



**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
PATHS & TRAILS SUBCOMMITTEE
REGULAR MEETING**

Notice and Agenda

Date: Thursday, August 7, 2025

Time: 5:15 PM

Location: One Civic Center
Agave Conference Room
7447 E Indian School Rd. Suite 205
Scottsdale, AZ 85251

Call to Order

Lee Kauftheil, Chair, Transportation Commission
Robert Marmon, Vice-Chair, Transportation Commission
Amy Arnold, Parks and Recreation Commission
Sarah Hect, Subcommittee Member
Bradley Adame, Subcommittee Member

One or more members of the Paths & Trails Subcommittee may be attending the meeting by telephone, video, or internet conferencing, pursuant to A.R.S. §38-431(4)

Public Comment

Citizens may address the members of the Paths & Trails Subcommittee during Public Comment. This "Public Comment" time is reserved for citizen comments regarding non-agendized items. Arizona State law prohibits the Paths & Trails Subcommittee from discussing or taking action on an item that is not on the prepared agenda. Citizens may complete one Request to Speak "Public Comment" card per meeting and submit to City Staff. Public testimony is limited to three (3) minutes per speaker.

Written public comment for both agendized and non-agendized items may be submitted in-person by completing a yellow written public comment card or electronically by completing a Written Public Comment Form. Written public comment submitted after public testimony has begun will be provided to the members of the Paths & Trails Subcommittee at the conclusion of the testimony for that item. Written comments that are submitted electronically at least 90 minutes before the meeting's scheduled start time will be provided to members of the Paths & Trails Subcommittee. A written public comment may be submitted electronically at the following link:

<https://ww2.scottsdaleaz.gov/boards/transportation-commission/paths-and-trails-subcommittee>

1. **Approval of Meeting Minutes** **Action**
Approval of the Regular Meeting Minutes of June 5, 2025

2. **77th Street Emergency Access** **Information**
Update on the 77th Street Emergency Access Project – Satanay Hallac, Senior Transportation Planner

3. **Thompson Peak Parkway Bridge Project** **Information**
Update on the Thompson Peak Parkway Bridge CIP Project – Satanay Hallac, Senior Transportation Planner

4. **Transportation Planning Studies** **Information**
Update on design and feasibility studies – Nathan Domme, Senior Transportation Planning Manager

5. **Subcommittee Identification of Future Agenda Items** **Discussion**
Subcommittee members may identify items or topics of interest for future Subcommittee meetings

6. **Adjournment**



Persons with a disability may request a reasonable accommodation by contacting Susan Conklu at 480-312-2308. Requests should be made 24 hours in advance, or as early as possible, to allow time to arrange the accommodation. For TYY users, the Arizona Relay Service (1-800-367-8939) may also contact Susan Conklu at 480-312-2308.



SUMMARIZED **DRAFT MINUTES**

CITY OF SCOTTSDALE TRANSPORTATION COMMISSION PATHS & TRAILS SUBCOMMITTEE REGULAR MEETING

**ONE CIVIC CENTER
AGAVE CONFERENCE ROOM
7447 E INDIAN SCHOOL RD.
SUITE 205
SCOTTSDALE, AZ 85251**

THURSDAY, June 5, 2025

CALL TO ORDER

The meeting of the Paths & Trails Subcommittee was called to order at 5:15 p.m. A formal roll call confirmed the presence of subcommittee members as noted below.

ROLL CALL

PRESENT: Lee Kaufheil, Chair – Transportation Commission,
Robert Marmon, Vice-Chair – Transportation Commission
Amy Arnold Commissioner – Parks and Recreation Commission
Sarah Hecht, Subcommittee Member
Bradley Adame, Subcommittee Member

STAFF: Nathan Domme, Transportation Planning Manager
Susan Conklu, Senior Transportation Planner
Greg Davies, Senior Transportation Planner

GUEST: Councilwoman Maryann McAllen, City of Scottsdale

PUBLIC COMMENT

There were no members of the public who wished to speak during public comment, and there were no written comments.

1. WELCOME COMMISSOINER ARNOLD AND COMMISSIONER MARMON

Chair Kauftheil welcomed Commissioner's Arnold and Marmon to the Subcommittee. Each was given an opportunity to introduce themselves and the subcommittee reciprocated by introducing themselves providing their experience with Paths and Trails.

2. APPROVAL OF MEETING MINUTES

VICE CHAIR MARMON MOVED TO APPROVE JUNE 5, 2025, PATHS AND TRAILS SUBCOMMITTEE REGULAR MEETING MINUTES. SUBCOMMITTEE MEMBER HECHT SECONDED THE MOTION, WHICH CARRIED FIVE (5) TO ZERO (0). CHAIR KAUFTHEIL, VICE CHAIR MARMON, COMMISSIONER ARNOLD, AND SUBCOMMITTEE MEMBERS ADAME AND HECHT VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES

3. ELECTRIC BICYCLES AND SHARED-USE PATH SPEED LIMITS STUDY

Susan Conklu, Senior Transportation Planner, presented and discussed the electric bicycles and shared-use path speed limits study. An overview of the multi-use path system was provided. This included recreational and transportation design as well as the goal of providing a safe area for family use that accommodates all skill levels of walkers, runners, bicyclists, and other mobility devices. The multi-use path is like a two-way road where bicyclists keep to the right, pass on the left, and yield to pedestrians. Ms. Conklu reviewed the restricted areas within the multi-use path system for electric powered devices.

The development of motorized devices is increasing, and their presence has increased on the multi-use path system. There is a range of devices distinguished by type, what powers it, and maximum speed. Ms. Conklu provided an overview of the various devices, noting not all motorized devices are allowed on the multi-use path system.

- An E-Bicycle that exceeds 28 miles per hour (mph) or more than 750 watts is prohibited from using the multi-use path system but can use the roadway and bike lanes.
- Electric powered devices without pedals are prohibited from using the multi-use path system if the motor is motor driven cycle or motorcycle with two or three wheels and the motor is 5 horsepower or more. These require motorcycle endorsement and can be used on roadways.

Ms. Conklu reviewed steps the City is working on to improve the path system. Ordinance No. 4372 was adopted by Scottsdale City Council on November 13, 2018, which amended the Scottsdale Revised Code for bicycles and related devices, including electric bicycles and scooters. This amendment allowed Class 1 and 2 ebikes and scooters to use the paths with the same rules as bicycles. The City conducted a study related to citations while riding an ebike, the information is on the City's website.

The On-Street Network is a way to alleviate some of the bike-pedestrian conflicts. The streets allow for speed, convenience, and directness, especially residents who ride an ebike or scooter. The streets provide riders with an opportunity to use a combination of paths and bike lanes.

On the Indian Bend Wash Path from Thomas Road to Indian Bend Road improved directional and wayfinding signage was installed. This included regulatory information signage along the seven-mile path. Examples of the signs were shown. The next path to have signage installed are the Arizona Canal, Crosscut Canal, and Pima Paths south of Indian Bend Road.

Additional projects reviewed and discussed include path widening to the standard 10 to 12 feet along Indian Bend Wash. Continued public outreach by the Transportation and Infrastructure staff about regulations and laws on the path and alternate routes. Staff are also coordinating with the Police Department and Park Rangers on enforcement and putting out resources. A Town Hall meeting was recently conducted to educate the public on what is allowed on the paths and where. A "Slow Down Scottsdale" safety video series was released and is also discussed at various events. A bike safety brochure that provides regulation information has been distributed to bike shops and rental companies within the City.

Ms. Conklu discussed the Speed Limit Study to be conducted on Indian Wash Path that shows the average speed of path users compared to national averages. The two types of signs being looked at are regulatory speed limit signs and path etiquette signage that have road and path rules. The Speed Limit Study proposal was presented to the Transportation Commission on May 15, 2025, that generated questions related to enforcement, coordination, meeting with other cities in the region, having separate bike and walking paths, the existing regulations, and the timing and location of the proposed study.

Ultimately, the Transportation Commission approved the recommendation to conduct the study on ebike usage and speed limits along Indian Bend Wash Path from Indian School Road and Chaparral Road as well as Via Linda and Loop 101. In the fall, staff will conduct the study at both locations and use methodology like what Traffic Engineering uses on streets taking various factors into consideration.

Subcommittee members were given an opportunity to comment and ask questions. In response, Ms. Conklu explained the process for widening the existing path segments to 10 to 12 feet, which is typically 10 feet but can vary based on volume and maneuverability. Mr. Davies provided an overview of the mobile counters that capture speed that will be utilized during the Speed Limit Study. Ms. Conklu clarified what the ebike classifications were. The signage for the canals were further explained and discussed for clarity.

The City currently uses Facebook, Instagram, and YouTube platforms for social media messages. The Police department maintains their own social media accounts. Suggested platforms would be discussed with the Communications Staff. It was also noted that anyone can share the City's social media posts with their own account. A discussion ensued regarding ebikes or other motorized devices being prohibited on the SRP Canals. Councilwoman McAllen noted the motor driven cycles are only for off road use. Mr. Domme noted this is not meant to say that ebikes are negative because they do provide a positive benefit to many people who are educated and use the ebike appropriately.

4. JACKRABBIT PROTECTED BIKE LANE

Greg Davies, Senior Transportation Planner, presented and discussed the Jackrabbit Protected Bike Lane. At present, the City of Scottsdale does not have any protected bike lanes. This pilot project is part of the Transportation Action Plan (TAP) goal to enhance safety, maximize route and travel mode choices, and accessibility for all ages and abilities. Regarding the bicycle element of the TAP, this project will create an infrastructure that is more conducive to bicycling. Looking at new concepts and technology is the third priority goal within the TAP.

Mr. Davies provided an overview of a graphic that depicted Bicyclist Design User Profiles, separated into three categories of Interested but Concerned; Somewhat Confident; and Highly Confident. The highest percentage is within the interested but concerned category and the goal is to expand the age, ability, comfort level, and those willing to ride on the street. The purpose is to increase safety, and provide alternate routes for cyclist and ebikes along the street away from crowded shared use path systems such as Indian Bend Wash. This can be accomplished with protected bike lanes as seen in other communities. A protected bike lane has a vertical separation using reflective physical barriers, such as bollards or medians.

Mr. Davies explained why Jackrabbit Road was chosen for this pilot project as well as an overview of the installation of bike lanes on Jackrabbit Road in 2022 that were upgraded to buffered bike lanes in 2024. Data collected in 2022 indicated 726 bicyclists utilized the bike lanes traveling east and west on Jackrabbit Road. A second count collected in April 2025 indicated an increase in use after the installation of the buffered bike lanes.

Several steps have been implemented including bike counts prior to the buffered bike lanes, recommendation for Jackrabbit Road: Hayden Road to Miller Road as the pilot location, installation of buffered lanes in July 2024, buffered bike lane counts in April 2025, and selection of K71 bollards. Additional steps will be taken upon approval, including a presentation to the Transportation Commission and the City Council

Subcommittee members were given an opportunity to comment and ask questions. In response, Mr. Davies provided an overview of how the bollards are installed, spacing is determined, and restoration after damage. The cost comparison of other products and maintenance costs will be presented later. The ideal bike lane width is six feet, and the five-foot bike lane presented a concern because the barriers could become an obstacle for bicyclists. Should the K71 bollards not work, a definitive back up plan has not been created but options were discussed. Upon successful implementation and results, the next incorporate protected bike lanes into the TAP where feasible.

A discussion ensued around being cognizant of potential safety concerns, liability issues, and how to mitigate them. Mr. Davies clarified the counts from Indian Bend Wash were collected in 2022 on two different occasions from Friday at 12:00 p.m. to Monday at 12:00 p.m. and in April 2025 on one occasion for the same four-day period. In response to Chair Kauftheil's discussion of Flagstaff's bike boxes, Mr. Davies advised that application is on the radar for the Glenrosa bikeway that is in design.

VICE CHAIR MARMON MOVED TO RECOMMEND TO THE TRANSPORTATION COMMISSION THE INSTALLATION OF K71 FLEXIBLE POSTS TO ESTABLISH A PROTECTED BIKE LANE ON A SEGMENT OF JACKRABBIT ROAD BETWEEN HAYDEN ROAD TO MILLER ROAD. COMMISSIONER ARNOLD SECONDED THE MOTION, WHICH CARRIED FIVE (5) TO ZERO (0). CHAIR KAUFTHEIL, VICE CHAIR MARMON, COMMISSIONER ARNOLD, AND SUBCOMMITTEE MEMBERS ADAME AND HECHT VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

5. PROJECTS AND PROGRAMS UPDATE

Susan Conklu, Senior Transportation Planner, noted April was Bike Month and discussed the events including the Arizona Bicycling Summit, Cycle the Arts, Tour de Scottsdale, and Scottsdale Bike to Work Day.

Nathan Domme, Transportation Planning Manager, provided an overview and discussed the following projects:

- 77th Street emergency access, the intent is to find a secondary access point.
- Arterial Life Cycle Program (ALCP) Prop 400 projects that will be implemented into the budget beginning October 2025.
- Pavement Overlay Program
- ADA Transition Plan
- Indian Bend Wash Path Renovation
- Studies for Multi-use Path Improvements

Subcommittee members were given an opportunity to comment and ask questions. In response, Mr. Domme noted he would follow up on any trees or baskets needing to be

moved for a secondary access on 77th Street. A discussion ensued regarding how to address lights that are automatically triggered in the Orthodox Jewish community during Shabbat. Chair Kauftheil noted a concern with runoff created by sprinklers and a dirt berm. Mr. Domme clarified what ALCP stood for, and a discussion ensued regarding related projects.

6. SUBCOMMITTEE IDENTIFICATION OF FUTURE AGENDA ITEMS

Susan Conklu, Senior Transportation Planner, noted there is a full schedule planned for future Paths and Trails Subcommittee meetings.

Future topics recommended by Subcommittee members:

- Speed bumps in bike lanes
- Bicycle Friendly Community Update to be discussed in December

7. ADJOURNMENT

With no further business to discuss, being duly moved by Vice Chair Marmon and seconded by Subcommittee Member Adame the meeting adjourned at 7:30 p.m.

AYES: Chair Kauftheil, Vice-Chair Marmon, Commissioner Arnold, and Subcommittee Members Adame and Hecht. NAYS: None

SUBMITTED BY:
eScribers, LLC

***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>**

SCOTTSDALE PATHS AND TRAILS SUBCOMMITTEE REPORT



To: Paths and Trails Subcommittee
From: Satanay Hallac, Senior Transportation Planner
Subject: 77th Street Access Improvement
Meeting Date: August 7th, 2025

ITEM IN BRIEF

Action: Presentation / Information

Purpose:

Staff will introduce and provide information about the new 77th Street improvement

Background:

Vista Del Camino II, a Penjamo residential community populated by Yaqui families, consists of 49 homes. This community was once the original site of the first Department of Housing and Urban Development (HUD) funds used with the City of Scottsdale in 1970, with the launch of its Urban Renewal Program that funded the construction of low-cost homes for residents displaced from the flood-prone Indian Bend Wash.

Currently the community has one access point from Roosevelt Street to the north, and with this access point being in proximity of a low point at the Indian Bend Wash floodway, their ingress/egress access has been closed several times a year due to large storm events. The purpose of this project is to provide emergency access to this community for when the current access point floods.

Project Justification, Advantages, and Impacts:

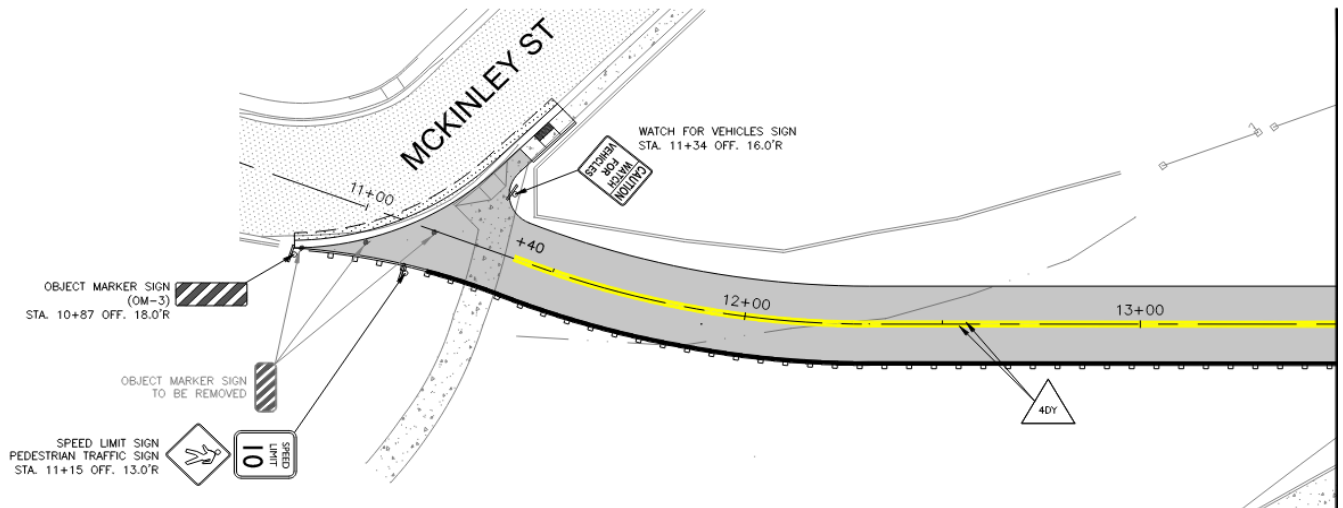
The project originally looked at the construction of a roadway connection through the area but altered to a shared use path for several reasons. Using a multi-use path instead of a newly constructed road provides many advantages, including maintaining the community's connection to the park system, allowing the newly constructed connection to stay outside the flood zone, and limiting traffic impacts to the residents.

Project Overview

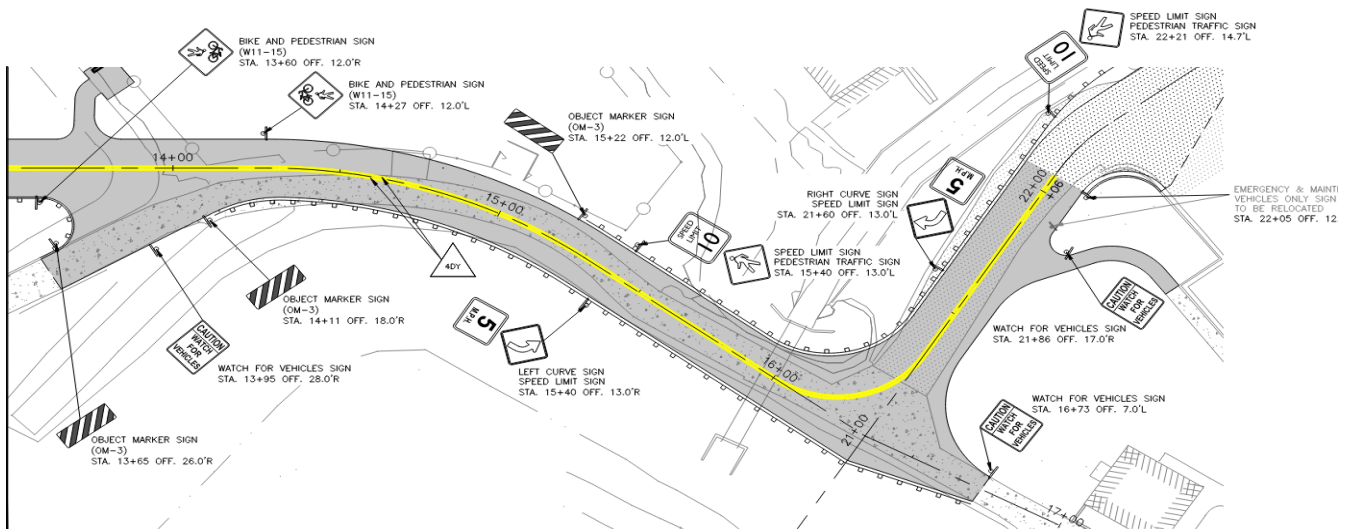
The proposed project will construct an emergency access **from the N. 77th Street and E. McKinley Street intersection to the westerly terminus of E. Pierce Street, and being east of and adjacent to McKellips Lake Park within the Indian Bend Wash (See Exhibit A & B)**

The following are features of the Emergency Access:

- 20-foot concrete path will support car movement during flooding events.
- Removable Bollards that will be in place to prevent vehicles from utilizing the emergency access during non-emergency situations
- Guard rails
- 10 mph speed limit sign for when the road is open for emergency access
- City's standard trail light pole
- Bike/ pedestrian signage



(Exhibit A)



(Exhibit B)

Design Considerations:

- Coordination with adjacent McKellips Lake Project
- Coordinate with homeowners adjacent to the park/new improvements
- Manage pedestrian and vehicular interaction
- Communicate dog park and pathway closures with the public
- Work with U.S. Army Corps of Engineers (USACE) to obtain the 408 permit- allows for modification or alterations to existing USACE civil works projects. The process involves a review to ensure that the proposed changes do not harm public interest or impair the project's usefulness

Funding Sources

Funding for this capital improvement project is anticipated from several sources, including the federal Economic Development Initiative (EDI), as administered by the Department of Housing and Urban Development (HUD), and other local funding sources.

Type		Amount
Maricopa Association of Governments (MAG)		
Regional Sales Tax – ALCP		
City of Scottsdale		
Transportation 0.1% Sales Tax 2019		
Transportation 0.2% Sales Tax	X	\$705,646
CIP Stormwater Utility Bill Fee		
Bonds ()		
Federal		
Grants (HUD Community Project Funds)	X	\$1,260,000
Total		\$2,808,066

Continuing Steps:

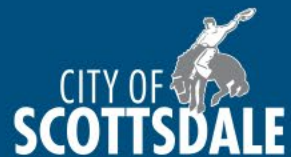
Coordinate with McKellips Lake Project and obtain the 408 Permit

Staff Contact: Satanay Hallac, 480-312-7641, shallac@scottsdaleaz.gov

77th St Access Improvements

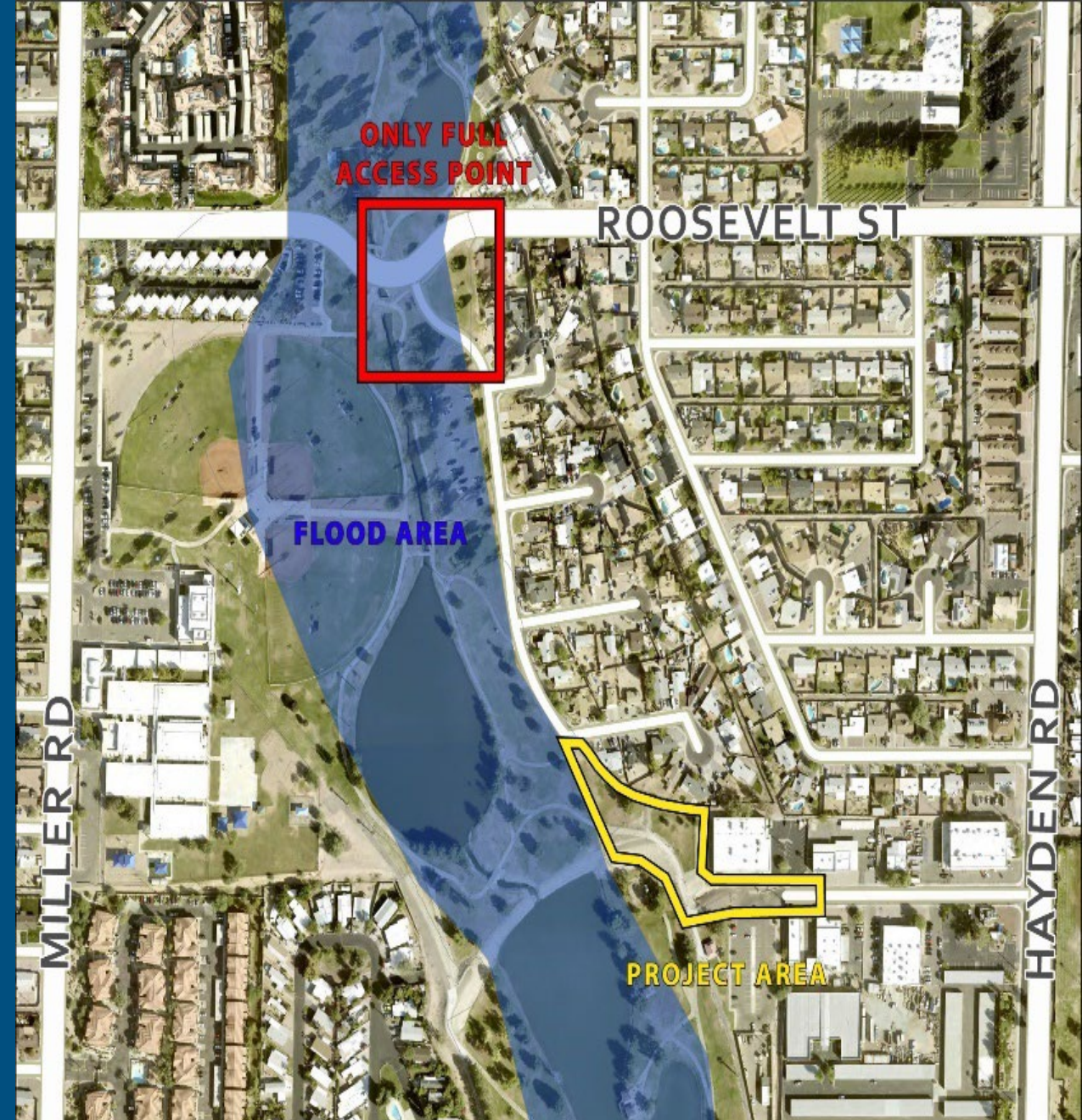
Paths & Trails Subcommittee

August 7th, 2025



Project Background

- Vista Del Camino II, a Penjamo residential community populated by Yaqui families, consists of 49 homes
- **Site of the First HUD funds used within City of Scottsdale in 1970**
- **Currently, Vista Del Camino II Community relies on a single ingress/egress access**

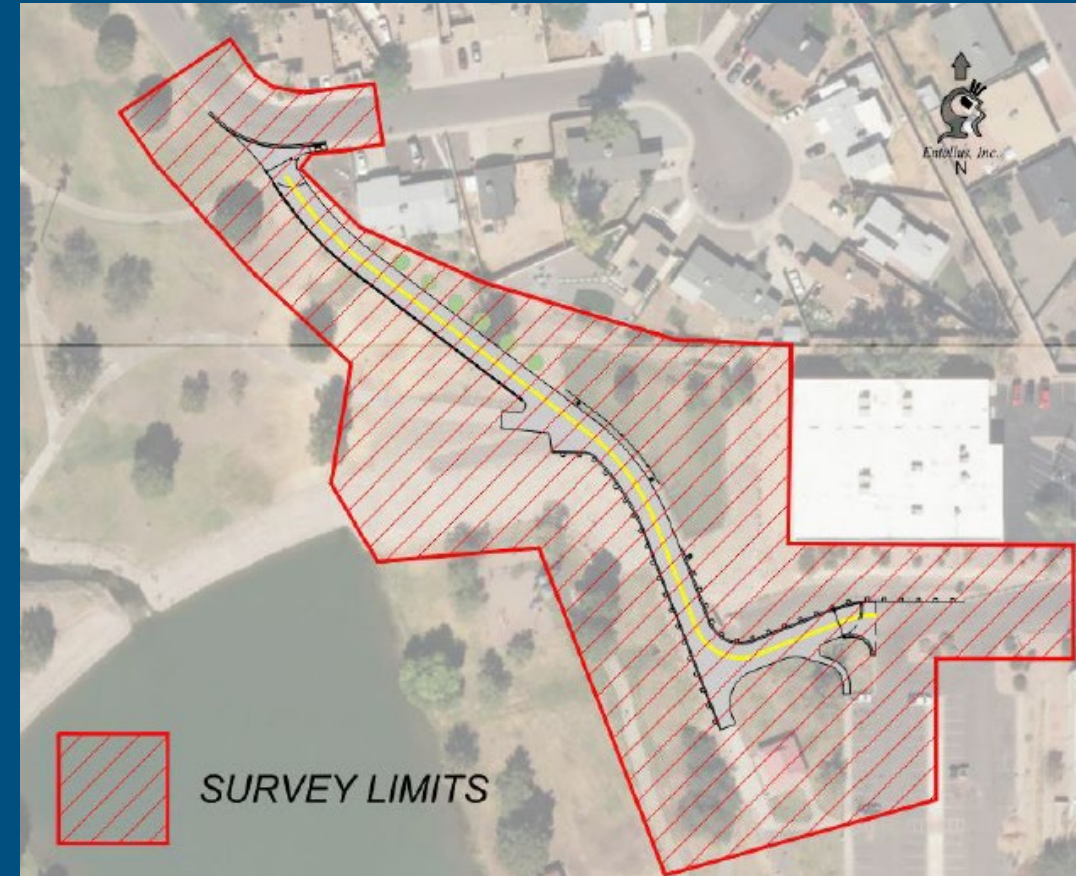


Project Overview

Project Justification, Advantages, and Impacts: The project originally looked at construction a roadway connection through the area but altered to a shared use path for several reasons. Using a multi-use path instead of a newly constructed road provides many advantages,

- including maintaining the community's connection to the park system,
- allowing the newly constructed connection to stay outside the flood zone,
- and limiting traffic impacts to the residents.

Project Description: Design and Construct a new multi-use path in order to provide residents better access/egress during flooding events. The concrete path will support car movement during flooding events.



Project Goals



Deliver an emergency access route



Incorporate resident input



Proactively coordinate with agency stakeholders



Maintain/improve functionality and aesthetics of Vista Del Camino Park



Comply with HUD funding requirements



Deliver a sustainable design



Public Meeting

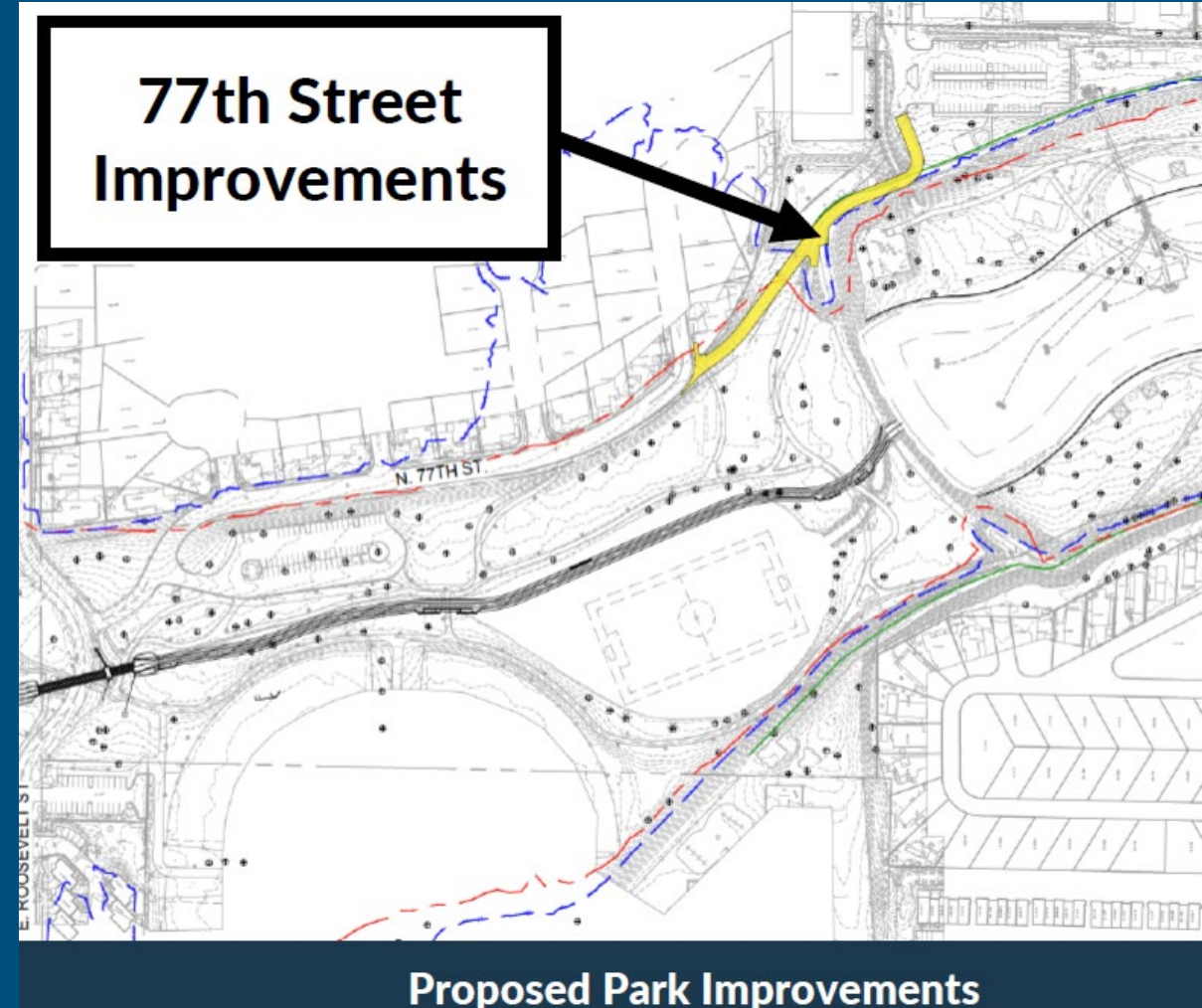
Vista del Camino Park & Community Center – 7700 E Roosevelt St
On May 15, 2025



Considerations

Vista Del Camino Park

- Coordination with adjacent McKellips Lake Project
- Coordinate with homeowners adjacent to the park/new improvements
- Manage pedestrian and vehicular interaction
- Communicate dog park and pathway closures with public
- Staying out of the flood way



Considerations

LEGEND

- Improvements
- Floodplain
- Floodway
- Levee



Indian Bend Wash

- Obtain applicable permits
- Model the Wash and determine new floodplain limits
- Stay out of the Floodway



Jurisdictional Limits and Levee Locations

Design Concepts



Sustainable Landscaping



Recessed Lighting

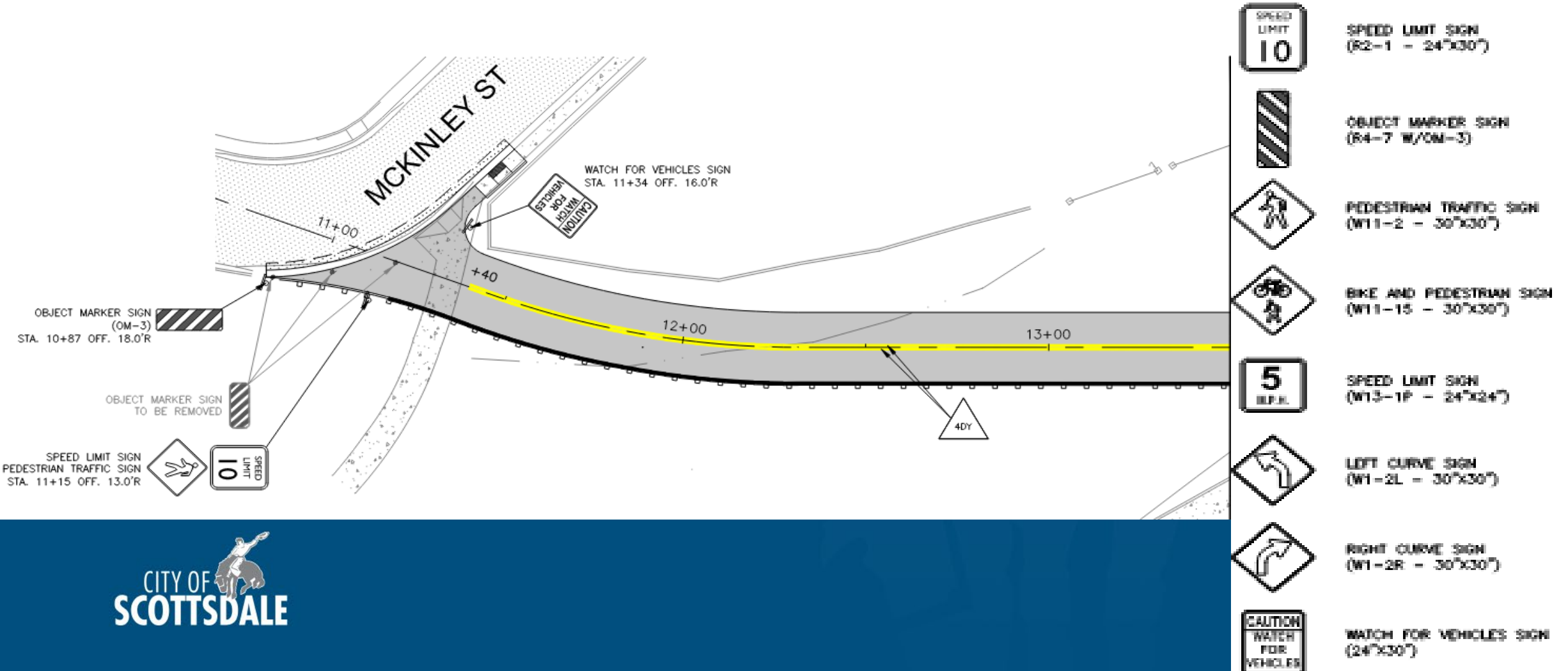


Decorative Fencing

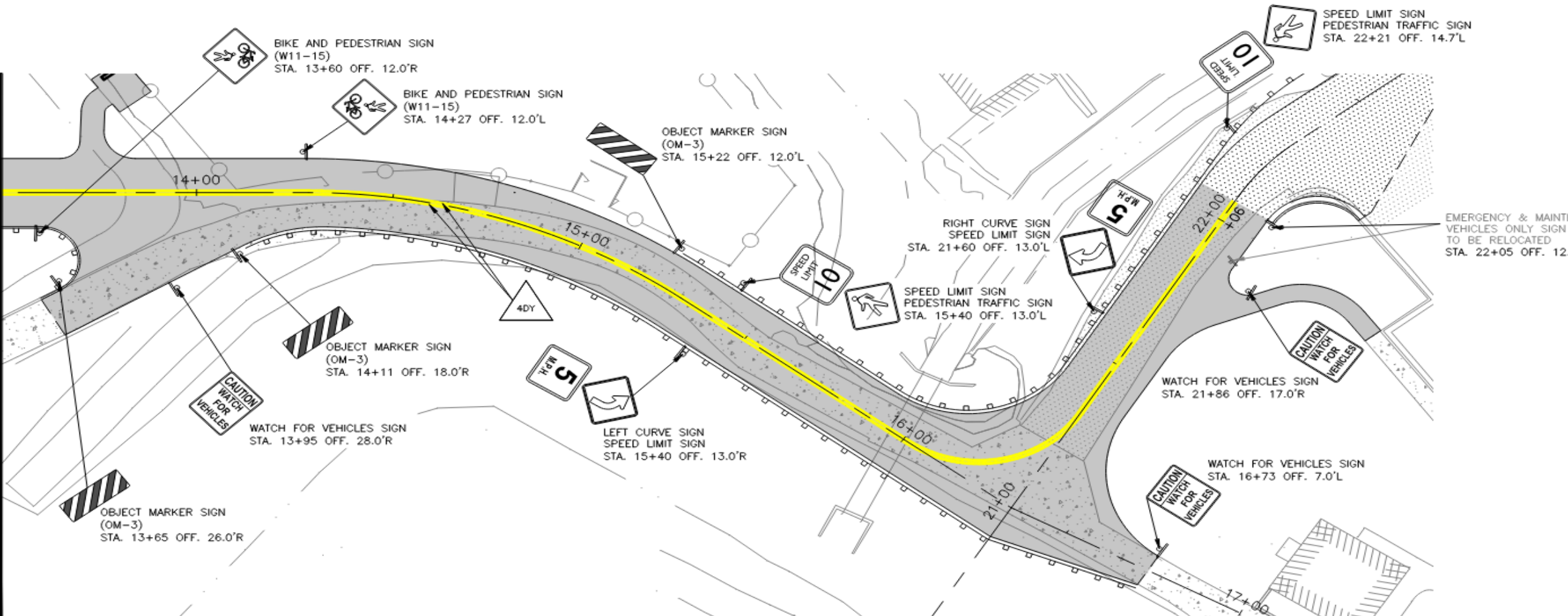


Upgraded Dog Park

30% Preliminary Design

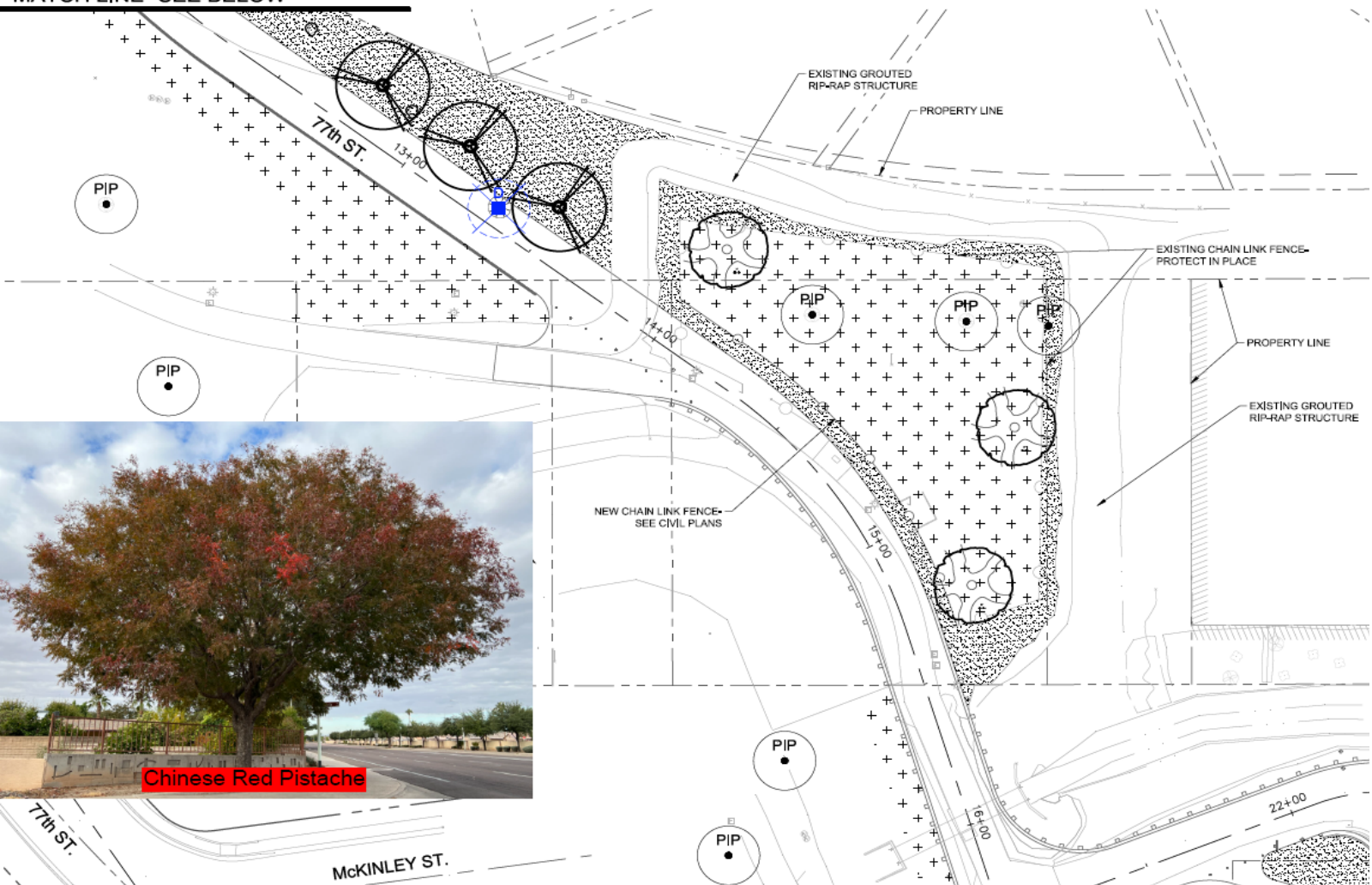


30% Preliminary Design



Landscaping

MATCH LINE- SEE BELOW



Chinese Red Pistache

REMAIN IN PLACE PLANT LEGEND

SYM	BOTANICAL NAME	COMMON NAME
TREES AND CACTI:		
	Existing Tree	Protect in Place
	Existing Tree	Demolish

NEW PLANT LEGEND

TREES:		
	<i>Pistacia chinensis</i> 'Red Push'	Red Push Chinese Pistache
	<i>Ulmus parvifolia</i>	Evergreen Elm

CONTRACTOR NOTES:

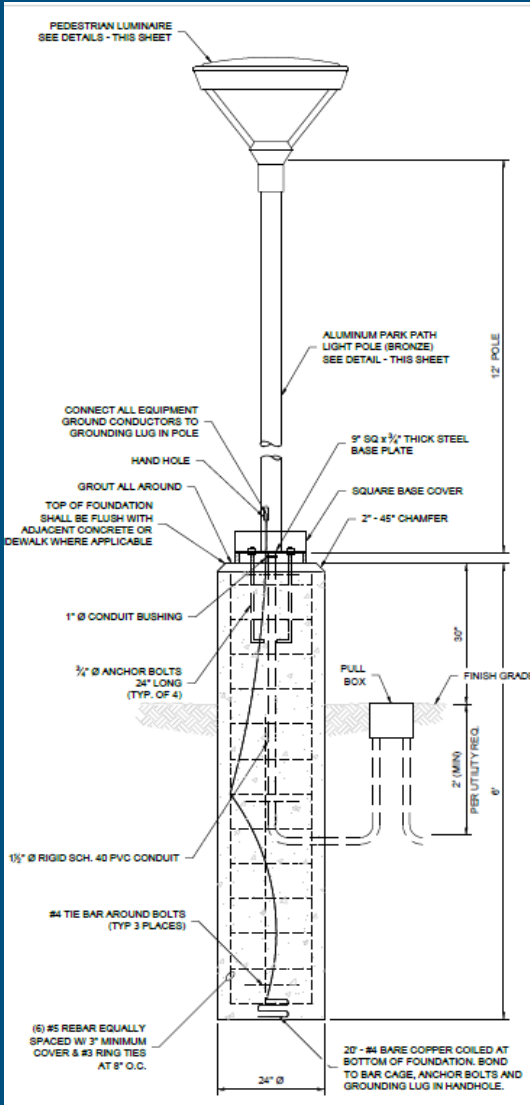
1. PROTECT IN PLACE EXISTING TREES WITHIN THE DOG PARK AREA UNLESS OTHERWISE NOTED FOR THE TREE TO BE REMOVED.
2. REFER TO PLAN SHEET LS-101 FOR PLANTING AND INERT MATERIALS LEGENDS WITH PRODUCT AND MFG INFORMATION.

SURFACE MATERIALS LEGEND

KEY	
NO.	PATTERN DESCRIPTION
	DECOMPOSED GRANITE - COS DTL 2620-1 1-1/4" MINUS: SEE SHEET LS-101 & SPECIAL PROVISIONS
	TURF RESTORATION - SEE SHEET LS-101 & LANDSCAPE PLANS FOR TURF RESTORATIONS AREAS
	EXISTING BOULDERS- SALVAGE AND RELOCATE PER PLAN

Landscaping

- City's Standard Trail light pole and Lumineers



LED WATTAGE CHART

	16L	32L	48L	64L	80L
350 milliamps	-	33w	51w	66w	-
400 milliamps	21w	-	-	-	-
530 milliamps	28w	54w	80w	102w	-
700 milliamps	36w	71w	104w	137w	-
1050 milliamps	56w	105w	156w	205w	247w

The modern Nova 2, Dark Sky friendly full cutoff LED post top luminaire utilizes NLS' patented *Star Power* Optical System and *Silicone Optics* to distribute light evenly. The Nova 2 utilizes the most advanced LED technology with the highest lumen per watt LEDs in the market place. Available Kelvin temperatures of Amber, 2700K, 3000K, 3500K, 4000K and 5000K.

BUY AMERICAN
To ensure the latest BAA/TAA/BABA Standards are being met, please select BAA, TAA, or BABA in the options section. Please contact the factory before placing an order for any NLS products requesting BAA (Buy American Act), TAA (Trade American Act), or BABA (Build America, Buy America).

The Nova 2 offers a collar design that makes the perfect complement to any retail, high-end commercial project, government icon, theater, or walkway project. Wattage offerings begin from 21 to 247. The standard warranty is five year for LEDs and drivers.



Timeline

- April 2019** Original 77th Street Realignment Concept used in the HUD application.
- March 2023** City received a federal Economic Development Initiative (EDI) grant in the amount of \$1.8M
- April 2023** Staff determined that the Local Access Road Section was not feasible given existing property & floodway/floodplain constraints.
- May 2023** Staff determined that the grant funding was not adequate for the project, so a new Capital Improvement Project would need to be added to the next budget cycle.
- July 2024** Council approved FY 24/FY 25 Budget with associated Capital Improvement Project added.
- October 2024** City issued Design RFQ
- December 2024** Design Interviews/Selection
- January 6th 2025** 77th street Scoping – (Design Scope development)
- March 20th 2025** Design Kick Off Meeting



Schedule

Task

- Kick-off meeting Quarter 1- 2025
- Conceptual Design (30%) Quarter 3- 2025
- Preliminary Design (60%) Quarter 4- 2025
- Pre-Final Design (90%) Quarter 3- 2026
- Construction Documents Quarter 3- 2027
- Construction Start Quarter 4 – 2027
- Construction Finish Quarter 3 - 2028





Questions
and
Discussion

SCOTTSDALE PATHS AND TRAILS SUBCOMMITTEE REPORT



To: Paths and Trails Subcommittee
From: Satanay Hallac, Senior Transportation Planner
Subject: Thompson Peak Parkway Bridge Over Reata Wash
Meeting Date: August 7th, 2025

ITEM IN BRIEF

Action: Presentation / Information

Purpose:

Staff will introduce and provide information about the planned WB Thompson Peak Parkway Bridge over Reata Wash.

Background:

Thompson Peak Parkway is a minor arterial road with a Rural (Environmentally Sensitive Lands (ESL) character designation.

The original design calls for a west-bound bridge and an east bound bridge. DC Ranch built the east-bound bridge in the year 2000 as a half street improvement stipulated in their development, and the city of Scottsdale is to build the west bound bridge at a later time. The city of Scottsdale established the west-bound bridge as a project in the 2019 Bond. According to the 2022 Traffic Volume and Collision report, the average daily traffic for the bridge is 9000 vehicles per day.

Project Overview:

The city of Scottsdale is to construct the west-bound Thompson Peak Parkway over Reata Wash that matches the existing east-bound bridge, with two travel lanes, a bike lane and a sidewalk. The west bound bridge will have a barrier separation between the pedestrians and the travel lanes and the posted speed will be 45 mph.

Aesthetic and Landscape- Bridge Aesthetic to match existing bridge (barrier/railing, rock façade at abutments)

Project Goals:

- Complete the corridor to its ultimate configuration
- Remove a lane reduction at bridge and deviation for west-bound traveling public
- Increase safety for pedestrians and cyclists with the additional bridge
- Provide pedestrian and bike connections from the new bridge to the multi-use and trail network in the wash

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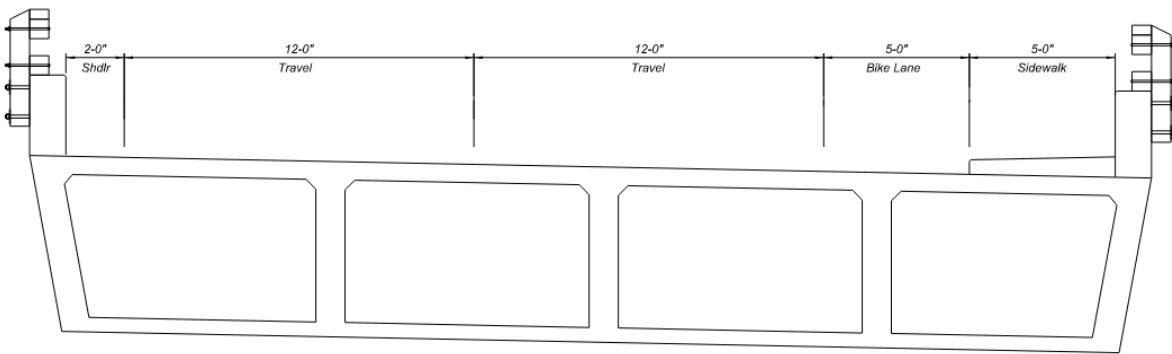
Design Considerations:

- Noise study - Preliminary study is completed now during the summer with available traffic counts, and finalizing after summer
 - If after the noise study is finalized and it is determined that a soundwall is necessary, this will become part of a new/future CIP project request and not included in the existing project/budget
- Coordinate with DC Ranch- hold a public meeting in September, after the noise study has been completed
- Manage pedestrian and vehicular interaction

Path and Trail Connections-

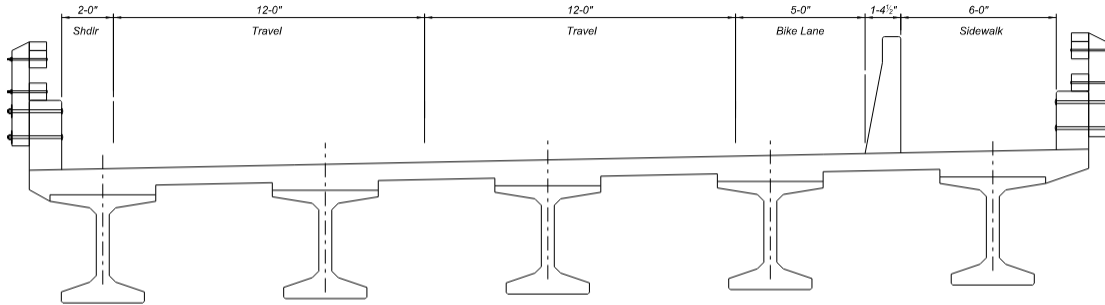
- Provide connections from the new bridge to the path and unpaved trail network along the corridor and under the bridge (Exhibit C)

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**EB Thompson Peak Parkway - Existing Bridge Typical Section
(after re-striping, looking in the direction of travel)**

(Exhibit A)



WB Thompson Peak Parkway 2nd Bridge Typical Section
(looking in the direction of travel)

(Exhibit B)



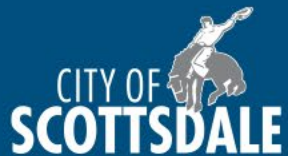
(Exhibit C)

Staff Contact: Satanay Hallac, 480-312-7641, shallac@scottsdaleaz.gov

Thompson Peak Parkway Bridge over Reata Wash

Paths & Trails Subcommittee

August 7th, 2025



Project Background



- DC Ranch Built the EB bridge in 2000 as a half street improvement for their development
- City established the WB bridge as project in the 2019 Bond
- We are currently at 30% design



Project Overview



- **Construct WB Thompson Peak Parkway over Reata Wash**
- **Bridge Construction to match Existing EB bridge with two lanes, bike lane and sidewalk**
- **The WB Bridge will include separation between the pedestrians and the travel lanes**



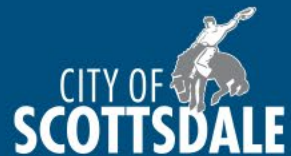
Project Goals

- Complete corridor to ultimate configuration
- Remove a lane reduction at bridge and deviation for West Bound traveling public
- Increase safety for pedestrians and cyclists with the additional bridge
- Provide pedestrian and bike connections from the new bridge to the multi-use path and trail network in the wash



Schedule

- Schedule Construction Funding- 2026-2027
- 30% Design – 6/2025 Completed
- Noise Study- 09/2025
- Public Meeting- 09/2025
- 60% Design by 9/30/2025
- 90% Design – 01/20/2026
- 100% Design – 05/12/2026
- Bid Advertisement- 05/ 2026
- Construction- Late Summer/Fall 2026

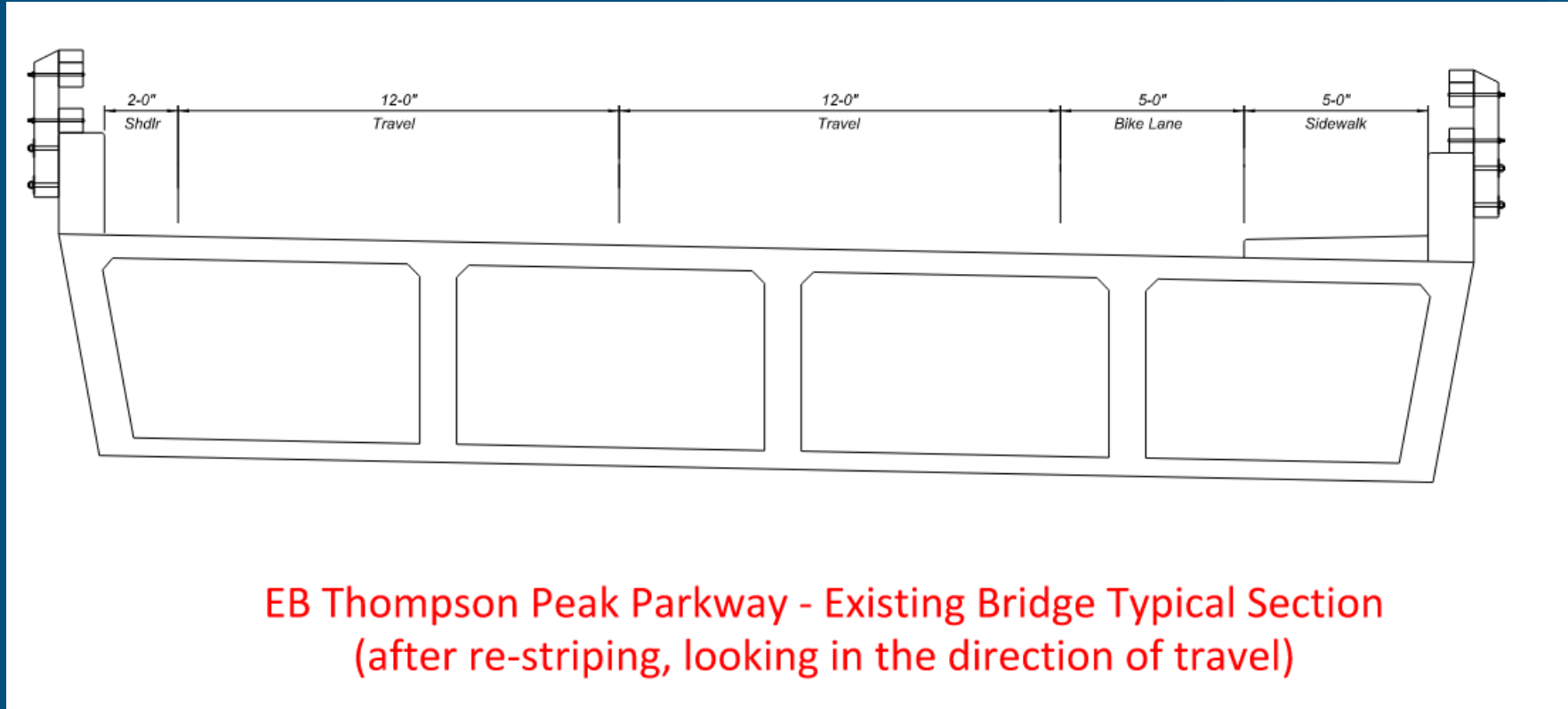


Considerations

- Noise study
- Coordinate with DC Ranch
- Manage pedestrian and vehicular interaction
- Path & Trail Connections

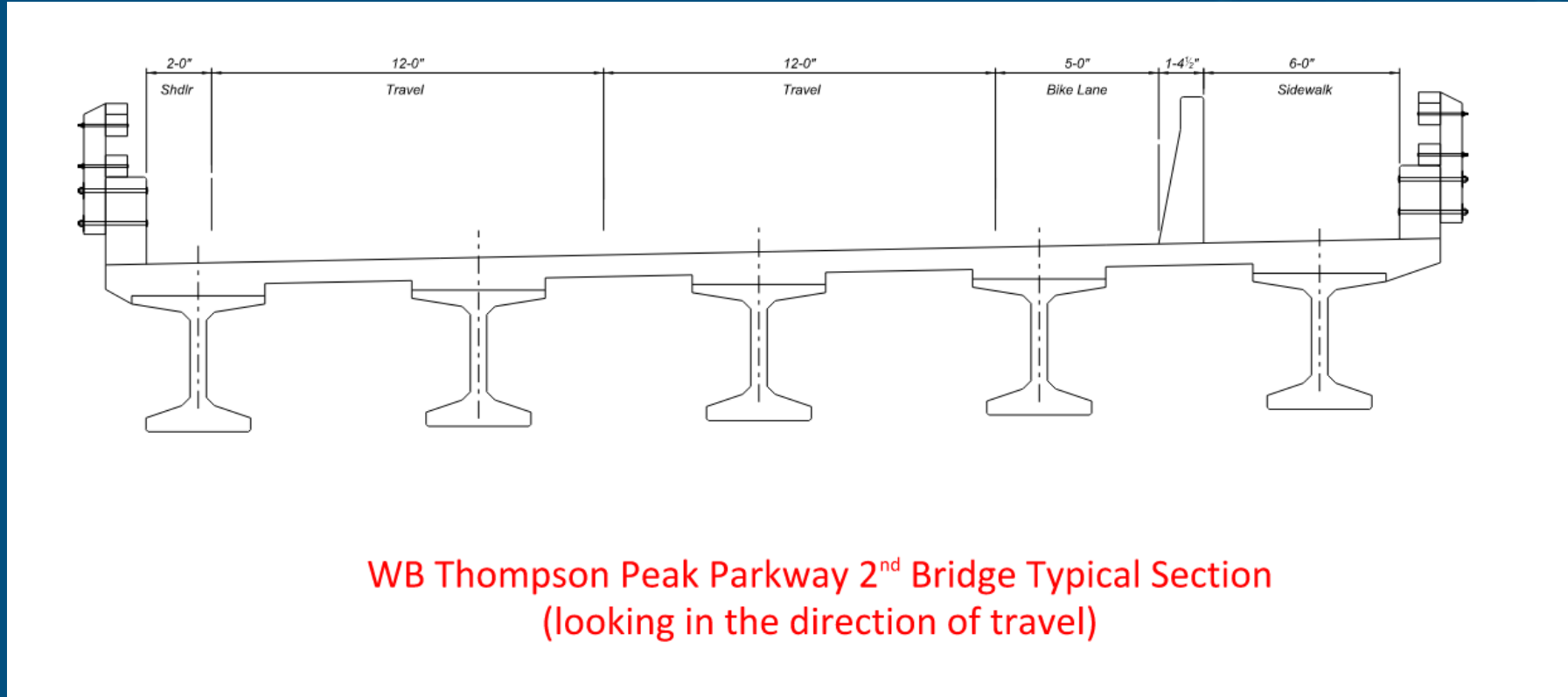


30% Preliminary Design



EB Thompson Peak Parkway - Existing Bridge Typical Section
(after re-striping, looking in the direction of travel)

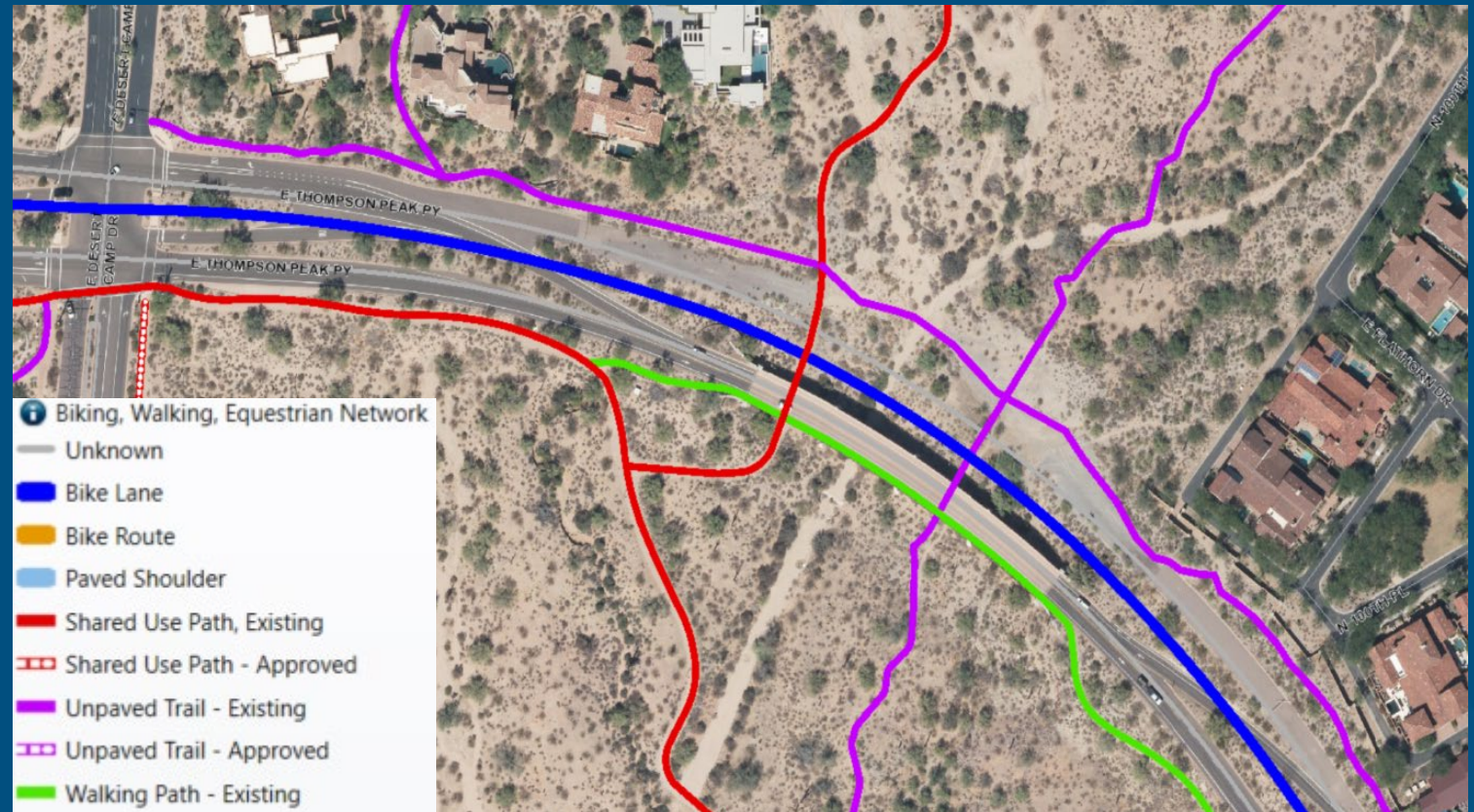
30% Preliminary Design



WB Thompson Peak Parkway 2nd Bridge Typical Section
(looking in the direction of travel)

Active Transportation Network

- Provide connections from the new bridge to path and unpaved trail network along the corridor and under the bridge





Questions
and
Discussion

SCOTTSDALE PATHS AND TRAILS SUBCOMMITTEE REPORT



To: Paths and Trails Subcommittee
From: Nathan Domme
Subject: Transportation Planning Studies
Meeting Date: August 7, 2025

ITEM IN BRIEF

Action: Presentation and discussion

Purpose:

Provide information on recent and current design and feasibility studies.

MAG Design Assistance Background:

The city of Scottsdale is currently working on several studies through the Maricopa Association of Governments (MAG) Design Assistance Program and the Strategic Transportation Safety Plan through the Safe Streets and Roads for All (SS4A) United States Department of Transportation federal program.

The MAG Design Assistance Program supports bicycle and pedestrian facilities that increase connectivity on the regional active transportation network. \$500,000 is offered on an annual basis and selected projects are advanced to the concept design level utilizing consultants from MAG's on-call list. The program also assists with extensive public outreach and evaluation of the feasibility of projects. There is no local match required, unless a project is scored and ranked below the available funding for the program. Then the local agency may either pay the difference in funding or request MAG Closeout Funding and pay a 5.7% local match if approved.

Current Regionally Funded Studies:

City of Scottsdale has had several successful Design Assistance applications over the years. Currently, three Scottsdale studies are funded:

Fiscal Year 2022/23 program

- 64th Street Crossing Study at Thomas and Indian School Roads
- Central Arizona Project Canal/ 100th Street Path

Fiscal Year 2023/24 program

- 2nd Street Neighborhood Bikeway Study

64th Street Crossing Study at Thomas and Indian School Roads

Currently, Crosscut Canal Path users must make a two-stage at-grade crossing of both Thomas Road and 64th Street. Path users transitioning between the Arizona Canal and Crosscut Canal must also make a two-stage at-grade crossing Indian School Road and 64th Street intersection.

A draft feasibility study from 2006 provided concepts and cost estimates for a grade-separated crossing of Thomas Road and 64th Street. In 2022, an updated cost estimate from Capital Project Management indicated a potential price of \$4.4M or more to construct the features identified in the 2006 study.

The goal of this study was to further develop concepts for bike & pedestrian crossing improvements at both 64th Street and Thomas Road and 64th Street and Indian School Road, along the Crosscut Canal to include grade-separated and controlled at-grade options. TYLin International was the consultant and Harrington Planning+Design was the subconsultant for this study.

Central Arizona Project (CAP) Canal/ 100th Street Path

The intent of this project was to develop a concept for a multi-use path between 92nd Street and Frank Lloyd Wright Boulevard. This is a Primary Path in the Transportation Action Plan and a segment of the planned regional CAP Canal path. There are currently sidewalks of varying width and bike lanes on both sides of 100th Street. This study evaluated a 1.5-mile long path on the east side of 100th Street and a 2-mile path along the CAP Canal. The project will provide access to existing and planned segments of the CAP Canal Path, two existing bicycle/pedestrian bridges over the canal, the Indian Bend Wash Path system, Thompson Peak Parkway side path, WestWorld and the Reata Sports Complex. Y2K Engineering was the consultant for this study.

2nd Street Neighborhood Bikeway

The study evaluated the western portion of the 1.8-mile 2nd Street Neighborhood Bikeway through Old Town Scottsdale that connects Indian Bend Wash Path and Arizona Canal Path. This is included in the 2022 Transportation Action Plan Bikeway Element.

The study focused on an 0.8-mile segment of 2nd Street from Goldwater Boulevard to the Arizona Canal Path, a Pedestrian Hybrid Beacon crossing at 2nd Street and Indian School Road, and other segments connecting to the Arizona Canal and Crosscut Canal in the neighborhood including 68th Street, Pinto Lane, Navajo Trail and Osborn Road. This study area will link to the recently completed improvements on 68th Street, future improvements from the 64th Street Crossings Study as well as an upcoming traffic signal at 2nd Street/Goldwater Boulevard and a recently completed traffic signal at Osborn Road/64th Street.

Feasibility Studies and Conceptual Designs:

The city's transportation department evaluates cost estimates for its capital projects before any design has been initiated. This can lead to unknowns from the projects, increasing the costs after the design starts.

Staff is looking to start designing projects before an estimate is done to identify possible concerns with the projects and incorporate them into the project's budgets early on.

By using on-call design consultants or in-house resources, city staff start studies to evaluate problems in the city's transportation network related to consistent citizen concerns or safety concerns. Staff will look to produce a study that reflects the accurate costs and related obstacles to advancing the projects. This will give a better understanding of the nature of a project before the City Council approves funding for the project.

For projects that are a part of the regional programs or the implementation section of the Transportation Action Plan, Staff will introduce the project to the CIP with a small design fund. After some design work has been completed staff will acquire a new cost estimate for the

remaining design and construction of the project. Moving forward, this latest estimate will be reintroduced to the City Council as the complete project estimate. This will allow the City Council to review the project twice.

Current Feasibility Studies include:

- Osborn Bridge Replacement along the Indian Bend Wash Path
- Indian Bend Wash Path Drainage Improvements
- Hualapai Dr Multi-use Path from Pima Rd to McDowell Sonoran Preserve
- Hidden Hills Multi-use Path

Staff Contact: Nathan Domme, 480-312-2732, ndomme@scottsdaleaz.gov

Transportation Planning Studies

Paths & Trails Subcommittee

August 7, 2025





MAG Design Assistance Program



Background

- \$500,000 annual budget and call for projects
- Eligible projects include bicycle and pedestrian facilities, connectivity on the regional active transportation network, projects that increase walking and biking
- Provides consultant services to produce concept/ 15% level designs, public outreach and a feasibility study
- Fully funded through MAG, utilizing their on-call consultants
- Scottsdale has had excellent success over time.
 - Six previous studies
 - Three studies are currently funded



Previous Studies

- Downtown Pedestrian Mobility Study – 2007
 - Detailed inventory of existing conditions, obstructions, various materials like pavers and bricks, ADA issues
 - Led to many improvements
 - Marshall Way/ 5th Avenue crossings
 - Marshall Way: Goldwater to Indian School
 - Camelback: Miller Rd to 73rd St
 - Access from Main Street and Brown to Civic Center
 - Lighting
 - Various crosswalks and ramps
 - 2nd Street – in design
 - Main Street: Scottsdale Road to 69th St – in design
 - Private development public improvements

Camelback before

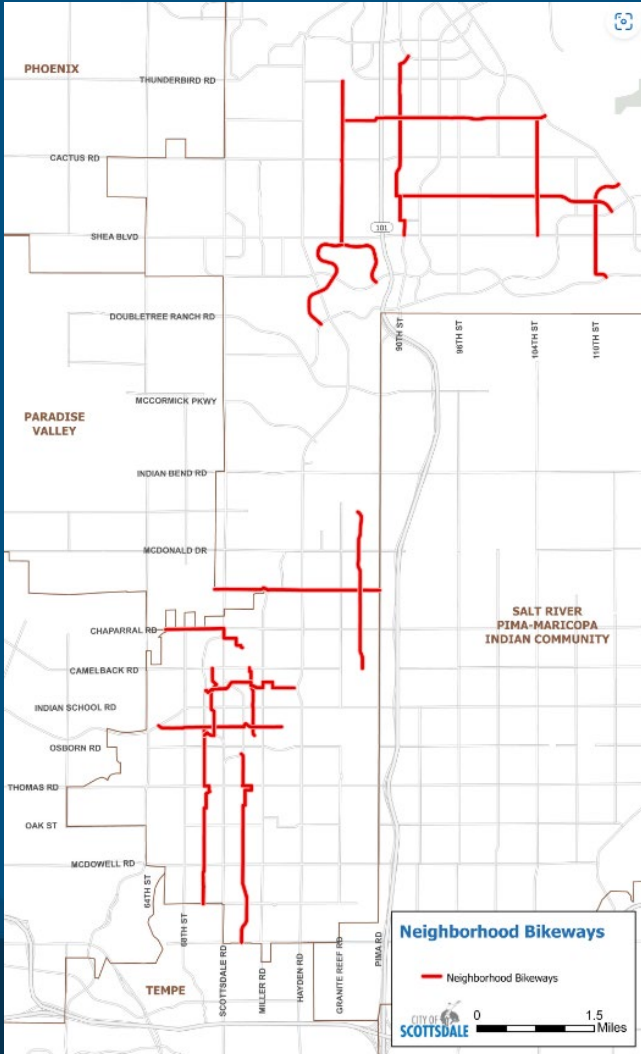
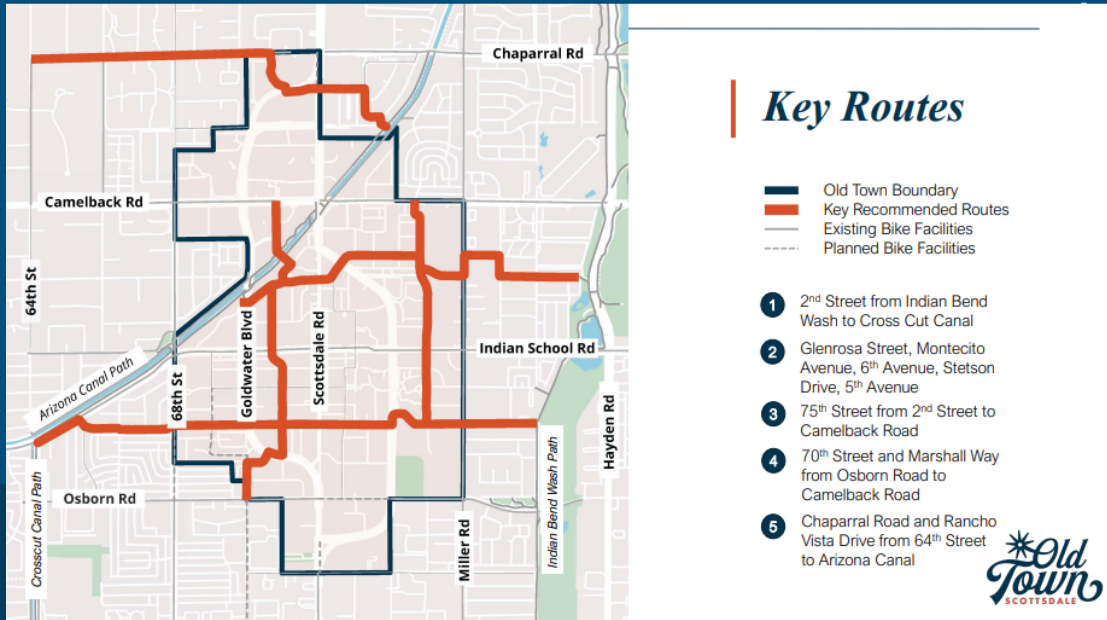


Camelback after



Previous Studies

- Old Town Bicycle Master Plan – 2019 Planning Assistance Program
 - Key Routes integrated into the Transportation Action Plan Neighborhood Bikeways, several are underway



Current Studies

FY 2022/23 program

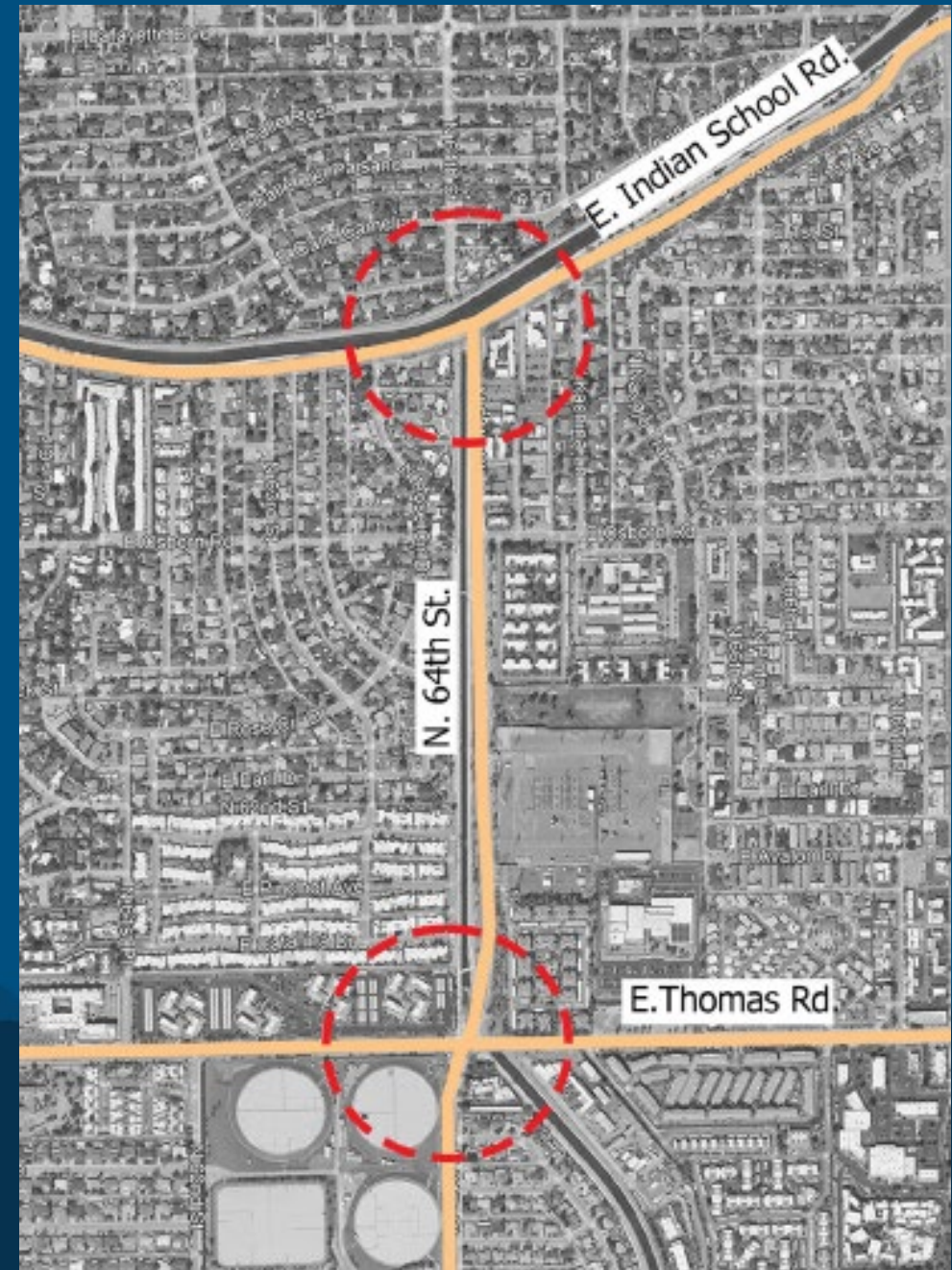
- 64th Street Crossing Study at Thomas and Indian School Roads
- Central Arizona Project Canal/ 100th Street Path

FY 2023/34 program

- 2nd Street Neighborhood Bikeway Study

64th Street Crossing Study at Thomas and Indian School

MAG Design Assistance



Existing Conditions at 64th Street and Thomas Road

Crosscut Canal Path users must
make a two-stage at-grade
crossing of both Thomas Road
and 64th Street.



Existing Conditions at 64th Street and Thomas Road

Thomas Road looking east
toward 64th Street and the
Crosscut Canal



Existing Conditions at 64th Street and Indian School Road

Path users transitioning between the Arizona Canal and Crosscut Canal must make a two-stage at-grade-crossing at Indian School and 64th Street.

There is a right turn slip lane for eastbound drivers on Indian School Road to turn southbound on 64th Street.



Existing Conditions at 64th Street and Indian School Road

64th Street and Indian School
Road looking north toward
the Arizona Canal.



64th Street Crossing Study

Open House #1

Two open houses were held on Wednesday January 10th and Saturday January 13th to introduce the study team and gather public feedback.

The meeting materials and questionnaire were also shared on the study webpage.

www.ScottsdaleAZ.gov – Search “bike pedestrian”



64th Street Crossing Study

Open House #2

- Draft report
- Open House #2 to present Preferred Alternatives on Wednesday May 29th and Saturday June 1st, 2024
- Final report completed in June 2024

Central Arizona Project Canal/ 100th Street Path Study

MAG Design Assistance

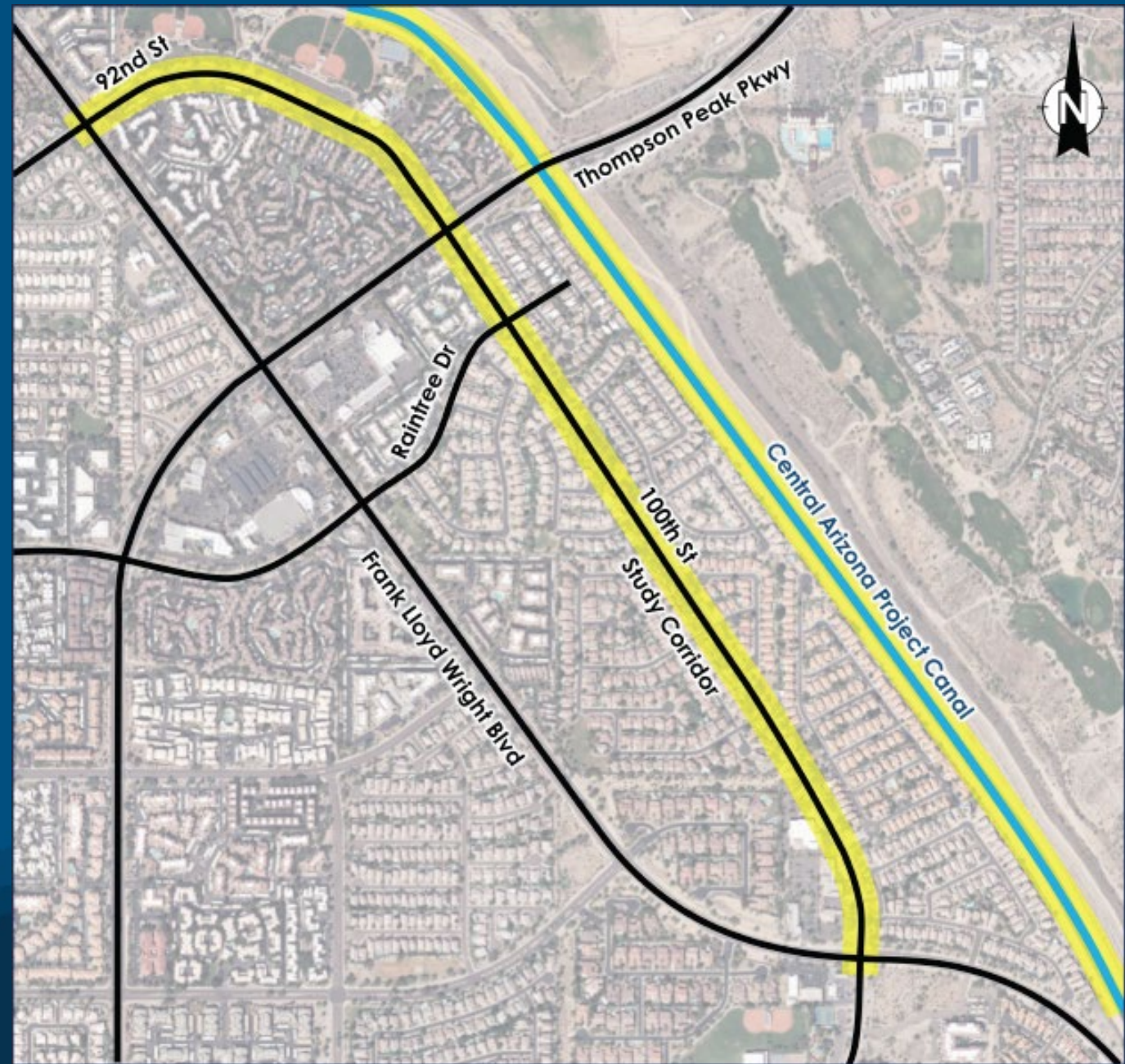


CAP Canal/ 100th Street Study

Existing Conditions 100th Street

Sidewalk on both sides of
100th St

No existing path along the
canal but is a Primary Path in
the Transportation Action
Plan and part of the planned
CAP Canal regional path.



CAP Canal/ 100th Street Study

Existing Conditions 100th Street

Photo 1: Near Horizon Park with the Indian Bend Wash Path connection, looking east.

Photo 2: 100th Street at Thompson Peak Parkway looking west showing multi-family housing.



CAP Canal/ 100th Street Study

Open House #1

Two open houses were held on Saturday January 20th and Wednesday January 24th to introduce the study team and gather public feedback.

The meeting materials and questionnaire were also shared on the study webpage.

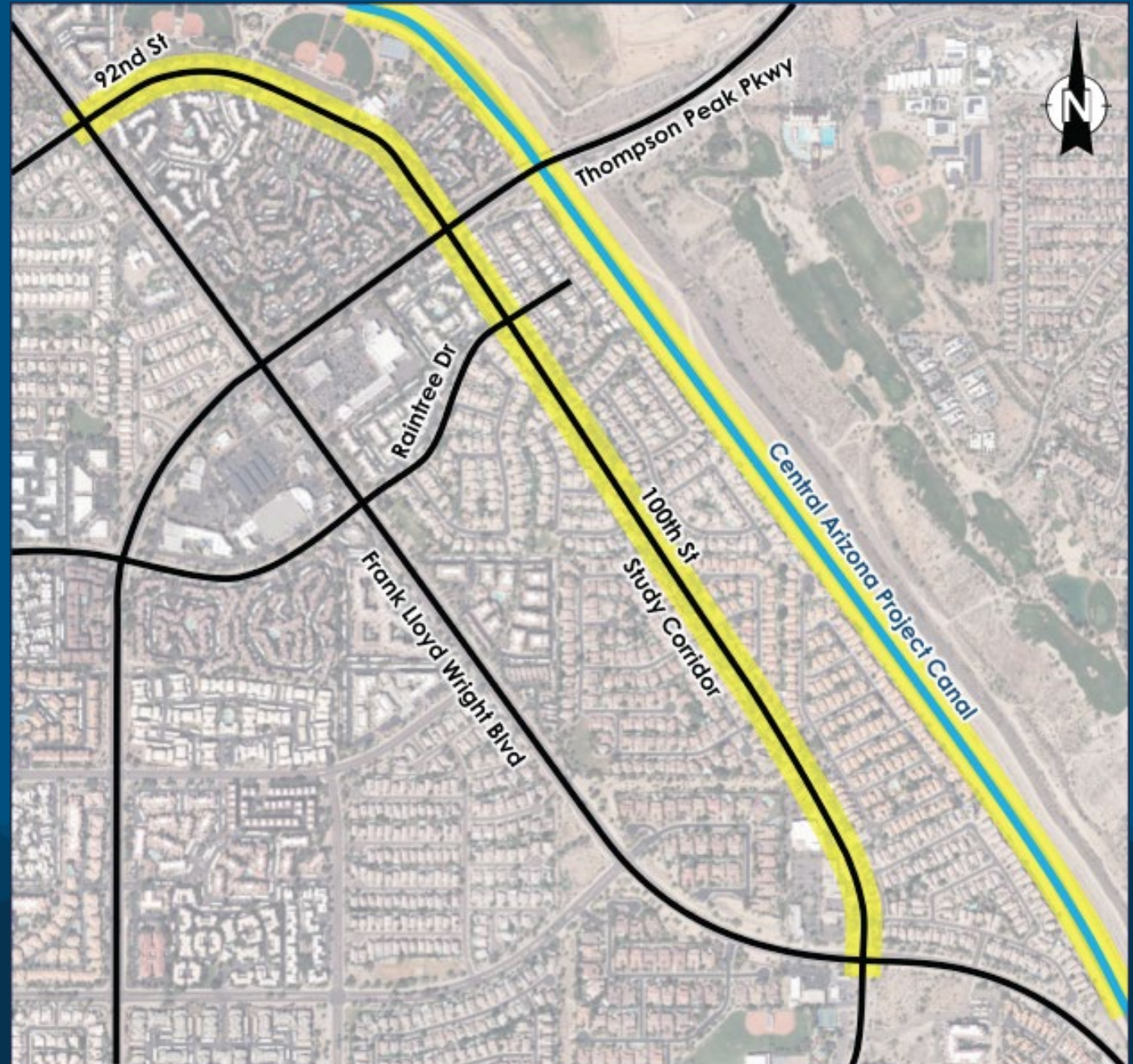
www.ScottsdaleAZ.gov – Search “bike pedestrian”



CAP Canal/ 100th Street Study

Improvements considered

- Multi-use path on the south side of the canal
- East side of 100th St with Multi-use path
- Crossing Improvements on 100th St
- Multi-use path on the north side of the canal



CAP Canal/ 100th Street Study

Open House #2

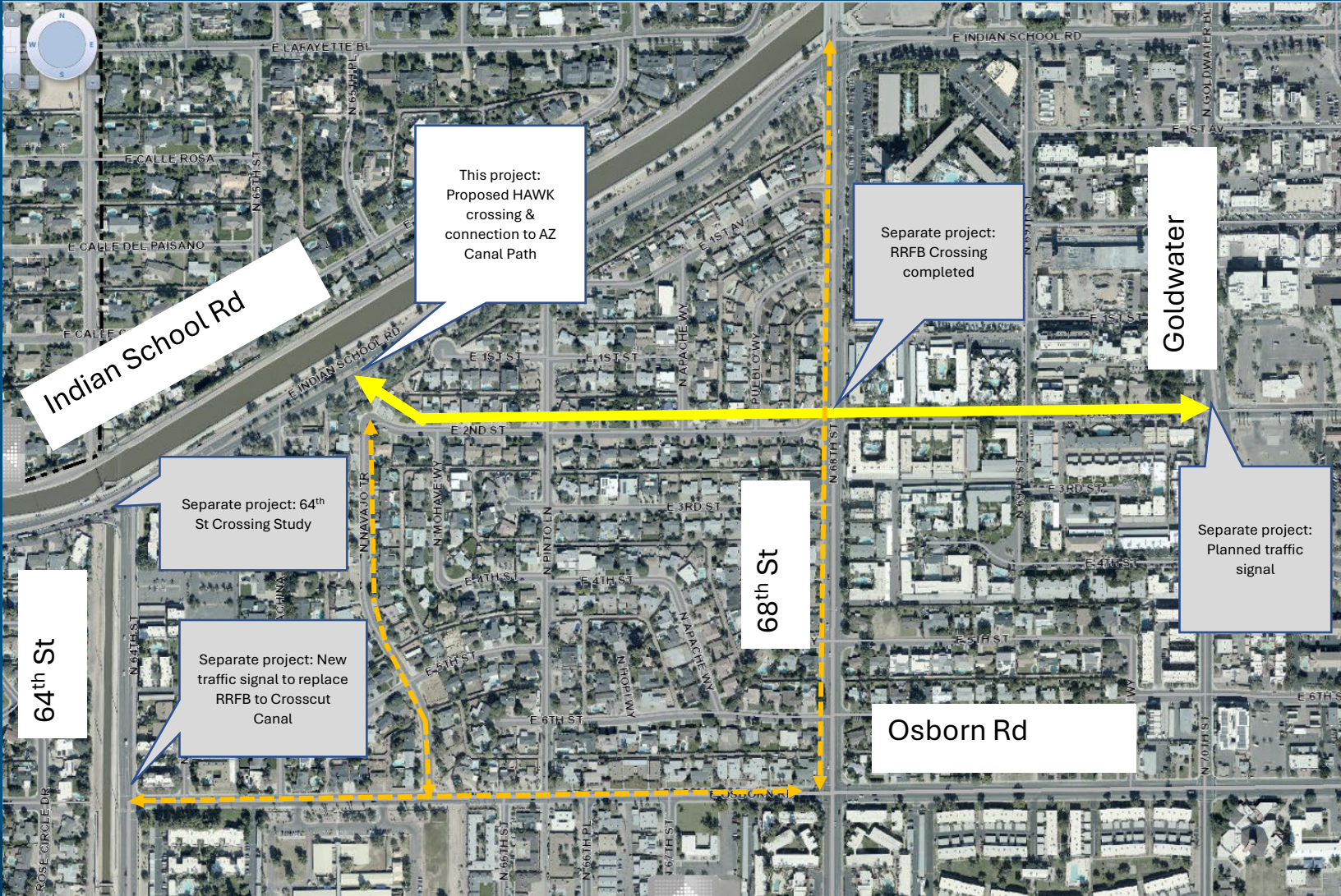
- Draft report
- Open House #2 to present Preferred Alternatives on Wednesday June 5th and Saturday June 8th, 2024
- Final report completed August 2024

2nd Street Neighborhood Bikeway Study

MAG Design Assistance



2nd Street Neighborhood Bikeway Study Area



2nd Street Neighborhood Bikeway Study

Initial Steps

- Staff received approval of MAG Agreement from City Council on April 16, 2024
- Kick off the study May 23, 2024
- Photo: 2nd Street crossing at 68th Street looking south



2nd Street Neighborhood Bikeway Study

Open House #1

An open house were held on Wednesday December 4th, 2024 to introduce the study team and gather public feedback.

Staff were also invited to the Southwest Village Neighborhood Association annual meeting January 15, 2024 to provide information on the study and gather further public feedback from the neighborhood.

Draft report was completed in March 2025

2nd Street Neighborhood Bikeway Study

Open House #2

- Open House #2 to present Preferred Alternatives on Wednesday July 30th, 2025
- The meeting materials will be shared on the study webpage:
www.ScottsdaleAZ.gov – Search “bike pedestrian”
- Final report will be completed August 2025



Feasibility and Preliminary Design Effort

Feasibility Studies

- Balancing Community Needs vs Implementation
- Allow staff to identify possible challenges or fatal flaws in a project before adoption in the CIP

Benefits to the Feasibility Studies

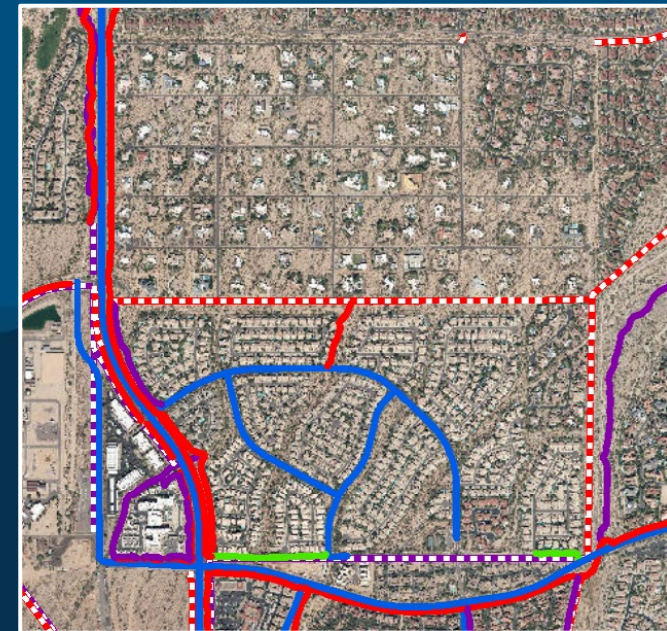
- Answers for reoccurring requests from residents
- Projects with preliminary design/alternatives can stay on file for future use
- More information for City Council to use in determining approval of projects

Conceptual Design

- Conduct 15% designs before cost estimate
- Allow City Council second approval of a project based on cost

Current Studies

- Osborn Bridge Replacement over Indian Bend Wash
- Indian Bend Wash Path Drainage Improvements
- Hualapai Dr. Path from Pima Rd to McDowell Sonoran Preserve
- Hidden Hills Multi-use Path



SCOTTSDALE ALCP PROJECTS UNDER PROP 400 ALCP – 2005 to 2025

1. Carefree Hwy: Cave Creek Rd to Scottsdale Rd
2. Loop 101 North Frontage Rds: Pima/Princess Dr to Scottsdale Rd
3. Miller Rd/SR-101L Underpass
4. Pima Rd: Happy Valley Rd to Dynamite Blvd
5. Pima Rd: McKellips Rd to Via Linda
6. Scottsdale Airpark Area Capacity Improvements
7. Scottsdale Rd: Thompson Peak Pkwy to Jomax Rd
8. Scottsdale Rd: Jomax Rd to Carefree Hwy
9. Shea Blvd: Loop 101 to SR-87
10. Legacy Blvd: Hayden Rd to Pima Rd
11. Loop 101 Traffic Interchanges: Frank Lloyd Wright, Raintree, and Shea
12. Pima Rd: Loop 101 to Happy Valley Rd and Dynamite Rd to Cave Creek Rd





Questions?

TENTATIVE FUTURE AGENDA ITEMS

Rev. 07-31-25

All Items Subject to Change

PATHS & TRAILS SUBCOMMITTEE

MEETING DATE: October 2, 2025,

REPORTS/PRESENTATIONS DUE: September 18, 2025

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes of August 7, 2025
- **Strategic Transportation Safety Plan** **Information**
Presentation on the draft Strategic Transportation Safety Plan – Nathan Domme, Senior Transportation Planning Manager
- **Path Counters**..... **Information**
Update on the automated path counters – Greg Davies, Senior Transportation Planner
- **Projects and Programs Update**..... **Information**
Update on current projects and programs including recent accomplishments– Nathan Domme, Senior Transportation Planning Manager

MEETING DATE: December 4, 2025,

REPORTS/PRESENTATIONS DUE: November 20, 2025

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes of October 2, 2025
- **Cactus Trail Fence Project** **Information**
Update on the fence along the Cactus Trail – Greg Davies, Senior Transportation Planner
- **Bicycle Friendly Community Update**..... **Information**
Update on the Bicycle Friendly Community Program and Progress towards next application –Susan Conklu, Senior Transportation Planner
- **Projects and Programs Update**..... **Information**
The years accomplishments – Nathan Domme, Senior Transportation Planning Manager