



**SCOTTSDALE TRANSPORTATION COMMISSION**

**Notice and Agenda**

**\*\*\*2<sup>nd</sup> Amended\*\*\***

**\*Original Agenda Item #5 “Other Transportation Projects and Programs Status” has been removed.**

**Date: Thursday, March 17, 2022**

**Time: 5:15 P.M.**

**Location: Kiva – City Hall**

**3939 N. Drinkwater Boulevard**

**Scottsdale, AZ 85251**

**Call to Order**

**Roll Call**

Don Anderson, Vice-Chair	Mary Ann Miller, Commissioner
Pamela Iacovo, Chair	Kerry Wilcoxon, Commissioner
Karen Kowal, Commissioner	VACANT
B. Kent Lall, Commissioner	

**\*\*One or more members of the Transportation Commission may be attending the meeting by telephone, video, or internet conferencing, pursuant to A.R.S. §38-431(4)**

**Public Comment**

Spoken comment is being accepted on both agendized and non-agendized items. To sign up to speak on these items, please [click here](#). Request to speak forms must be submitted no later than 90 minutes before the start of the meeting.

Written comment is being accepted for both agendized and non-agendized items and should be submitted electronically at least 90 minutes before the meeting. These comments will be emailed to the Transportation Commission and posted online prior to the meeting. To submit a written public comment electronically, please [click here](#).

- [Approval of Meeting Minutes](#)----- Discussion and Action**  
Regular Meeting of the Transportation Commission – February 17, 2022
- [Transportation Commission Meeting Summer Schedule](#) ----- Discussion and Action**  
Commission members and staff discussion of the Summer 2022 Meeting schedule
- [Proposition 400 Extension](#)----- Information**

Information on Proposition 400 and the proposed Regional Transportation Plan Update – Audra Koester Thomas, MAG Staff

4. **Goldwater Boulevard and Highland Avenue Intersection Improvements**-----**Presentation, Discussion and Possible Action**

Discussion of existing concerns and potential improvements at the Goldwater and Highland intersection – Kiran Guntupalli, Principal Traffic Engineer

5. **Commission Identification of Future Agenda Items**----- **Discussion**  
Commission members identify items or topics of interest to staff for future Commission presentations

**Adjournment**



Persons with a disability may request a reasonable accommodation by contacting Kyle Lofgren at 480-312-7637. 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 Kyle Lofgren at 480-312-7637.



**DRAFT SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE  
TRANSPORTATION COMMISSION  
REGULAR MEETING**

**Thursday, February 17, 2022**

**Meeting Held Electronically and Remotely**

**CALL TO ORDER**

Chair Iacovo called the regular meeting of the Scottsdale Transportation Commission to order at 5:15 p.m.

**ROLL CALL**

**PRESENT:** Pamela Iacovo, Chair  
Don Anderson, Vice Chair  
Karen Kowal  
B. Kent Lall  
Mary Ann Miller  
Kerry Wilcoxon

**STAFF:** Susan Conklu, Senior Transportation Planner  
Ratna Korepella, Transit Manager  
Dave Meinhart, Transportation Planning Manager  
Mark Melnychenko, Transportation & Streets Director  
Kyle Lofgren, Staff Coordinator  
Phil Kercher, Traffic Engineer & Ops Manager  
Hong Huo, Principal Traffic Engineer  
Shayne Lopez, Paving Manager

**PUBLIC COMMENT**

One written comment was received.

## **1. APPROVAL OF MINUTES**

There were no modifications.

COMMISSIONER MILLER MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION OF JANUARY 20, 2022 AS PRESENTED. COMMISSIONER WILCOXON SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

## **2. PROPOSED FISCAL YEAR 2023 TRANSPORTATION CIP**

Dave Meinhart, Transportation Planning Manager, briefly reviewed the CIP prioritization process timeline. For current Transportation projects recommended for re-budget in Fiscal Year 2023, there were 16 non-Arterial Life Cycle Program (ALCP) Projects, seven of which include federal grant money. In addition, there were 22 ALCP projects. For projects recommended but not funded in Fiscal Year 21/22, there were no significant budget or timing adjustments this fiscal year. One project, the Goldwater/Highland intersection improvements, was recommended in the Five-Year plan but did not have funding available in Fiscal Year 2022. Projects recommended for new funding and, "Y" projects (programmed annually), were reviewed.

Chair commented that it is a good strategy to keep a focus on materials storage yards, particularly with the rise in material pricing.

Commissioner inquired whether the Miller Road extension is included in the CIP budget. Mr. Meinhart clarified that all of the ALCP projects, including the Hayden/Miller corridor between Pinnacle Peak and Happy Valley are included in the recommendation to City Council.

VICE CHAIR ANDERSON MOVED TO RECOMMEND THAT CITY COUNCIL APPROVE THE PROPOSED FISCAL YEAR 2023 TRANSPORTATION CIP BUDGET. COMMISSIONER LALL SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES

## **3. MILLER ROAD BRIDGE AND FLOOD CONTROL PROJECT**

Jeremy Richter, Project Manager CPM, provided an overview of the project area. The project coordination is in tandem with the Flood Control District's Rawhide Wash Project. A timeline was reviewed, with the project existing in the City's long range plan since 1984. Extensive public outreach has been conducted and was outlined. A number of community concerns and design responses have been received. Topics of note include speed limits, roundabouts, traffic calming, Happy Valley Road capacity, noise and bridge profile and privacy for homes.

Mark Melnychenko, Transportation & Streets Director, stated that a significant number of comments have been received from the community, including requests for improvements and speed mitigation. The goal is to complete the project and then observe the network over a certain period of time in terms of determining any ongoing issues. Chair agreed that it is good practice



to let the facility be open and operating before further changes are made. Mr. Melnychenko added that they will adhere to the guidelines in the Neighborhood Traffic Management Policy.

Vice Chair asked whether the Flood Control District has begun their work. Mr. Richter stated that the Flood Control District is slightly late in their right-of-way acquisitions, however, it is anticipated that they will kick off construction activities prior to the City's project completion next spring.

Commissioner commended staff for addressing so many of the community's concerns. In response to a Commissioner question, Mr. Richter stated that the speed limit is 35 miles per hour south of Pinnacle Peak. Phil Kercher, Traffic Engineer & Operations Manager, added that previously, it had been 40 miles per hour from Deer Valley North and transitioned to 35 just south of Pinnacle Peak. There were requests from residents to consider lowering it, due to the development occurring on the west side. Based on a study conducted last year, the City has extended the 35 mile per hour speed limit farther south to Deer Valley. It transitions to higher speeds going south towards the 101.

Commissioner asked for clarification on the width of driving lanes. Mr. Richter stated that lanes will be 11 feet wide.

Commissioner asked how many residents either support or oppose the project. Mr. Richter stated that he was not in immediate possession of these stats. A recap was provided at the previous Transportation Commission meeting, which summarized the virtual public meeting, where there were comments on both sides. The HOA meeting focused more on community requests. He added that he will follow up via email to provide more information on community input.

Commissioner asked whether the Flood Control District project will proceed even if the City's project does not and whether the utility relocation would still take place. Mr. Richter stated that the Flood Control District project will take place in either case. They will need to provide a levy or flood wall accommodation at the bridge location. The utility relocations are associated with the bridge and are shifting horizontally. It is possible that the Flood Control District may require a vertical realignment.

Chair commented that homes around this flood control area will benefit from the project immensely, as the goal is to remove them from a floodplain. Mr. Richter confirmed the understanding that the project will remove some residents from the floodplain by re-delineating the floodplain map in the area.

Mr. Melnychenko commented that staff held a field visit onsite with the community. This face-to-face interaction was beneficial for the project. The sense that staff received is that the community is aware the project is moving forward and understands that the City is working to address impacts.

Chair summarized that the action item would be to continue with the project while being mindful of public comments and concerns.

COMMISSIONER WILCOXON MOVED TO MOVE FORWARD WITH THE PROJECT WHILE CONTINUING TO ADDRESS CONCERNS. VICE CHAIR ANDERSON SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

#### **4. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS**

Mr. Melnychenko provided a brief overview of projects and programs:

- Concrete and accessibility upgrades in McCormick Ranch
- Street lighting and signal progress
- Creative partnerships
- 103 ADA ramp upgrades and sidewalk connections
- Microsurface slurry seal
- Connectivity and accessibility: Two new ramps for greenbelt path connections
- Update on streetlight projects
- Solar bollard light installation
- Traffic signal progress
- Creative partnerships

Vice Chair inquired about the location of the solar panels on the bollards. Ms. Hong Huo, Principal Traffic Engineer, stated that these are not traditional solar panels, but are built-in on the pole itself. They were installed in early January. Vice Chair commented that depending upon access to light, panels sometimes do not receive the charge required for lighting. Ms. Huo stated that the extender should provide lighting for such situations.

Commissioner asked for an update on the construction project (lane closure) on Shea eastbound on Frankl Lloyd Wright and 124th Street. Susan Conklu, Senior Transportation Planner, stated that staff would look into this and provide information subsequent to the meeting.

Commissioner inquired about the ongoing project in the area. Ms. Conklu stated that the repairs are currently in design and the project to repair those portions should begin in the fall.

Commissioner commented on the need to provide advanced notice to residents regarding the installation of ramps. Mr. Melnychenko stated that the department is looking to improve in this area, including the hiring of a new public information officer. Shayne Lopez, Paving Manager, added that in an effort to improve notification, this information is being added to the Scottsdale website's interactive map.

Chair inquired as to the cost of the light project upgrades for the section south of Indian School referenced in Mr. Melnychenko's update. Ms. Huo stated for streetlight replacement, the City's budget this year is \$200,000. The inspection for the area costs approximately \$25,000 and the first round of materials cost \$75,000. The remainder was attributed to labor.

Chair referenced adoption of the LED streetlight standards and asked what this entails. Ms. Huo said that the intent is to replace the LED luminaires, which includes the entire fixture. The new luminaires are projected to last ten years. This will assist greatly with staggering the budget costs.

#### **5. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS**

Chair stated that during the last meeting, there was discussion regarding a number of topics and there is still a healthy list of items for discussion. She requested that Commissioners email Mr. Melnychenko with additional topics or concerns they would like to have addressed. Mr. Melnychenko added that next month's meeting will include an update on the Prop 400 extension from MAG staff as well as options for the Goldwater improvements.

## **6. ADJOURNMENT**

With no further business to discuss, being duly moved by Vice Chair Anderson and seconded by Commissioner Wilcoxon, the meeting adjourned at 6:46 p.m.

AYES: Chair Iacovo, Vice Chair Anderson, Commissioners Kowal, Lall, Miller, and Wilcoxon

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 TRANSPORTATION COMMISSION REPORT



**To:** Transportation Commission  
**From:** Audra Koester Thomas, Transportation Planning Program Manager for the Maricopa Association of Governments (MAG)  
**Subject:** Update on Momentum 2050 and the Extension of Proposition 400  
**Meeting Date:** March 17, 2022

---

## **Purpose:**

After more than two years, the performance-based, multimodal planning process has culminated in the development of a Regional Transportation Plan (RTP) and Transportation Improvement Program, detailing short- and long-range projects and programmatic investments to support the efficient movement of people and goods in the region. To this end, on June 23, 2021, MAG Regional Council unanimously approved the RTP Investment Plan which includes the list of projects and programs proposed to be funded through a 25-year extension of the dedicated county transportation sales tax and other revenues available to the region.

MAG staff will provide a summary of:

- Federal and state requirements
- Planning and public input process
- Contents of the plan
- Next steps in the plan adoption process

A summary document prepared by MAG, entitled UPDATE ON MOMENTUM 2050 AND THE EXTENSION OF PROPOSITION 400, is attached to provide addition details.

---

## **Contact:**

Audra Koester Thomas, Transportation Planning Program Manager  
Maricopa Association of Governments [akthomas@azmag.gov](mailto:akthomas@azmag.gov)

---

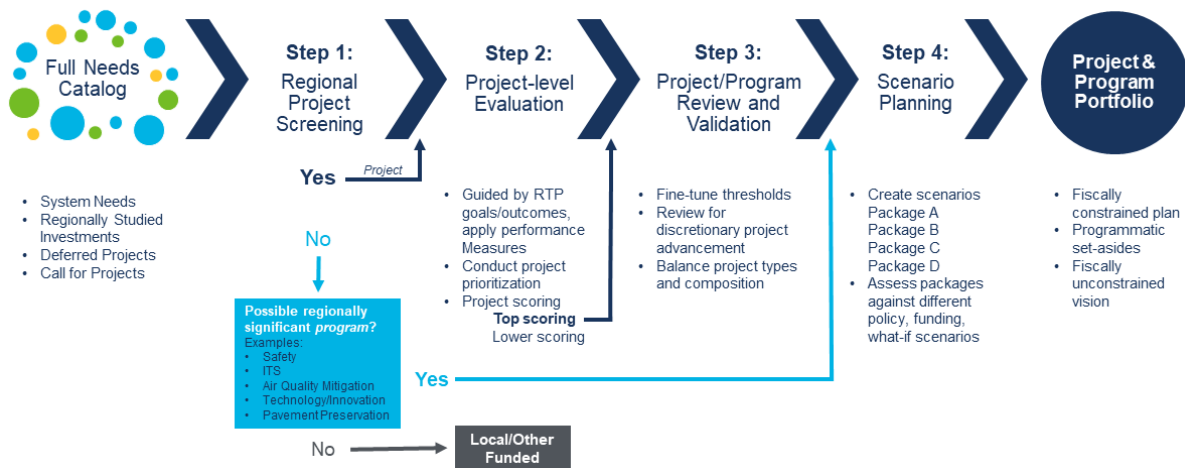
March 2, 2022

TO: Scottsdale Transportation Commission

FROM: Audra Koester Thomas, Transportation Planning Program Manager

SUBJECT: UPDATE ON MOMENTUM 2050 AND THE EXTENSION OF PROPOSITION 400

As required by federal law, metropolitan planning organizations must develop a long-range transportation plan covering a planning horizon of at least 20 years. These long-range transportation plans must be updated at least every four years, use performance-based planning, be fiscally constrained, and be prepared with engagement from the public, stakeholders and coordinated with MAG’s partners. Arizona state statute directs the Transportation Policy Committee to develop, amend and update the Regional Transportation Plan (RTP) that serves as the blueprint for how revenues made available to the region are used, including federal formula funds, state Highway User Revenue Funds, and the Maricopa County Transportation Excise Tax, known as Proposition 400. With the Maricopa County Transportation Excise Tax collections set to expire at the end of 2025, MAG has completed a multi-year effort to develop a new RTP, MOMENTUM 2050, to serve as the basis for the extension of Proposition 400.



More Than 50 Years of Serving the Region

Metropolitan planning organizations are also required to develop a companion document to the long-range plan, a Transportation Improvement Program (TIP), which is a detailed listing of near-term regionally significant surface transportation projects. By definition, it serves as the first four years of the RTP (FY 2022-2025), and notable for the MAG region, reflects the final years of the funded Proposition 400 program. Like the RTP, MAG's TIP must be fiscally constrained.

After more than two years, the performance-based, multimodal planning process has culminated in the development of an RTP and TIP, detailing short- and long-range projects and programmatic investments to support the efficient movement of people and goods in the region. To this end, on June 23, 2021, MAG Regional Council unanimously approved the [RTP investment plan](#), which represents the final list of projects and programs funded through the anticipated extension of the dedicated county transportation sales tax and other revenues available to the region. On July 28, 2021, MAG Regional Council unanimously approved freeway/highway, arterial and high-capacity transit [project phasing](#) along with entrance into air quality conformity analysis. The RTP and the TIP also include those projects identified in the FY 2022 Freeway and Arterial life cycle program updates, approved on June 23, 2021.

As required by the Clean Air Act, the RTP and TIP are subject to analyses to ensure the plans, and the projects and programs contained within, do not cause or contribute to violations of federal air quality standards in the region's nonattainment and maintenance areas. Drafts of MAG's Regional Transportation Plan (MOMENTUM 2050), Transportation Improvement Program (FY 2022-2025), and 2021 Conformity Analysis were posted for public review and comment beginning September 13, 2021. Development of the TIP and RTP is consistent with requirements guiding metropolitan transportation planning, including Title 23 U.S.C. Section 134 and Title 49 U.S.C. Chapter 53, and reflect the culmination of MAG's federally prescribed responsibility for transportation planning and funding decisions within the region.

MAG Regional Council approved the RTP, TIP and Conformity Analysis on December 1, 2021, and on December 16, 2021, received notice of concurrence from the Federal Highway Administration and Federal Transit Administration on a finding of air quality conformity.

## **Public Input**

Public participation is an integral part of the plan development and decision-making process. Early and continuous public involvement ensures that decisions reflect public needs and interests, consider diverse viewpoints and values, and are made in collaboration and consensus with all stakeholders. The formal MOMENTUM public engagement effort kicked off in 2020, with a deliberate and ongoing process consisting of engagement opportunities designed to inform, educate and gain input from stakeholders on the plan decisions that affect their lives. Due to the unique challenges presented by the worldwide coronavirus pandemic, the public engagement

process for MOMENTUM has been carried out entirely through virtual platforms. Input received from the public and stakeholders is documented in two reports:

- [Early Phase Public Input Report](#) (January 2021), documenting feedback received through December 31, 2020.
- [Late Phase Public Input Report](#) (June 2021), documenting feedback received through June 5, 2021.

This input adds to [values mapping research MAG conducted in 2019](#), to better understand residents' core beliefs about transportation in our region and how it impacts their quality of life. The feedback from over 10,000 residents was complimented by additional stakeholder outreach, peer agency interviews and research, and discussions with regional policymakers. This effort was the foundation for establishing the RTP's six goals: safety, mobility, livability, responsiveness, prosperity and preservation.

As is required by federal regulation (23 CFR §450.316), public and stakeholder engagement was facilitated to support the development of the new RTP and TIP, consistent with MAG's adopted [Public Participation Plan](#). In addition to engagement through the MOMENTUM website, social media platforms, virtual meetings and presentations, members of the public provided feedback at MAG policy committee meetings, and engaged with planning staff through traditional and new formats, including live chat via the MOMENTUM website.

A 30-day public comment period on the draft RTP, TIP and Conformity Analysis concluded on October 13, 2021.

### **Enabling Legislation**

Unique only to Maricopa County, in order for another extension of the half-cent sales tax to be placed on a ballot, authority must first be provided by the state legislature. To this end, HB 2598 (Carroll) and SB 1356 (Pace) have been concurrently introduced in the 2022 legislative session to authorize a November 2022 county-wide ballot to extend the half-cent sales tax for another 25 years (2026-2050).

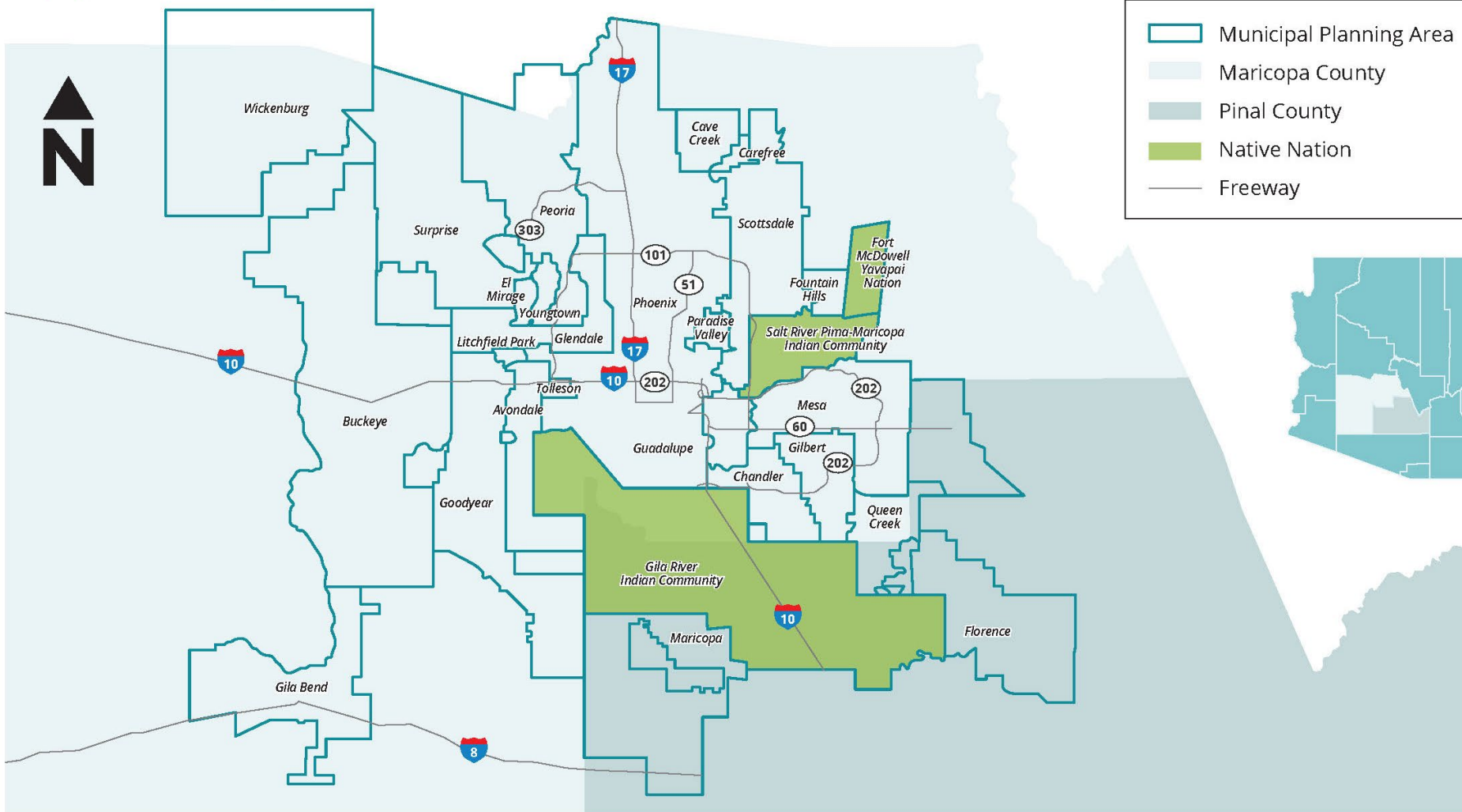
# Building What's Next: MOMENTUM 2050 and the Extension of Proposition 400

City of Scottsdale Transportation Commission  
March 17, 2022 | Maricopa Association of Governments

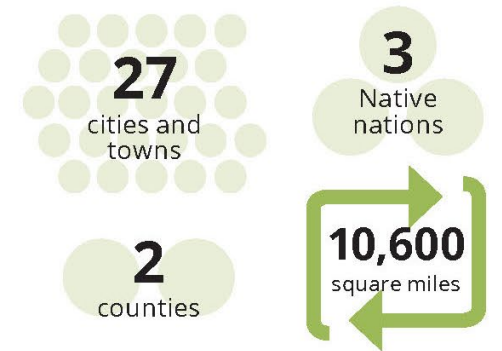




Map of MAG Member Agencies



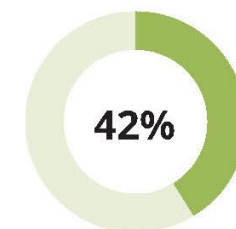
**MAG region by the numbers:**



Currently  
**4,735,000**  
residents



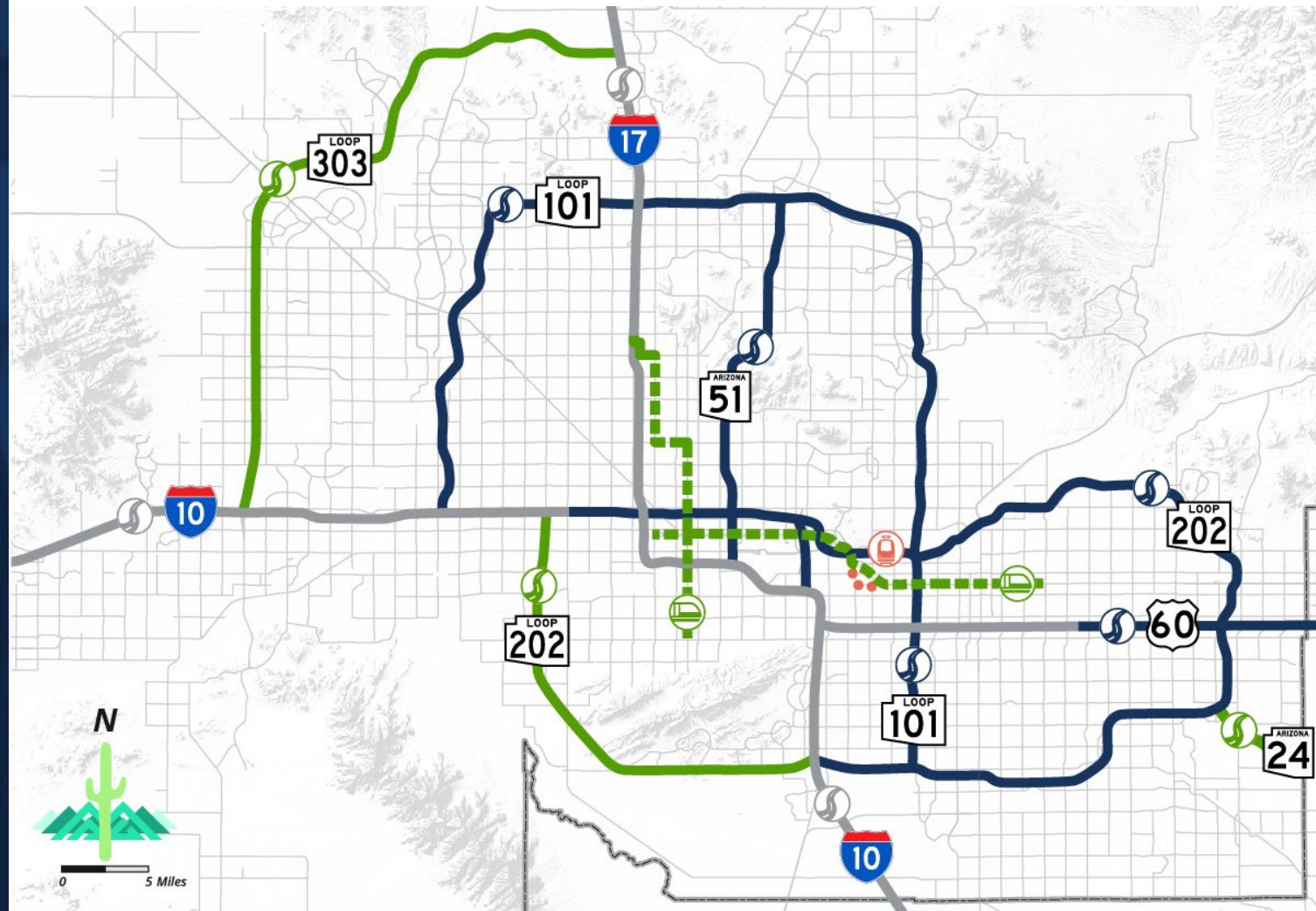
By **2055**, about  
**7,595,100**  
residents



are under  
the age of  
**30**

# How Propositions 300 and 400 Have Shaped the Valley

Voters passed Proposition 300 in 1985 and Proposition 400 in 2004, which have played a large part in shaping the region.



## Legend

Existing Freeways (Pre-1986)



Freeways

Prop 300 (1986-2005)



Freeways

Prop 400 (2006-2025)



Freeways



Light Rail



Streetcar



# Why it matters

## Maricopa County Transportation Existing System Benefit

Freeways reduce average travel time by

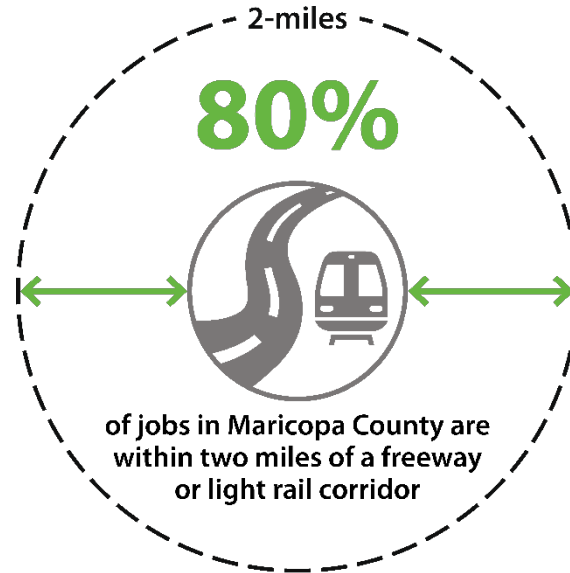


**25%**

*Maricopa Association of Governments 2020*

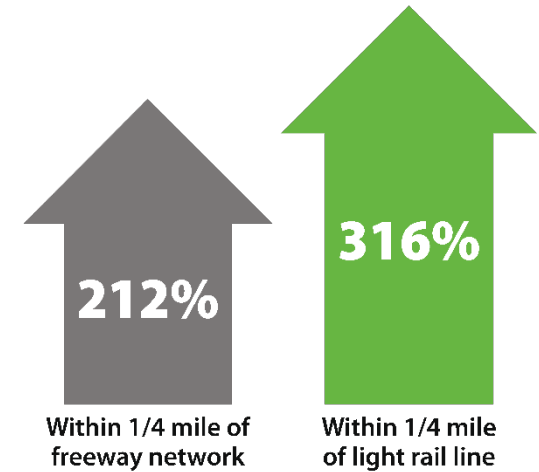
**105**  
hours saved

from traffic each year per driver



*2019 MAG Socioeconomic Projections*

## 2000-2019 Property Value Appreciation in Maricopa County



*2000 - 2019 Maricopa County Assessor data*



# Building Our New Blueprint

---

# Regional Transportation Plan Goals

## SAFETY



Provide for the safety and security of pedestrians, bicyclists, riders and drivers.

## MOBILITY



Ensure ease of movement for people and goods throughout the region, providing equitable and appropriate access to essential services and destinations.

## RESPONSIVENESS



Expand travel choices that accommodate future growth and are flexible in adapting to changing needs and innovations.

## LIVABILITY



Invest in a transportation system that supports health and well-being, and sustains the environment.

## PRESERVATION



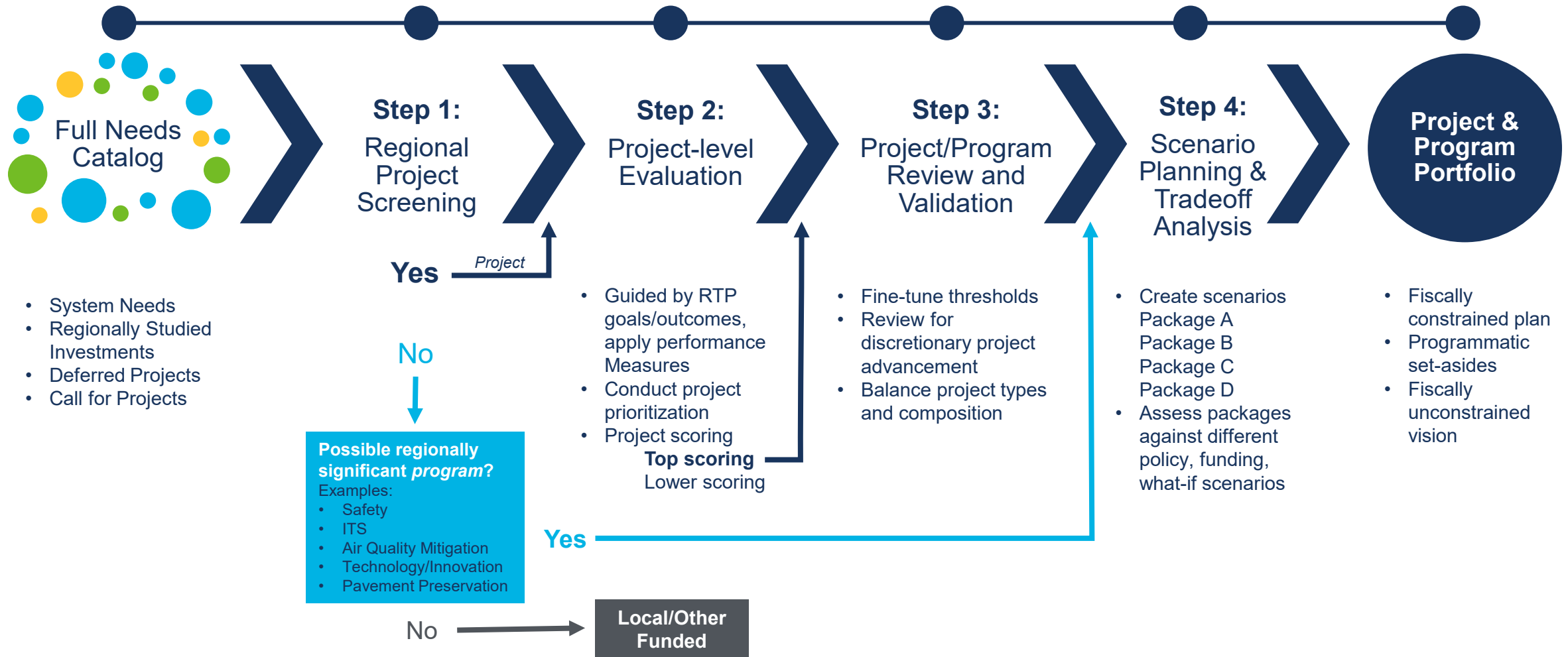
Maintain our region's transportation infrastructure to protect existing investments for the future.

## PROSPERITY



Support economic competitiveness and growth through strategic transportation investments.

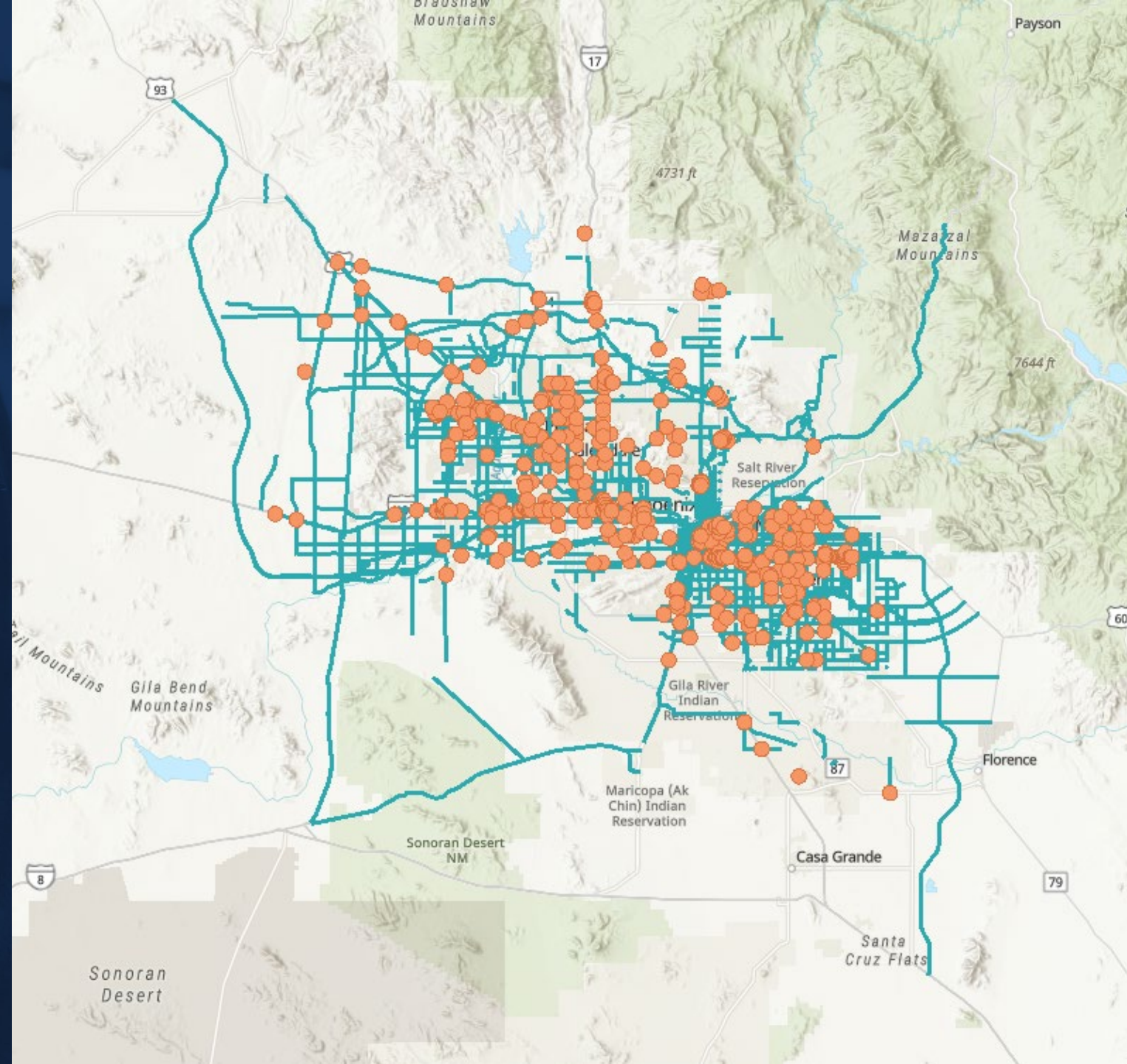
# Performance-Based Evaluation Process





# Starting Point: Needs Catalog

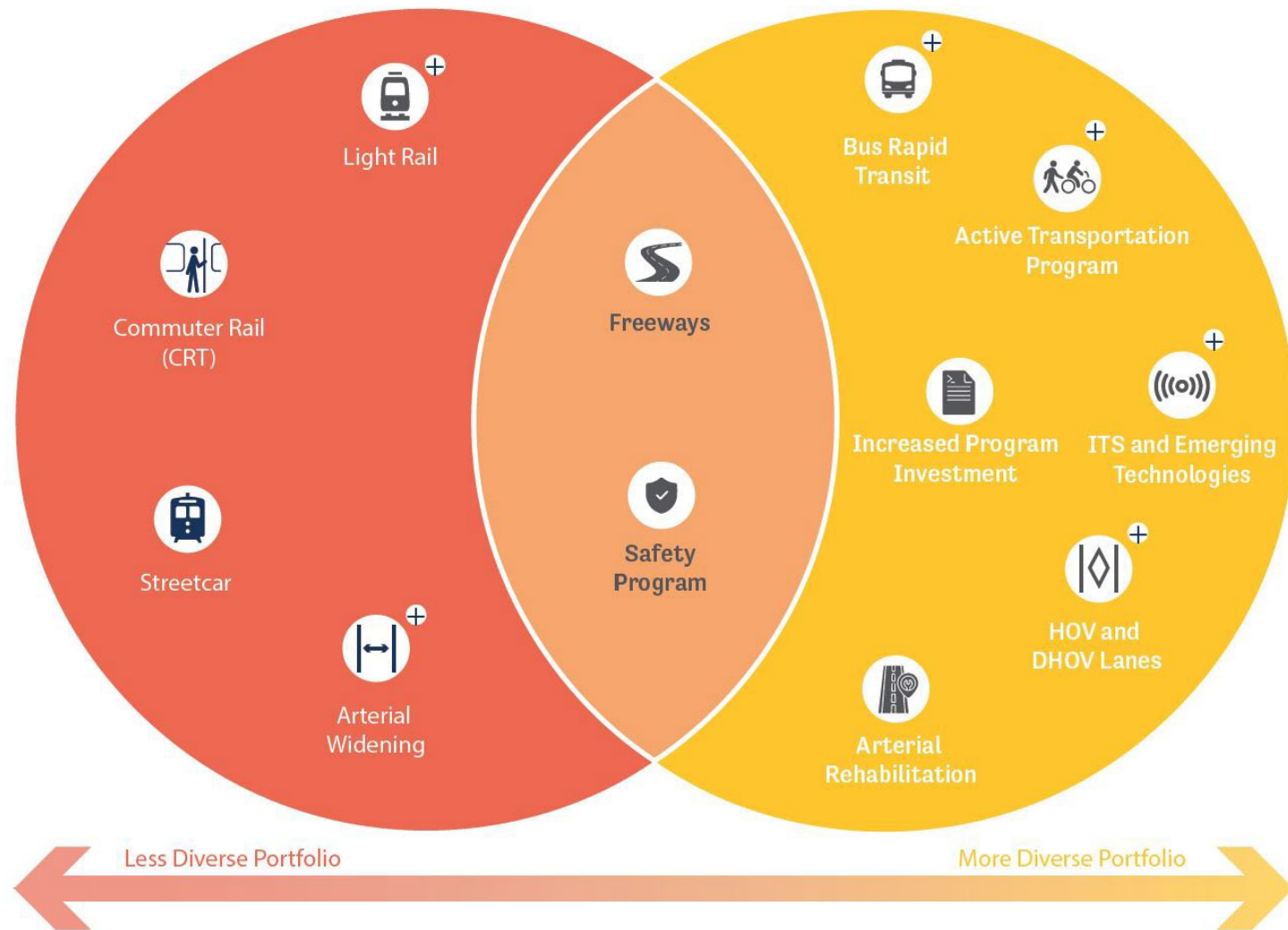
Over \$90 billion of needs exist regionwide.



# Scenario Planning & Tradeoff Analysis

Two Different Concepts  
Two Different Funding Levels

## CAPITAL INVESTMENTS NEW CAPACITY VS SYSTEM OPTIMIZATION

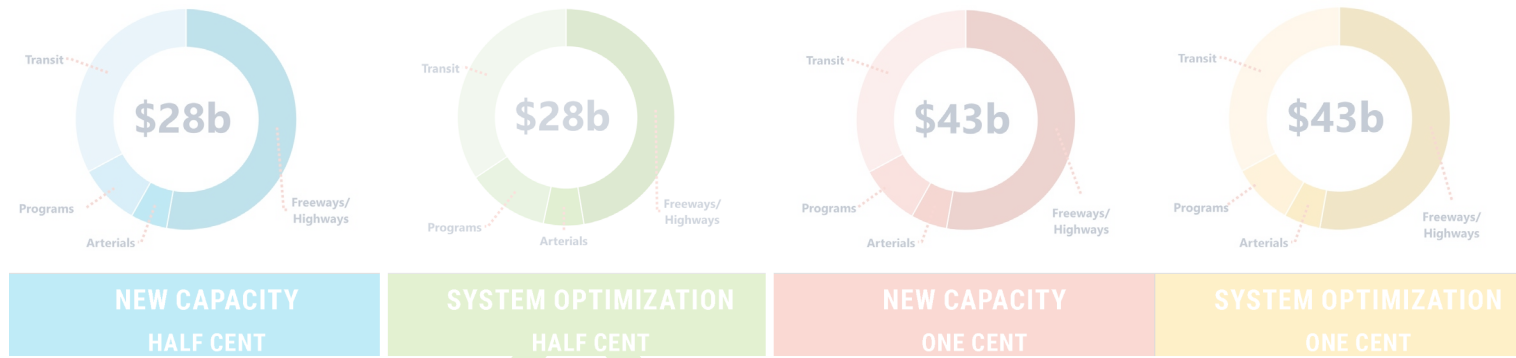


⊕ Element is not unique to the scenario, but is emphasized more than in the other scenario

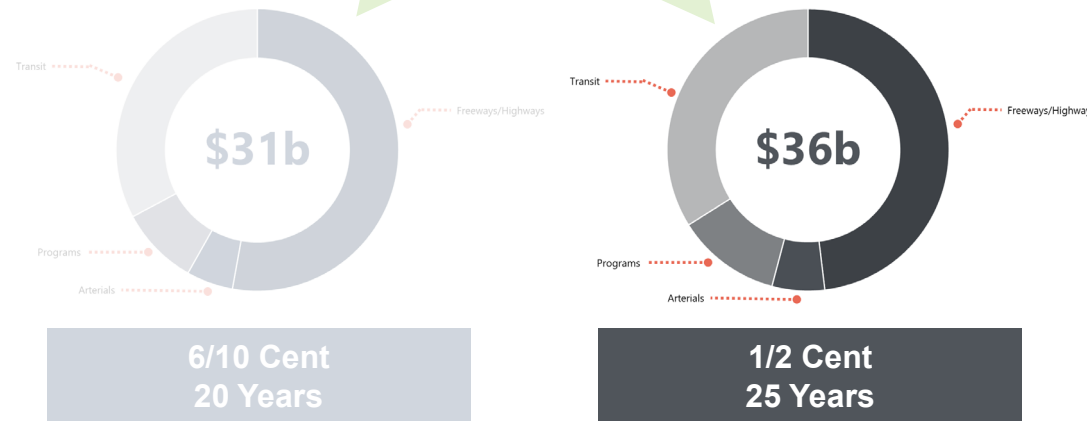


# Scenario Planning & Tradeoff Analysis

May 2021



June 2021



**June 23:** Unanimous MAG Regional Council vote to approve the Investment Plan.

**July 28:** Unanimous MAG Regional Council vote to approve project phasing and entrance into air quality conformity analysis.

# Proposed Investment Plan

---

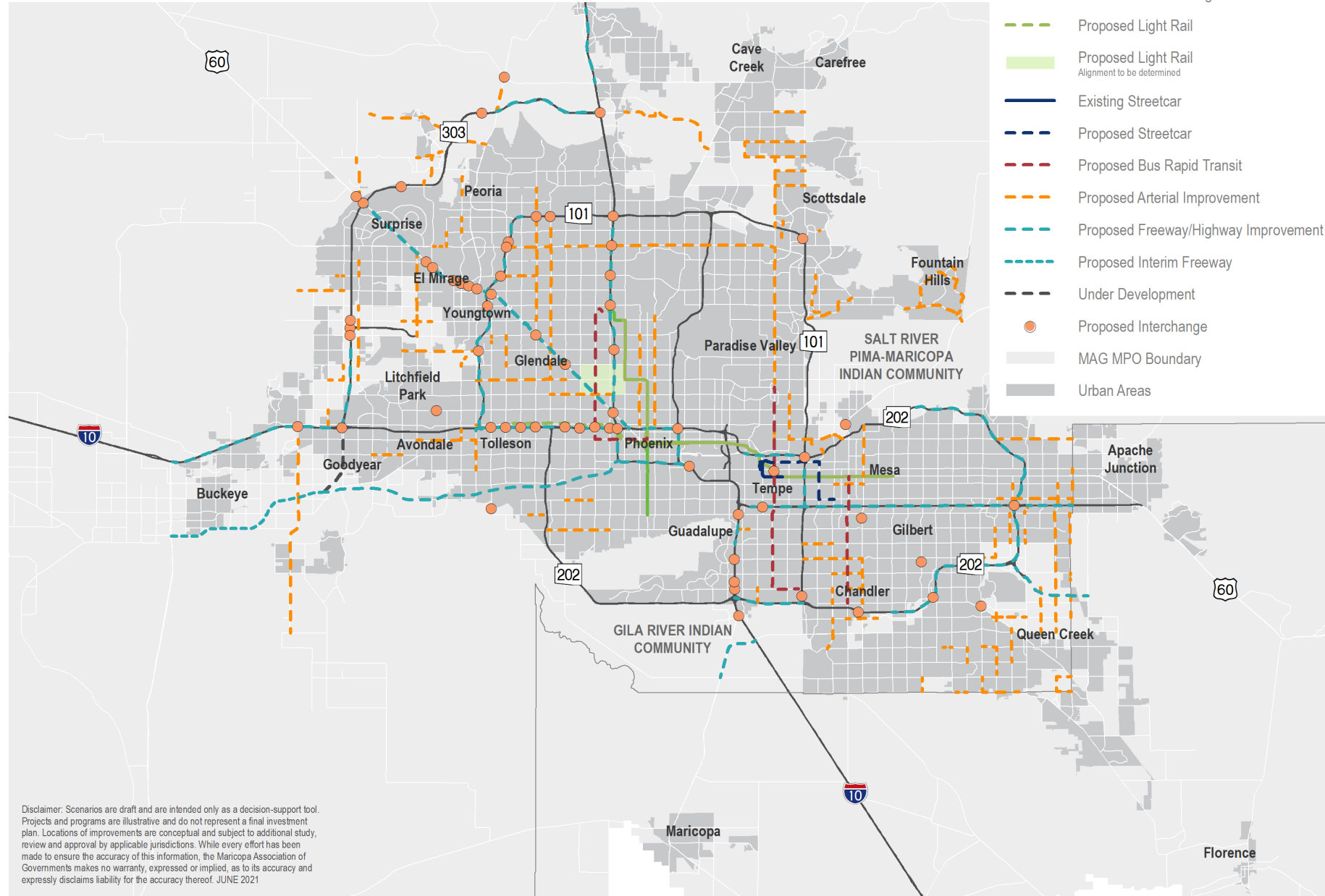
# Revenue Projections

Funding Source	Projected Revenue 1/2 Cent Scenario 25 years
Sales Tax	\$19.5 b
ADOT HURF	\$2.5 b
MAG FHWA Formula Funds	\$3.7 b
MAG FTA Formula Funds	\$3.1 b
ADOT FHWA Formula Funds	\$7.9 b
<b>Total</b>	<b>\$36.7 b</b>

# Investment Plan Projects

1/2 CENT 25 YEARS

**DRAFT**  
Illustrative  
Purposes  
Only



Disclaimer: Scenarios are draft and are intended only as a decision-support tool. Projects and programs are illustrative and do not represent a final investment plan. Locations of improvements are conceptual and subject to additional study, review and approval by applicable jurisdictions. While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof. JUNE 2021



# Proposed Investment Plan: By the Numbers

 **367** new freeway/  
highway lane miles

 **45** new or improved  
traffic interchanges


 **11.9** miles of new  
light rail

 **186** new HOV  
lane miles

 **12** new DHOV or system  
interchange DHOV ramps

 **36.8** miles of BRT  
(bus rapid transit)

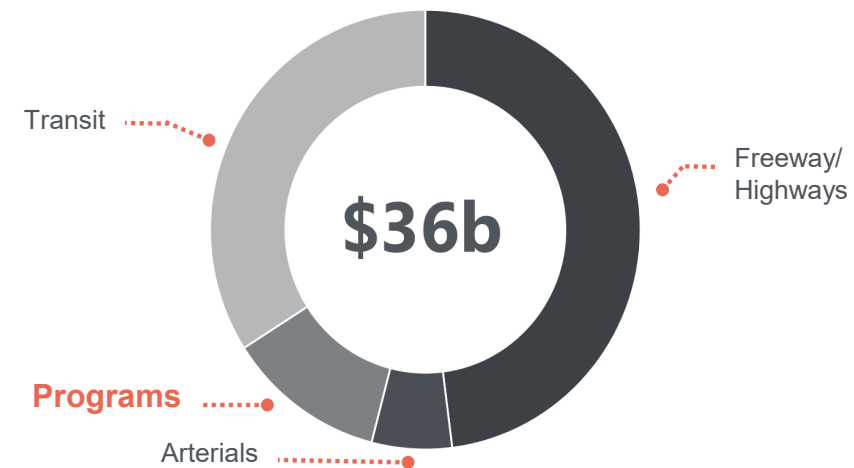
 **1,300** new or improved  
arterial lane miles

 **4** new or improved  
system interchanges

 **6.9** miles of new  
streetcar

## Program Investments

Active Transportation	\$1,000,000,000
Air Quality	\$200,000,000
Arterial Intersection	\$500,000,000
Arterial Rehabilitation	\$625,000,000
Arterial Widening	\$375,000,000
Emerging Tech	\$312,500,000
ITS	\$750,000,000
Safety	\$250,000,000
TDM Expansion	\$312,500,000



# Flexible and Future-Focused

---



## Active Transportation

Investments in bicycle lanes, protected paths and other projects to create better connectivity and improve safety for non-motorized transportation users.



## Air Quality

Investments to mitigate impacts of the transportation system and improve the region's air quality.



## Arterial Improvements

Investments to enhance the region's "grid" street network to improve safety and mobility.



## Bus Transit

Investments to continue to operate and further grow the region's bus transit system.



## Emerging Technology

Investments to enable the region to respond and adapt to future transportation innovations.



## Intelligent Transportation Systems

Investments in technology that manage the movement of people and goods through the region.



## Safety

Investments in projects and initiatives that improve safety across the system and for its users.



## Transportation Demand Management

Investments in strategies that optimize the region's existing transportation infrastructure and manages its use, especially at "rush hour."





We Are Listening

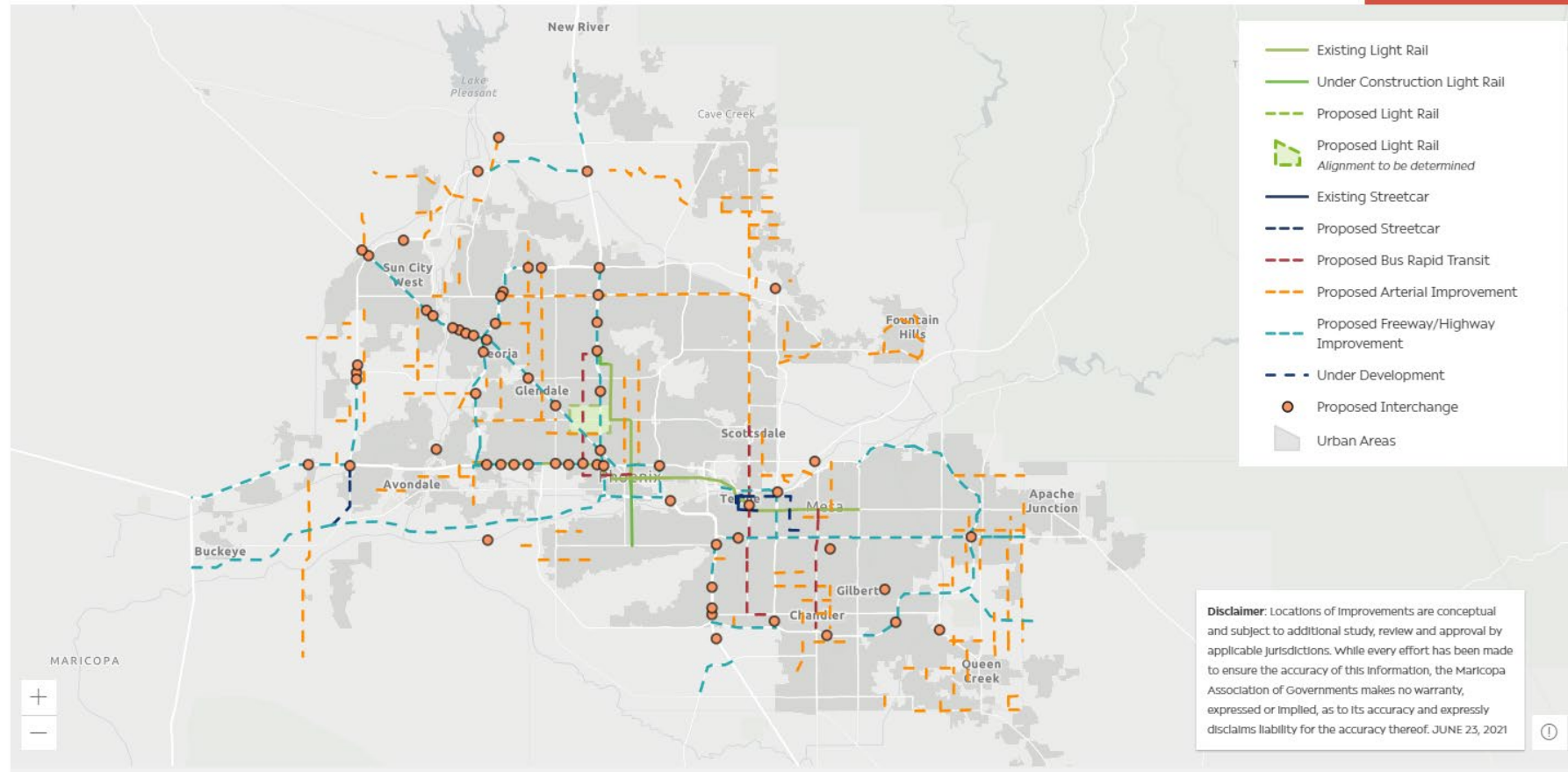
Why It Matters

What's Happening

Join the Conversation

Español

**PROPOSED  
INVESTMENT PLAN**



Learn more online at  
**[OurMomentumPlan.com](https://OurMomentumPlan.com)**



# Next Steps

---



# Enabling Legislation Introduced

Senate Bill 1356 (Pace, R-Mesa)  
House Bill 2598 (Carroll, R-Sun City West)  
(transportation tax; election; Maricopa County)

REFERENCE TITLE: transportation tax; election; Maricopa county

State of Arizona  
Senate  
Fifty-fifth Legislature  
Second Regular Session  
2022

## SB 1356

Introduced by  
Senator Pace: Representative Carroll

### AN ACT

AMENDING SECTIONS 28-304, 28-6301, 28-6302, 28-6303, 28-6304, 28-6305 AND 28-6306, ARIZONA REVISED STATUTES; REPEALING SECTION 28-6307, ARIZONA REVISED STATUTES; AMENDING SECTION 28-6308, ARIZONA REVISED STATUTES; REPEALING SECTIONS 28-6309, 28-6310, 28-6311 AND 28-6312, ARIZONA REVISED STATUTES; AMENDING SECTIONS 28-6313 AND 28-6351, ARIZONA REVISED STATUTES; REPEALING SECTIONS 28-6352, 28-6353, 28-6354 AND 28-6355, ARIZONA REVISED STATUTES; AMENDING TITLE 28, CHAPTER 17, ARTICLE 2, ARIZONA REVISED STATUTES, BY ADDING A NEW SECTION 28-6352; AMENDING SECTIONS 28-6538, 28-6954, 28-7562, 28-7671, 28-7691, 28-7695 AND 42-6105, ARIZONA REVISED STATUTES; AMENDING TITLE 42, CHAPTER 6, ARTICLE 3, ARIZONA REVISED STATUTES, BY ADDING SECTION 42-6105.01; AMENDING SECTIONS 48-5102 AND 48-5103, ARIZONA REVISED STATUTES; REPEALING SECTIONS 48-5106 AND 48-5121, ARIZONA REVISED STATUTES; RELATING TO TRANSPORTATION PLANNING AND FINANCE.

(TEXT OF BILL BEGINS ON NEXT PAGE)

- i -

REFERENCE TITLE: transportation tax; election; Maricopa county.

ona  
esentatives  
egislature  
r Session

## HB 2598

Introduced by  
Representative Carroll

### AN ACT

CTIONS 28-304, 28-6301, 28-6302, 28-6303, 28-6304, 28-6305 AND ZONA REVISED STATUTES; REPEALING SECTION 28-6307, ARIZONA UTES; AMENDING SECTION 28-6308, ARIZONA REVISED STATUTES; TIONS 28-6309, 28-6310, 28-6311 AND 28-6312, ARIZONA REVISED NDING SECTIONS 28-6313 AND 28-6351, ARIZONA REVISED STATUTES; TIONS 28-6352, 28-6353, 28-6354 AND 28-6355, ARIZONA REVISED ENDING TITLE 28, CHAPTER 17, ARTICLE 2, ARIZONA REVISED ADDING A NEW SECTION 28-6352; AMENDING SECTIONS 28-6538, 562, 28-7671, 28-7691, 28-7695 AND 42-6105, ARIZONA REVISED ENDING TITLE 42, CHAPTER 6, ARTICLE 3, ARIZONA REVISED ADDING SECTION 42-6105.01; AMENDING SECTIONS 48-5102 AND ONA REVISED STATUTES; REPEALING SECTIONS 48-5106 AND 48-5121. ED STATUTES; RELATING TO TRANSPORTATION PLANNING AND FINANCE.

(TEXT OF BILL BEGINS ON NEXT PAGE)

- i -



**Thank you!**

For more information, visit:  
**OurMomentumPlan.com**

**Phone: (602) 254-6300**

**Email: MOMENTUM@azmag.gov**



June 22, 2021: Unanimous recommendation to approve investment strategy.  
Transportation Policy Committee



# SCOTTSDALE TRANSPORTATION COMMISSION REPORT



**To:** Transportation Commission  
**From:** Kiran Guntupalli, Principal Traffic Engineer  
**Subject:** Goldwater Boulevard and Highland Avenue Intersection Improvements  
**Meeting Date:** March 17, 2022

---

## **Action:**

Information, Discussion and Possible Action to proceed with one of the design alternatives.

## **Purpose:**

The purpose of the presentation is to review several existing concerns at the intersection of Goldwater Boulevard and Highland Avenue and consider alternatives to improve the safety and convenience for the westbound left-turn movement, improve intersection sight distance, reduce speeding on Goldwater Boulevard, and improve pedestrian connectivity. Staff is requesting direction on how to proceed with a capital project to address the concerns.

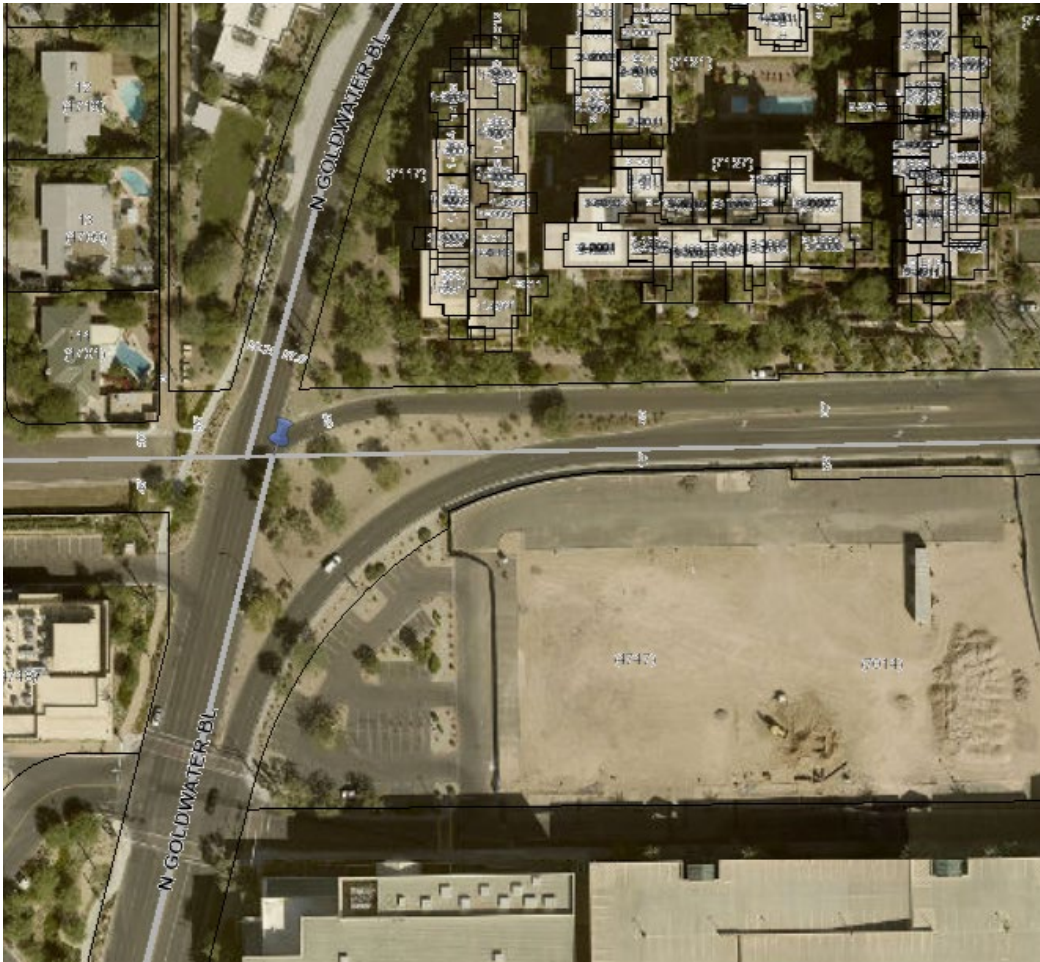
## **Background:**

The intersection of Goldwater Boulevard and Highland Avenue is a unique design. It was created when the City of Scottsdale constructed the Goldwater Boulevard and Drinkwater Boulevard Couplet system. The Couplets are intended to be a north-south by-pass street for vehicles on Scottsdale Road to avoid the slower section in the downtown area. The Couplet streets do not have traditional intersections where they connect to Scottsdale Road.

Goldwater Boulevard is classified as a Couplet. The street cross section has three southbound lanes and two northbound lanes. Goldwater Boulevard is a three-lane, one-way street heading south from Scottsdale Road where it intersects just south of Chaparral Road. The northbound portion of Goldwater Boulevard is a two-lane roadway that turns east once it gets north of Fashion Square Drive, becoming Highland Avenue. It passes through both residential and commercial land uses along its alignment.

Highland Avenue is a major collector that provides local east-west connectivity between Scottsdale Road and Goldwater Boulevard. It is a primarily a two-lane street; it transitions from two lanes at Scottsdale Road to one lane as it approaches southbound Goldwater Boulevard. Highland Avenue is stop controlled at Goldwater Boulevard and signalized at Scottsdale Road.





**Figure 1: Goldwater Boulevard and Highland Avenue intersection**

The intersection has four challenges that should be addressed:

1. Due to the intersection configuration, it is difficult to make the westbound left turn from Highland Avenue on southbound Goldwater Boulevard. The travel speeds on Goldwater Boulevard and sight distance limitations contribute to the difficulty.
2. The horizontal and vertical curvature in the Goldwater Boulevard alignment and the existing landscaping make it difficult to see approaching southbound vehicles at the Highland Avenue intersection.
3. The design of Goldwater Boulevard, three lane cross section with limited access, encourages high travel speeds. The high travel speeds increase the required sight distance needed.
4. There is no controlled pedestrian crossing of Goldwater Boulevard at Highland Avenue. The sidewalk on the north side of Highland Avenue ends at Goldwater Boulevard.

### **Sight Distance Evaluation**

The City of Scottsdale 2018 design standards are used to establish Sight Distance Criteria to evaluate existing sight distance at each of the study intersections. Sight distance is a measurement of how far along an intersecting street that a driver can see. Minimum sight distance

requirements are based on the design speed and the number of lanes along the intersecting roadway. A driver needs a certain amount of time to evaluate oncoming traffic to make a safe maneuver.

The number of left turn crashes at the Goldwater Boulevard and Highland Avenue intersection indicates that there may be an issue with sight distance for the driver stopped on Highland Avenue attempting to turn left onto southbound Goldwater Boulevard. Several accident reports stated that the driver could not see any oncoming traffic and departed the intersection only to be struck by an oncoming vehicle. One report noted that landscaping (bushes/shrubs) were obstructing the driver's field of vision. The intersection was reviewed in the field along with using aerial imagery and the City of Scottsdale's sight distance requirements and it was determined that this intersection does not have adequate sight distance available. Landscaping within the driver's field of vision is causing significant sight distance issues. Per the City of Scottsdale 2018 design standards and policies manual, Appendix 5-3B for three lane roadway facilities with a posted speed limit of 35 MPH (40 MPH design speed) the required sight distance is 486'. Following our field review and sight distance evaluation the existing sight distance is 306', more than 180' below the 486' criteria as shown in the figure.

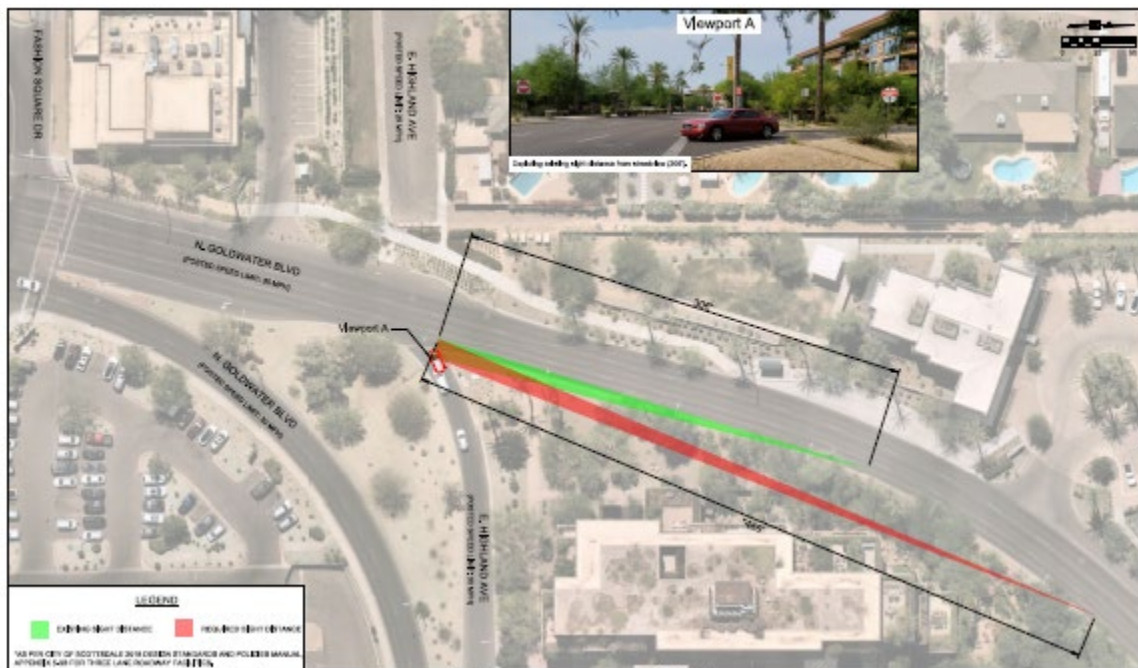


Figure 2: Sight Distance

**Analysis:**

Evaluating the existing capacity and safety analyses three conceptual level alternatives were developed to mitigate existing operational deficiencies while accommodating future traffic volumes. Capacity analysis for each of the recommended alternatives including future traffic volumes for the proposed development was completed.



**Alternative #1:**

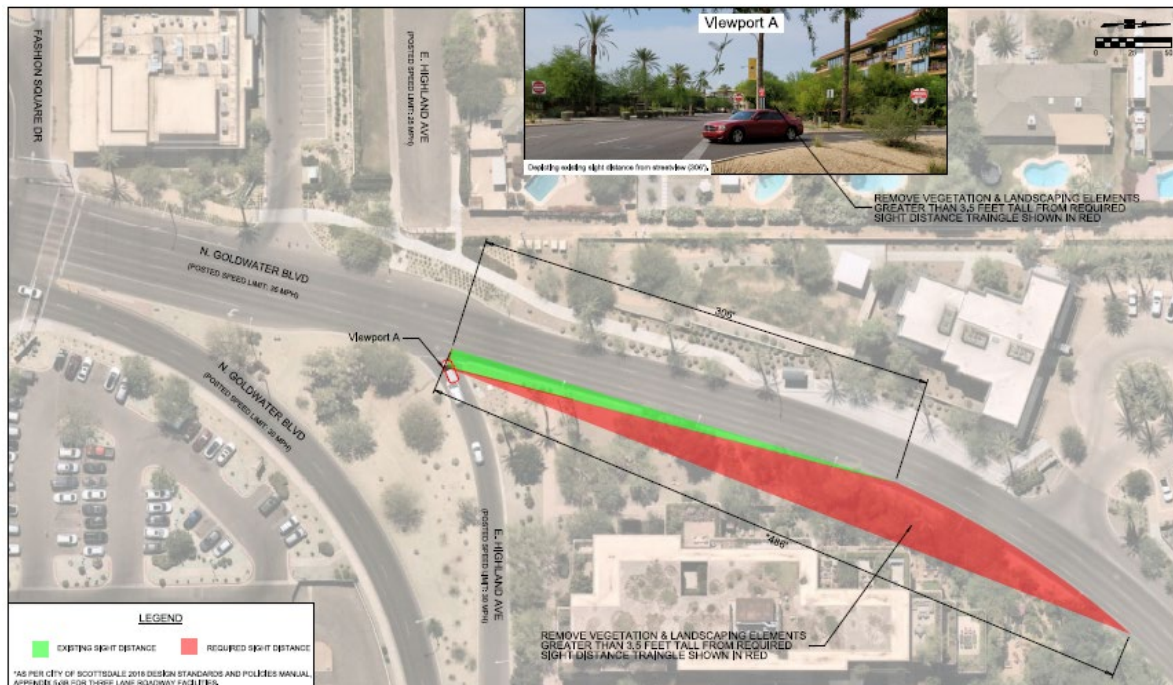
This alternative recommends removal of vegetation to address the required sight distance concerns at the intersection.

**Pros:**

- The sight distance will be cleared for vehicles to see the approaching vehicles.

**Cons:**

- The landscape features are located on private property and the property owner may not agree to such remediation.
- The speeding concerns of approaching vehicles are not addressed.
- Pedestrian crossing concerns are also not addressed.



**Figure 3: Vegetation Removal**

**Alternative #2:**

This alternative recommends a reduction of speed limit to 30mph, a lane reduction along southbound Goldwater Boulevard, addition of buffed bicycle lane along the corridor and removal of sidewalk along short stretch of Highland Ave to discourage pedestrians from crossing along Goldwater Boulevard as a controlled crossing is provided along Highland Avenue as a development requirement. A preliminary cost estimate to implement striping changes and add a bicycle lane would be around \$100,000.

**Pros:**

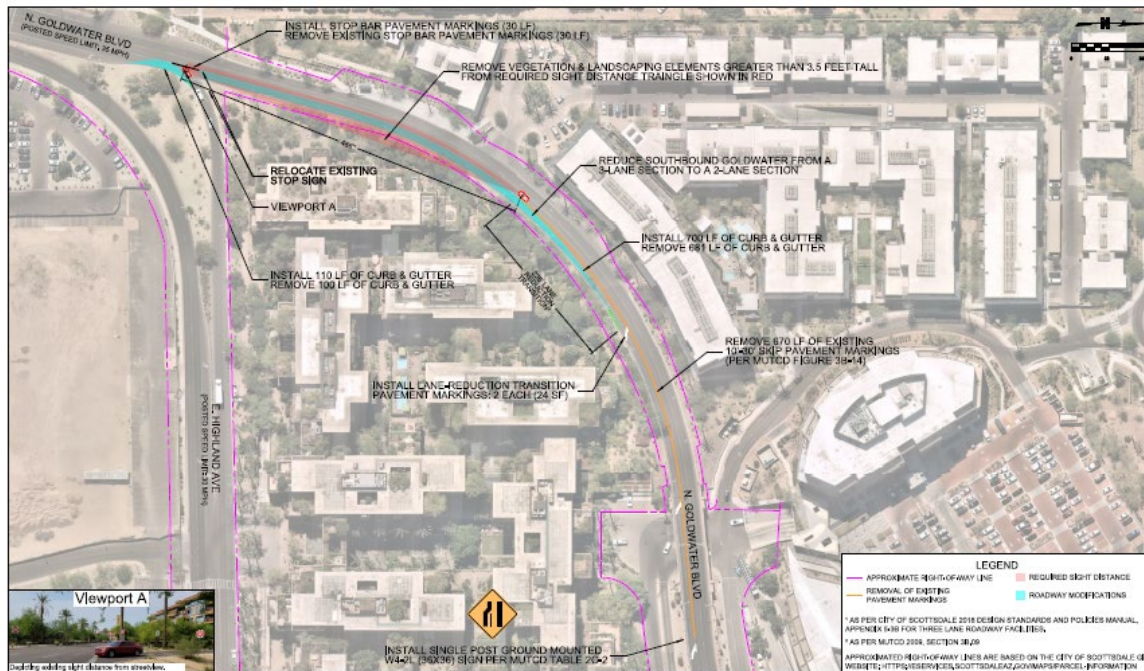
- The required sight distance is achieved.
- The speeding concerns of approaching vehicles are addressed.
- The landscape features are located on private property will not be affected.
- A controlled pedestrian crossing is not warranted on Goldwater Boulevard, but pedestrians can cross Goldwater Boulevard as an uncontrolled crossing. Pedestrians are required to yield to on-coming vehicles in such a scenario. Also, construction of a pedestrian hybrid beacon is stipulated to a development in the Fashion Square Mall. It will provide a safe

pedestrian access across Highland Avenue from the medium density development on north side of the street to Fashion Square Mall.

- The lane reduction and bicycle facility along Goldwater Boulevard is recommended in the draft 2022 Transportation Action Plan.

**Cons:**

- Commuters will have to adjust to the new lane configuration.
- Additional enforcement and education are required to address speeding concerns.



**Figure 4: Lane Reduction and Bicycle Lane**

**Alternative #3:**

This alternative recommends installation of a roundabout that extends from the Goldwater Boulevard and Fashion Square Drive intersection to Goldwater Boulevard and Highland Avenue intersection. The preliminary estimates of a roundabout installation at Goldwater Boulevard and Highland Avenue would be \$5.4 million plus the cost of any additional right-of-way to be acquired to construct the modifications.

**Pros:**

- A roundabout is the safest alternative from a road-user perspective.
- Speeding concerns are addressed.
- A pedestrian crossing could be provided.

**Cons:**

- Cost of installation is extremely high and is disruptive during construction phase.
- Right-of-way acquisition costs are extremely high at a premium real estate location.
- This option may not be supported by Macerich, the owner of Fashion Square Mall.



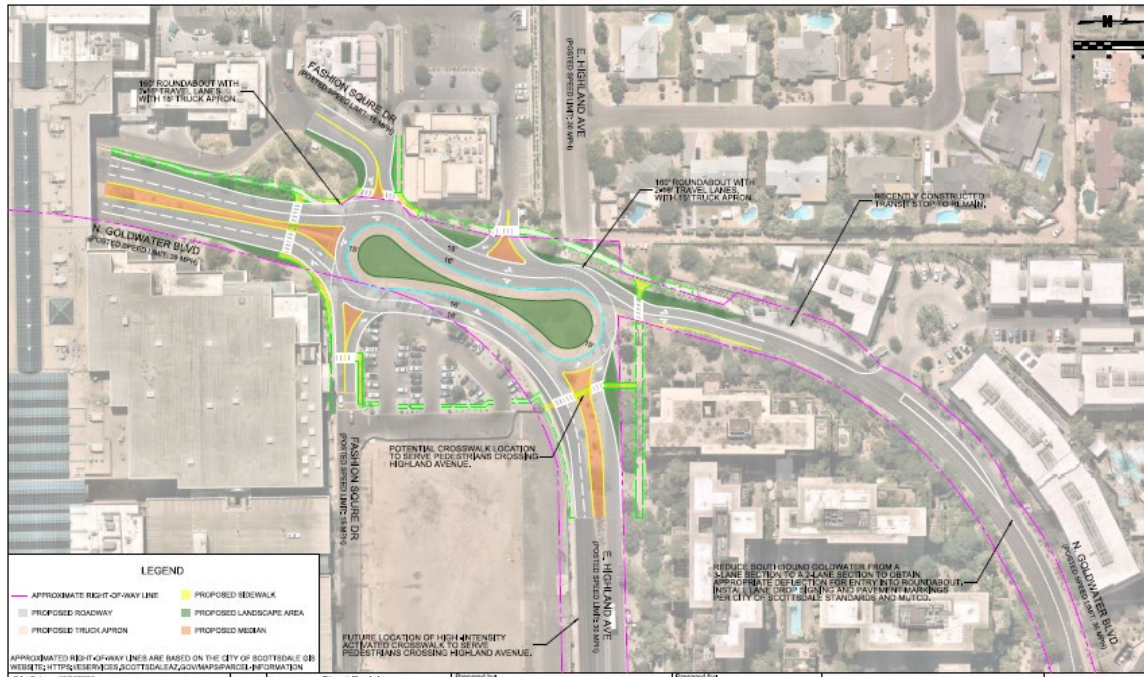


Figure 5: Roundabout

**Recommendation:**

In evaluating all the alternatives, staff believes Alternative #2 would address the concerns identified and can be achieved with minimal disruption to the road users. This alternative is also economical and will be widely accepted by all the stakeholders in the area. Therefore, staff recommends Alternative #2 for Transportation Commission's consideration.

---

**Staff Contact:** Kiran Guntupalli, 480-312-7623, [kguntupalli@scottsdaleaz.gov](mailto:kguntupalli@scottsdaleaz.gov)

**Attachments:**

1. Alternative #1
2. Alternative #2
3. Alternative #3





## **Transportation Commission**

# **Goldwater Boulevard and Highland Avenue Intersection Improvement Alternatives**

**March 17, 2022**

# Agenda

- Intersection
- Crash Data
- Identified Challenges
- Alternative #1
- Alternative #2
- Alternative #3
- Questions?
- Recommendation

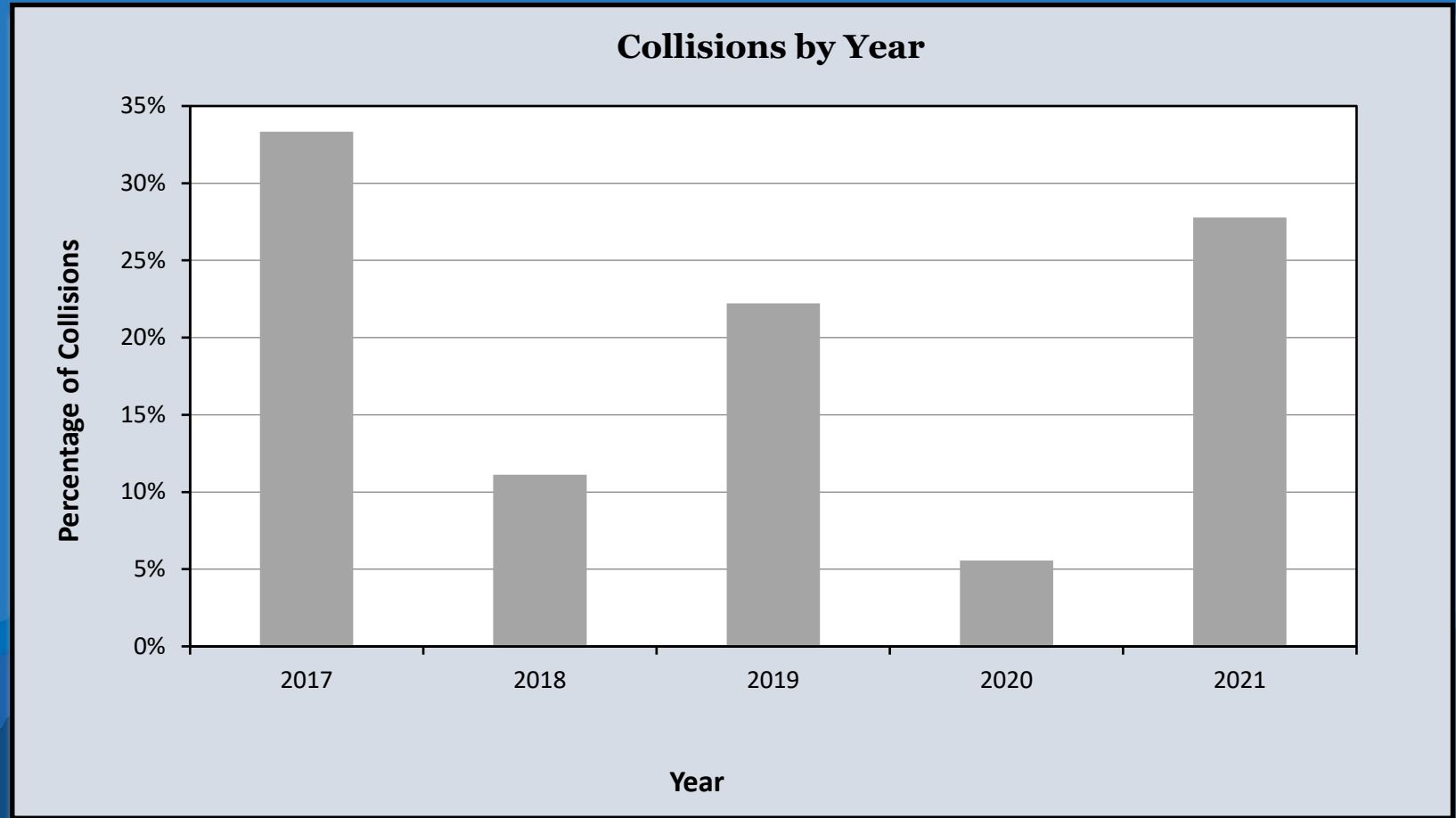
# Intersection – Goldwater Boulevard and Highland Avenue



- Goldwater Blvd. - Couplet
- Highland Ave. – Unique Roadway
- No access to Low Density Residential to the west
- Medium Density Residential in northeast corner
- Commercial in southeast corner

# Crash Data

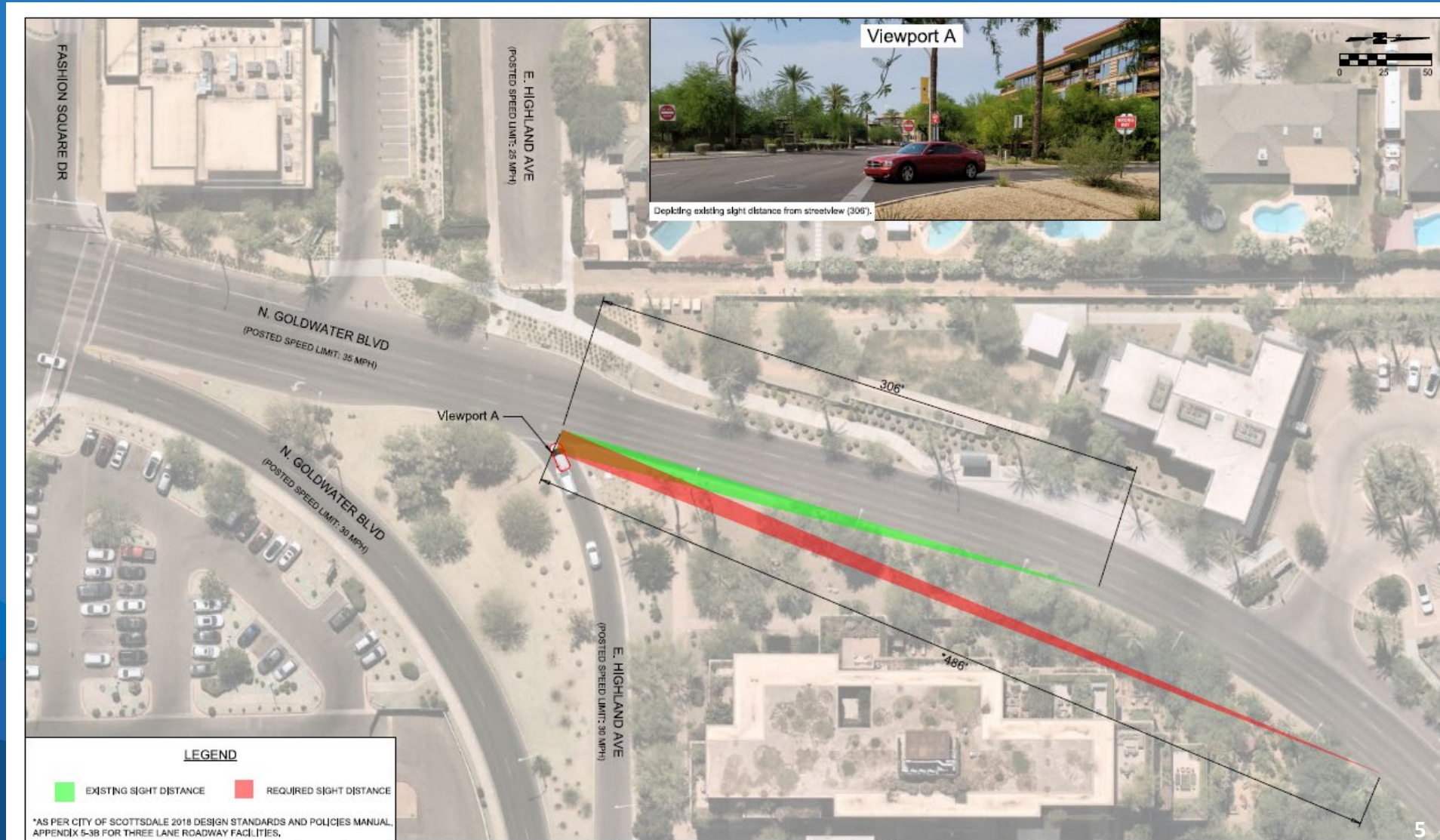
Collisions by Year		
Year	Total	%
2017	6	33%
2018	2	11%
2019	4	22%
2020	1	6%
2021	5	28%
<b>Total:</b>	<b>18</b>	<b>100%</b>





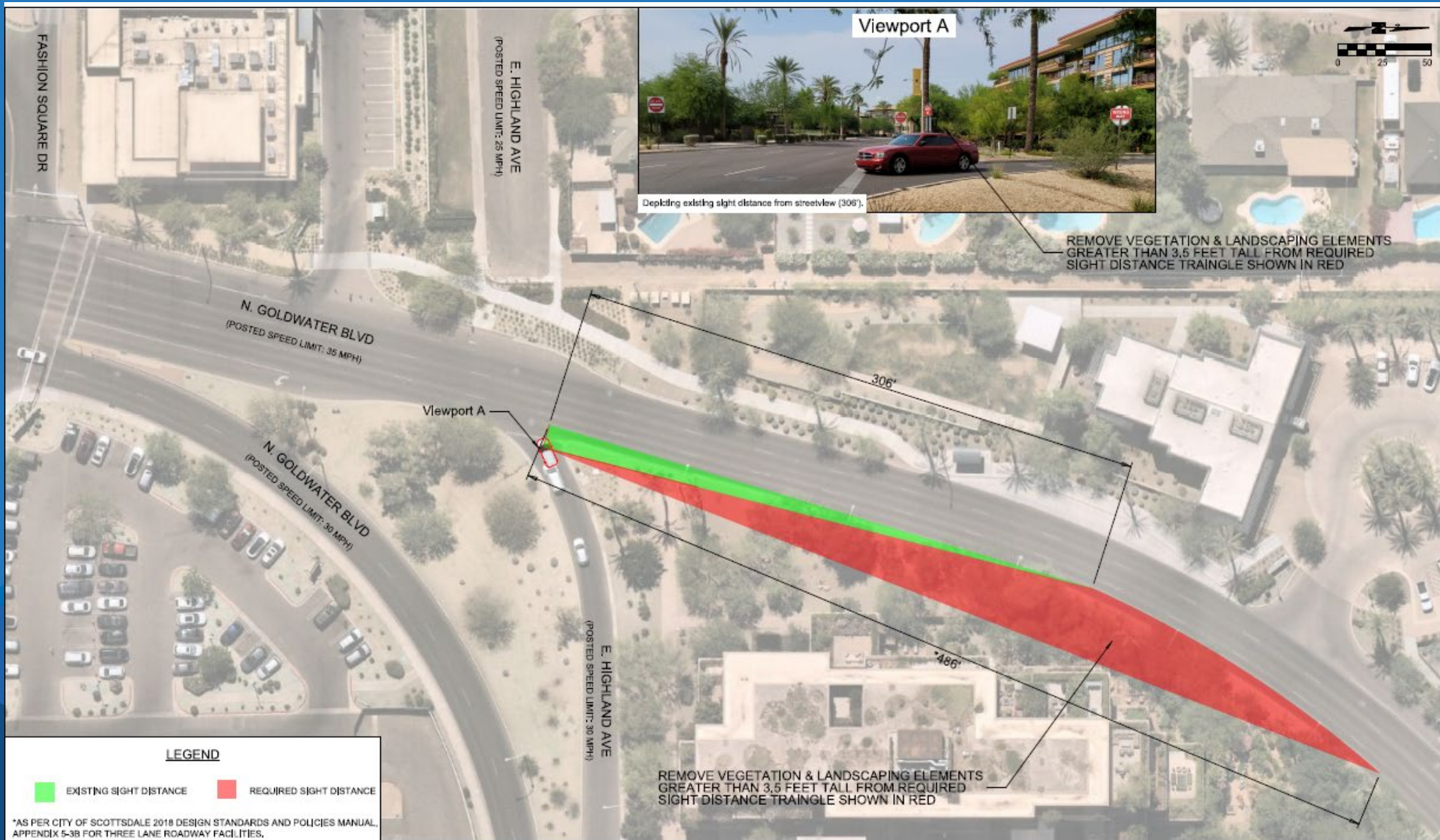
# Identified Challenges

- Sight Distance
- Roadway Curvature
- Speeding
- Pedestrian Crossing



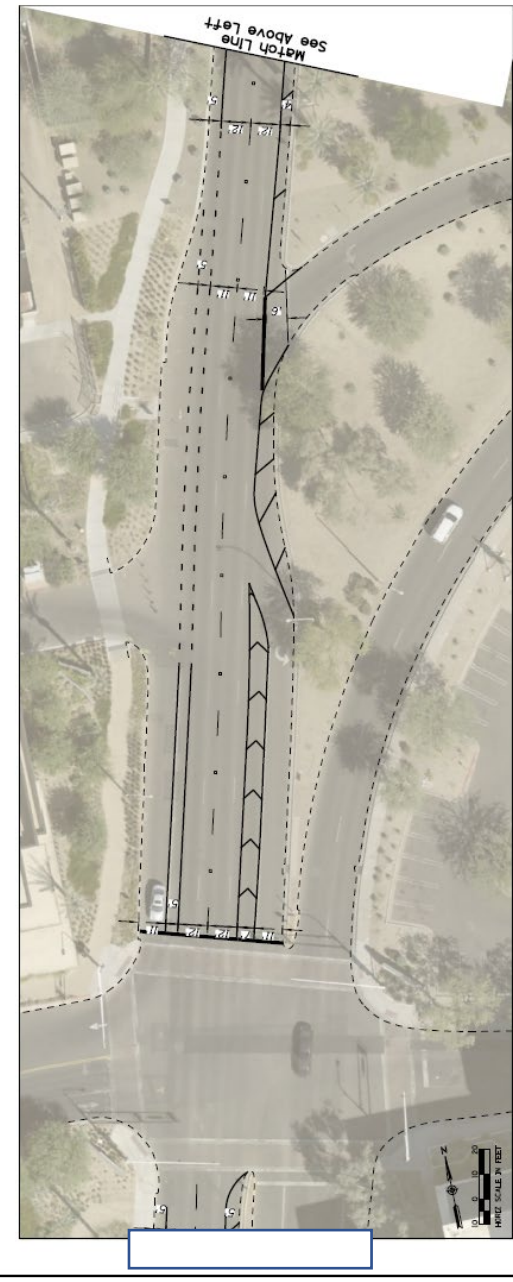
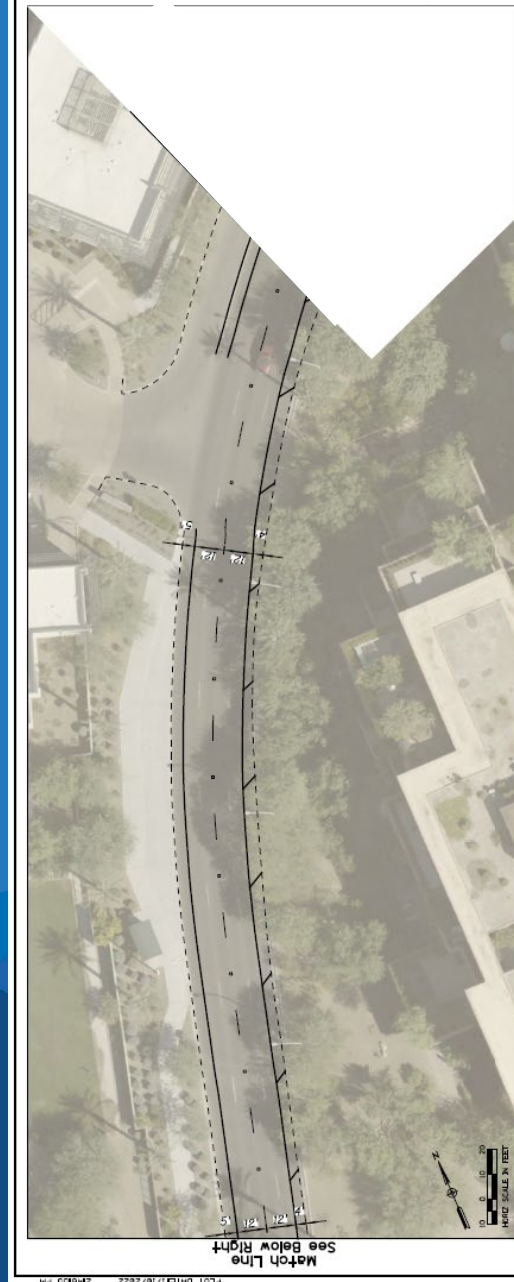
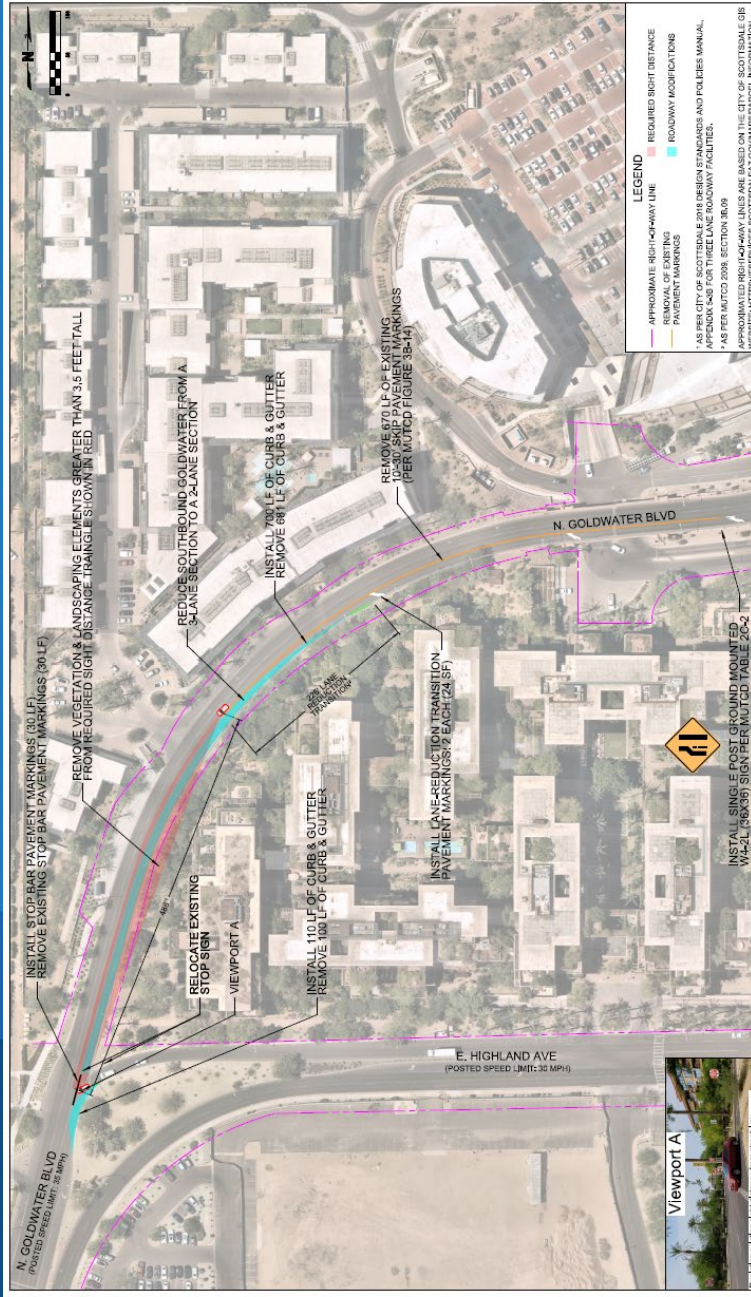


# Alternative #1: Remove Vegetation



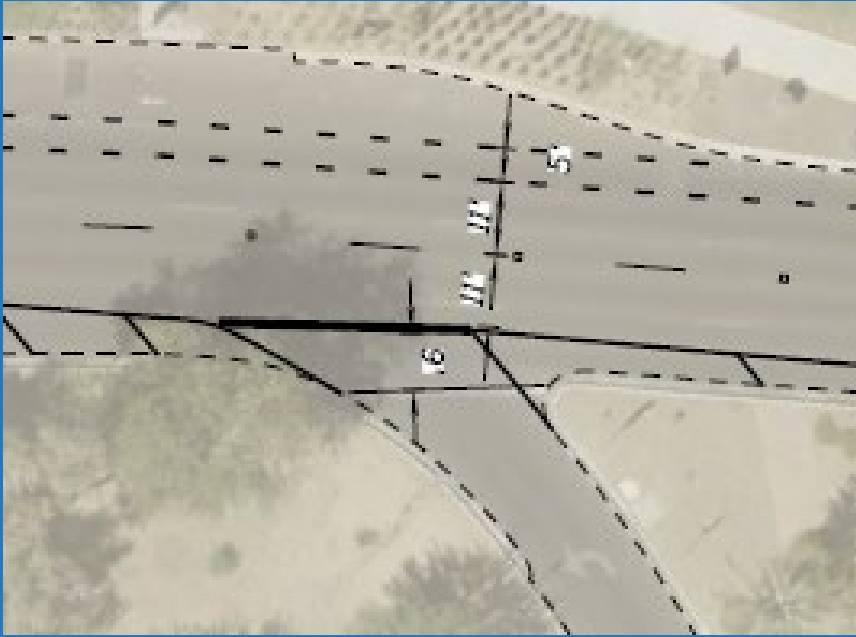


# Alternative #2: Lane Drop to Improve Visibility





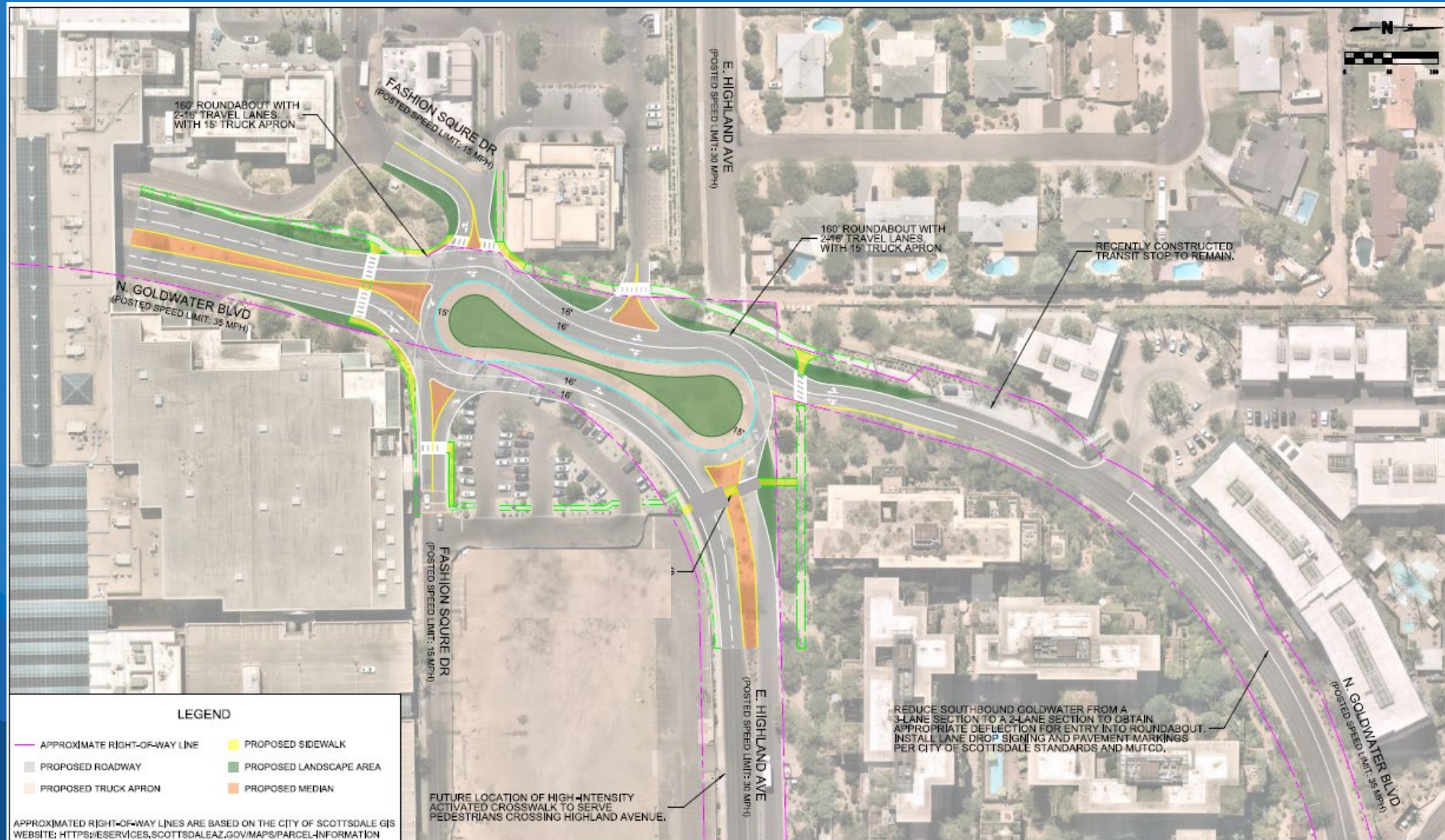
# Proposed Changes:



- Add bicycle lane along Goldwater Blvd.
- Reduce the posted speed limit on Goldwater Blvd. along the vertical and horizontal curve to 30mph



# Alternative #3: Infinitybout (Roundabout)



# Questions ?

# Recommendation



# Alternative #1



### LEGEND

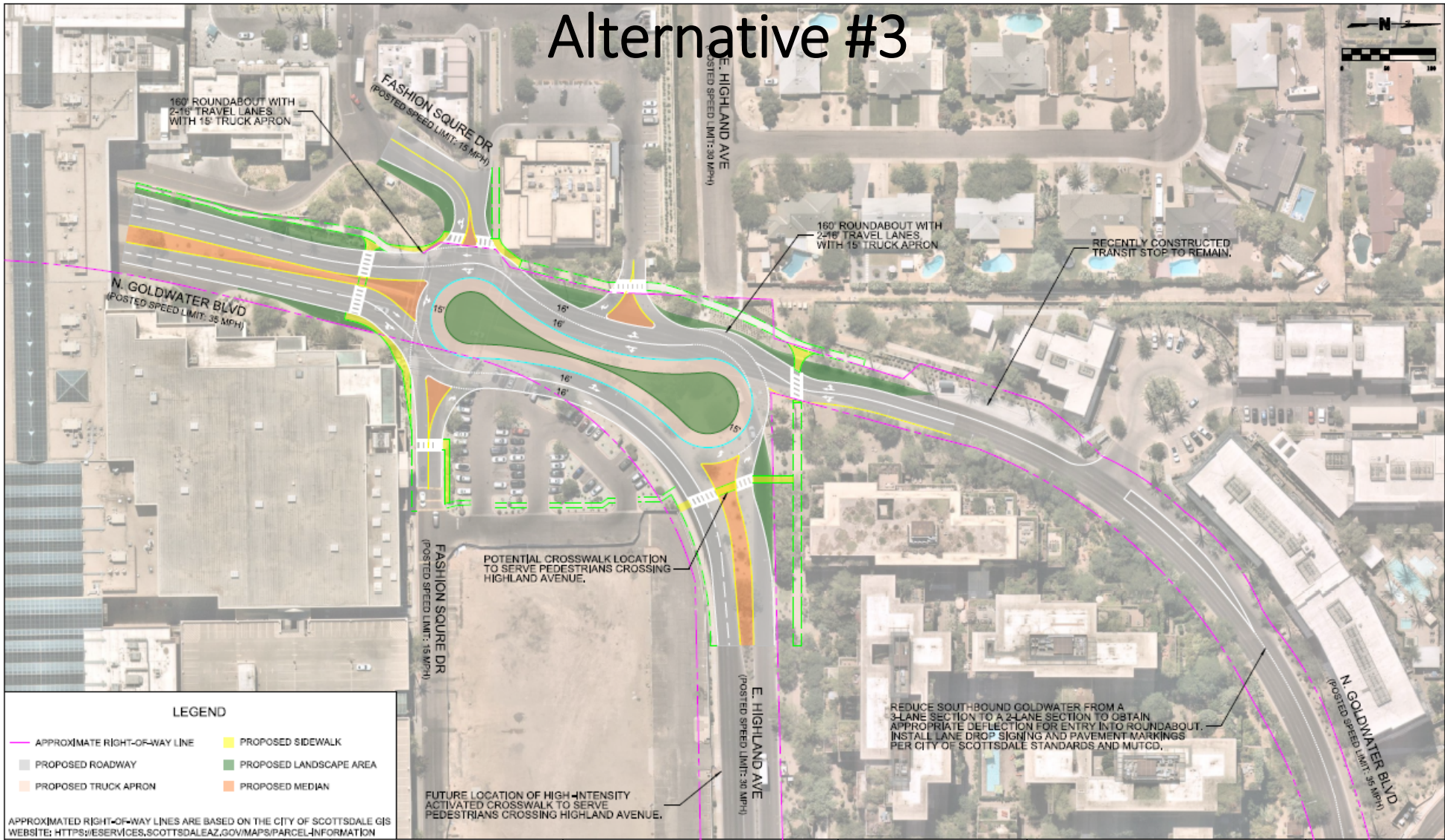
- EXISTING SIGHT DISTANCE
- REQUIRED SIGHT DISTANCE

\*AS PER CITY OF SCOTTSDALE 2018 DESIGN STANDARDS AND POLICIES MANUAL, APPENDIX 5-3B FOR THREE LANE ROADWAY FACILITIES.





# Alternative #3



# TENTATIVE FUTURE AGENDA ITEMS

Rev.03-10-2022

\*All Items Subject to Change\*

## TRANSPORTATION COMMISSION

**MEETING DATE: April 21, 2022**

**REPORTS/PRESENTATIONS DUE April 13**

- **Approval of Meeting Minutes** ..... **Action**  
*Approval of Regular meeting minutes March 17, 2022*
- **Cost Implications on CIP Projects**.....**Presentation and Discussion**  
*Discussion on costs during CIP projects and how it can be addressed– Dave Meinhart, Transportation Planning Manager*
- **Roundabout Education**.....**Presentation and Discussion**  
*Discuss benefits of Roundabouts and how success is evaluated – Phil Kercher, Traffic Engineer & Ops Manager*
- **Speed Limit Study Update Project**.....**Presentation and Discussion**  
*Present Traffic Engineering’s recent effort to update speed limit studies in Scottsdale- Phil Kercher, Traffic Engineering and Ops Manager and Kiran Guntupalli, Traffic Engineer Principal*
- **Construction Management Plan Requirement for Old Town Development**.....**Discussion and Action**  
*Discussion on requirement of a construction management plan for Old Town – Walt Brodzinski, Right-of-Way Manager*
- **Commission Identification of Future Agenda Items**.....**Discussion**  
*Commissioners may identify items or topics of interest for future Commission meetings*

### FUTURE ITEMS:

#### INFORMATION ITEMS

- **Urban Air Mobility** .....**Information**  
*Information on Urban Air Mobility as Mode of Transportation*
- **Electric Car Movement**.....**Information**  
*Information on the electric car movement – Hong Huo, Traffic Engineer Principal*
- **Shea and 124<sup>th</sup> Street Underpass** .....**Information**  
*Update on underpass – Susan Conklu, Senior Transportation Planner*
- **Utilities Causing Project Delays**.....**Information**  
*Update on the delay’s utility projects and how they are holding up project schedules and budgets- Mark Melnychenko, Transportation & Streets Director*
- **Federal Highway Administration’s Safety Countermeasures**.....**Information**  
*Update on the FHWA’s new safety countermeasures for pedestrians and bicycles – Dave Meinhart, Transportation Planning Manager*

#### TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES

- **Loop 101 Mobility Project**.....**Presentation and Discussion**  
*Discuss USA’s Transportation Research Department regarding connected vehicle technology -Kristin Darr, consultant and Mark Melnychenko, Transportation & Streets Director*
- **Impact on Parking**.....**Presentation and Discussion**  
*Latest parking study, Walter Brodzinski, Right-Way Supervisor*
- **Smart City**.....**Presentation and Discussion**

*Discussion on the City’s participation in Smart City applications as well as ITS strategic plan and ITS vehicle detection – Hong Huo, Traffic Engineer Principal*

- **Alternate Modes of Transportation.....Presentation and Discussion**  
*Discuss alternative modes of transportation including electric bicycles, scooters, and pedestrian improvements – Susan Conklu, Senior Transportation Planner*
- **Bus Stop Lighting.....Discussion**  
*Discuss future plans to light bus stop shelters – Ratna Korepella, Transit Manager*
- **Expanding Maintenance Needs.....Presentation and Discussion**  
*Maintenance of current infrastructure – Mark Melnychenko, Transportation & Streets Director*
- **Noise Walls.....Presentation, Discussion and Possible Action**  
*Discuss noise wall locations, including FHWA DBE levels – Mark Melnychenko, Transportation & Streets Director*
- **Linking the Five-Year Paving Plan to Restriping Efforts.....Presentation and Discussion**  
*Discussion around linking the five-year paving plan and restriping along with the Transportation Action Plan (TAP) – Shayne Lopez, Paving Manager*
- **2020 Traffic Volume and Collision Manual..... Presentation and Discussion**  
*Summarize the information in the recently published 2020 Traffic Volume and Collision Manual – Kiran Guntupalli, Traffic Engineer Principal and Parker Murphy, Traffic Engineer*
- **No Engine Braking Ordinance Update.....Presentation and Discussion**  
*Discuss the recently approved no engine braking ordinance and its application -Phil Kercher, Traffic Engineering and Ops Manager and Walt Brodzinski, Right-of-Way Manager*
- **Sensagrate Pilot Project.....Presentation and Discussion**  
*Discuss Sensagrate Pilot Project in Scottsdale and how the results can be utilized – Darryl Keeton, Sensagrate*
- **Leading Pedestrian Interval Policy.....Presentation and Discussion**  
*Discuss Leading Pedestrian Interval Policy and how the city applies it – Hong Huo, Traffic Engineer Principal*

**PATHS & TRAILS SUBCOMMITTEE**

**MEETING DATE: April 5, 2022**

**REPORTS/PRESENTATIONS DUE March 28**

- **Approval of Meeting Minutes ..... Action**  
*Approval of Regular meeting minutes of February 1, 2022*
- **Federal Highway Administration Proven Safety Countermeasures .....Presentation and Discussion**  
*Information on how bike lanes improve safety – Kiran Guntupalli, Principal Traffic Engineer*
- **Bicycle Education Program .....Presentation and Discussion**  
*Update on Laws and Education – Susan Conklu, Senior Transportation Planner*
- **Bike Month Update.....Information**  
*Information on Bike Month – Susan Conklu, Senior Transportation Planner*
- **Other Transportation Projects and Programs Status.....Information**  
*Status of projects and programs – Susan Conklu, Senior Transportation Planner*
- **Subcommittee Identification of Future Agenda Items.....Discussion**  
*Subcommittee members may identify items or topics of interest for future Subcommittee meetings*

**FUTURE ITEMS:**

**INFORMATION ITEMS**

- **Vision Zero.....Information**  
*Information on Vision Zero (Tempe) – Susan Conklu, Senior Transportation Planner*

**TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES**

- **Access to Indian Bend Wash** ..... **Presentation and Discussion**  
*Better access and how the Parks Dept. can assist. – Susan Conklu, Senior Transportation Planner*
- **Path and Trail Gap Analysis** ..... **Presentation and Discussion**  
*Information on gaps in the citywide path and trails network – Greg Davies, Senior Transportation Planner*
- **Equestrian Connectivity** ..... **Presentation and Discussion**  
*Panel – Susan Conklu, Senior Transportation Planner*
- **Pavement Restriping** ..... **Presentation and Discussion**  
*Information on the coordination of re-paving and re-striping – Dave Meinhart, Transportation Planning Manager*



## Lofgren, Kyle

---

**From:** Cathy Coker <CathyCoker@msn.com>  
**Sent:** Monday, February 21, 2022 4:50 PM  
**To:** Meinhart, David  
**Cc:** Lofgren, Kyle; Milhaven, Linda  
**Subject:** Re: 128th Street north of Ranch Gate Road to Rio Verde Drive. Reply Requestef

**⚠ External Email: Please use caution if opening links or attachments!**

Dave,

128th street paving was not tabled during the city council 2016 transportation plan. It was approved and I have copied Councilwoman Milhaven who supported this and recalls the vote.

What was tabled was reclassifying Happy Valley East of Alma School as a major collector because it does not meet the criteria of minor arterial. It is too narrow. Not even wide enough for a single bike lane. I can send that documentation by separate email.

Regarding the special transportation working session scheduled for Tuesday Feb 22, specifically 128th Street, I did not see my letter included with public comments.

This leads me to be concerned about the objectivity of documents included.

At this late date, how do we ensure that my and other public comments that support paving 128 to keep construction traffic off of rural residential Happy Valley Road east of Alma School are presented?

Cathy Coker

Sent from my iPhone.

On Feb 4, 2022, at 2:49 PM, Meinhart, David <DMeinhart@scottsdaleaz.gov> wrote:

Ms. Coker,

I am responding to the e-mail you sent to the Transportation Commission on 1/20/22 and as a follow up to a voice mail I left a minutes ago.

A significant portion of 128<sup>th</sup> Street between Ranch Gate Road and Rio Verde Drive is bordered by private development. It is my understanding that these private landowners are required, through zoning stipulations, to pave 128<sup>th</sup> Street when they develop their land. In all, developers will construct the mile between the Jomax Road alignment and Rio Verde Drive and the ¼ mile north of Ranch Gate Road to the McDowell Sonoran Preserve boundary. The ¾ mile section with Preserve on both sides is the responsibility of the City. Based on an estimate developed by City design staff in 2020, paving a 2-lane

roadway with limited drainage improvements and a walkway on the east side for the entire distance from Ranch Gate to Rio Verde would have cost over \$8 million if the city funded all the work.

I recently did some research on the history you mention circa 2016, since I was retired from the City at that time. From the review I did of the detailed transcripts of discussions held by City Council at that time, 128<sup>th</sup> was kept in the city's long range plan as a 2-travel lane minor collector, which was the designation that had been in place since 1984. There was also discussion to possibly limit the segment through the Preserve to emergency access only. That topic was tabled at least until the 118<sup>th</sup> Street connection between Jomax and Rio Verde (now open) was complete, so that 128<sup>th</sup> could provide a route for subdivision construction traffic. This approach came about after concerns had been raised about construction traffic by Troon area residents.

More recently in December 2021, the Transportation Commission voted to keep the 128<sup>th</sup> Steet corridor as a future public road as part of our draft Transportation Action Plan. City Council will be reviewing this issue at a Work Study Session on the Transportation Action Plan scheduled for 2/22/22. No final action will be taken at that meeting. A formal approval of the Transportation Action Plan will be scheduled once staff has received direction from Council at the study session. Information staff has prepared for the Transportation Action Plan, a swell as the draft plan, will be posted on the Council's web site ahead of the 2/22/22 meeting.

Sincerely,

Dave Meinhart  
Transportation Planning Manager  
480312-7641

## Lofgren, Kyle

---

**From:** WebServices  
**Sent:** Thursday, February 17, 2022 6:22 PM  
**To:** Conklu, Susan; Lofgren, Kyle; Pamela Iacovo; kentlall@pdx.edu; miller.maryann1@gmail.com; karenkoyal@cox.net; ktwilcoxon@gmail.com; Melnychenko, Mark; dna@anderson-nelson.com  
**Subject:** Transportation Commission Public Comment  
**Importance:** Low

**Name:** Heather Nelson  
**Address:** 7511 E Mariposa Grande Drive, Scottsdale, AZ 85255  
**Email:** htawes@clever101.com  
**Phone:**

**Comment:**

**Miller Road Project - NO! We have owned a home in Los Portones since 2005 and purchased it because we fell in love with the privacy of the Rawhide wash behind us. It is wide open between our home and the Los Portones townhomes. We are opposed to the Miller Road extension as it will put a 4 lane road basically in our backyard. The road will impact the quiet enjoyment of our home as it curves toward us and will be right over our view fence. Additionally, there is no need for such a large road that will only go to Happy Valley. It will also significantly impact the value of our homes. Who wants such a large road in your backyard? We never would have purchased a home with a large road behind us and selected our home for that very reason. We will go from peace and quiet and hearing coyotes in the wash to cars driving by. Pima and Scottsdale traffic is insane and this extension will now divert some of that traffic to our residential neighborhoods. Why 4 lanes? Why not limit it to 2 lanes if the project has to be done, which is more appropriate for the neighborhood? We have no commercial development in this proposed extension. Also, I had asked in a previous meeting with the project manager whether they would use noise abating surfaces and was told no. I disagree that there are more people that approve this project than disapprove. They are clearly not residents who will be impacted. Thank you for your consideration.**

## Lofgren, Kyle

---

**From:** Conklu, Susan  
**Sent:** Tuesday, February 22, 2022 10:08 AM  
**To:** Lofgren, Kyle; Meinhart, David  
**Cc:** Lenko, Cristina  
**Subject:** FW: Public Comment - Pamela Iacovo

In case you don't automatically receive a copy.

Thanks,  
Susan

*Susan Conklu, Senior Transportation Planner*  
City of Scottsdale  
Transportation Planning  
480-312-2308  
[sconklu@scottsdaleaz.gov](mailto:sconklu@scottsdaleaz.gov)

---

**From:** notifications@cognitoforms.com <notifications@cognitoforms.com>  
**Sent:** Thursday, February 17, 2022 7:05 PM  
**To:** Conklu, Susan <SConklu@Scottsdaleaz.gov>  
**Subject:** Public Comment - Pamela Iacovo

 **External Email: Please use caution if opening links or attachments!**

# City of Scottsdale

## Public Comment

### Entry Details

FULL NAME	Pamela Iacovo
ADDRESS	13524 E Gold Dust Ave
PHONE	(480) 213-4885
EMAIL	<a href="mailto:piacovo@cox.net">piacovo@cox.net</a>



**COMMENTS**

This TAP represents a great effort by City Staff to address all modes of transportation in moving forward with the vision of the citizens, and in coordination with the General Plan.

---