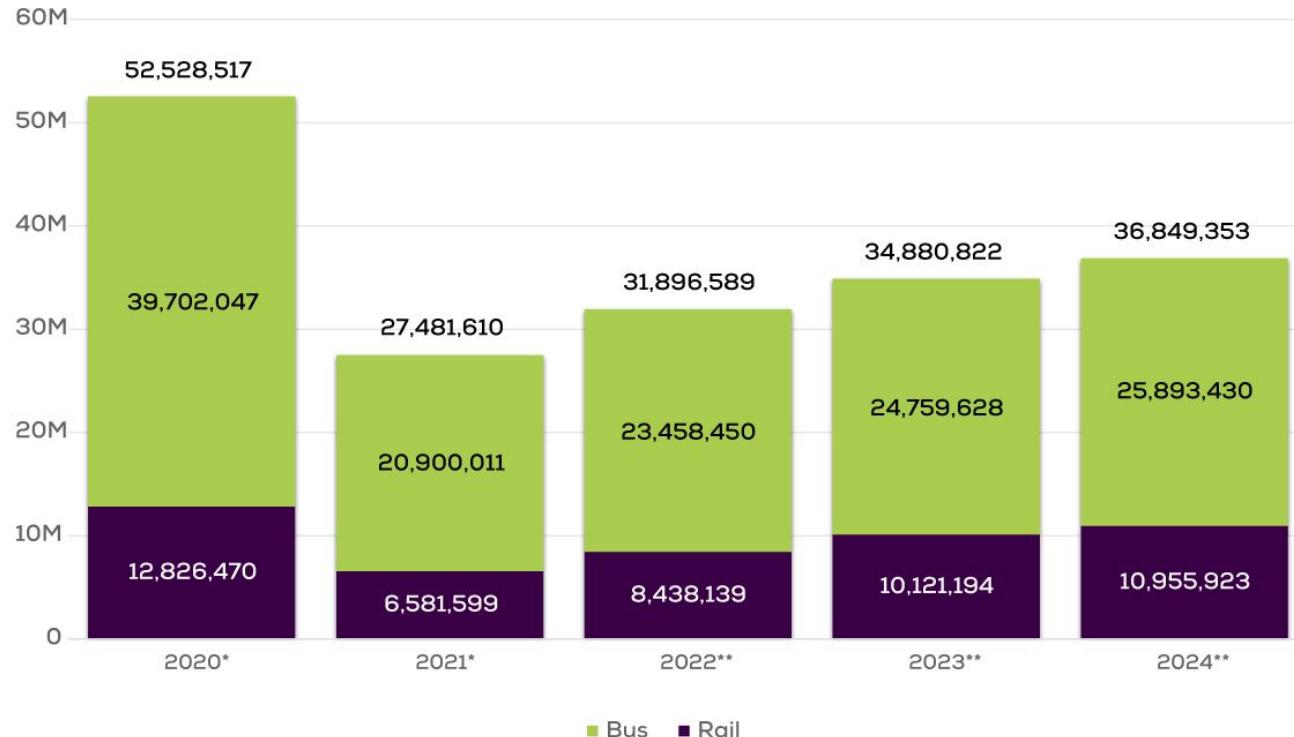
The grants were given to small, locally-owned businesses to support them through the construction phase.

BY KTAR.COM



Annual Fixed Route Ridership

Fiscal Years 2020-2024



* COVID-19 significantly impacted ridership in the last quarter of FY20 and throughout FY21.

** Rail figures include both light rail and streetcar; streetcar service began in May 2022.

Message From Az Phoenix

Long Term- **Economic Development:** Public transport systems like light rail often act as catalysts for economic development. Developers are more likely to invest in mixed-use developments, residential buildings, and commercial spaces near reliable transit options, further stimulating local economies.

Chris Camacho, president of the Greater Phoenix Economic Council, told the audience that more companies are asking about public transit options before making a decision on whether to move to the Valley and where to locate here.



Add more tourism **Tourism Boost:** Efficient transit systems make cities more appealing to tourists, who might use the light rail to explore different attractions more easily. This can lead to increased spending in the local tourism sector.

Korte stressed the importance of connecting to other cities in the region, whether by rail, bus or other transit network. Otherwise, Scottsdale risks becoming an "island" in the Valley, she said.



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Thank You