



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

Notice and Agenda

Date: Thursday, October 1, 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

Vacant, Chair, Transportation Commission
Robert Marmon, Vice-Chair, Transportation Commission
Jamie Alford, 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 4, 2026
- 2. Pedestrian Safety Zones at Parks.....Information**
Overview of the new Pedestrian Safety Zones at Scottsdale Ranch Park, Mountain View Park and Chaparral Park - Susan Conklu, Senior Transportation Planner
- 3. FY 27/28 Capital Improvement Plan Overview.....Information**
Overview of the CIP Process for Fiscal Year 2027/28 CIP including Department Recommendations – Nathan Domme, Senior Transportation Planning Manager
- 4. Projects and Programs Update.....Information**
Update on current projects and programs including the upcoming project public meetings - 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 4, 2026

CALL TO ORDER

The meeting of the Paths & Trails Subcommittee was called to order at 5:18 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
Jamie Alford, 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
Alison Tymkiw, Staff Representative

PUBLIC COMMENT

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

1. Welcome New Parks and Recreation Commissioner Alford

The City of Scottsdale Transportation Commission Paths & Trails Subcommittee welcomed the new Parks and Recreation Commission member Jamie Alford, and provided a brief overview of each member's personal interests and history serving as appointed citizens with the City of Scottsdale.

2. Approval of Meeting Minutes

COMMISSIONER HECT MOVED TO APPROVE THE APRIL 2, 2026, PATHS AND TRAILS SUBCOMMITTEE REGULAR MEETING MINUTES AS PRESENTED. VICE-CHAIR MARMON SECONDED THE MOTION, WHICH CARRIED FIVE (5) TO ZERO (0). CHAIR KAUFTHEIL, VICE-CHAIR MARMON, COMMISSIONER ALFORD AND SUBCOMMITTEE MEMBERS ADAME AND HECHT VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

3. Bike Lane Gap in Two Locations

Senior Transportation Planner Greg Davies conducted a slideshow presentation and reviewed slides with the following titles or descriptions: Scottsdale Bikeways; Scottsdale Bicycle Lane GAP Stagecoach Pass Road; Scottsdale Bicycle Lane GAP Ranch Gate Road; and Next Steps...

Mr. Davies advised this presentation is in response to Subcommittee Member Hecht's inquiry about bike lane gaps specifically at Stagecoach Pass Road and Ranch Gate Road, as well as the network itself. He referenced the Transportation Action Plan (TAP) 2022 Bicycle Element that outlines the robust network of approximately 189 square miles of bike lanes, and specific goals. He noted the various types of bikeways that are used by bicyclists. Information is obtained from the public regarding the trail system itself and identification of gaps when developing the TAP and preparing the Bicycle Friendly Community Application.

Mr. Davies reviewed a map of existing bike lanes, bike lane gaps, and bike lane gaps in discussion, which along with the bikeways pie chart is updated every six months. Using the slides previously noted, Mr. Davies provided an in-depth review of the two gaps classified as minor-collector-rural cross sections. The current recommendation for Stagecoach Pass Road is to work with Street Operations and extend the pavement edge and create a bike lane. Ranch Gate Road is more complicated with extensive residential development with roll curbs, and they must wait for entitlement.

In response to questions, Mr. Davies explained it can be difficult to accomplish what you want when development first comes in due to a nexus for roadway improvements and a need for better vetting. The Ranch Gate Road project could be identified as a roadway capital project to potentially acquire MAG funding. Mr. Domme noted State land is City owned property owned by the State and is purchased as if it was owned privately. Chair Kauftheil explained that bike lanes that intersect with any highways will not be stripped

due to changes with ADOT's guidelines. Mr. Davies clarified the map presented depicts prominent bike lane gaps.

4. Bicycle Friendly Community Application Update

Senior Transportation Planner Susan Conklu conducted a slideshow presentation and reviewed slides with the following titles: League of American Bicyclists (LAB); Preparation for 2023 Application; 2023 Application – New questions are shown in blue; Engineering; Education; Engagement; Evaluation and Planning; Equity and Accessibility; Final Overview and Supplementary Materials; Final Overview; Supplemental Materials; Conclusions from Resident Feedback Questionnaire; Report Card from the League; and Next Steps.

Ms. Conklu said the Bicycle Friendly Community program is a robust League of American Bicyclist (LAB) program that recognizes communities that actively support bicycling and encourage people to ride bikes for recreation and transportation. Utilizing the slides previously noted, she provided a comprehensive overview of the program that recognizes the City's achievements within five "E" categories; Engineering, Education, Encouragement aka events, Equity which used to be enforcement, and Evaluation and Planning such as action or master plans.

She explained how cities earn an awarded designated status from Diamond down to Honorable Mention for four years based on their achievement of the five Es. The City of Scottsdale was the first city to reach the Silver level by passing Bronze in 2005 and reached the current Gold status for the first time in 2011. The LAB implemented the use of a Report Card, public input, and local reviewers during the application review process.

The 2022 TAP Bikeway element contains several goals, policies, and performance measures that relate to the commitment to bicycling. Along with the 2008 Transportation Master Plan that contains the complete streets policy. In June 2022, staff attended webinars to learn about changes implemented by LAB including changes to application questions. Team meetings with colleagues proved beneficial in sharing ideas and gaining insight into what might work in Scottsdale.

Public outreach grew substantially upon use of a different format, and 1,500 responses were received with beneficial information. This information was presented to both the Transportation Commission and the Paths and Trails Subcommittee with the results broken into four parts; location, frequency, and barriers; feelings about current conditions; ideas for improving the network; and events they want to see in the city. The responses highlighted the gaps and connecting the two networks.

Ms. Conklu noted staff will continue to prepare for the next application and continue coming to you with future updates. The new application does have minor updated questions and contains 150 pages. Revisit previous answers to ensure clarity, next application due date is June 2027 many components could be started now. In response to committee's queries, Ms. Conklu clarified there is a university and business division and within the business division there is approximately 200 – 300 participants in

the program. She noted the LAB used to be the League of American Wheelman and paved roads came to fruition because of bicyclist. The LAB provides resources to the communities including instructor programs and they are pushing for physically separated street bike lanes with a distance determined by speed and volume of traffic.

Ms. Conklu said the lengthy application is worth not only the gratification of being awarded Gold striving for Diamond, but the information that is gained from the process. Chair Kauftheil said there is a strong correlation between making the roads safer for cyclers and pedestrians that makes the road safer for drivers as well. Mr. Domme mentioned the networking with cities across the Country at various levels that provide ideas beneficial for our community.

Ms. Conklu continued responding to committee through a discussion related to maintaining properly equipped bike repair stands and preventing vandalism, where many ideas were shared. She advised data is still being collected and reviewed to determine if ridership has increased and what outreach strategies were the most beneficial

5. Projects and Programs Update

Transportation Planning Manager Nathan Domme and Senior Transportation Planners Greg Davies and Susan Conklu provided updates on the following projects and programs:

Under Construction:

- Scottsdale: Jomax to Dixileta: completed by Fall 2026,
- Pima Rd: Via Linda to McDowell Roadway Widening: a corridor rehab and widening to be completed by Fall 2026
- AZ Canal Path Closure (Camelback-Chaparral): West canal bank (closed) replacing asphalt walkway north of Camelback. Tentatively completed by July 2026

Starting Construction:

- Cactus Trail Enhancement Project: installation of steel fences on south side, construction starting summer 2026
- 68th Street Sidewalk: construction starting summer 2026
- Indian Bench Wash Path Renovations: construction starting summer 2026 on McCormick Ranch Sections; North and South of Via De Ventura and North and South of Via Linda. Planning an open house to answer questions.

Design:

- Thompson Peak Pkwy Bridge over Reata Pass Wash (Existing project) Additional funds received to finish bridge and anticipate completion by 2027
- Thomas Road: 56th Street to 73rd Street: will not fill in the bicycle gap, complete reconstruction, pavement reconstruction, as well as ADA improvements at 68th Street and Thomas Rd. Drainage improvements included.

Transit Capital Investments

- Trolley Vehicle Purchase: 13 new trolleys/buses with 10 by 2027
- Transit Stop Renovations: \$1.5 million regional sales tax funds for revitalization and constructing new ones where necessary.

Proposition 479: Arterial Life Cycle Program

- Prop. 479 ALCP Design Projects (Starting in July)
 - Dynamite Boulevard: 56th Street
 - Pinnacle Peak Road: Scottsdale Road to Pima Road, discussed during Bike Lane presentation.
 - Legacy Boulevard Bridge over Reata Pass Wash, like Thompson Peak Parkway Bridge.

In response to questions, Mr. Domme clarified the project costs listed represent the design costs that are regionally funded.

FY2025/2026 Pavement Program

- Fall 2025 294.5 lane miles completed of various treatments
- Spring 2026 317.1 lane miles completed of various treatments

Mr. Domme noted the pavement will be extended to allow for bike lanes. He explained what and how liquid road functions in the pavement process, noting it is a top layer that will prevent deterioration.

6. Subcommittee Identification of Future Agenda Items

Senior Transportation Planner Susan Conklu noted the upcoming presentation for August is the Bike Counter; however, there are additional presentations available such as E-Bikes, another discussion on Bike Lane Gaps, among others.

Vice-Chair Marmon suggested a discussion on the trails within the McDowell Sonoran Preserve as well as a presentation on a successfully completed project in place of the project update.

Commissioner Alford suggested a discussion regarding the bike bridge that was removed from the Canal.

7. Adjournment

With no further business to discuss, Chair Kauftheil adjourned the meeting at 7:33 p.m.

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 TRANSPORTATION COMMISSION REPORT



To: Paths & Trails Subcommittee
From: Susan Conklu, Senior Transportation Planner
Subject: Pedestrian Safety Zones
Meeting Date: October 1, 2026

ITEM IN BRIEF

Action: Information

Background

Scottsdale Police Department initiated an effort to establish clearly marked pedestrian safety zones within select high-volume areas of Chaparral Park, Mountain View Park and Scottsdale Ranch Park. The intent is to address recurring safety concerns and conflicts between pedestrians and riders in areas heavily utilized by children, families, and other park patrons. Outside of these designated pedestrian safety zones, existing regulations would remain unchanged.

Staff have been coordinating this effort from multiple departments:

- Police
- Parks and Recreation
- Transportation and Infrastructure
- Communications

Within designated, signed areas of the three parks the zones will require all users to walk their wheels including:

- Bicycles
- Scooters
- E-Bicycles
- E-Scooters
- Skateboards
- Similar Devices
- **Does not include** mobility devices for people with disabilities or strollers

Signage must be posted in these areas:



Locations

The Pedestrian Safety Zones will be designated in areas within Chaparral Park, Mountain View Park and Scottsdale Ranch Park. These include high-volume areas such as:

- Playgrounds
- Restrooms
- Community Building and Aquatic Center entrances
- Dog Park entrances
- Basketball Courts
- Volleyball Courts
- Baseball field access areas

Considerations

The main path within each park will remain available for bicycles, scooters, Class 1 and 2 e-bikes, e-scooters, skateboards and approved devices to ride. Outside of the main path, access to some amenities in each park may require users to walk their device. Bike parking will be added where possible to provide users with a place to park and lock up their bike or scooter if they don't wish to walk with it.

Information about the Pedestrian Safety Zones will be posted on city website including:

- [Discover Scottsdale's Urban Oasis](#) interactive map
- Parks and Recreation page
- Paths and Trails page

Contacts will be included in the information the city will provide to the public.

This information was presented to the Transportation Commission on August 20, 2026.

Next Steps

Staff are continuing to coordinate internally. Next steps will be:

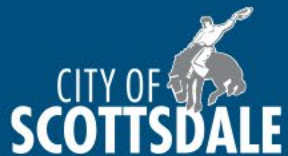
- Post temporary signage
- Public Outreach
 - Park users
 - Information on city webpage
- Enforcement
- Permanent signage installation
- Add bicycle parking
- Monitor and evaluate the effectiveness of the Pedestrian Safety Zones

Contact: Susan Conklu, Senior Transportation Planner, sconklu@scottsdaleaz.gov, (480) 312-2308

Pedestrian Safety Zones

Paths & Trails Subcommittee

October 1, 2026



Purpose

Establish clearly marked pedestrian safety zones within select high-volume areas of Chaparral Park, Mountain View Park and Scottsdale Ranch Park.

The intent is to address recurring safety concerns and conflicts between pedestrians and riders in areas heavily utilized by children, families, and other park patrons.

Outside of these designated pedestrian safety zones, existing regulations would remain unchanged.



Departmental Coordination

Police Department

Parks and Recreation

Transportation and Infrastructure

Communications



Pedestrian Safety Zones

All users must walk their wheels:

- Bicycles
- Scooters
- E-Bicycles
- E-Scooters
- Skateboards
- Similar Devices
- Does not include mobility devices for people with disabilities or strollers



Locations

High-volume areas within:

Chaparral Park

Mountain View Park

Scottsdale Ranch Park



Chaparral Park

Playground

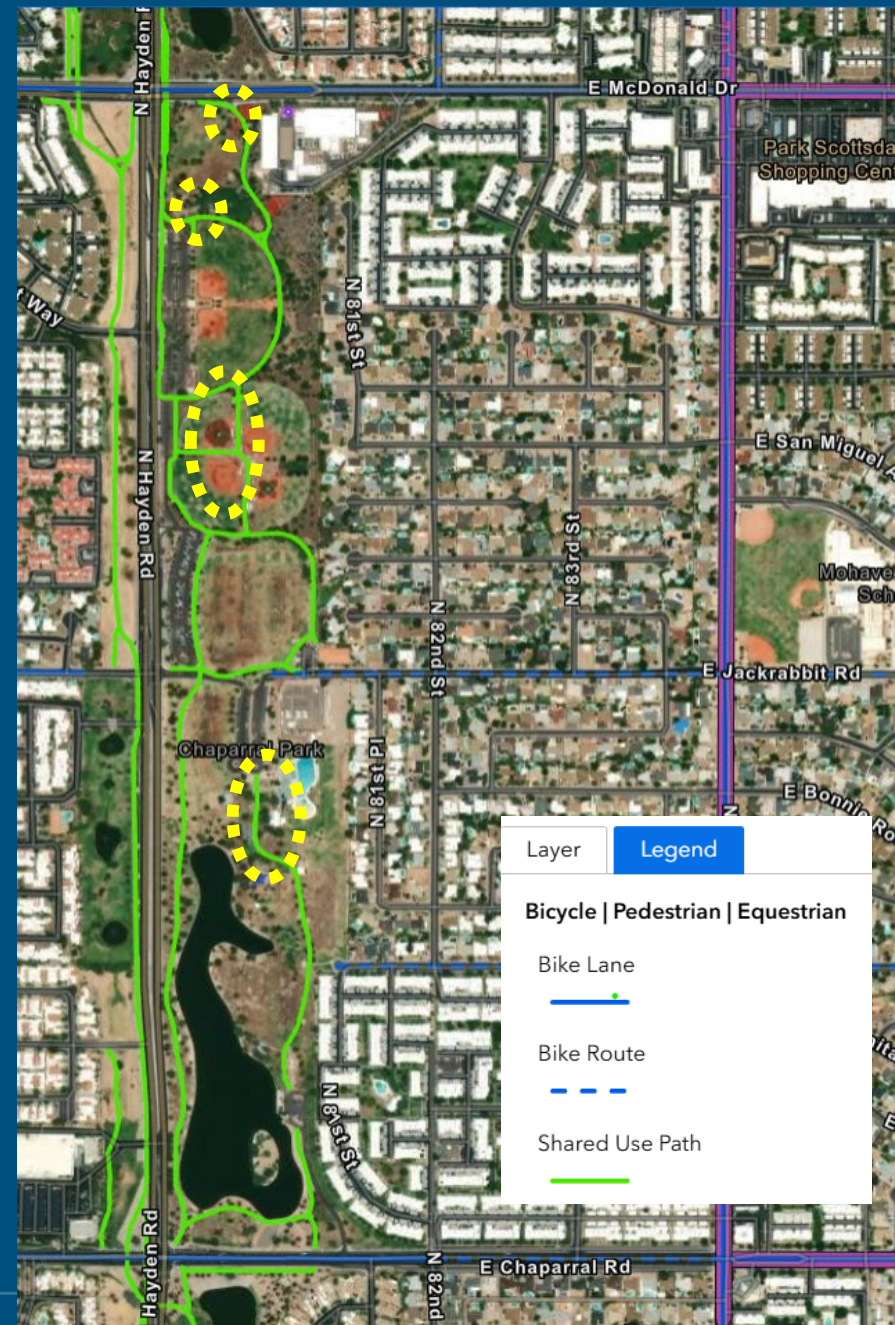
Community Building/
Restroom

Basketball Court

Aquatic Center

Ball Fields

Dog Park Entrances



Mountain View Park

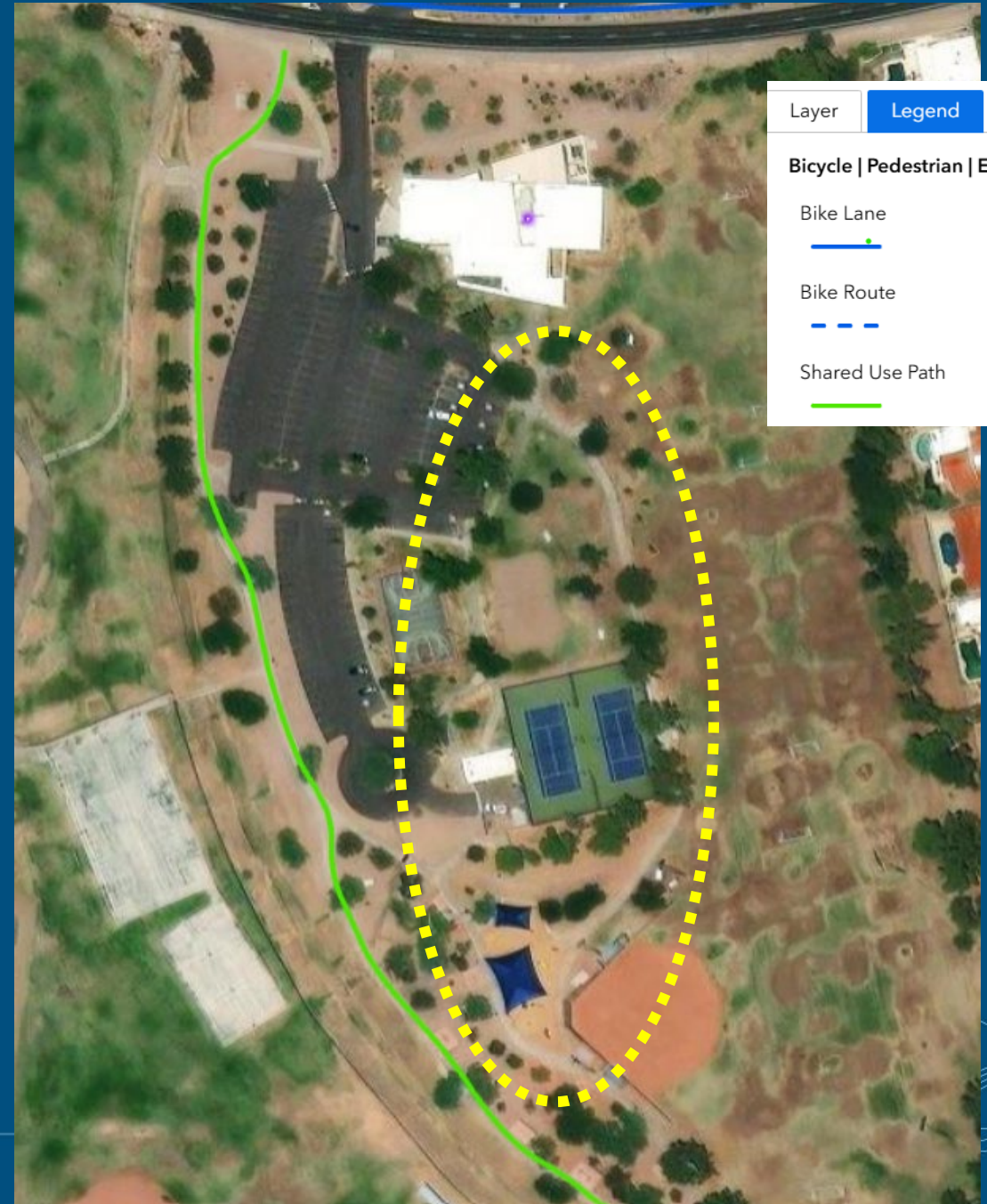
Community Building

Playground

Restroom

Tennis Court

Basketball Court



Layer	Legend
Bicycle Pedestrian Equestrian	
Bike Lane	
Bike Route	
Shared Use Path	

Scottsdale Ranch Park

Restroom

Playground

Volleyball

Between Park and Via Linda Senior Center



Considerations

- The main path within each park will remain available for bicycles, scooters, Class 1 and 2 e-bikes, e-scooters, skateboards and approved devices to ride
- Outside of the main path, access to some amenities in each park may require users to walk
 - Bike parking will be added
- Where to find information on city website
 - Parks and Recreation page
 - Paths and Trails page
 - [Discover Scottsdale's Urban Oasis](#) interactive map in the city's online map center
- Contacts

Next Steps

- Present update to Transportation Commission 8/20/26 (complete)
- Post temporary signage
- Public Outreach
 - Park users
 - Information on city webpage
- Enforcement
- Permanent signage installation
- Add bicycle parking
- Monitor and evaluate the effectiveness

A large saguaro cactus stands prominently in the center of the frame, its two arms reaching upwards. The sun is positioned directly behind the cactus, creating a bright starburst effect. The sky is filled with dramatic, orange and yellow clouds, suggesting a sunset or sunrise. In the background, there are silhouettes of mountains and some sparse desert vegetation. The overall scene is a classic desert landscape.

Questions and Discussion

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Paths & Trails Subcommittee
From: Nathan Domme, Senior Manager Transportation Planning
Subject: FY 27/ 28 Capital Improvement Plan Overview
Meeting Date: October 1, 2026

ITEMS IN BRIEF

Action: *Information and Discussion*

Purpose:

Provide an overview of the FY 2027/28 Transportation Capital Improvement Plan (CIP) development process and obtain Commission input on the priorities used to evaluate transportation capital requests. This item addresses the capital program and the process for developing recommendations for the annual budget.

Background:

The City Council adopts a five-year CIP through the annual budget process. Only the first year is funded; the remaining four years forecast future capital needs. Additionally, the Transportation and Infrastructure CIP is adjusted to match funding levels programmed by the Maricopa Association of Governments (MAG) in their annual update of the Arterial Life Cycle Program (ALCP). The presentation identifies a capital project as an investment of \$50,000 or more with a useful life of at least five years that creates or revitalizes a capital asset.

The current transportation CIP includes 14 locally funded projects, 11 regionally funded Arterial Life Cycle Program (ALCP) projects, and 6 federally funded projects. Together, the program represents an average of approximately \$32 million in improvements annually. Projects address roadway reconstruction and widening, bridges, traffic operations, emergency access, and multimodal connections.

CIP Development Process

Staff first re-budget ongoing projects without cost or timing changes; these projects are not ranked. Then, staff update and prioritize existing projects needing cost or schedule changes. For unbudgeted projects, staff develop scopes and cost estimates before prioritizing.

Needs are identified throughout the year via infrastructure condition assessments, safety concerns, adopted plans, growth and development, funding opportunities, and community and Commission input. Departments submit requests through the annual CIP process with a defined problem, scope, estimate, schedule, project phase, and funding assumptions. Internal CIP committees review alignment with City priorities, funding capacity, deliverability, and phasing.

The primary funding sources for transportation capital projects are 50% of the City's 0.2% Transportation Privilege Tax, the Regional 0.5% Transportation Sales Tax (Proposition 400), and

Federal grants. Each year, the Transportation CIP is adjusted to match funding levels programmed by the Maricopa Association of Governments (MAG) in their Arterial Life Cycle Program (ALCP).

Scottsdale voters passed Question 1 in November 2018, which authorized the City to collect an additional 0.1% Transportation Privilege Tax for 10 years. This temporary funding source is prioritized to ensure the availability of the 30% local match required for ALCP roadway corridor improvements.

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

Project Types and Recurring Programs

During the City's annual capital budgeting process, departments submit ongoing and new project requests for the upcoming five-year Capital Improvement Program. The internal CIP Committee evaluates these requests for alignment with City priorities, available funding, and program capacity before forwarding them for policy review. These projects typically 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

Prioritization Framework

Staff use criteria consistent with the 2022 Transportation Action Plan to evaluate requests:

Asset condition and state of good repair: Address aging or failing infrastructure and reduce emergency repairs and service disruptions.

Safety and risk reduction: Consider crash history, documented risks, and exposure of vulnerable road users and the workforce.

System operations and reliability: Improve signal operations, corridor performance, congestion management, and incident response.

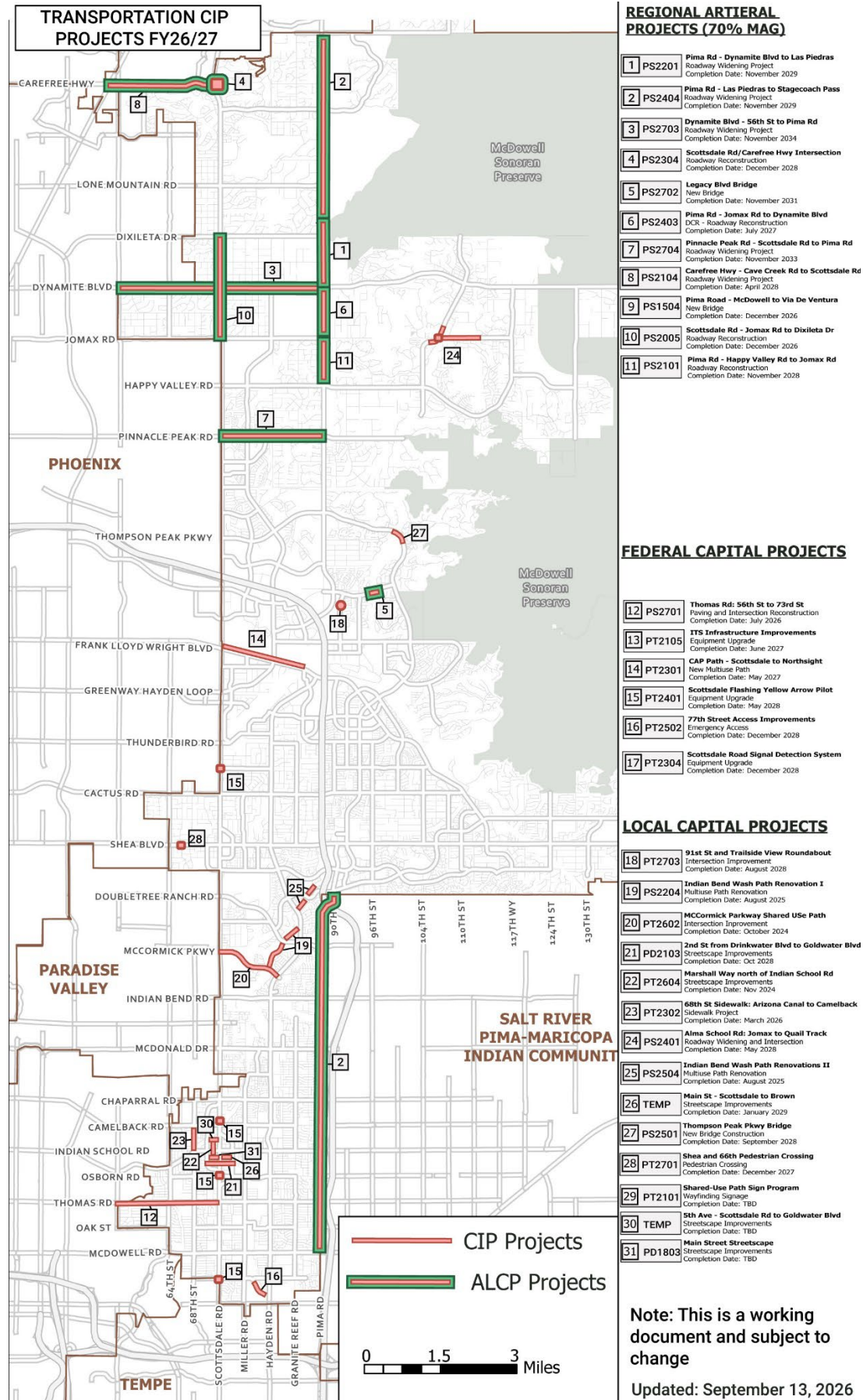
External funding: Consider regional, state, and federal funding opportunities and required local matching funds.

Multimodal and equity benefits: Improve walking, bicycling, transit, and ADA accessibility, including comfort for people with disabilities.

Plan Alignment and Funding

Requests support the Scottsdale General Plan 2035 and the 2022 Transportation Action Plan, including safety, maintenance of existing infrastructure, and a connected multimodal network. Funding considerations include the City's existing 0.1% and 0.2% transportation sales taxes, regional programs associated with Proposition 479, and grants. Staff coordinate the transportation CIP with MAG's ALCP programming and evaluate funding restrictions, local match requirements, and project schedules.

Existing Projects



This update was presented to the Transportation Commission on September 17, 2026.

Next Steps

Staff request Paths & Trails Subcommittee and Transportation Commission feedback on the prioritization criteria and transportation needs to emphasize during the FY 2027/28 CIP cycle. Staff will incorporate that feedback into the Transportation CIP recommendation and coordinate with City Management and the City Council during budget deliberations. The Council will consider the capital program through the annual budget adoption process. No project funding approval is requested with this informational item.

Contacts:

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

FY27/28 CIP Overview

Prioritization of New Transportation & Infrastructure
Capital Projects

Paths & Trails Subcommittee

October 1, 2026



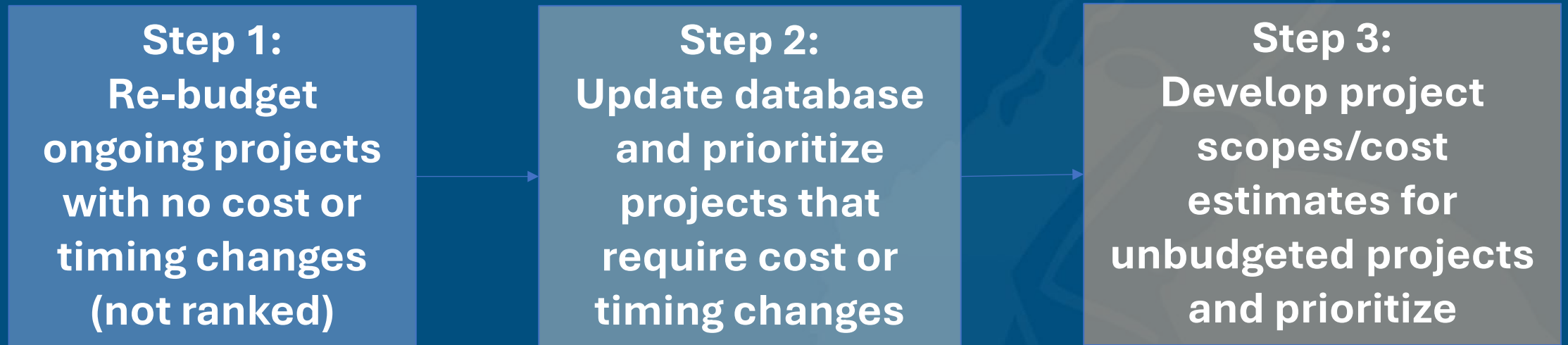
Capital Improvement Plan Budget Process

- All Departments submit new projects annually for the five-year CIP
- Internal CIP Committees review for:
 - Alignment with City priorities
 - Funding constraints and capacity
 - Deliverability and phasing

Definition of a CIP Project

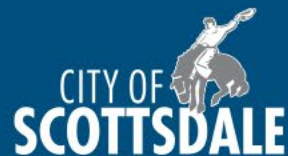
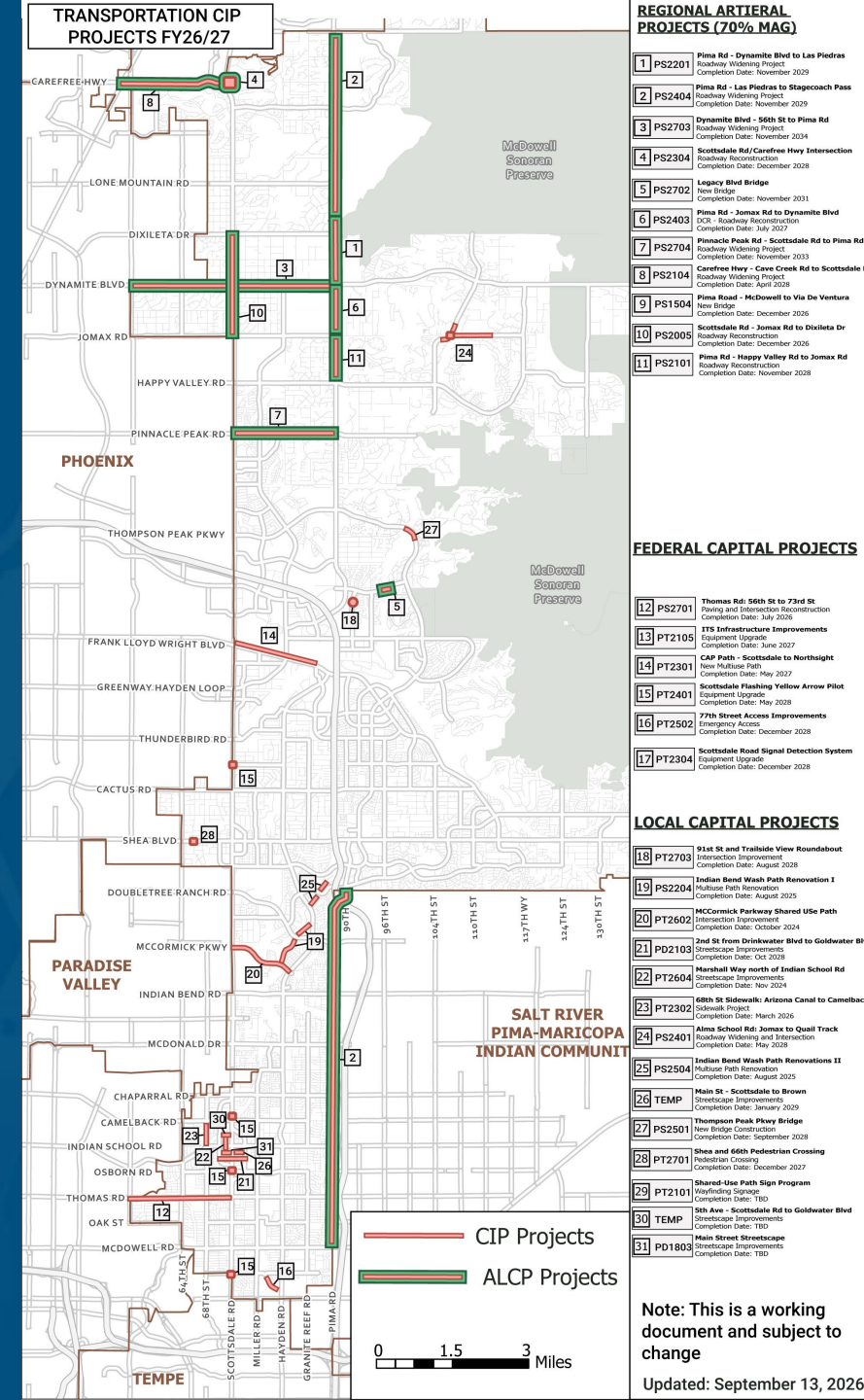
- Relatively High Monetary Value (\$50,000)
- Long Life (5 Years or More)
- Results in the creation of a 'Capital Asset' or the Revitalization of an Existing 'Capital Asset'

Transportation & Infrastructure CIP Prioritization Process



Current Transportation CIP Projects

- 14 Locally Funded projects
 - Misc. projects from various needs and resident requests
- 11 Regionally funded Arterial Life Cycle Program (ALCP) projects
 - Regional Reconstructions
 - Roadway Widening Projects
 - New Bridge
- 6 Federally funded projects
 - Thomas Rd: 56th St to 73rd St
 - ITS Infrastructure Improvements
 - 77th St Emergency Connection
 - CAP Canal Multiuse Path
 - Scottsdale Flashing Yellow Arrow Pilot
 - Scottsdale Rd Signal Detection System



Note: This is a working document and subject to change

Updated: September 13, 2026

Annual Transportation & Infrastructure CIP Cycle New Projects

- Needs are developed year-round
- Formal new-project requests are submitted through the City CIP budget process.



Project Identification

Transportation capital requests can originate from several sources. The objective is to document the problem before defining the solution.

Asset Condition

Pavement, signals, bridges, lighting and other infrastructure reaching the end of useful life.

Safety & Risk

Crash history, vulnerable road users, operational conflicts and documented safety concerns.

Adopted Plans

Transportation Action Plan, General Plan, corridor studies and adopted network priorities.

Growth & Development

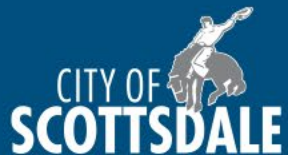
Land-use change, development activity, capacity needs and network connectivity.

Regional / Grant Opportunities

Projects that position the City to leverage regional, state or federal funding.

Community & Commission Input

Public requests, neighborhood issues and Commission policy or project discussions.



Prioritization Framework

Staff applies 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

New Requests – Project Types

- New Transportation & Infrastructure CIP requests include:
 - Traffic signal & ITS state-of-good-repair and modernization
 - Roadway reconstruction
 - Roadway widenings
 - Bridge Repair and construction
 - Intersection safety redesign
 - Shared-use path design and multimodal connectivity
 - Procurement of vehicles and equipment

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

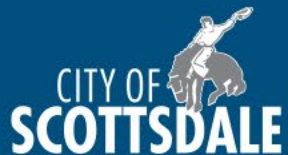
Plan Alignment & Funding Considerations

- **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



Staff Recommendation

Next Steps:

- Incorporate Paths & Trails Subcommittee and Transportation Commission feedback into the FY26/27 CIP recommendation
- Coordinate with City management and Council during budget deliberations

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Questions and Discussion

Projects and Programs Update

PATHS & TRAILS SUBCOMMITTEE

October 1, 2026



Agenda

- Transportation Programs
- Presentation to the Council
- Project Highlights
 - Thompson Peak Park
- Upcoming Public Meetings



Transportation Program

Sales Tax – Transportation (0.20%)

- Transportation Planning
- Transit Operations
 - 3 Trolley Routes & Support
 - Paratransit
- Trip Reduction
- Paths and Trails Maintenance
- Emergency Response
- Alley Maintenance
- Transportation Admin
- Median & ROW

Highway User Revenue

- Grading and Drainage
- Street Cleaning
- Asphalt & Maintenance
- CIP Advance Planning Program
- Traffic Engineering
- Intelligent Transportation Systems
- Traffic Signals
- Street Light Maintenance
- Signs and Markings



Council Presentation

Transportation Commission Paths & Trails Subcommittee Annual Report

City Council Regular Meeting
October 6, 2026



Board Purpose and Makeup

The Commission created 1988 consists of seven (7) members appointed by the City Council:

- The Transportation Commission shall advise the City Council on matters relating to the safe and efficient movement of motor vehicles, public transportation, which includes but is not limited to pedestrians, bicycles, equestrians and trail users upon designated paths and trails, streets and all elements of the transportation network of the City;
 - The Transportation Master Plan in accord with the Community Mobility Element of the General Plan;
 - And the City's Capital Improvement Program and operating budget for transportation
- The Transportation Commission shall provide a public forum to hear citizen comments and requests regarding transportation matters

Paths & Trails Subcommittee created in 2009 consists of five (5) members appointed by the City Council:

- The Paths & Trails Subcommittee shall provide recommendations to the Transportation Commission regarding the results of these reviews.
- Shall review planned modifications and improvements to sidewalks, bicycle paths, bicycle lanes, bicycle routes, equestrian paths, pedestrian facilities, bicycle facilities and equestrian facilities, except those facilities within the McDowell Sonoran Preserve.

Transportation Commission

Key Accomplishments/Major Actions Taken

- Transportation Action Plan Implementation
- Transportation Capital Project Reviews
- Roadway Reclassifications
- Neighborhood Traffic Management Program
Exception Approval

Transportation Commission

Upcoming Opportunities, Challenges, or Outcomes

- Transportation Safety Plan
- Neighborhood Traffic Management Program Exception Approval
- Electric Bicycles and Related Devices

Paths & Trails Subcommittee

Key Accomplishments/Major Actions Taken

- Transportation Action Plan Implementation
- Transportation Capital Project Reviews
- Unpaved Trail Project Review
- Unpaved Trail Easement Review
- Path and Trail Network Gap Analysis

Paths & Trails Subcommittee

Upcoming Opportunities, Challenges, or Outcomes

- Transportation Safety Plan
- Local Area Infrastructure Plans Update
- Unpaved Trail Expansions and Improvements

Jomax Rd: East of Scottsdale Rd



Thompson Peak Parkway Bridge

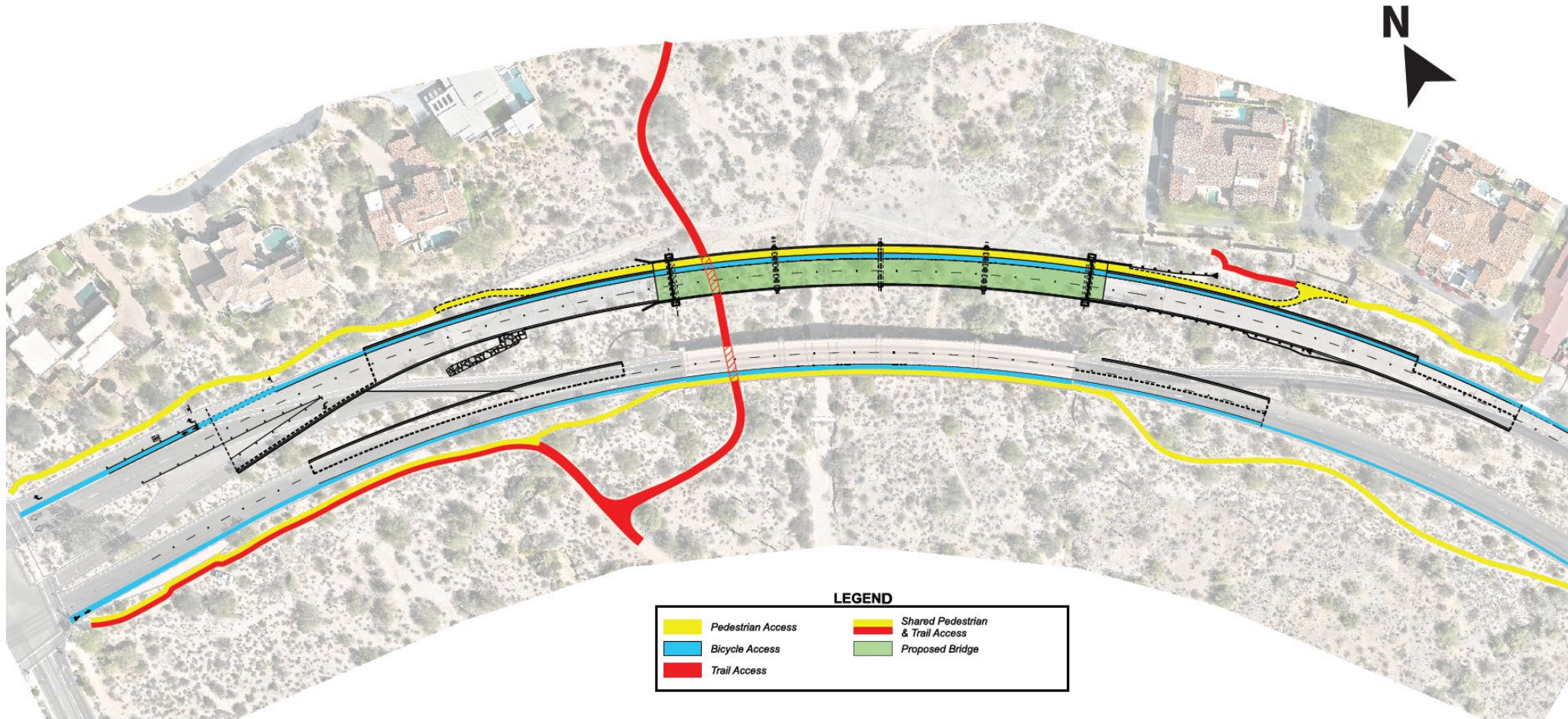
Thompson Peak Parkway



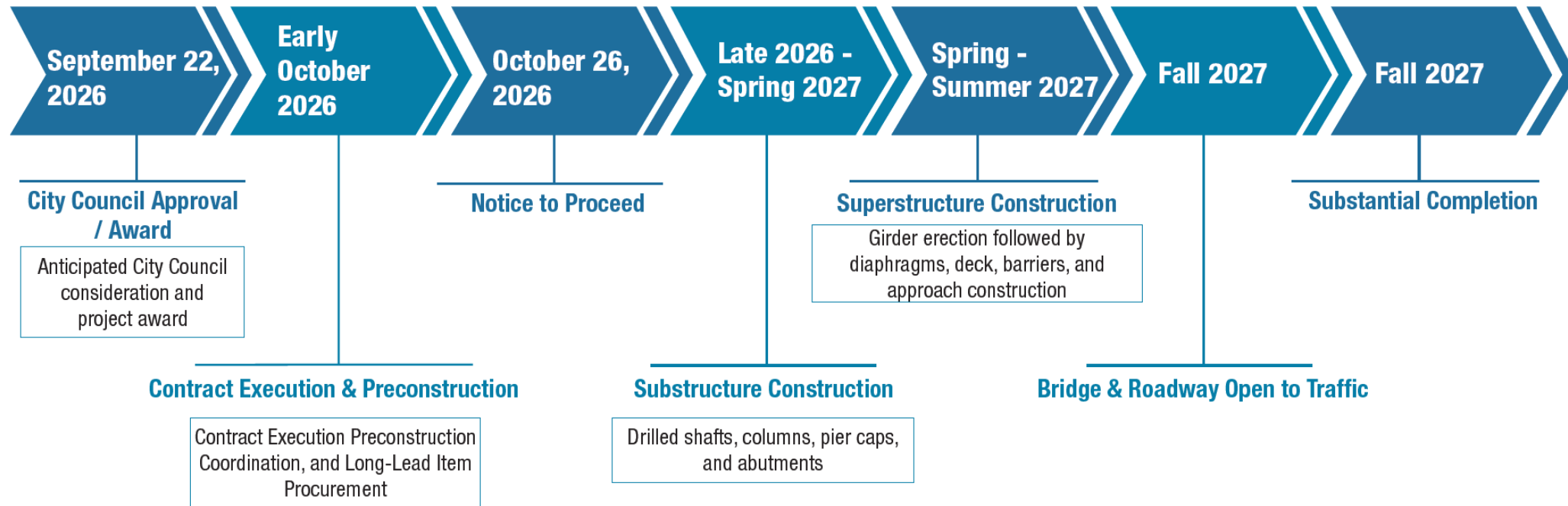
Thompson Peak Parkway



Thompson Peak Parkway



PRELIMINARY PROJECT MILESTONE SCHEDULE



Legacy Boulevard Bridge over Reata Pass Wash

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

Project Type:	New Infrastructure
Project Cost	\$483 K
Importance of Project:	Complete Network
Request	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

Recent and Upcoming Public Meetings

- Cholla Bike and Pedestrian Improvements from 89th Street to Via Linda
 - Public Open House Meeting - Wednesday September 23, 2026 at 5-6:30 pm
- Indian Bend Wash/ Eldorado Park Improvements
 - Design underway - potential improvements to playground, skate park, shade, restrooms, path improvements and more
 - Public Open House Meeting – Wednesday October 7, 2026 5:30 – 7:00
 - Eldorado Community Center

A large saguaro cactus stands prominently in the center of the frame, its two arms reaching upwards. The sun is positioned directly behind the cactus, creating a bright starburst effect. The sky is filled with dramatic, orange and yellow clouds, suggesting a sunset or sunrise. In the background, there are silhouettes of mountains and some sparse desert vegetation. The overall scene is a classic desert landscape.

Questions and Discussion