



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

**Notice and Agenda**

**Date:** Thursday, February 5, 2026

**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 December 4, 2025
  
2. [Approval of the Annual Paths & Trails Subcommittee Report](#).....**Discussion and Action**  
Review and approval of the 2025 Paths & Trails Subcommittee Annual Report – Susan Conklu, Senior Transportation Planner
  
3. [FY26/27 Capital Improvement Plan Recommended Transportation Project List](#)-----  
**Information, Discussion and Possible Action**  
Overview of the CIP Request List for Fiscal Year 2026-27 - Nathan Domme, Senior Manager Transportation Planning
  
4. [Integrating Citywide Trail Network with Preserve and Regional Trails](#).....**Information**  
Overview of the integration of the Neighborhood Trail System with the McDowell Sonoran Preserve and Maricopa County Regional Trail systems – Greg Davies, Senior Transportation Planner
  
5. **Projects and Programs Update**.....**Information**  
Update on current projects and programs - Nathan Domme, Senior Transportation Planning Manager
  
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, December 4, 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 Kauftheil, Chair–Transportation Commission  
Robert Marmon, Vice-Chair–Transportation Commission  
Amy Arnold, Commissioner–Parks and Recreation Commission  
Bradley Adame, Subcommittee Member

**ABSENT:** Sarah Hecht, Subcommittee Member

**STAFF:** Nathan Domme, Transportation Planning Manager  
Susan Conklu, Senior Transportation Planner  
Greg Davies, Senior Transportation Planner  
Devin Rouhani, Planning Specialist

**PUBLIC COMMENT**

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

## **1. Approval of Meeting Minutes**

COMMISSIONER ARNOLD MOVED TO APPROVE OCTOBER 2, 2025, PATHS AND TRAILS SUBCOMMITTEE REGULAR MEETING MINUTES AS WRITTEN. MEMBER ADAME SECONDED THE MOTION, WHICH CARRIED FOUR (4) TO ZERO (0). CHAIR KAUFTHEIL, VICE-CHAIR MARMON, COMMISSIONER ARNOLD, AND SUBCOMMITTEE MEMBER ADAME VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

## **2. Cactus Trail Fence Project**

Senior Transportation Planner Greg Davies conducted a slideshow presentation and reviewed slides entitled Overview, History (2 slides), and Status. He noted there is no on-street parking on the Cactus Corridor between Loop 101 and Frank Lloyd Wright Boulevard. He discussed the process that is followed whenever a petition is received by staff. The Cactus Trail, which is part of the Maricopa Trail, was first installed in 2007. He indicated that “no parking on trail” language was added to trail signs to allow enforcement by the Scottsdale Police Department. The fencing costs \$58 dollars per linear foot, or \$170,000 for the 2,719 feet identified as needing it. He said that Dawn Brokaw, who filed one of the two citizen petitions, was most concerned about protecting people who used the trail, particularly when cars park alongside it.

Commissioner Arnold expressed a preference for the type of fencing expected for the project over wooden and steel options, though she recognized there is not much funding available for the project. Mr. Davies responded that the goal is to replace the old wooden fencing with the new style of fencing. Commissioner Arnold expressed concern that signs were not plentiful and they were small. Mr. Davies replied that there are at least ten signs, and they were small to avoid visual blight. Fencing will not solve the parking problem, but staff hopes it will mitigate it.

Transportation Planning Manager Nathan Domme added that some of the vehicles parking on the trail are landscaping trucks for certain events, and fencing should prevent that from occurring. Mr. Davies observed the bigger challenge comes from people from short-term rentals parking on the trail. He stressed the importance of educating the public on trail etiquette. Commissioner Arnold thought it was obvious not to park on the north side where it is a multi-use path but less obvious on the south side, which is gravel. Mr. Davies remarked that the people adjacent to the trail are required to maintain it, and it is in excellent condition.

In response to Chair Kauftheil’s questions, Mr. Davies indicated there is curbing on both sides of the trail, but people ride up on driveways to park on the south side. Staff created the trail signs, he said; they were not made from templates. The Chair requested that the Subcommittee receive copies of the mailers in case they want to attend the public outreach events, something Mr. Davies indicated he would do.

Regarding the cost of the fencing, Mr. Davies said wood is cheaper. He brought up similar fencing that was erected along Thunderbird Trail to prevent parking by semi-trucks. Mr. Domme added that the City is leaning towards metal fencing that looks like wood because it lasts years longer than wood. Chair Kauftheil wondered about corrosion, to which Mr. Davies stated there will be cement footing for the fencing, so there will not be much corrosion at all. He was confident in the contractor who will oversee the installation of the fencing.

Commissioner Arnold inquired about the half-mile section where there is no trail. Mr. Davies said completing that gap is in the City's five-year trail improvement program, though it likely will not happen for a couple of years.

### **3. Bicycle Friendly Community Update**

Senior Transportation Planner Susan Conklu conducted a slideshow presentation and reviewed slides with the following titles: League of American Bicyclists (LAB) (2 slides); Preparation for 2023 Application; Conclusions from Resident Feedback Questionnaire; Report Card from the League (3 slides); and Next Steps.

Ms. Conklu discussed how scoring for the different award levels works, noting that the LAB includes the average platinum city score for each of the five "e" categories, as well as written recommendations. She promoted a kids' bicycle safety class on December 20. She emphasized the importance of having materials available in many forms, from social media to papers maps to interactive online maps. She spoke about potential ways to use video technology for potentially gathering data about things like the use of helmets, the gender of riders, which direction they are travelling, and bicycle types.

In response to Vice-Chair Marmon's queries, Ms. Conklu discussed the history of the LAB and its achievements, such as helping get roads paved. Most of them are volunteers, and the League provides education, resources, and the League Cycling Instructor Program. She discussed the challenge of attaining a certain level of bicycle use, pointing out that the current metric relies on people who specifically bike to work, which she felt underrepresents ridership. Transportation Planning Manager Nathan Domme said the application is very long, so the City selects questions and goals that are attainable to allow it to still reach platinum or gold status.

Vice-Chair Marmon wondered about the value of the Bicycle Friendly Community (BFC) program. Ms. Conklu responded that it provides measurable goals for improvement. The City looks at and speaks with platinum cities and other gold cities for potential areas of improvement. The program provides ideas and information. Chair Kauftheil listed some of the benefits of a city having more cyclists, including increased sales tax revenue, reduced maintenance costs to roads, health benefits, decreased congestion, and safer conditions for drivers.

Chair Kauftheil inquired whether LAB report cards contemplate ways for cities to be friendlier to micromobility options. Ms. Conklu thought the LAB does put out a micromobility study, but she would look into it. She believed the City's percentage goals for increasing bicycle use are included in the Transportation Action Plan.

Responding to another question from the Chair, Mr. Domme clarified that the City responds to the BFC questionnaire by focusing on areas that it is already addressing and what it wants to do as a community, not on things in which the Town is not interested. He and Ms. Conklu briefly explained the types of things the City focuses on when answering the questionnaire. Ms. Conklu provided examples of events that she felt Scottsdale should either try or expand on what is already being done, and events that she thought would not make sense for the area. Chair Kauftheil spoke about an event held by the City of Mesa and wondered whether Scottsdale could partner with them on it. Ms. Conklu replied that the Scottsdazzle event features a bicycle scavenger hunt, though she did not know who organizes it.

Member Adame asked whether the City conducts its own surveys. Ms. Conklu said the City does send out surveys, with some of the questions being based on the LAB's questionnaire. She was shocked at the increase in the number of respondents, from 120 in 2019 to 1,500 in 2023. Member Adame mentioned a survey about work transportation put out by Arizona State University. Ms. Conklu praised that survey, adding that any employer with more than 50 employees at a single location is required by the State to be in the County's program, of which that survey is a part.

Discussion ensued about the possibility of obtaining the raw data from that survey. Senior Transportation Planner Greg Davies pointed out that they already have access to Strava bicycle data through a partnership with the Maricopa Association of Governments. Ms. Conklu thought the data from all these sources could be very useful. She noted the City plans to expand the locations where automated counters are used.

#### **4. Projects And Programs Update**

Transportation Planning Manager Nathan Domme conducted a slideshow presentation and provided updates on repaving and restriping program improvements. He displayed two examples of buffer bike lanes that were added in the spring. He stated the Osborne multi-use path upgrade is complete and noted the City Council recently approved an agreement with the McCormick Ranch Homeowners Association to widen a multi-use path there. He announced that the two-year Loop 101 project will be complete in the next couple of weeks, and he reviewed some of the interchange improvements that were made as part of the project.

Senior Transportation Planner Greg Davies added that diamond grinding will be done in March. He recognized that there will be some noise from the freeway, but it being a

depressed highway will help with that. The project was expected to be completed in January, so they finished ahead of schedule. All traffic lanes are now open, and the chokepoint at Shea Boulevard is gone.

Mr. Domme highlighted some of the new trails completed in 2025 as well as reconstructions and enhancements that were completed on existing trails during that time. Mr. Davies said more than three miles of trails were addressed, exceeding their goal of two miles. He has not heard anything negative about the Desert Foothills Trail despite some residents saying they did not want a trail there. He cautioned people to stay off trails when they are wet. Mr. Domme pointed out the trails have seen equestrian usage.

Mr. Domme reviewed two projects involving new inventories. He provided an update on the 2nd Street roadway improvement project, which is just recently underway and will be a \$14 million bond project for streetscape improvements.

Mr. Domme discussed the Cycle the Arts event, which featured an 11-mile route through the Old Town area, adding that next year will be the 20th anniversary. Senior Transportation Planner Susan Conklu mentioned a mural painted by the same artist who created the artwork for the event. It is expected that the 20th anniversary event will feature a shorter, more neighborhood-friendly route. In response to Commissioner Arnold's request for more information, Ms. Conklu provided an overview of the event. Chair Kauftheil provided his perspective on the event, recommending that the route could be shortened. The next Cycle the Arts event is scheduled for April 19. Mr. Domme suggested planning different routes for future events.

Mr. Domme provided updates on the 68th Street Sidewalk project, the Thomas Road reconstruction, and the Thompson Peak Bridge project. Regarding the latter project, replacing the wooden fencing would not be part of this project, but retrofitting that bridge and others with metal would be included in a future project. He spoke about the 77th Street expansion, which is a federal project. He hoped a couple of these projects would be completed by this time next year.

Mr. Domme noted that the City's goal is to finish a draft of Safe Street Scottsdale by January. The Local Area Infrastructure Plan will be a major endeavor over the next and a half as there are concerns with how some of the roads are laid out.

In response to Member Adame's question about Osborne Bridge, Ms. Conklu remarked that a study about improving it is underway. Commissioner Arnold inquired about the bike rack inventory. Mr. Domme responded that the City has the ability to post its data regarding the locations of bike racks online. Mr. Davies indicated that the bike racks can be accessed through a link on the City's website, though the inventory needs to be updated. He and Ms. Conklu discussed several ways for interested users to find those maps online.

Chair Kauftheil opined that some of the improvements to multi-use paths have reduced the amount of dirt on the paths when it rains. He pointed to one photograph which showed a car parked in the bike lane. Mr. Domme explained that was a Waymo vehicle. The Chair said that Waymos are not incredible smart, and if their maps are not updated, they may not realize that these are bike lanes. He expressed frustration that people park in bike lanes, sometimes in front of the signs prohibiting parking, but he was grateful for the improvements to reduce dirt on the paths.

## **5. Adjournment**

With no further business to discuss, being duly moved by Commissioner Arnold and seconded by Vice-Chair Marmon, the meeting adjourned at 7:17 p.m.

AYES: Chair Kauftheil, Vice-Chair Marmon, Commissioner Arnold, and Subcommittee Members Adame

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>**



## **2025 Annual Report**

### **Paths & Trails Subcommittee**

Prepared by Susan Conklu, Senior Transportation Planner on January 26, 2026

Approved by the Paths & Trails Subcommittee on February 5, 2026

Web Site Address: [https://www.scottsdaleaz.gov/boards/transportation-](https://www.scottsdaleaz.gov/boards/transportation-commission/paths-and-trails-subcommittee)

[commission/paths-and-trails-subcommittee](https://www.scottsdaleaz.gov/boards/transportation-commission/paths-and-trails-subcommittee)

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**Number of Meetings Held: 6**

**Public Comments: 0**

#### **Major Topics of Discussion / Action Taken:**

- Approval of the Paths & Trails Subcommittee Annual Report: Action; Approved 5-0.
- TAP Implementation: Information.
- CAP Canal Shared Use Path Project: Information.
- Trail Program Overview and Upcoming Trail Projects: Action; Approved 3-0.
- Local Area Infrastructure Plans: Action; Approved 3-0
- Electric Bicycles and Shared-Use Path Speed Limits Study: Information.
- Jackrabbit Protected Bike Lane: Action; Approved 5-0
- 77<sup>th</sup> Street Emergency Access: Information.
- Thompson Peak Parkway Bridge Project: Information.
- Transportation Planning Studies: Information.
- Strategic Transportation Safety Plan: Information.
- Cactus Trail Fence Project: Information.
- Bicycle Friendly Community Update: Information.
- Year in Review: Information.

#### **Current Member Attendance:**

<b>Member Name</b>	<b>Title</b>	<b>Present</b>	<b>Absent</b>	<b>Recused</b>	<b>Service Dates</b>
Lee Kauftheil	Chair	4	2	0	January to December
Kerry Wilcoxon	Vice-Chair	2	0	0	January to April
Bob Marmon	Transportation Commissioner, then Vice-Chair	4	0	0	April to December
Bradley Adame	Subcommittee Member	5	0	0	January to December
Kristen Parrish	Parks & Recreation Commissioner	1	0	0	January to March
Sarah Hecht	Subcommittee Member	4	1	0	
Amy Arnold	Parks and Recreation Commissioner	4	0	0	June to December

*\* Bob Marmon replaced Kerry Wilcoxon's role when his term ended. Amy Arnold replaced Kristen Parrish's replaced role when her term ended.*

**Subcommittees: Background:** The Paths & Trails Subcommittee (formerly known as the Trails Sub-Committee) was formed on March 18, 2010 as a result of the updated Transportation Commission Ordinance approved by City Council on November 3, 2009. The Sub-Committee consisted of two Transportation Commissioners who are appointed by the Transportation Commission Chair, and two non-Commission members who are appointed by City Council. The Trails Sub-Committee was established to advise the Transportation Commission as a whole and provide a public forum for issues surrounding paths and trails outside of the boundary of Scottsdale's McDowell Sonoran Preserve.

The Trails Sub-Committee at their meeting of December 6, 2013, and the Transportation Commission at their meeting of December 19, 2013, recommended that the City Council adopt a revised Ordinance No. 4148. At the City Council meeting of April 29, 2014, the Council adopted the Revised Ordinance No. 4148 that primarily changed the name of the Trails Sub-Committee to the "Paths & Trails Subcommittee" and increased the membership of the Paths & Trails Subcommittee to include a Parks & Recreation Commission representative.

**Ethics Training:** Yes. Online ethics training was completed by all Commissioners and Subcommittee Members prior to their first meeting of the year on February 5, 2026.

**Selected Officers:** Yes. At the Transportation Commission meeting on May 15, 2025, Bob Marmon was selected to be Vice-Chair.

**Reviewed Bylaws/City Code:** Yes. As noted above, the Trails Sub-Committee at their meeting of December 6, 2013, and the Transportation Commission at their meeting of December 19, 2013, recommended that the City Council adopt a revised Ordinance No. 4148. At the City Council meeting of April 29, 2014, the Council adopted the Revised Ordinance No. 4148 that primarily changed the name of the Trails Sub-Committee to the "Paths & Trails Subcommittee" and increased the membership of the Paths & Trails Subcommittee to include a Parks & Recreation Commission representative.

**Anticipated Key Issues:** N/A.

**Future Significant Work Products:** Reviewing and providing input to city staff for items that will move through the Paths and Trails Subcommittee onto the Transportation Commission as action items.

**Upcoming Opportunities, Challenges, or Outcomes:** Further implementation of the Transportation Action Plan (TAP) initiatives.

**Additional Comments/Recommendations:** N/A.

Report Approved on: February 5, 2026.

# SCOTTSDALE PATHS AND TRAILS SUBCOMMITTEE REPORT



**To:** Paths and Trails Subcommittee  
**From:** Nathan Domme, Senior Manager: Transportation Planning & Transit  
**Subject:** FY26/27 Capital Improvement Plan Recommended Transportation Project List  
**Meeting Date:** February 5, 2026

## ITEMS IN BRIEF

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Action: Information, Discussion

### **Purpose:**

The purpose of this report is to:

- Summarize the new Transportation & Infrastructure capital improvement requests submitted through the current CIP “Pre-Budget” process; and
- Present a staff-recommended prioritization framework and tiering of these new projects for Paths and Trails information and discussion.

This item focuses on new project requests only and does not re-rank projects that are already in the adopted five-year CIP.

### **Background:**

As part of the City’s annual capital budgeting process, departments submit both continuing and new project requests for consideration in the next five-year Capital Improvement Program. The internal CIP Committee reviews these requests for alignment with City priorities, funding constraints, and program capacity before advancing them for further policy discussion.

For the upcoming CIP cycle, the Transportation & Infrastructure Department submitted 19 new capital project requests that have been advanced through the Pre-Budget process. These projects generally fall into the following categories:

- Traffic signal and ITS state-of-good-repair and modernization
- Roadway reconstruction and corridor planning/design
- Intersection safety and roundabout design
- Shared-use path design and multimodal connectivity
- Citywide transit stops rehabilitation and ADA improvements
- Bus Vehicles Purchasing

Given finite funding and growing system needs, staff work with the prioritization framework from the Transportation Action Plan and group these new requests into three tiers to support Commission decision-making.

## **New Transportation & Infrastructure Project Summary**

The following new projects have been advanced by the internal CIP Committee (new requests only):

1. Yearly Reoccurring Capital Accounts
  - Pavement Preservation Overlay
  - Roadway Capacity & Safety Improvements
  - Bikeways Program
  - Streetlight Replacement
  - Trail Improvement Program
  - Traffic Signal Construction
2. Thompson Peak Pkwy Bridge over Reata Pass Wash (Existing project)
  - Major construction of a new bridge.
  - Cost: \$13.7 million (additional \$7.4 million needed).
  - Funding: Bond 2019 project with 0.2% Transportation Sales Tax.
3. Thomas Road: 56th Street to 73rd Street (Roadway Reconstruction)
  - Full Depth Pavement Reconstruction of an aging arterial corridor.
  - Cost: \$24.8 million, including a \$7M City match identified.
  - Funding: Federal Funding with 0.2% Transportation Sales Tax
4. Traffic Signal Rewiring (Citywide Equipment)
  - Systemic replacement of aging wiring at traffic signals.
  - Improves reliability, reduces failures, and supports safety.
  - Cost: \$2.2 million yearly
  - Funding: 0.2% Transportation Sales Tax
5. Major Traffic Signal Equipment Upgrade (Citywide Equipment)
  - Modernization of critical signal hardware on major roadways (controllers, cabinets, detection, etc.).
  - Extends asset life and supports advanced operations.
  - Costs:
  - Funding: 0.2% Transportation Sales Tax
6. Doubletree Corridor Traffic Signal Equipment Upgrades
  - Targeted equipment upgrades along the Doubletree corridor.
  - Improves operational performance and safety at corridor intersections.

7. Northsight Boulevard & Butherus Drive (Design and Construction)
  - New traffic signal installation to address safety and operations at a key intersection.
  - Cost range: \$1.1million
  - Funding: 0.2% Transportation Sales Tax
8. Trolley Vehicle Upgrade (Purchase)
  - Purchase new buses for the Scottsdale Trolley
  - Cost:
  - Funding: Federal Grants
9. Transit Stop Renovation/Improvements (Citywide)
  - Replace outdated Transit Stops.
  - Improves safety, ADA accessibility, comfort, and amenities at bus and trolley stops.
  - Cost: \$1.5 million
  - Funding: Regional Sales Tax
10. Dynamite Boulevard: 56th Street to Pima Road (Design Only)
  - Corridor design to advance a future improvement project.
  - Estimated design cost: \$500K.
  - Funding: Regional Sales Tax and 0.1% Transportation Sales Tax
11. Pinnacle Peak Road: Scottsdale Road to Pima Road (Design Only)
  - Corridor design for future capacity, safety, and multimodal improvements.
  - Estimated design cost: \$500K.
  - Funding: Regional Sales Tax and 0.1% Transportation Sales Tax
12. 91st Street and Trailside View Roundabout (Design Only)
  - Design of a modern roundabout at a neighborhood intersection.
  - Estimated design cost: \$250K.
  - Funding: 0.2% Transportation Sales Tax
13. Hualapai Drive Shared Use Path: Pima Road to 95th Place (Design Only)
  - Design of a shared-use path to close a multimodal gap and improve connectivity.
  - Estimated design cost: \$80K.
  - Funding: 0.2% Transportation Sales Tax
14. Legacy Boulevard Bridge over Reata Pass Wash (Design Only)

- New bridge to enhance network connectivity, redundancy, and emergency access.
- Cost range: \$5M–\$10M.
- Funding: Regional Sales Tax and 0.1% Transportation Sales Tax

### **Prioritization Framework**

To compare projects of different types and scales, staff used the following criteria:

1. Asset Condition and State of Good Repair
  - Replacement or rehabilitation of aging or failing infrastructure (signals, pavement, structures).
  - Avoid emergency repairs and service disruptions.
2. Safety and Risk Reduction
  - Collision history and documented risk.
  - Exposure of vulnerable users (people walking, bicycling, using transit, or working in the right-of-way).
3. System Operations and Reliability
  - Improvements to citywide signal operations and corridor performance.
  - Ability to support congestion relief and incident management.
4. External Funding and Leverage
  - Opportunities to leverage regional, state, or federal funds.
  - Projects with defined match requirements.
5. Multimodal and Equity Benefits
  - Enhancements for walking, biking, and transit.
  - ADA accessibility and comfort for riders and people with disabilities.

### **Discussion**

Using the framework above, staff grouped the new requests into three tiers to reflect relative priority for near-term funding:

#### **Tier 1: External Funding and Leverage**

Projects in this tier address using

- Dynamite Blvd: 56th St to Pima Rd: Design
- Pinnacle Peak Rd: Scottsdale Rd to Pima Rd: Design
- Legacy Blvd Bridge over Reata Pass Wash: Design
- Thomas Road: 56th St to 73rd St: Full Depth Pavement Reconstruction
- Thompson Peak Pkwy Bridge over Reata Pass Wash:

## **Tier 2: Safety, State-of-Good Repair, and Core Operations**

Projects in this tier address the most pressing needs for safety, asset preservation, and citywide operational reliability:

- Traffic Signal Rewiring – Citywide
- Major Traffic Signal Equipment Upgrade – Citywide
- Doubletree Corridor Traffic Signal Equipment Upgrades
- Transit Stop Renovation/Improvements – Citywide
- Yearly capital Accounts
  - Pavement Preservation Overlay
  - Roadway Capacity & Safety Improvements
  - Bikeways Program
  - Streetlight Replacement
  - Trail Improvement Program
  - Traffic Signal Construction

These projects are recommended as the primary candidates for near-term funding in the upcoming five-year CIP, subject to available local and regional resources.

## **Tier 3: Design for Future Corridors and Targeted Multimodal/Safety Projects**

Tier 3 focuses on design efforts that position the city for future construction and external funding opportunities:

- Northsight Blvd & Butherus Dr: New Traffic Signal
- 91st St & Trailside View Roundabout: Design
- Hualapai Dr Shared Use Path: Pima Rd to 95th Pl: Design

## **Alignment with Adopted Plans**

The prioritization is consistent with:

- Scottsdale General Plan 2035 – supporting safe, efficient, and multimodal transportation networks.
- 2022 Transportation Action Plan (TAP) – emphasizing safety, state-of-good-repair, and multimodal investments.
- Related city policies regarding complete streets, ADA compliance, and fiscal stewardship.

## **Community Involvement**

Individual projects will include public and stakeholder engagement as they advance into design and construction, consistent with city practice. Projects will be brought back to the Commission and community, as appropriate, for additional review and input.

## **Resource Implications**

Advancing Tier 1 projects as recommended will require a combination of:

- Existing transportation sales tax,
- Available local CIP funds,
- Regional funding (e.g., Proposition 479–related programs) and/or grants where applicable.

Tier 2 and Tier 3 projects may be phased as design-only or deferred to later in the five-year window depending on final Council direction and available funding.

### **Staff Recommendation**

Staff recommended the Transportation Commission on November 20, 2026:

1. Endorse the prioritization framework described in this report.
2. Support Tier 1 & 2 projects as the highest priority for funding consideration in the upcoming five-year CIP.
3. Support advancing Tier 3 design projects as funding allows, to keep key designs for corridors and intersections for future construction and external funding opportunities.
4. Acknowledge Tier 3 as a strategic long-range project to be revisited as funding and regional conditions allow.

Transportation Commission approved 7-0

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### **Contacts:**

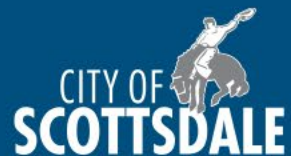
Nathan Domme, 480-312-2732, [ndomme@scottsdaleaz.gov](mailto:ndomme@scottsdaleaz.gov)

# FY26/27 CIP: Recommended Transportation Project List

Prioritization of New Transportation & Infrastructure  
Capital Requests

PATH AND TRAILS SUBCOMMITTEE

FEBRUARY 5, 2026



# Capital Improvement Plan Budget Process

- All Departments submit new projects annually for the five-year CIP (November to December Submittal)
- Internal CIP Committees review for:
  - Alignment with City priorities
  - Funding constraints and capacity
  - Deliverability and phasing
- For this cycle, 19 new Transportation & Infrastructure requests have advanced through the Pre-Budget process

# New Requests – Project Types

- New Transportation & Infrastructure CIP requests include:
  - Traffic signal & ITS state-of-good-repair and modernization
  - Roadway reconstruction and corridor design
  - Intersection safety and roundabout design
  - Shared-use path design and multimodal connectivity
  - Citywide transit stop rehabilitation
  - Bus (Trolley) vehicle purchasing

# Yearly Recurring Capital Accounts (Systemwide Programs)

- Pavement Preservation Overlay
- Roadway Capacity & Safety Improvements
- Bikeways Program
- Streetlight Replacement
- Trail Improvement Program
- Traffic Signal Construction

## **Role in CIP:**

- Provide ongoing reinvestment in pavement, safety, and multimodal facilities
- Form the backbone of state-of-good-repair and small project delivery

# Thompson Peak Pkwy Bridge over Reata Pass Wash (Existing project)

(Bond 2019 Funding, Transportation 0.2% Sales Tax)

<b>Project Type:</b>	New Infrastructure
<b>Status</b>	Design and Construction
<b>Project Cost</b>	\$13.7 million
<b>Importance of Project:</b>	Complete the Network
<b>Request</b>	Additional \$7.4 million

**Background:** First Bridge was built in 2000 by DC Ranch. Bond 2019 passed with the second bridge as a project

**Scope:** Design and construction the westbound bridge and realign the roadway

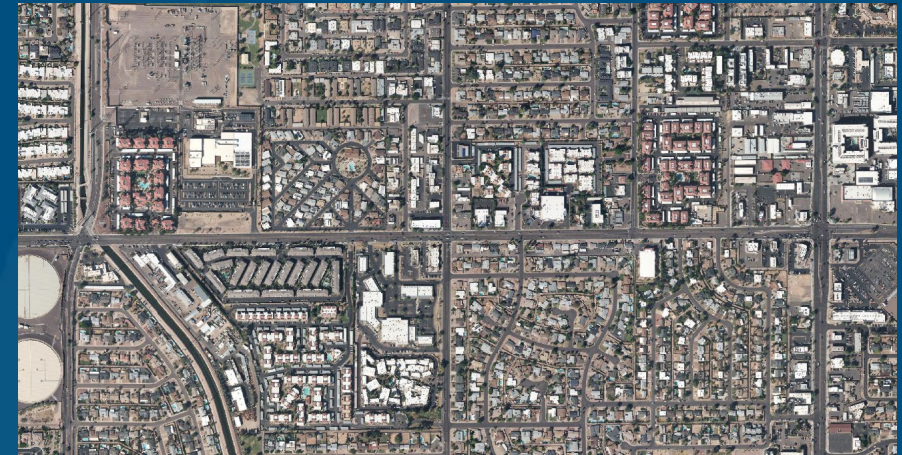


Thompson Peak Pkwy (Pima Rd to Legacy Blvd)

# Thomas Road: 56th Street to 73rd Street

(Federal Funding (STBGP), Transportation 0.2% Sales Tax)

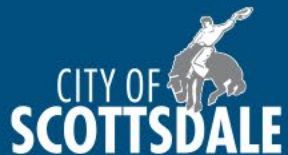
<b>Project Type:</b>	Pavement Rehabilitation
<b>Status</b>	Design and Construction
<b>Project Cost</b>	\$24.8 million
<b>Importance of Project:</b>	Pavement Maintenance
<b>Request</b>	\$7.4 Million for Local Match



Thomas Road: 56<sup>th</sup> St to 73<sup>rd</sup> St

**Background:** Thomas Rd needs a full depth reconstruction on the pavement. The City has received a federal grant

**Scope: Pavement Improvements, Signal Upgrades, ADA Upgrades**



# Traffic Signal Rewiring (Citywide)

(Transportation 0.2% Sales Tax)

<b>Project Type:</b>	Equipment Replacement
<b>Status</b>	Design and Construction
<b>Project Cost</b>	\$11 million
<b>Importance of Project:</b>	End of Life Replacement
<b>Request</b>	New Project

**Background:** Improves reliability, reduces failures, and supports safety

**Scope:** Systemic replacement of aging wiring at traffic signals



Scottsdale Rd and McDowell Rd Intersection

# Major Traffic Signal Equipment Upgrade (Citywide)

(Transportation 0.2% Sales Tax)

<b>Project Type:</b>	Equipment Replacement
<b>Status</b>	Design and Construction
<b>Project Cost</b>	\$295 K
<b>Importance of Project:</b>	End of Life Replacement
<b>Request</b>	New Project

**Background:** Improves reliability, reduces failures, and supports safety

**Scope:** Install new traffic signal cabinet controllers, signal indications, detections and new high temp traffic signal cables and conductors.



Existing Traffic Signal Equipment

# Doubletree Corridor Traffic Signal Equipment Upgrades

(Transportation 0.2% Sales Tax)

<b>Project Type:</b>	Equipment Replacement
<b>Status</b>	Design and Construction
<b>Project Cost</b>	\$595 K
<b>Importance of Project:</b>	End of Life Replacement
<b>Request</b>	New Project

**Background:** Improves reliability, reduces failures, and supports safety

**Scope:** Upgrade traffic signal poles and equipment



Double Tree Ranch Rd Intersection

# Northsight Boulevard & Butherus Drive

(Transportation 0.2% Sales Tax)

<b>Project Type:</b>	New Infrastructure
<b>Status</b>	Design and Construction
<b>Project Cost</b>	\$1.5 Million
<b>Importance of Project:</b>	Traffic Operations
<b>Request</b>	New Project

**Background:** Broad benefits to the traveling public by improving safety, connectivity, and mobility for all users across the city.

**Scope:** Design and construction of a fully signalized intersection, including pedestrian crossing, ADA ramps



Northsight Blvd & Butherus Dr

# Trolley Vehicle Purchase

(Federal Funding, Regional Sales Tax)

<b>Project Type:</b>	Bus Replacement
<b>Status</b>	Procurement
<b>Project Cost</b>	\$10.4 million
<b>Importance of Project:</b>	End of Life Replacement
<b>Request</b>	Additional \$5.9 Million

**Background:** Purchase 13 trolley buses to replace the existing buses (purchased in 2013 and 2014) that will meet their useful life based on the years of service

**Scope:** Acquire replacement trolley vehicles for the City's transit routes



Trolley

# Transit Stop Renovation/Improvements (Citywide)

(Public Transportation Fund (PTF) Regional Sales Tax)

<b>Project Type:</b>	Equipment Replacement
<b>Status</b>	Design and Construction
<b>Project Cost</b>	\$1.5 million
<b>Importance of Project:</b>	End of Life Replacement
<b>Request</b>	New Project

**Background:** Revitalization of 37 transit stops built in 2005 to improve rider safety, comfort, and accessibility

**Scope:** Replace outdated shelters and amenities



Hayden and Palm Ln Bus Stop

# Dynamite Blvd: 56th St to Pima Rd (Design Only)

(Regional Sales Tax, Transportation 0.% Sales Tax)

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<b>Project Type:</b>	Roadway Widening
<b>Status</b>	Design and Cost Estimate
<b>Project Cost</b>	\$6.8 million
<b>Importance of Project:</b>	Complete Network
<b>Request</b>	New Project

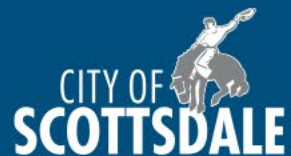
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**Background:** an Arterial Life Cycle Program (ALCP) project aimed at enhancing east-west mobility in north Scottsdale.

**Scope:** Design roadway widening



Dynamite Boulevard Westbound



# Pinnacle Peak Road: Scottsdale Road to Pima Road (Design Only)

(Regional Sales Tax, Transportation 0.% Sales Tax)

<b>Project Type:</b>	Roadway Widening
<b>Status</b>	Design and Cost Estimate
<b>Project Cost</b>	\$2.54 million
<b>Importance of Project:</b>	Complete Network
<b>Request</b>	New Project

**Background:** an Arterial Life Cycle Program (ALCP) project aimed at enhancing east-west mobility in north Scottsdale.

**Scope:** Design roadway widening



Pinnacle Peak Road Westbound

# Legacy Boulevard Bridge over Reata Pass Wash (Design Only)

(Regional Sales Tax, Transportation 0.% Sales Tax)

<b>Project Type:</b>	New Infrastructure
<b>Status</b>	Design and Cost Estimate
<b>Project Cost</b>	\$483 K
<b>Importance of Project:</b>	Complete Network
<b>Request</b>	New Project

**Background:** First Bridge was built in 2000 by DC Ranch. Regional Funding for the second bridge as project

**Scope:** Design for the east bound bridge and realign the roadway



Legacy Blvd Bridge over Reata Pass Wash

# Hualapai Drive Shared Use Path: Pima Road to 95th Place (Design Only)

(Transportation 0.2% Sales Tax)

<b>Project Type:</b>	New Infrastructure
<b>Status</b>	Design and Cost Estimate
<b>Project Cost</b>	\$120 K
<b>Importance of Project:</b>	Complete Network
<b>Request</b>	New Project

**Background:** Resident Request for pedestrian connections

**Scope:** Design and Cost Estimate for a multiuse path on the south side of the road



Hualapai: Pima Rd to 95<sup>th</sup> Pl

# 91st Street and Trailside View Roundabout (Design Only)

(Transportation 0.2% Sales Tax)

<b>Project Type:</b>	New Infrastructure
<b>Status</b>	Design and Cost Estimate
<b>Project Cost</b>	\$300 K
<b>Importance of Project:</b>	Complete Network
<b>Request</b>	New Project

**Background:** Safety concerns have been presented by the residents of DC ranch.

**Scope:** Design a Roundabout at the intersection



91<sup>st</sup> Street and Trailside View Intersection

# Prioritization Framework

Staff applied criteria consistent with the 2022 Transportation Action Plan:

- **Asset Condition & State of Good Repair**
  - Aging/failing infrastructure; avoiding emergency repairs and service disruptions
- **Safety & Risk Reduction**
  - Collision history, documented risk, exposure of vulnerable users and workforce
- **System Operations & Reliability**
  - Citywide signal operations, corridor performance, congestion relief, incident management
- **External Funding & Leverage**
  - Ability to leverage regional, state, or federal funding; defined match requirements
- **Multimodal & Equity Benefits**
  - Walking, biking, transit, ADA accessibility, comfort for people with disabilities

# Tier 1 – External Funding & Corridor Priorities

Tier 1 projects emphasize external funding leverage and major corridor/bridge needs:

- Dynamite Blvd: 56th St to Pima Rd – Design
- Pinnacle Peak Rd: Scottsdale Rd to Pima Rd – Design
- Legacy Blvd Bridge over Reata Pass Wash – Design
- Thomas Rd: 56th St to 73rd St – Full Depth Reconstruction
- Thompson Peak Pkwy Bridge over Reata Pass Wash

# Tier 2 – Safety & Operations Priorities

Projects that address citywide needs for safety, asset preservation, and operations:

- Signals & Transit:
  - Traffic Signal Rewiring – Citywide
  - Major Traffic Signal Equipment Upgrade – Citywide
  - Doubletree Corridor Traffic Signal Equipment Upgrades
  - Transit Stop Renovation/Improvements – Citywide
- Yearly Programs:
  - Pavement Preservation Overlay
  - Roadway Capacity & Safety Improvements
  - Bikeways Program
  - Streetlight Replacement
  - Trail Improvement Program
  - Traffic Signal Construction

# Tier 3 – Design for Corridors & Multimodal Gaps

Tier 3 focuses on design work to position the city for future construction and funding:

- Northsight Blvd & Butherus Dr – New Traffic Signal
- 91st St & Trailside View Roundabout – Design
- Hualapai Dr Shared-Use Path: Pima Rd to 95th Pl – Design

May be phased as design-only and revisited as funding and regional conditions allow

# Plan Alignment & Funding Considerations

- **Policy Alignment:**

- **Scottsdale General Plan 2035** – Safe, efficient, multimodal network
- **2022 Transportation Action Plan (TAP)** – Safety, state-of-good-repair, multimodal focus
- Supports City policies on complete streets, ADA compliance, and fiscal stewardship

- **Funding:**

- Existing transportation sales taxes (0.1% and 0.2%)
- Regional funding (e.g., Proposition 479–related programs) and grants

- **Recommendation**

- Tier 1 and 2 prioritized for funding
- Tier 3 may be phased or deferred within the five-year window, based on Council direction and funding availability



Questions  
and  
Discussion

# SCOTTSDALE PATHS AND TRAILS SUBCOMMITTEE REPORT



**To:** Paths and Trails Subcommittee  
**From:** Greg Davies, Senior Transportation Planner  
**Subject:** Integrating Citywide Trail Network with Preserve and Regional Trails  
**Meeting Date:** February 5, 2026

## ITEM IN BRIEF

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### Action:

Information.

### Purpose:

Provide an overview of the integration of the Citywide Trail Network with Preserve and Regional Trails

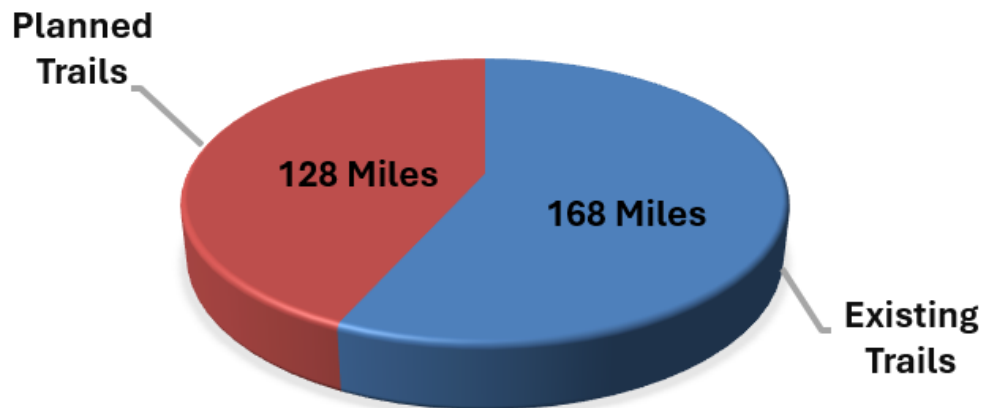
### Background:

Scottsdale's goal is to develop and maintain a citywide interconnecting network of trails to provide valuable recreation and transportation opportunities for residents and visitors. Trails function as transportation links between schools, residential areas, parks, places of employment, shopping areas and other areas of interest. Trails also provide hikers, walkers, joggers, equestrians, mountain bicyclists and people with disabilities opportunities to improve health and fitness, spend time with family and friends, enjoy the natural environment and escape the stress of everyday life. Trails are an integral part of Scottsdale's transportation infrastructure and a fundamental component to an enhanced quality of life for the community. (Transportation Action Plan, 2022)

Scottsdale has been preparing plans and building public trails for the last five decades. In 2004, after an extensive public involvement process, the Scottsdale Trails Master Plan: On the Right Trail was officially adopted by City Council. In 2007, the Transportation Department assumed responsibility for public trails outside Scottsdale's McDowell Sonoran Preserve and kept the commitment to include trails within an element of the first Transportation Master Plan update which occurred in 2016. The 2022 Transportation Action Plan Trail Element is a culmination of the past planning efforts and aligned with approved policies, network planning and design standards. (Transportation Action Plan, 2022)

Today, the trail network outside of the McDowell Sonoran Preserve, or referred to as the Neighborhood Trail System, includes 168 miles of existing trails and 128 miles of planned trails (see Figure 1). Scottsdale has one of the most robust trail systems in the region with over 385 miles of existing unpaved trails including 217 miles of trails in the McDowell Sonoran Preserve.

**Figure 1**  
**Scottsdale Neighborhood Trail System**



### **System Integration:**

The intent of the Neighborhood Trail System is to provide a network of unpaved trails for residents in the neighborhood environment. In many areas of northern Scottsdale, the only pedestrian/bicycle/equestrian access route is an unpaved trail. Unpaved trails have been and will continue to be an integral component of Scottsdale's transportation system.

The performance measure established with the Transportation Action Plan sets a goal of 1.5 miles of new trails and 1.5 miles of reconstructed existing trails equating to 3.0 miles of new and constructed trails. In the 2020-2025 timeframe, the city has completed on average 1.5 miles of new or reconstructed trails per year. A performance measure of 3.0 miles per year may be aggressive, but not unreachable. Fiscal year 2025 was a successful year of capital trail improvements with over 3.0 miles of new and reconstructed trails, but three years of Trail Improvement Program funding were combined to accomplish this metric.

Currently, 200K is programmed yearly for the Trail Improvement Program which is funded by the 0.2 tenths of percent city transportation sales tax.

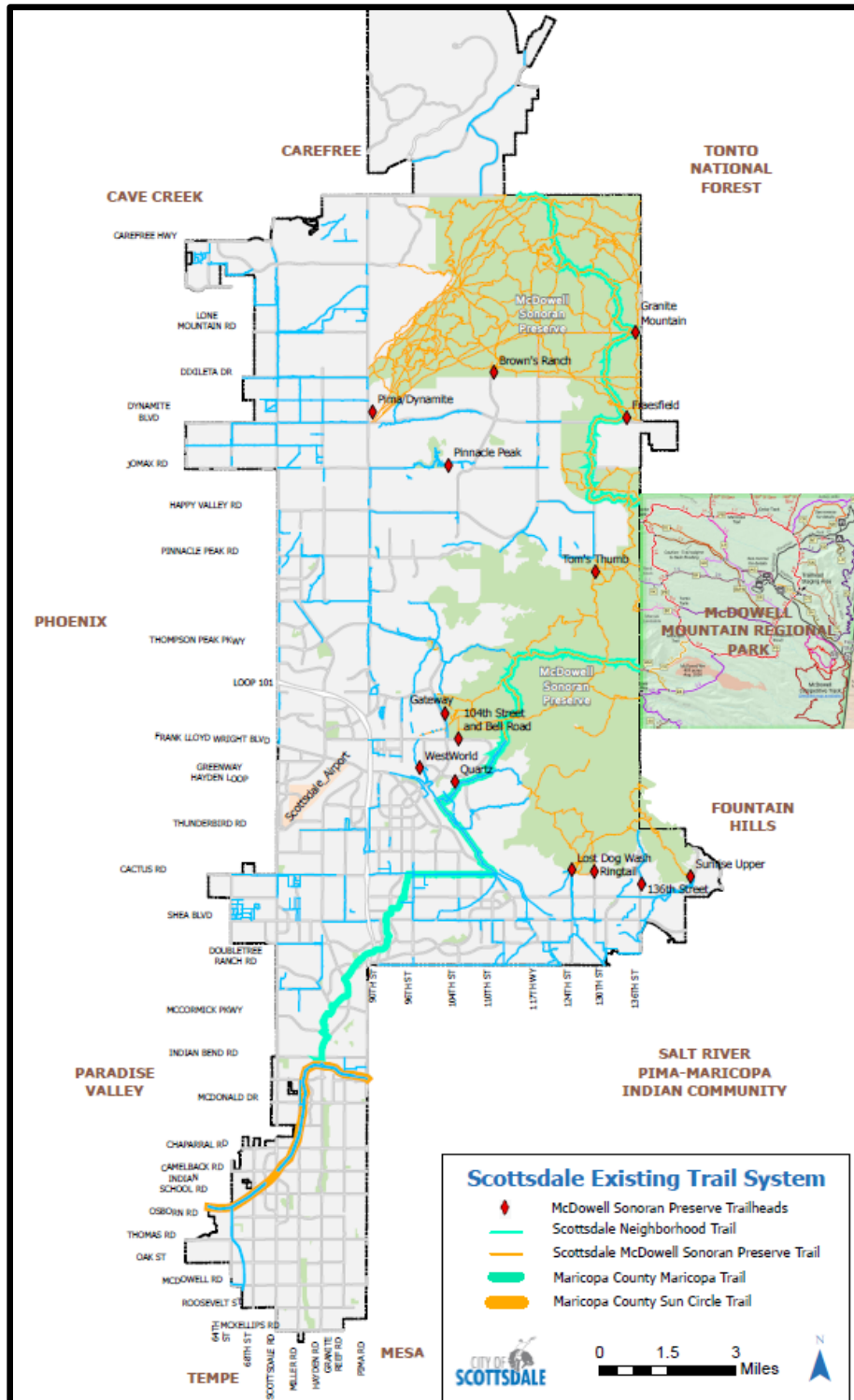
Connections to the McDowell Sonoran Preserve are accomplished by extending the Neighborhood Trail System to existing McDowell Sonoran Preserve Trailheads. There are (14) McDowell Sonoran Preserve Trailheads. Of these (14) trailheads there are (9) signature trailheads that include large parking areas, bicycle racks, restrooms and a trailhead building. The remaining (5) trailheads provide limited amenities.

The Neighborhood Trail System provides unpaved trail connections to (9) of the (14) McDowell Sonoran Preserve Trailheads. The Trail Element of the 2022 Transportation Action Plan identifies two more additional McDowell Sonoran Preserve Trailheads that the Neighborhood Trail System will connect to in the future.

An important connection that was accomplished through private development is the Neighborhood Trail System connections to Tom's Thumb Trailhead via the 129<sup>th</sup> Street Trail and the Sereno Canyon Trail. The Tom's Thumb Trailhead is the gateway to the McDowell Mountain Regional Park in Maricopa County that includes a plethora of trails within the park. Also, the Maricopa Trail and the Sun Circle Trail, trails within the Maricopa County Trail System, bisect the city. The city's Neighborhood Trail System connects to these Maricopa County Trail at multiple

locations. Figure 2 provides a map of the Neighborhood, McDowell Sonoran Preserve and Regional Trail Systems and McDowell Sonoran Preserve Trailheads.

**Figure 2**  
**Neighborhood, McDowell Sonoran Preserve and Regional Trail Systems**



# Integrating Citywide Trail Network with Preserve and Regional Trails

Paths & Trails Subcommittee  
February 5, 2026

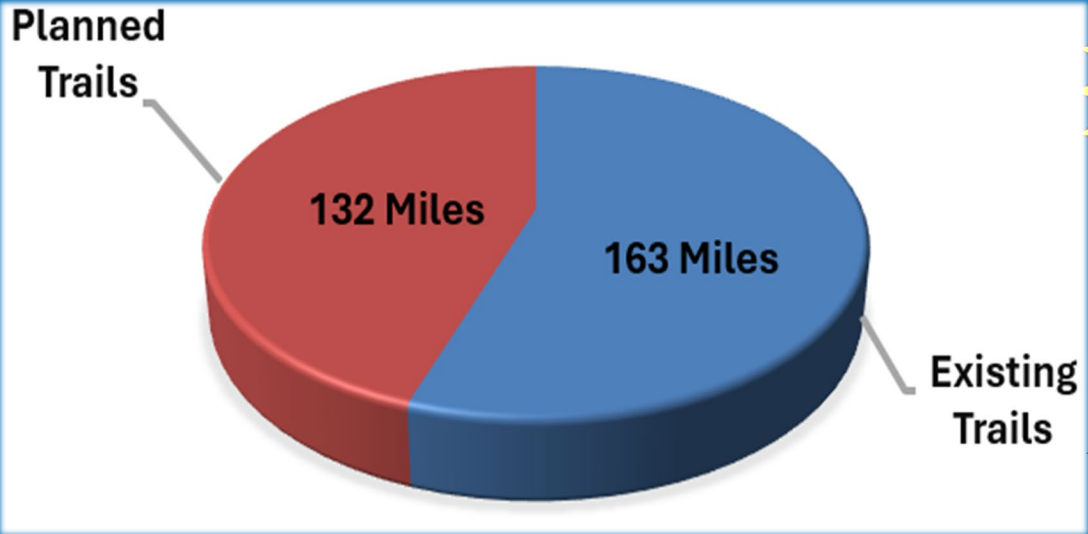
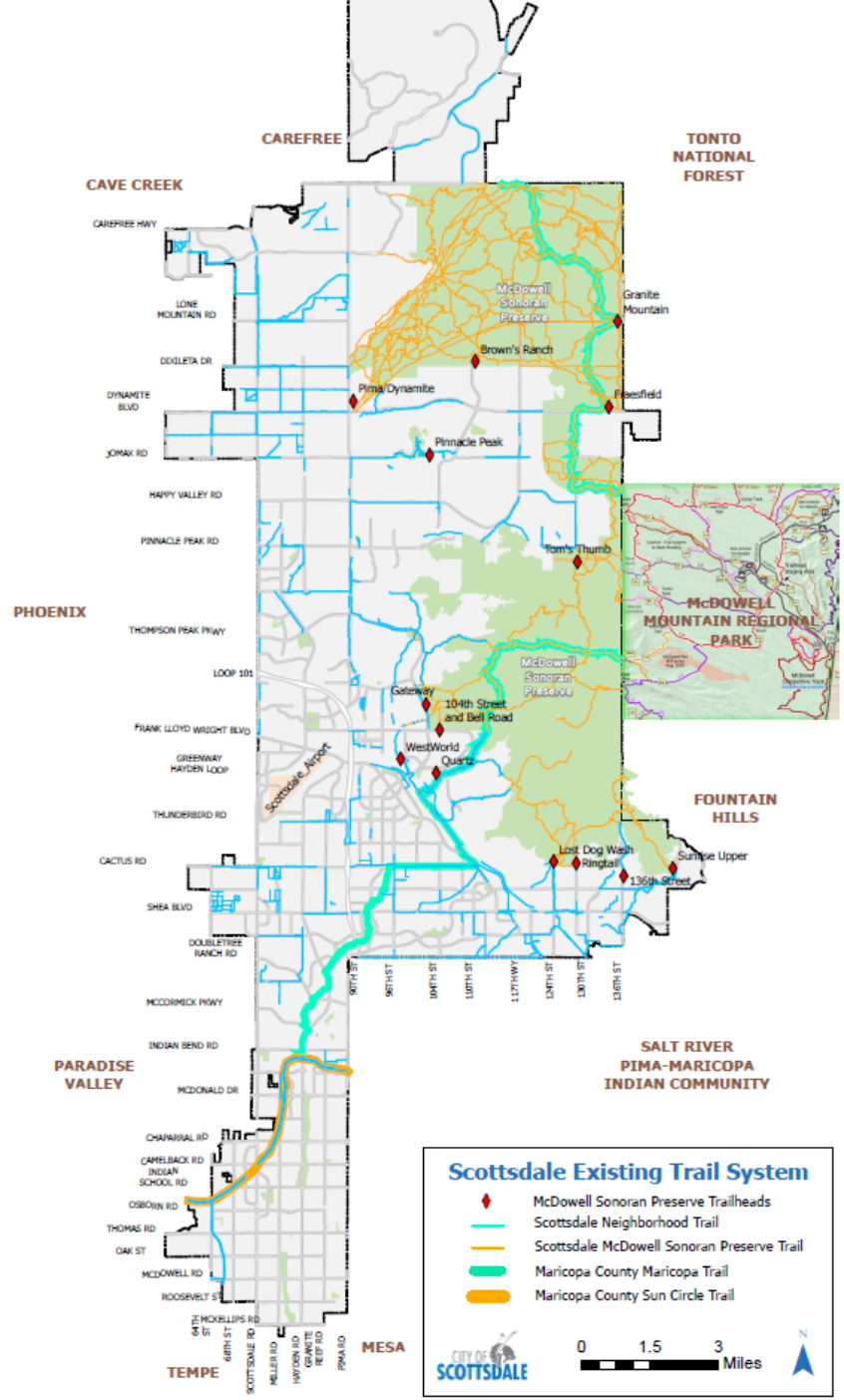
# Neighborhood Trail Program History

- ✓ 1965 Scottsdale Town Enrichment Program
- ✓ 1984 Design for Bikeways and Horse Trails
- ✓ 1994 Bicycle/Pedestrian Plan
- ✓ 2001 General Plan
- ✓ 2004 Trails Master Plan
- ✓ 2007 Neighborhood System to Transportation
- ✓ 2009 Ad Hoc Trails Task Force Report
- ✓ 2016 Transportation Master Plan
- ✓ 2022 Transportation Action Plan



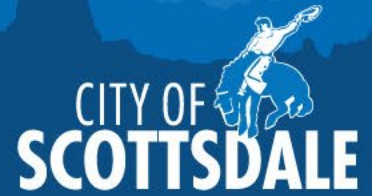
# Citywide Trail System Today

- ❖ Existing Neighborhood Trail Network – 163 Miles
- ❖ Planned Neighborhood Trail Network – 132 Miles



**Total Neighborhood Trail System**  
295 Miles

**Total Preserve Trail System**  
217 Miles



# Citywide System Integration

- ❖ Scottsdale Neighborhood Trail System – 163 trail miles
- ❖ McDowell Sonoran Preserve – 217 trail miles
- ❖ McDowell Mountain Regional Park – 81 trail miles



Neighborhood Trail



McDowell Mountain Regional Park



Tom's Thumb Trailhead

# Citywide System Integration

- ❖ Preserve Trailheads – (14)
- ❖ Signature Preserve Trailheads – (7)
- ❖ Current Neighborhood Trail Connections to Preserve Trailheads (9)
- ❖ Future Preserve Trailhead Connections (2)
- ❖ Continue to Build Out Neighborhood System



Questions  
and  
Discussion