



**SCOTTSDALE TRANSPORTATION COMMISSION
Notice and Agenda**

Date: Thursday, March 20, 2025

Time: 5:15 P.M.

Location: Kiva – City Hall

3939 N. Drinkwater Boulevard

Scottsdale, AZ 85251

Call to Order

Roll Call

| | |
|-----------------------------|---------------------------------|
| Mary Ann Miller, Chair | Mailen Pankiewicz, Commissioner |
| Kerry Wilcoxon, Vice-Chair | Emmie Cardella, Commissioner |
| Robert Marmon, Commissioner | Kyle Davis, Commissioner |
| Lee Kauftheil, 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

Citizens may address the members of the Transportation Commission during Public Comment. This “Public Comment” time is reserved for citizen comments regarding non-agendized items. Arizona State law prohibits the Transportation Commission 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 Transportation Commission 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

Transportation Commission. A written public comment may be submitted electronically at the following link: <https://www.scottsdaleaz.gov/boards/transportation-commission>

1. **Approval of Meeting Minutes**-----**Discussion and Action**
Regular Meeting of the Transportation Commission – February 20, 2025
2. **Prop 479: Arterial Life Cycle Program**-----**Information and Discussion**
Update on the City of Scottsdale project associated with the Arterial Life Cycle Program (ALCP) – Nathan Domme, Transportation Planning Manager
3. **Feasibility Studies and Conceptual Designs for Capital Projects**-----**Information and Discussion**
Information on staff efforts to conduct Feasibility Studies and Conceptual Designs at the start of Capital Projects – Nathan Domme, Transportation Planning Manager
4. **Path Wayfinding Signage Update**-----**Information and Discussion**
Update on the Path Wayfinding Signage Project and related efforts for path users – Susan Conklu, Senior Transportation Planner

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 20, 2025
City Hall Kiva Forum
3939 N. Drinkwater Boulevard
Scottsdale, AZ 85251**

CALL TO ORDER

Chair Miller called the meeting of the Scottsdale Transportation Commission to order at 5:16 p.m.

ROLL CALL

PRESENT: Mary Ann Miller, Chair
Kerry Wilcoxon, Vice-Chair
Emmie Cardella
Kyle Davis
Lee Kauftheil
Robert Marmon
Mailen Pankiewicz

STAFF: Mark Melnychenko, Transportation & Streets Director
Nathan Domme, Transportation Planning Manager
Cristina Lenko, Public Information Officer
Susan Conklu, Senior Transportation Planner
Greg Davies, Senior Transportation Planner
John Hoang, Principal Traffic Engineer
Helayne Domingue, Senior Traffic Engineer
Sam Taylor, Principal Traffic Engineer
Kyle Lofgren, Office Manager

PUBLIC COMMENT

Mr. Lofgren noted that no written comments were submitted. One person submitted a request to speak card for item 3.

1. Approval of Meeting Minutes

Chair Miller noted a correction on page 4.

VICE-CHAIR WILCOXON MOVED TO APPROVE JANUARY 16, 2025, TRANSPORTATION COMMISSION REGULAR MEETING MINUTES AS AMENDED. COMMISSIONER DAVIS SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ZERO (0) BY ROLL CALL VOTE. CHAIR MILLER, VICE-CHAIR WILCOXON, AND COMMISSIONERS CARDELLA, DAVIS, KAUFTHEIL, MARMON, AND PANKIEWICZ VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

2. Approval of the Annual Transportation Commission Report

Chair Miller noted this was tabled from last month and has been corrected and updated.

COMMISSIONER DAVIS MOVED TO APPROVE THE ANNUAL TRANSPORTATION COMMISSION REPORT. COMMISSIONER MARMON SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ZERO (0) BY ROLL CALL VOTE. CHAIR MILLER, VICE-CHAIR WILCOXON, AND COMMISSIONERS CARDELLA, DAVIS, KAUFTHEIL, MARMON, AND PANKIEWICZ VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

3. Clarendon Ave NTMP Variance Request

Helayne Domiguez, Senior Traffic Engineer, presented an overview of the Clarendon Avenue variance request to the Neighborhood Traffic Management Program (NTMP) warranting criteria.

The NTMP is used to evaluate requests for traffic calming devices such as speed cushions. Requests and a letter of interest are received from residents, which initiates the collection of traffic data to determine if the traffic calming device is warranted. The data collected from Clarendon Avenue is close to meeting the minimum NTMP criteria; therefore, staff is requesting a variance to move forward in the process. The purpose of this item is seeking the Commission's approval of the variance request.

Ms. Dominguez provided a summary of the warranting criteria for traffic calming devices. An overview of the results from the study segment was provided, noting the street meets all physical criteria but is wider than local residential streets. The speed criteria are met. The car volume results were short 42 cars and did not meet the criteria. Staff is recommending a variance to the NTMP warranting criteria because most criteria are met except for volume, which is within ten percent of the minimum threshold. Traffic calming devices would still be appropriate.

The measured speeds show a speeding trend, and typically NTMP requests received meet the volume criteria but not the speed criteria. There is a history of crash data along this segment, and it is close to Pima Elementary School, where pickup and drop-off affect traffic patterns.

Troyce Hundell addressed the Commission regarding his experience with excessive and speeding traffic on Clarendon Avenue, which was referenced as the "mini 101".

Commissioners were given an opportunity to comment and ask questions. In response, Ms. Dominguez noted a formal evaluation needs to be completed, but the preliminary design calls for speed cushions to be installed as traffic calming devices. Children walking to Pima Elementary were not part of the study but based off the location and that this is a very residential neighborhood, it can be assumed Clarendon Avenue is used to get to school. The criteria considered captures cut-through traffic, but it does not provide data on where traffic is coming from or traffic patterns. Variance and exemption follow the same process.

Staff recommend approval of the variance because the noted section of Clarendon Avenue measures very high speeds which are rarely met, the volume is marginally lower than the minimum threshold, and staff finds it acceptable while considering other characteristics of the roadway. The plan in place for this segment is speed cushions, but a more comprehensive plan can be considered and potential community wide traffic calming options evaluated. Mr. Taylor noted speed cushions are effective traffic calming devices when spaced at appropriate intervals. They can also be controversial when some residents want them and others don't, which is why this is a citizen-led process that requires the petition and interest forms.

Ms. Dominguez explained the policy is written so the criteria must be met and does not allow for engineering judgement as in the matter before the Commission, but that will be taken into consideration during policy development. Mr. Taylor explained the vehicle threshold was established in the early 2000's potentially through peer review of other cities that have traffic calming programs.

Ms. Dominguez discussed a prior variance request from 2023 that was presented to the Commission but not recommended by staff. The next step in this process is creating a notification and identifying the affected area. The department evaluates the neighborhood to determine residences that will be affected by installation of speed cushions, then the petition is created, and the resident-led process collects signatures from property owners. Signatures from 70 percent of the property owners are required for approval, then the petition comes back before the Commission. The road width remains constant from 82nd Street to Granite Reef Road, but it is undetermined if speeding is occurring past Hayden Road because data collection was governed by the request and letter of interest which did not extend past Hayden Road.

Commissioner Kauffheil expressed interest in the City expanding the scope and installing traffic calming devices the entire half mile on Clarendon Avenue from 82nd Street to Granite Reef Road as it would seem they are experiencing similar issues.

Chair Miller thanked Mr. Hudnell for bringing this to the City and Commissions' attention.

COMMISSIONER PANKIEWICZ MOVED TO APPROVE THE VARIANCE TO THE NTMP WARRANTING CRITERIA TO PROCEED WITH THE INITIATION OF THE NEIGHBORHOOD PETITION FOR CLARENDON AVENUE BETWEEN 82ND STREET AND GRANITE REEF ROAD. VICE-CHAIR WILCOXON SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ZERO (0) BY ROLL CALL VOTE. CHAIR MILLER, VICE-CHAIR WILCOXON, AND COMMISSIONERS CARDELLA, DAVIS, KAUFTHEIL, MARMON, AND PANKIEWICZ VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

4. Strategic Transportation Safety Plan: Common Practices and Department Success

Nathan Domme, Transportation Planning Manager, presented and discussed the Transportation Department history and common practices assessment. Correcting a statement from the last meeting, Mr. Domme noted Scottsdale has two intersections on Maricopa Association of Government's top 100 dangerous intersections: Camelback Road and Goldwater Boulevard, and Thomas Road and Hayden Road.

The City of Scottsdale has over 20 years of safety planning history and several plans that express safety initiatives, goals, and countermeasures. The common theme was and continues to be reducing injuries within the transportation network, which is refined, modified, and improved upon with each plan.

- The 2003 Transportation Master Plan (TMP) was the first plan that established safety as a goal and policy for the City. The Transportation Commission's goal in 2003 was to prioritize projects with emphasis on safety and reduce injuries.
- The 2008 TMP expanded the overall goal for safety and the reduction of injuries and deaths by transportation-related causes and included countermeasures that align with improving safety in transportation.
- The 2016 TMP expanded emphasis on safety with data-driven solutions that focused on how data related to safety is being collected and used. This plan included a policy for roundabouts. A requirement was established for the preparation of a report showing traffic volume and collision rates every two years to show trends that reveal if safety measures are working.
- The General Plan 2035 recognized the primary role of the automobile and fully integrated other modes of transportation to ensure users can safely and effectively travel within the city. Transportation safety goals were emphasized in the General Plan.
- The 2022 Transportation Action Plan (TAP), in compliance with the General Plan, looked to preserve and refine the existing transportation system with a stronger emphasis on additional bicycle and pedestrian safety facilities.

Many safety measures have been implemented in the city over the past 20 years. Currently there is a five-year pavement plan with a goal of keeping the pavement index as high as possible to improve safety. Road safety audits of corridors are conducted by the Engineering Team who address necessary safety improvements. Components of a safety plan have been part of the transportation plan, but this will be the first sole Road Safety Plan to keep efforts moving forward. Local roads do not receive the same attention as collectors and arterial roadways. Neighborhood traffic management is a mechanism for local roads to be brought to staff's attention for review and improvement.

Intersections are where most of the conflict points are. Staff continues to look for ways to install safety countermeasures at intersections. Other intersection improvements include roundabouts, and Scottsdale has 26 of them that have proven to be successful at reducing serious and fatal injuries.

Another key component is speed management and ensuring there are appropriate speed limits for all users. Speed safety cameras are utilized to capture data that can be interpreted to determine how the speed limit is working and what is happening in a specific location.

Bicycle and pedestrian safety measures include grade-separated crossings, which are a vital resource to prevent conflict points for vulnerable users. The city currently has over 100 throughout but mostly along the multi-use paths. Other safety measures include HAWKS and RRFBs, crosswalk visibility enhancements, and buffered bicycle lanes.

DSPM engineering standards are a key feature used to improve safety throughout the city including any roadway projects for the City and developers, for example, keeping site lines available and making sure people can see cars coming when making left turn decisions or ensuring no boulders are in the medians or landscape buffers.

Over the past 20 years there has been a significant reduction in serious injuries with infrastructure improvements. The number went from 300 per year in the 1990s to approximately 70 per year in 2024, which is trending in the right direction. From a regional context, Scottsdale is in the scale of high fatality rate to high population. There is still work to be done to get into the same range as the Towns of Gilbert and Chandler.

Mr. Melnychenko briefly spoke of two citizen safety requests that were addressed: bike lane buffers being added to the bike lane on Thunderbird Road from Hayden Road to Northsight Park and a new speed feedback sign on Chaparral Road between Hayden Road and Miller Road.

Ryan Wozniak, Senior Transportation Planner with TYLin, was joined by Chris Milner, Principal Project Manager, and Allison Sadow. They are a multi-disciplinary team that provides an interesting mix of consulting powers between all teams based on the specialties that exist.

Mr. Wozniak reviewed and discussed the processes and considerations involved in developing a Strategic Transportation Safety Plan. Nationally fatalities are on the rise with an economic impact to the country of \$340 billion in 2022. All cities are being asked to holistically evaluate their traffic safety programs using up-to-date best practices. Scottsdale's success comes from the investment in maintaining high competency in Transportation Department practices.

The language within the plan will be tailored to and appropriate for Scottsdale, and personal biases will be eliminated. Language will be used that is clear about intentions and easily understood.

Commissioners were given an opportunity to comment and ask questions. Mr. Wozniak explained the example provided regarding equitable speed limit for a school zone. Vice-Chair Wilcoxon noted it is important for the City to have a vision for safety, and there is an importance of ensuring the plan communicates they are trying to do the job. Commissioner Kauftheil noted an important message would be the financial cost of doing something versus the cost of doing nothing. Commissioner Pankiewicz asked to ensure socioeconomic aspects of Scottsdale are taken into consideration to determine high-risk people and areas.

Mr. Domme explained risks will be addressed when they evaluate aging infrastructure within the network. There will be emphasis on sidewalk gaps, transit network, and ADA compliance. Vice-Chair Wilcoxon congratulated staff for ensuring the roads are managed and operated in a safe manner to decrease serious injury crashes.

Mr. Wozniak explained the purpose of the common practice assessment was to bring everyone together on the same page. The upcoming meetings, drafts, and proposals will be developed using long-term traditions, statistics, and evidence. Best practices include Safe System Approaches that include an improved understanding for the meaning of “humans are vulnerable and make mistakes”. Moving forward, an analysis will be developed to understand strengths, weaknesses, and opportunities.

Commissioners were given an opportunity to comment and ask questions. Mr. Taylor explained how safe speeds are determined. Mr. Domme added speeds are related to the design and build of the roadway. Commissioner Kauftheil suggested the City look at the context and then make the road safer instead of altering driver behavior. Mr. Wozniak discussed building a culture of safety through understanding and finding common values.

Commissioners were given an opportunity to comment and ask questions. Chair Miller inquired about the culture in Scottsdale being a tourist destination. Commissioner Pankiewicz spoke about the notice provided in New Zealand to tourists.

Mr. Wozniak discussed the elements of vulnerable road users, a common term in safety practices and plans.

Commissioners were given an opportunity to comment and ask questions. Commissioner Kauftheil asked for a breakout by the type of vulnerable user. Chair Miller inquired how electric bikes and scooters impact the numbers. Commissioner Pankiewicz asked for the data to include the impact of the heat. Mr. Wozniak noted data was collected on transit ridership for evaluation because heat and time are factors.

Mr. Wozniak discussed collision factors and the need for an extensive review to understand risks and appropriate countermeasures, educational content, and enforcement strategies. The crash data collected meets the minimum standards for data collection; however, there is always a desire for better data.

Commissioners were given an opportunity to comment and ask questions. Mr. Wozniak explained the data collected and reviewed, which did not include insurance collision data. The high injury network typically consists of fatal and serious injury crashes, although some communities include all crash data. He restated Commissioner Pankiewicz’s suggestion to be more sensitive when examining crashes to the type of land use, development type, and the context for safe residential space.

Mr. Wozniak provided a brief overview of the studied and statistically proven safety countermeasures database as well as an overview of the Arizona Department of Transportation's Strategic Highway Safety Plan in which Scottsdale plays a complimentary role. The timeline was reviewed, and he noted stakeholder engagements, questionnaires, and the use of virtual reality technology. Ultimately, the plan was developed through lots of communication and public input, and words that matter will be implementable and straightforward.

Commissioners were given an opportunity to comment and ask questions. Chair Miller encouraged the engagement of school districts targeting new drivers, youth pedestrians, and bicyclists. Commissioner Marmon expressed concern with LILOs suggesting a thorough analysis and commended the movement to roundabouts.

Mr. Taylor responded to Commissioner Kauffheil, noting the city has two raised sidewalks that must be strategically placed based on speed limits. Mr. Wozniak responded to Commissioner Cardella, noting all crash data is collected regardless of injury, but the severity of the crash is the primary focus. Crashes can be addressed holistically. Mr. Taylor noted all crashes are reviewed every two years for the Traffic Volume and Collision Report; however, injury severity is not included but could be in the future. Mr. Domme explained road closures will be discussed during the enforcement component. Commissioner Davis expressed interest in the leverage and insight that can be acquired from the Towns of Gilbert and Chandler.

Mr. Domme noted the discussion at the March 20, 2025, meeting will be about the initial goals and policies in the draft.

5. Local Area Infrastructure Plans

Nathan Domme, Transportation Planning Manager, presented and discussed Local Area Infrastructure Plans (LAIPS). The plans guide specific neighborhood infrastructures within North Scottsdale's older, rural, and low-density environments that were inherited from the County. LAIPS are a key asset for the Transportation Department to evaluate development proposals and right-of-way abandonments. They aid in planning connectivity of the neighborhoods and ensuring everyone has access to the roadway network.

There is an LAIP for each neighborhood depicting designated streets, cul-de-sacs, and locations and key routes for unpaved trails alongside dirt roads. The plan includes how many abandoned rights-of-way the City would need to accomplish their mission. The LAIPS adhere to the goals and values of the 2022 TAP and General Plan.

The LAIPS have not been formally adopted by the Commission or Council. The Transportation Department is taking steps to finalize and formalize the LAIPS. Public meetings within the neighborhoods will allow review of the planned connectivity. Processes will be developed for making changes and providing applicants with an opportunity to have their voices heard. Mr. Domme reviewed the next steps, noting this will be a lengthy process.

Commissioners were given an opportunity to comment and ask questions. In response, Mr. Domme clarified the LAIPS are in the JAS system where changes are made. Staff meets weekly to discuss right-of-way abandonment requests and review all present and future needs.

VICE-CHAIR WILCOXON MOVED TO RECOMMEND STAFF TO UPDATE THE LOCAL AREA INFRASTRUCTURE PLANS AND CREATE A FORMAL PROCESS TO REQUEST CHANGES. COMMISSIONER DAVIS SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ONE (0) BY ROLL CALL VOTE. CHAIR MILLER, VICE-CHAIR WILCOXON, AND COMMISSIONERS CARDELLA, DAVIS, KAUFFTHEIL, MARMON, AND PANKIEWICZ VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

Adjournment

COMMISSIONER DAVIS MOVED TO ADJOURN THE MEETING. COMMISSIONER KAUFTHEIL SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ONE (0) BY ROLL CALL VOTE. CHAIR MILLER, VICE-CHAIR WILCOXON, AND COMMISSIONERS CARDELLA, DAVIS, KAUFTHEIL, MARMON, AND PANKIEWICZ VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

With no further business to discuss, being duly moved and seconded, the meeting adjourned at 7:33 p.m.

Recorded and Transcribed by eScribers, LLC.

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Nathan Domme, Transportation Planning Manager
Subject: ALCP Update
Meeting Date: March 20, 2025

ITEM IN BRIEF

Action: Information and Discussion

Purpose: Provide an update on the 20 previous years of the ALCP program and an update about the future of the ALCP program

Background:

The Arterial Life Cycle Program (ALCP) is the financial management tool for the arterial street component of the Regional Transportation Plan (RTP) to widen existing arterial streets, improve intersections, construct new arterial segments and bring existing streets to current design standards. The current program is at the end of the 20-year life of Proposition 400, and Maricopa County voters approved a 20-year half-cent regional sales tax extension under Proposition 479.

The ALCP is maintained by the Maricopa Association of Governments (MAG), but each local jurisdiction implements the individual projects. The ALCP requires each roadway improvement project to include a 30% local match. Cities manage their projects and receive reimbursements of the 70% regional share for each project. In addition to capacity improvements, projects can include bike lanes, sidewalks, roundabouts and paths/trails that support local policies.

The current ALCP runs through Fiscal Year 2025-2026 when the current half-cent regional sales tax expires. During this transition period, the city of Scottsdale Transportation & Streets Staff are working to complete the remaining projects as part of the Prop 400 ALCP and start planning for the Prop 479 ALCP projects.

Proposition 479 ALCP Program (2026 – 2046) Scottsdale Projects:

Maricopa County voters approved to extend Proposition 400, a half-cent regional sales tax for transportation, in the November 2024 General Election. This was listed the ballot as Proposition 479. The half-cent sales tax was originally passed by voters in 1985 under Proposition 300 and renewed again in 2004 under Proposition 400. For 40 years, the transportation sales tax has funded critical infrastructure in Maricopa County, such as roads, freeways, bridges, and transit systems. Below is a table listing all infrastructure improvements that will be allocated to the City of Scottsdale with the passing of Prop 479. 66% of the projects include capacity improvements. It is important to note this list was created in 2017, so it is seven years old. After several planning efforts, including the 2022 Transportation Action Plan, which involved extensive public outreach, some of the projects are subject to change after the passing of the sales tax.

| | Project Name | Project Type | Cost Estimate |
|---|--|--------------|----------------|
| 1 | 56 th St: Jomax to Dynamite | New Roadway | \$16.9 million |
| 2 | 92 nd St/94 th St: Shea to Thunderbird | Reconstruct | \$10.2 million |

| | | | |
|----|--|---------------|----------------|
| 3 | Dynamite Blvd: 56 th to Pima | Widen Roadway | \$52.1 million |
| 4 | Happy Valley Rd: Scottsdale Rd to Pima Rd | Widen Roadway | \$23.4 million |
| 5 | Hayden Rd: McKellips Rd to Indian School Rd | Reconstruct | \$12.1 million |
| 6 | Jomax Rd: 56 th St to 94 th St | Widen Roadway | \$34.4 million |
| 7 | Legacy Blvd Bridge: 94 th St to 98 th St | Bridge (new) | \$3.7 million |
| 8 | Lone Mountain Rd: 68 th St to Pima | Widen Roadway | \$16.4 million |
| 9 | Miller Rd: Princess Dr to Legacy Blvd | New Roadway | \$17 million |
| 10 | Mountain View Rd: 92 nd St to 96 th St | Reconstruct* | \$4.9 million |
| 11 | Pinnacle Peak Rd: Scottsdale Rd to Pima Rd | Widen Roadway | \$19.4 million |
| 12 | Scottsdale Rd: Highland Ave to FLW Blvd | Reconstruct | \$50.7 million |
| 13 | Scottsdale Rd: McKellips to Roosevelt | Reconstruct | \$1.9 million |
| 14 | Scottsdale Rd: Loop 101 to Jomax Rd | Widen Roadway | \$33.4 million |
| 15 | Via Linda: 90 th Street to FLW Blvd | Reconstruct | \$22.5 million |

*The 2022 Transportation Action Plan modified the Mountain View Rd Project to no longer include widening.

Local Sales Tax

Sales tax in Scottsdale is 1.75% and ranks lower than twelve cities in Maricopa County. Scottsdale voters have approved two Transportation Sales Taxes. In 1989, voters approved the 0.2% Transportation Sales Tax for general Transportation Improvements as well as Basic Operational services. This sales tax is permanent. In 2019 voters approved the 0.1% Transportation Sales tax from January 2019 to December 2029 to provide the 30% required match for ALCP projects on arterial streets. This local contribution of approximately \$96M has enabled the city to leverage over \$320M of regional funds for the ALCP improvements in Scottsdale.

Next Steps:

Currently staff are working at phasing the projects and in October will introduce Phase 1 projects into the CIP process. Criteria of the project phasing may include proper spacing and linking of projects to

minimize construction disruption, coordination with other infrastructure improvements, ease of implementation, safety and maintenance concerns, adequate local funding, completion of pre-project assessment, strong citizen feedback, connectivity with neighboring communities, coordination with private development and state lands, as well as area special events.

Contacts:

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

Arterial Life Cycle Program

Discussion on History and Future of the ALCP

TRANSPORTATION COMMISSION

March 20, 2025





Proposition 479: Arterial Life Cycle Program

2026 to 2046

Arterial Life Cycle Program (ALCP) Overview

- Defined list of arterial projects to be funded through the end of Proposition 400 – Dec 2025
- Regional 0.5% Transportation Sales Tax to fund 70% of ALCP Projects
 - 20-year sales tax extension (Proposition 479) approved by Countywide vote in 2024
 - Maintained by the Maricopa Association of Governments (MAG)



FY 2024

Arterial Life Cycle Program (ALCP)

June 28, 2023



Arterial Life Cycle Program (ALCP) Local Level

- Cities manage projects and receive reimbursements of the 70% regional share
- Projects require a minimum 30% local match
- Projects can include bike lanes, sidewalks, roundabouts and paths/trails that support local policies



Redfield Roundabout 2023

Arterial Life Cycle Program Goals

- The ALCP provides regional funding to:
 - Widen existing streets
 - Improve intersections
 - Construct new arterial segments
 - Overall bring existing streets to current standards

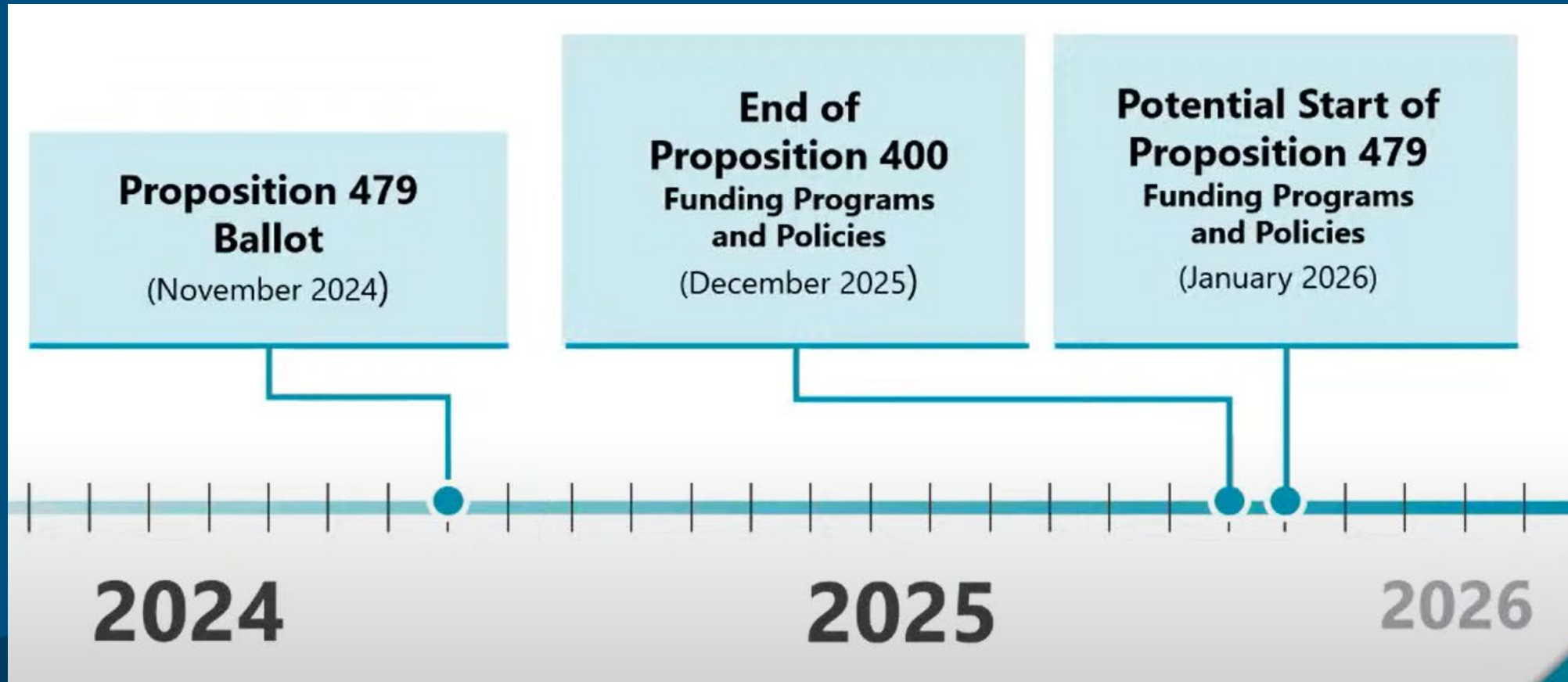
Pima Rd North of Indian Bend Before



Pima Rd North of Indian Bend After

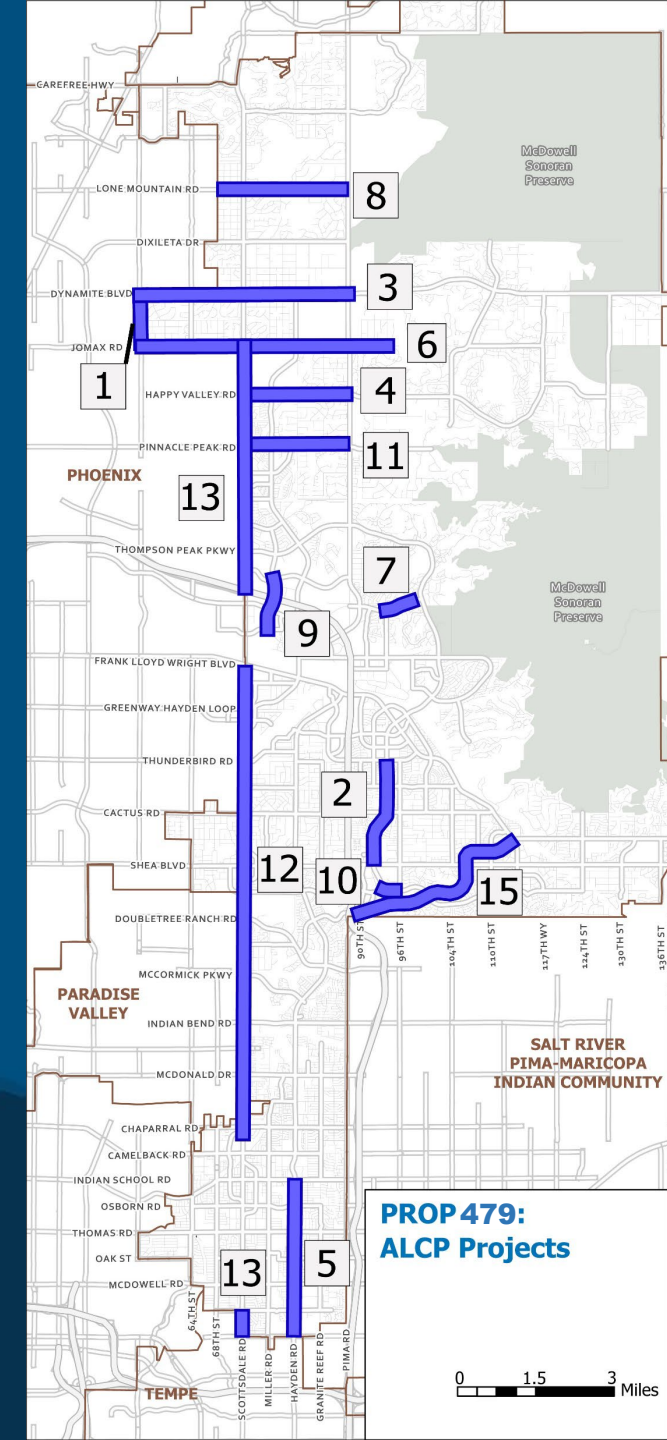


Start of Prop 479 (January 2026)



SCOTTSDALE ALCP PROJECTS UNDER PROP 479 ALCP – 2026 to 2046

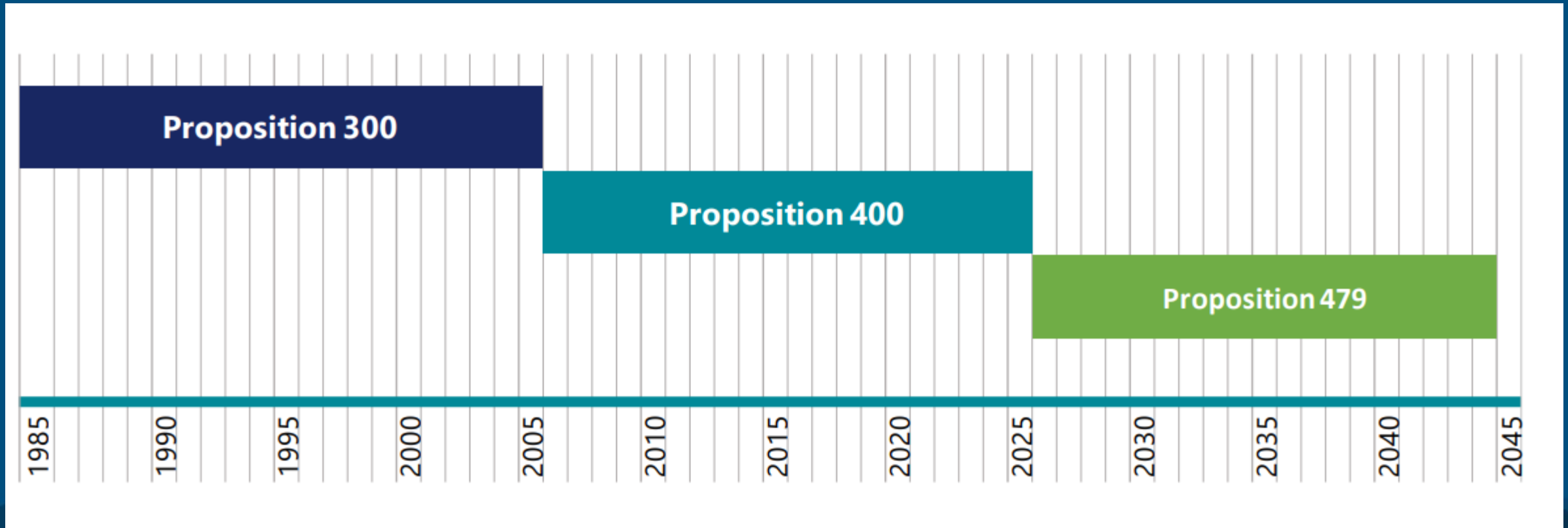
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**PROP 479:
ALCP Projects**

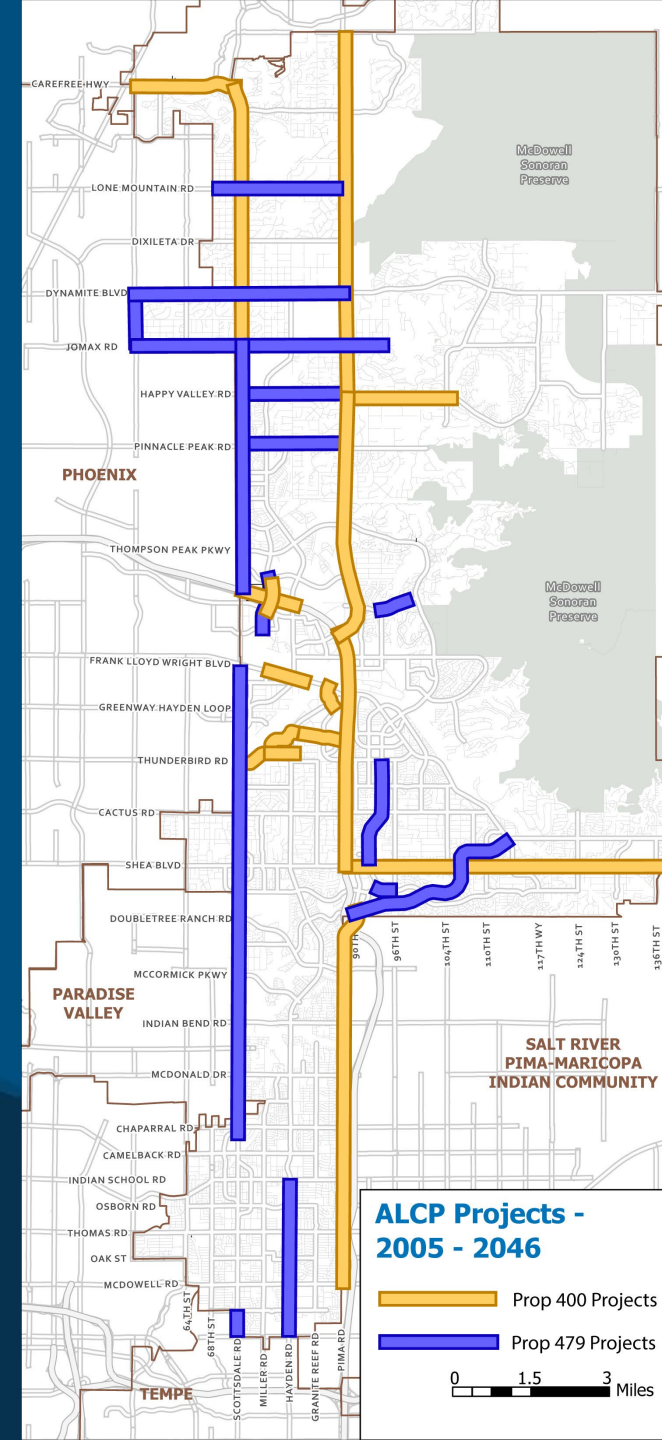
*The 2022 Transportation Action Plan modified the Mountain View Rd Project to no longer include widening.

End of Prop 400 (December 2025)



SCOTTSDALE ALCP PROJECTS 2005 - 2046

- Proposition 400 ALCP had 67% of projects with capacity improvements
- Proposition 479 ALCP has 66% of projects with capacity improvements
- The remaining projects added safety improvements and accessibility to other modes.



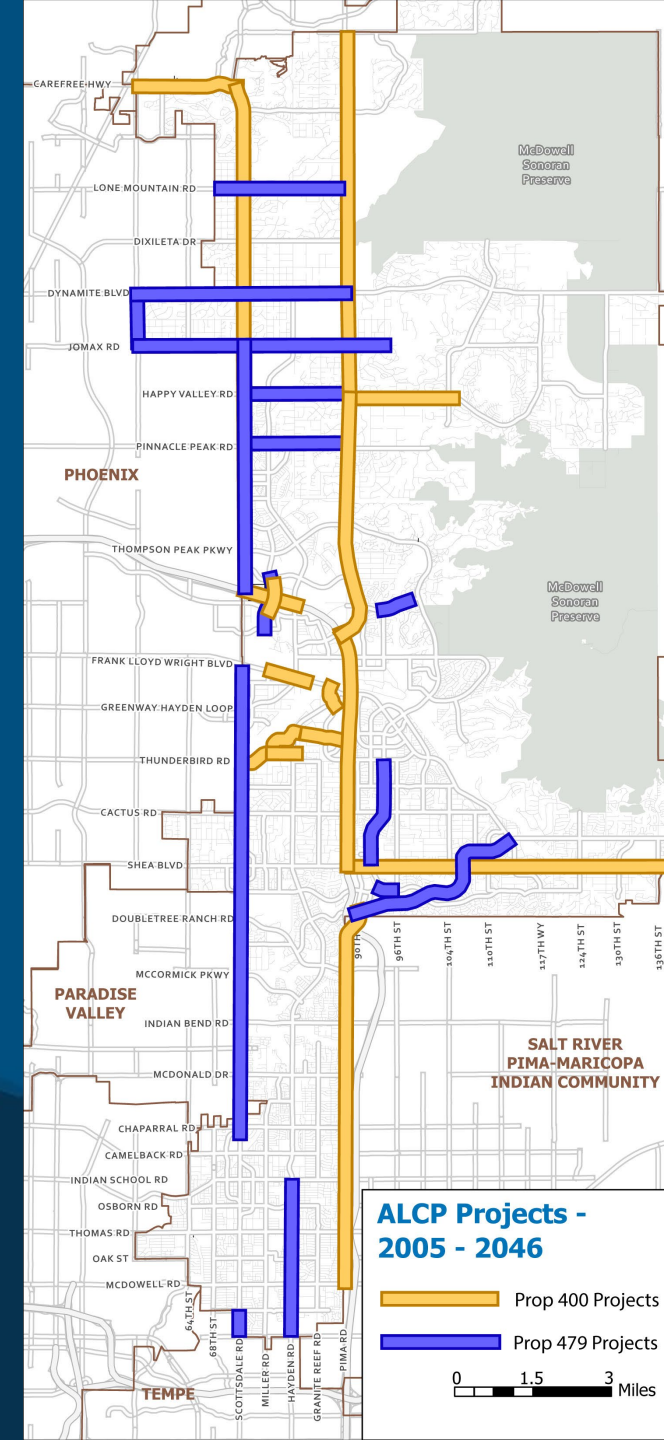


Local 0.1% Transportation Sales Tax



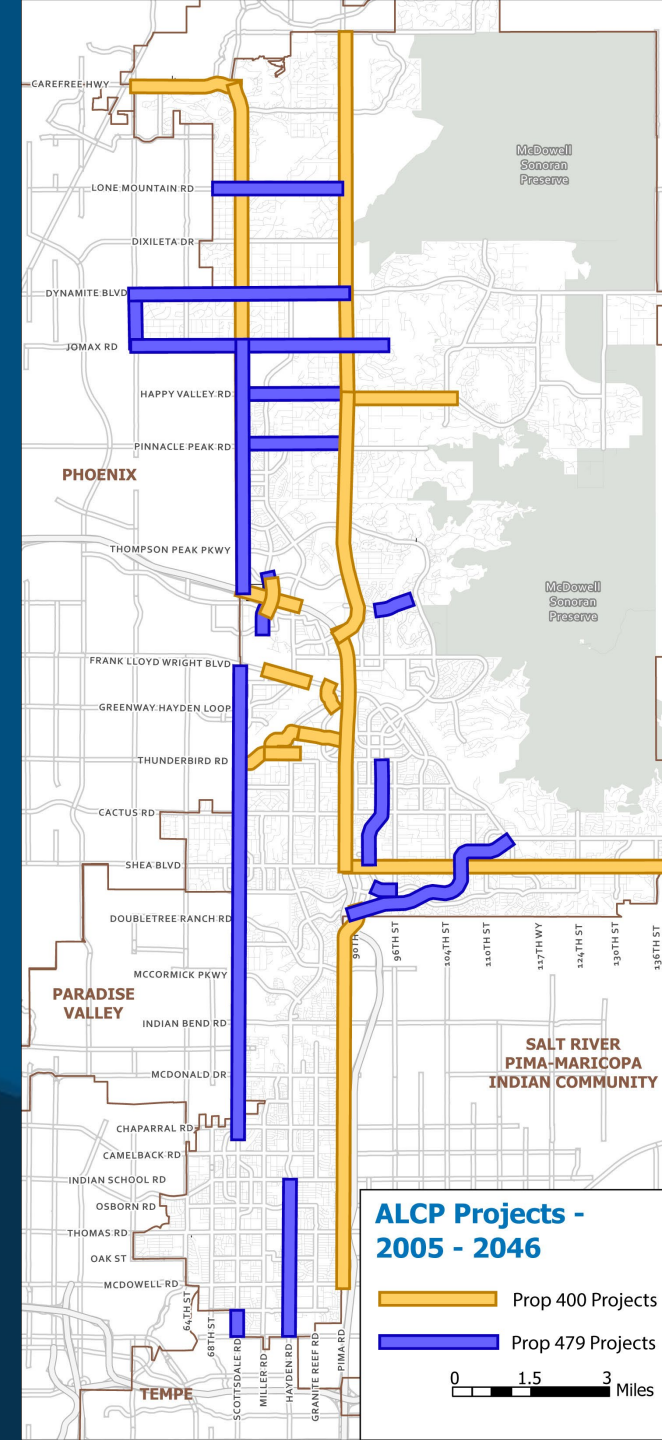
Regional Sales Tax History

- 1985 Maricopa County voters approved Prop 300:
 - A. One-half percent transportation sales tax
 - B. 1 January 1986 to 31 December 2005
 - C. Freeway system
 - D. Basic transit services
- 2004 Maricopa County voters approved Prop 400:
 - A. One-half percent transportation sales tax
 - B. 1 January 2006 to 31 December 2025
 - C. Freeway system
 - D. Arterial street
 - E. Transit system



Regional Sales Tax History

- 2024 Maricopa County voters approved Prop 479:
 - A. One-half percent transportation sales tax
 - B. 1 January 2026 to 31 December 2045
 - C. Freeway system
 - D. Arterial street
 - E. Transit system



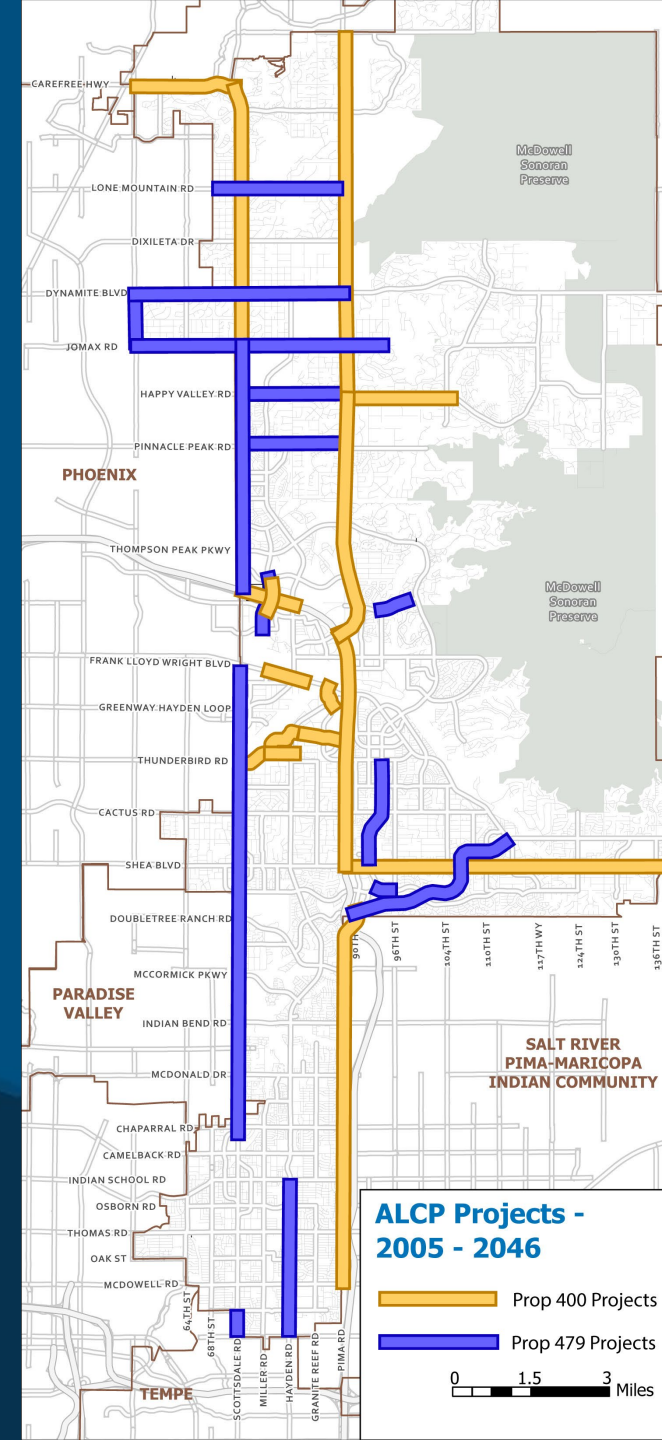
City Sales Tax Rates in Maricopa County 2025

| | |
|---------------------|--------------|
| • Cave Creek | 3.00% |
| • Glendale | 2.90% |
| • Avondale | 2.50% |
| • Goodyear | 2.50% |
| • Paradise Valley | 2.50% |
| • Apache Junction | 2.40% |
| • Phoenix | 2.30% |
| • Surprise | 2.80% |
| • Mesa | 2.00% |
| • Gilbert | 2.00% |
| • Peoria | 1.80% |
| • Tempe | 1.80% |
| • Scottsdale | 1.75% |
| • Chandler | 1.50% |



Scottsdale Transportation Sales Taxes

- **1989: 0.2% Transportation Sales Tax:**
 - A. Permanent
 - B. General Transportation Improvements
 - C. Basic Operational services
- **2019: 0.1% Transportation Sales Tax:**
 - A. January 2019 to December 2029
 - B. 30% Match of ALCP projects
 - C. Arterial streets



Arterial Life Cycle Program (ALCP) Fiscal Need

REQUEST FROM REGION: ~ \$320 million

LOCAL CONTRIBUTION: ~ \$96 million

Draft Phasing Criteria for Future ALCP Projects



- Proper spacing of projects.
- Linking of certain projects to minimize disruption and improve circulation.
- Adequate project funding allocated from Sales Tax
- Coordination with other infrastructure improvements (signals, streetlights, paving, utilities etc.)
- Project to move forward due to safety and maintenance concerns.
- Ease of implementation.
- Pre-project assessment completed.
- Strong citizen feedback received.
- Other impacts from corridors that link to adjoining cities.
- Coordination with private development and state lands.
- Area special events conflict.



Questions?

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Nathan Domme, Transportation Planning Manager
Subject: Feasibility Studies and Conceptual Designs for Capital Projects

Meeting Date: March 20, 2025

ITEM IN BRIEF

Action: Information and Discussion

Purpose: Provide an update on the process for estimating proposed projects for the Scottsdale Capital Improvement Plan.

Background:

The city's transportation department estimates its capital projects before any design has been initiated. This can lead to unknowns from the projects, increasing the costs after the design starts. Staff is looking to start designing projects before an estimate is done to identify possible concerns with the projects and incorporate them into the project's budgets early on.

Feasibility Studies:

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

Conceptual Designs:

For projects that are a part of the regional programs or the implementation section of the Transportation Action Plan. Staff will introduce the project to the CIP with a small design fund. After some design work has been completed staff will acquire a new estimate for the remaining design and construction of the project. Moving forward, this latest estimate will be reintroduced to the Council as the complete project estimate. This will allow the Council to review the project twice.

Consistent unknowns that lead to higher costs:

Staff encounter regular project unknowns after design has started, which leads to higher costs when construction begins. This generally relates to the existing conditions of the corridors.

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

Preliminary Review for CIP Projects

TRANSPORTATION COMMISSION

March 20, 2025





Capital Project Requests

CIP Process

- Year-Round Project Review
- Department List of Projects is Due in October
- New Fiscal Year starts in July
- Finite resources available to meet current and future transportation system needs

CAPITAL IMPROVEMENT PLAN



VOLUME THREE
FY 2024/25 Budget

Capital Improvement Plan (CIP) Projects and Programs Investment Factors

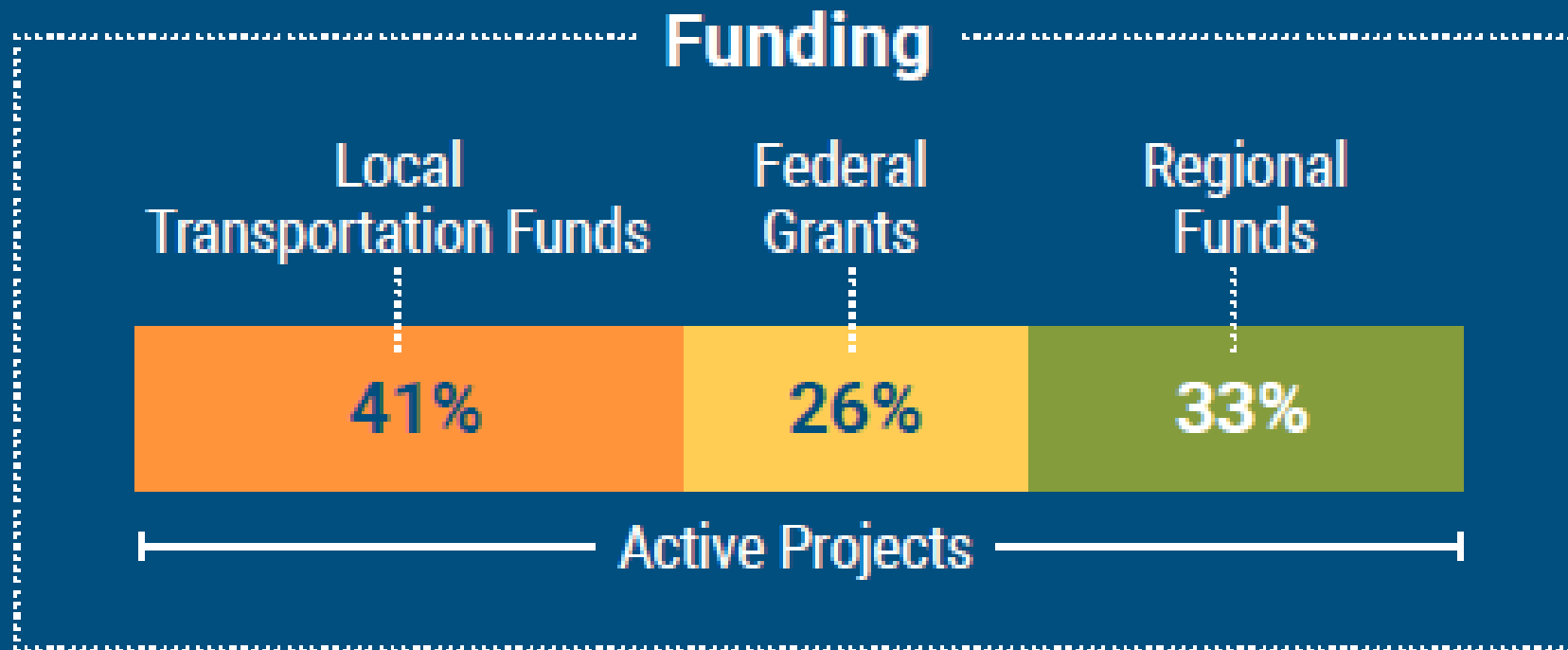
| | | | | |
|--|---|--|--|--|
| Condition and Maintenance cost of existing assets | Safety and/or Regulatory compliance Requirements | Citizen Input | Expected usage levels (current and projected) | Connection to regional networks |
| Coordination with new development | Connection to transit service | Recommendation in a regional plan | Completion of a network gap | Expansion of non-auto options |

Scottsdale Transportation Sales Taxes

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 - A. January 2019 to December 2029
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Transportation Project Development Priorities

Develop capital projects with funding from outside sources



Key Budget Review Dates

Key Dates





Current Process to Estimate Projects

Requests for CIP Projects

- Resident Request
- TAP implementation Section
- Regional Projects
- Safety Improvements

Estimates

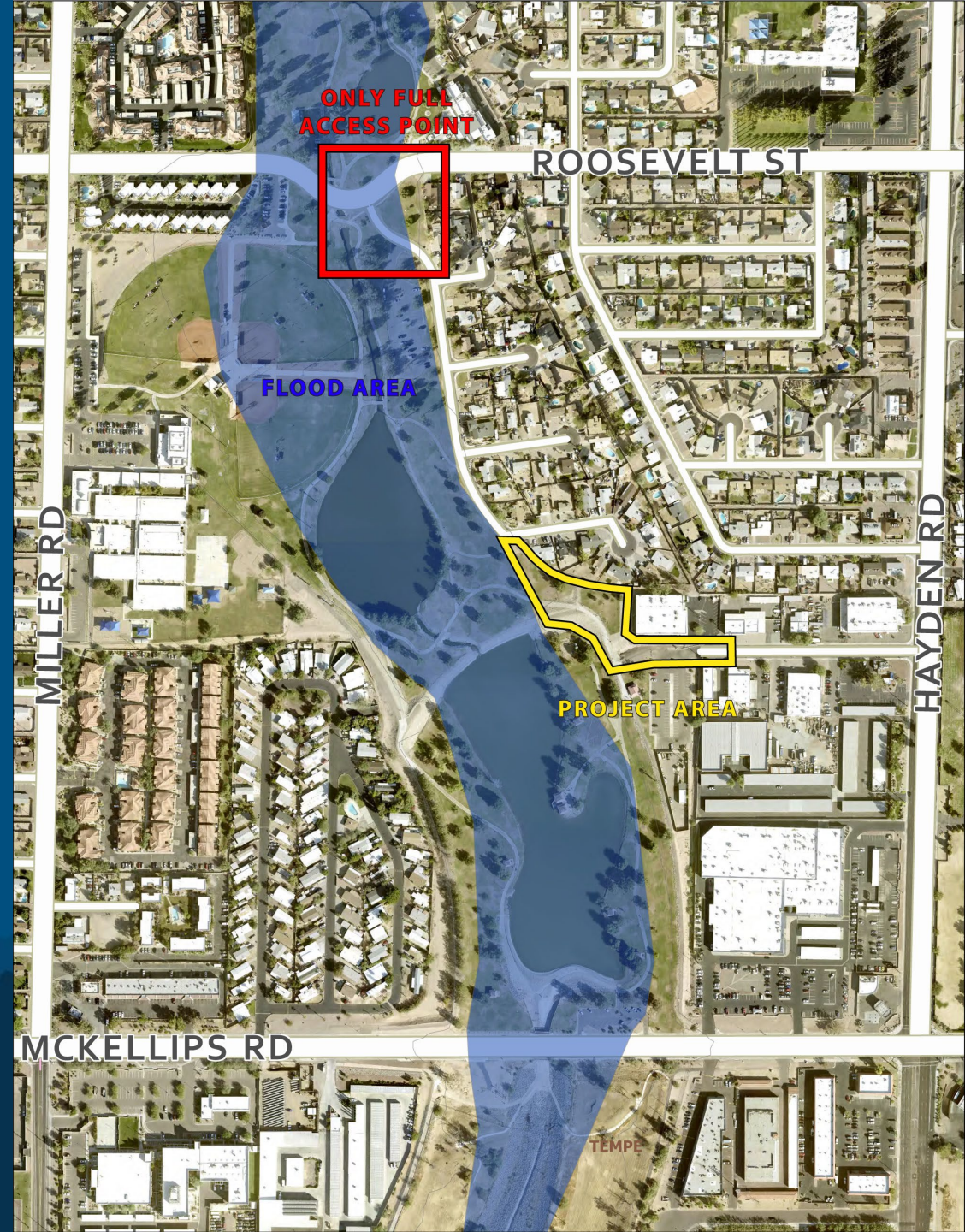
- Created over months with assistance from in house estimators and Capital Project Managers
- Done before design starts

Preliminary Budget Unknowns

- Right of Way Acquisition Needs
- Utility relocation needs
- Slopes and Grades
- Stormwater needs
- Geotech Issues
- Pavement Assessment
- Final Design Costs

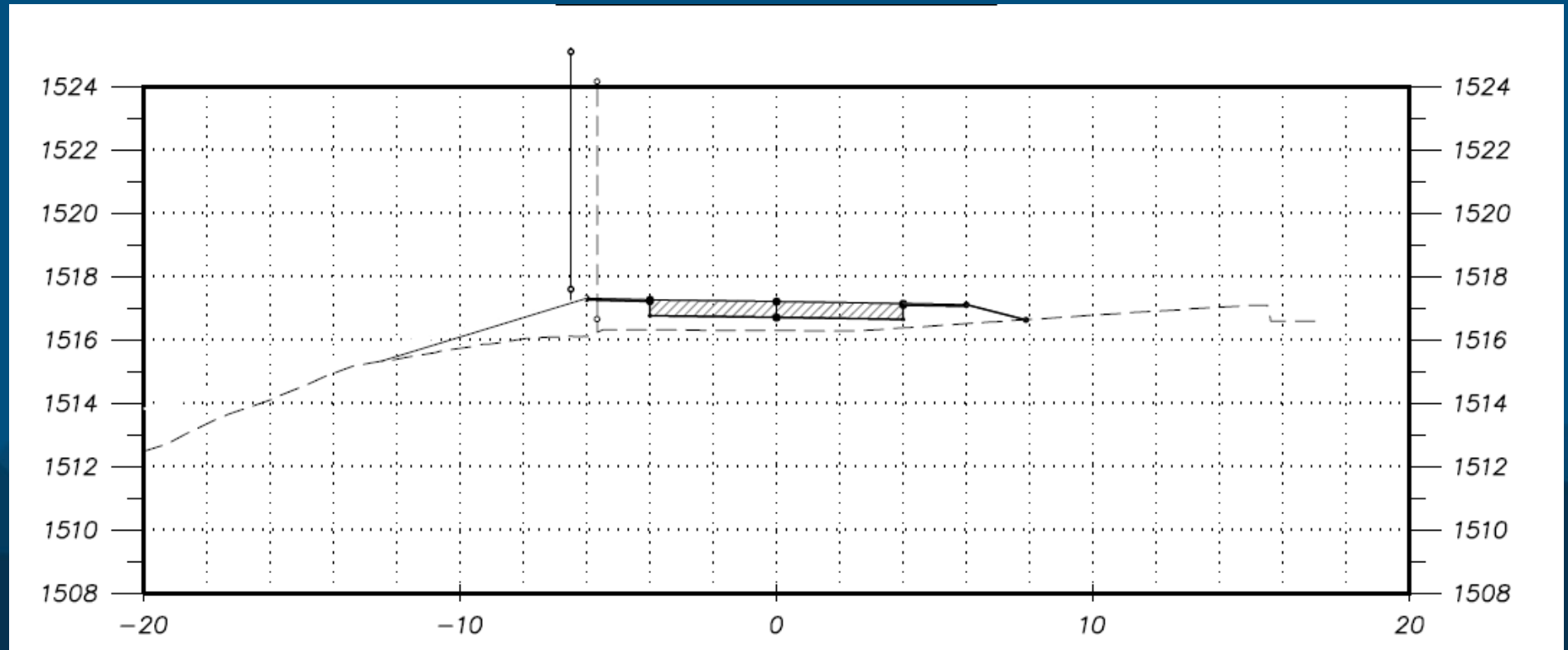
77th St Emergency Access

- Federal Funding before Design was done
- Construction of a street would not fit



CAP Canal Project

- In design:
 - identified sloping toward Canal
 - native plant disruption

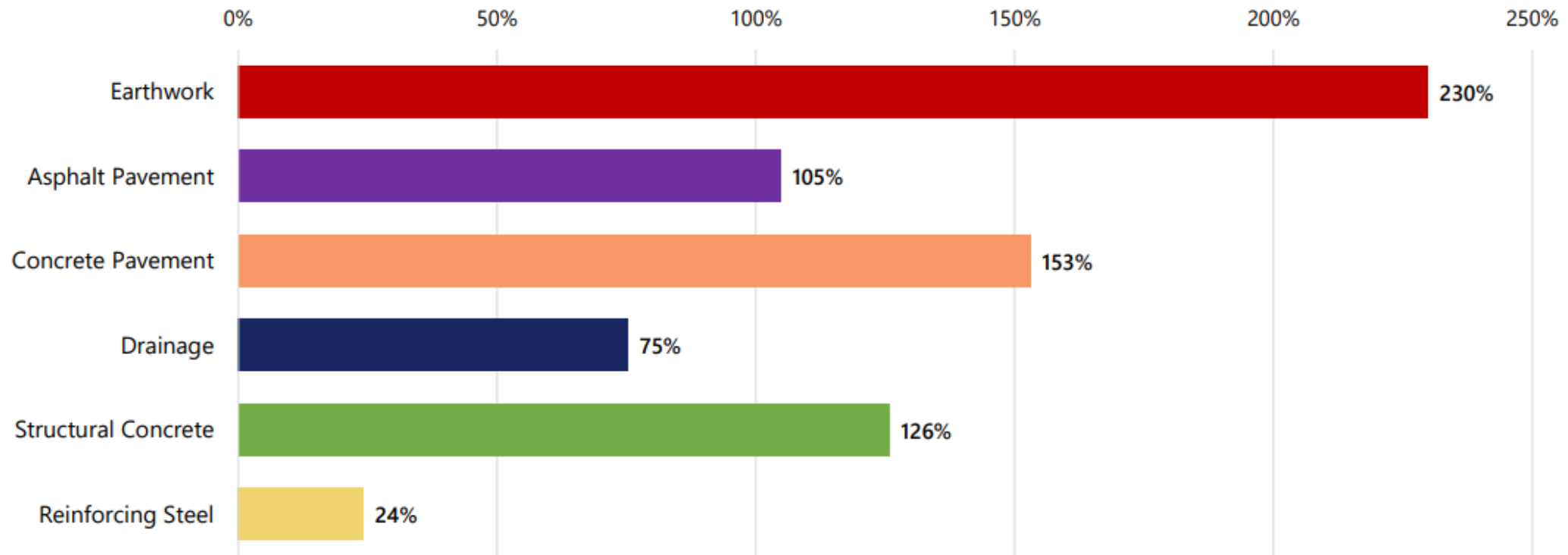


REGIONAL CONSTRUCTION COST TRENDS



MAJOR CONSTRUCTION BID CATEGORIES

Overall Cost Increase: 2020-2024



Source: ADOT



Feasibility and Preliminary Design Effort



Feasibility Studies

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

Benefits to the Feasibility Studies

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

Conceptual Design

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



Questions?

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Susan Conklu, Senior Transportation Planner
Subject: Pathways Wayfinding Signage
Meeting Date: March 20, 2025

ITEM IN BRIEF

Action: Information and Discussion

Purpose: Provide an update on the Pathways Wayfinding Signage Capital Improvement Program (CIP) project.

Background:

The 2008 Transportation Master Plan Bicycle Element recommended wayfinding signage on paths and trails. Signage has also been included in feedback from the League of American Bicyclists on several of the city's Bicycle Friendly Community applications.

The project began in 2011 with test signage installed in June 2013.

In 2016 a design was completed for path and trail signage by Gavan and Barker and JRC Design. The designs will be used in future phases along the full paths and trails network. The design project included mapping the sign types and locations on paths between McKellips Road and Indian Bend Road. The majority of signage was planned along the Indian Bend Wash Path (IBWP), with some signage on the Crosscut and Arizona Canal paths and Pima Path.

The designs include directional signage (Figure 1), path identification, bridge and underpass crossings, and other sign types.

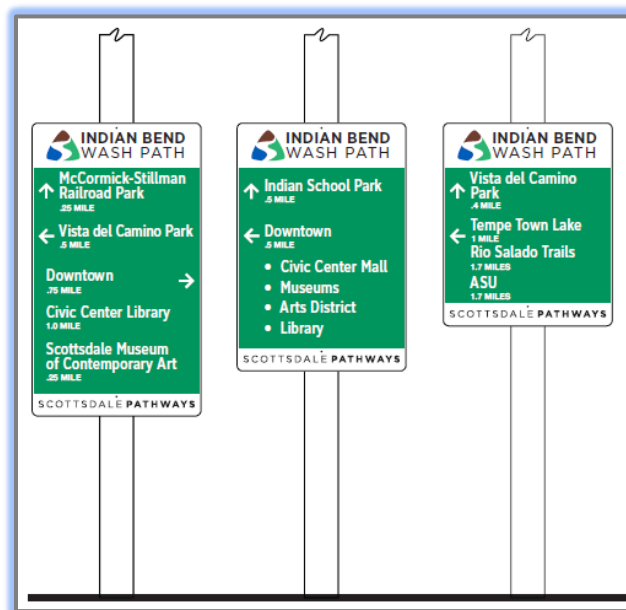


Figure 1: Directional Signage

To receive public comment on the proposed sign design, there was significant public outreach. Feedback included a desire for signage to communicate Path Rules & Regulations.

Upon completion of the design package for the signage, Transportation staff requested funding for implementation through the CIP process. The project was funded in the Fiscal Year 2020/2021 CIP for \$802,600.

Update:

Staff focused on implementation of the signage along Indian Bend Wash Path from Thomas Road to Indian Bend Road for Phase I of the project. When the Indian Bend Wash Parks Master Plan is implemented from McKellips to Thomas roads, the signage will be added during that project. Transportation and Capital Project Management staff coordinated on field verification of sign locations, types and content. The project utilized the city's Job Order Contractor Valley Rain Construction, who subcontracted with Sierra Signs and Service.

Staff reviewed and provided comments for revisions on the sign submittal package, with final approval given in August 2023. Fabrication was completed in fall 2023. City staff and the contractors marked all sign locations in the field in December 2023 and January 2024. Utilities were marked at each location. Signage installation began January 24, 2024. This included over 200 signs on 7-miles of path, while keeping the path open to users. The old test signage was removed during installation. The inspection of installed signs was completed in May 2025 with final changes to signage completed in fall 2024.

Next Steps:

Staff will map the inventory of all Phase I signs with locations and photos. Phase II is beginning with the next areas for signage along Crosscut Canal, Arizona Canal and Pima Path. The project is tentatively scheduled for summer 2025. Staff will look at the remaining project budget and submit a request for additional budget if needed. Future Phases of the project will include Indian Bend Wash and Pima paths north of Indian Bend Road.

Citizen Request with Pedestrian Concerns:

The city received a citizen request to address pedestrian concerns on the Arizona Canal Path from Camelback Road to Chaparral Road due to e-bicyclist behavior. Riding motorized devices is prohibited on canal property. Staff are expediting installation of Phase II signage in this location to include 12 signs in 7 locations on both canal banks between Camelback and Chaparral roads (Figure 2). SRP has given preliminary approval for the signs. Installation is planned in spring 2025.

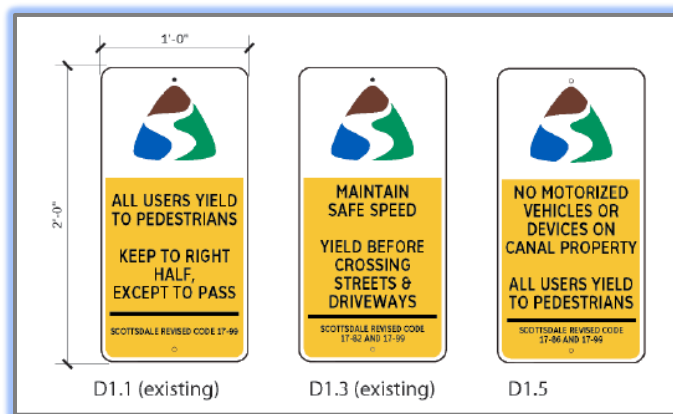


Figure 2: Canal Path Rules Signage

Additional E-bike efforts that are existing or underway:

- Scottsdale Transportation Safety Plan
- Current regulations

- On-Street Bikeway Improvements
- Ongoing Outreach
 - Brochure for Bike Shops and Community Centers (Figure 3)
 - Police public engagement
- Usage
 - Rider data including volume and behavior in this section of canal path



Scottsdale is a gold-level bicycle friendly community and invites all cyclists to enjoy the city's extensive path and trail network. The rising popularity of e-bikes gives visitors and residents entirely new ways to travel in and around Scottsdale. More than 1.5M people use the city's path and trail system each year. We want all our system users - bicyclists, pedestrians, and equestrians – to enjoy a safe ride through Scottsdale's popular Old Town area and the surrounding Sonoran-desert landscape.

Where you are going, and what kind of bike you own or rent are important considerations. Not all e-bikes are the same, maximum speed limits determine where it is safe and legal to ride an e-bike in Scottsdale. As a cyclist, you are responsible for knowing the top speed of your e-bike and how to safely operate the bike in high-pedestrian areas. Please refer to the guidelines below when planning your next adventure.

Scottsdale Paths and Trails Network

| | Manual Bike | e-bike 20 MPH Max Speed Limit Pedal Assist and Throttle Operation | e-bike 28 MPH Max Speed Limit Pedal Assist and Throttle Operation |
|--|-------------|--|--|
| City Sidewalks | ✓ | ✗ | ✗ |
| Multiuse Path System | ✓ | ✓ | ✗ |
| Unpaved Trail Network | ✓ | ✗ | ✗ |
| On-street Bike Lanes and Designated Routes | ✓ | ✓ | ✓ |
| McDowell Sonoran Preserve | ✓ | ✗ | ✗ |

Figure 3: Brochure on E-bikes

Path Wayfinding Signage Update

TRANSPORTATION COMMISSION

March 20, 2024



Background

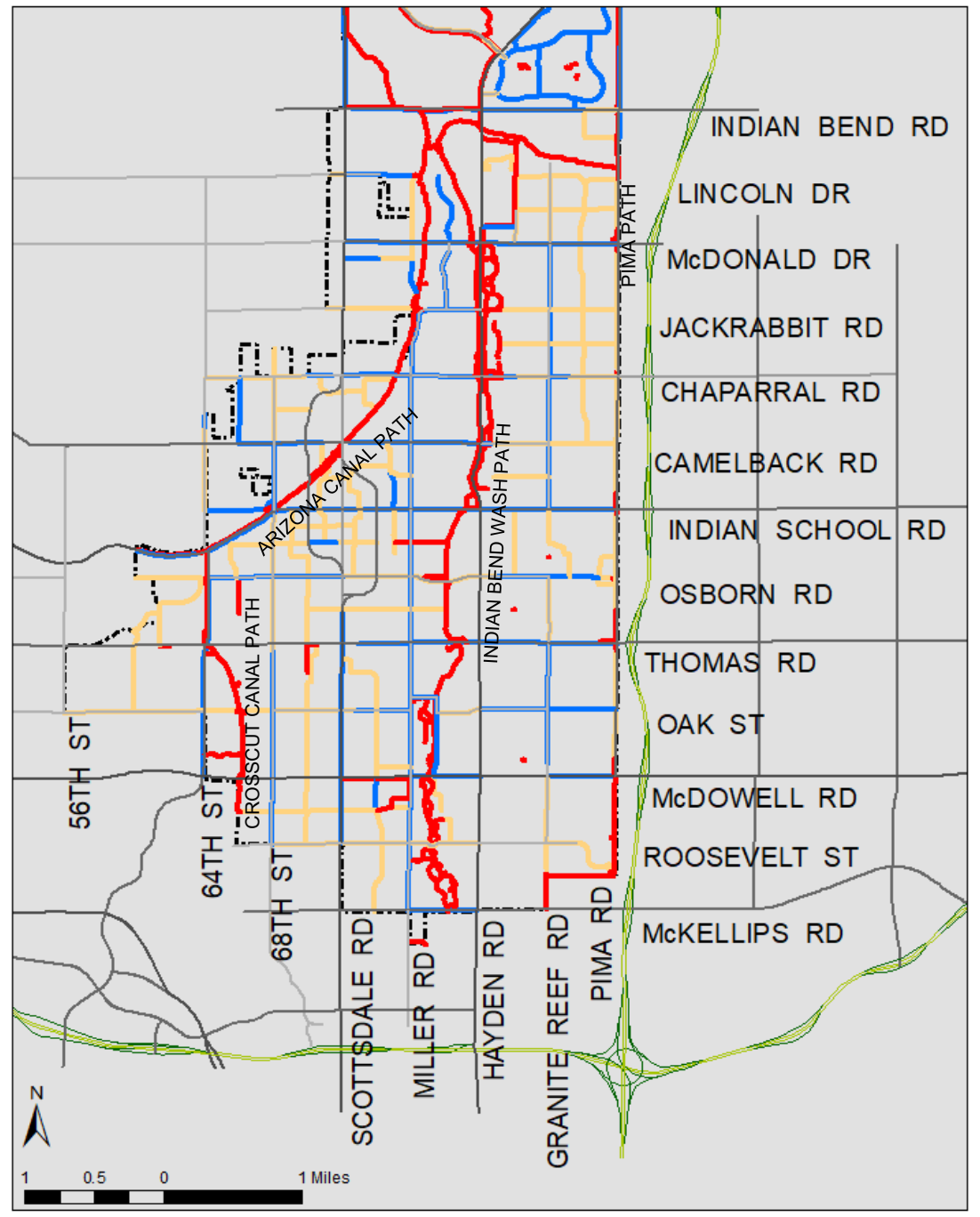
- 2008 Transportation Master Plan Bicycle Element
 - Recommended wayfinding signage for paths & trails
- League of American Bicyclists feedback
- Project began in 2011
- Test signage installed June 2013
- Design of Paths and Trails Wayfinding Signage 2016
 - Gavan and Barker with JRC Design
 - Significant Public Outreach
 - Feedback on Path Rules & Regulations



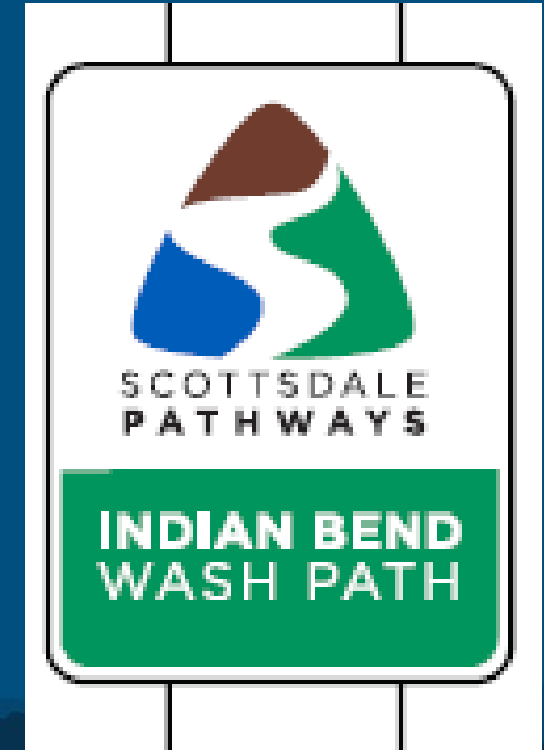
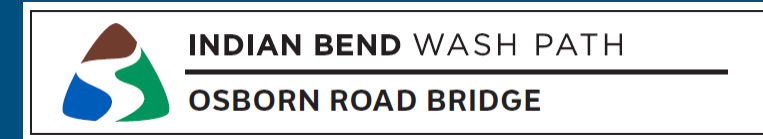
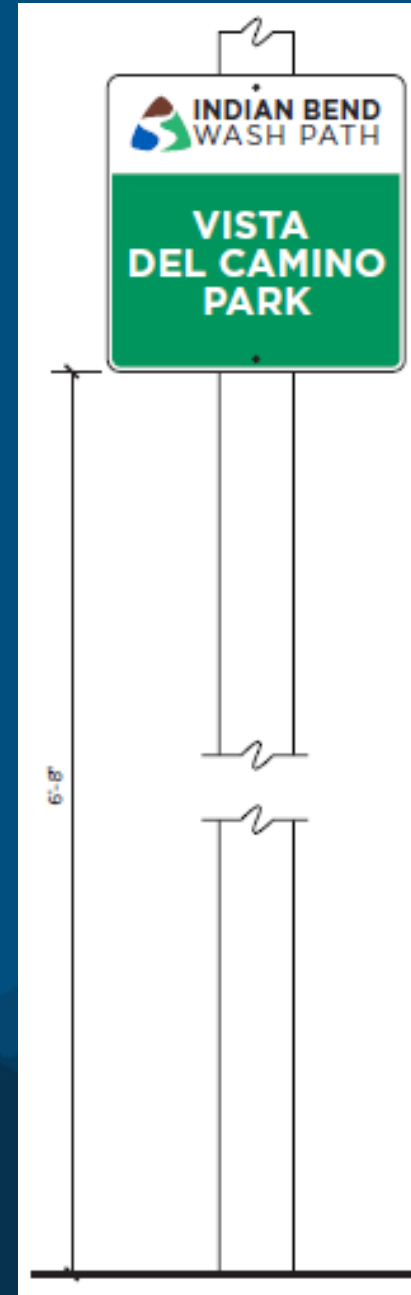
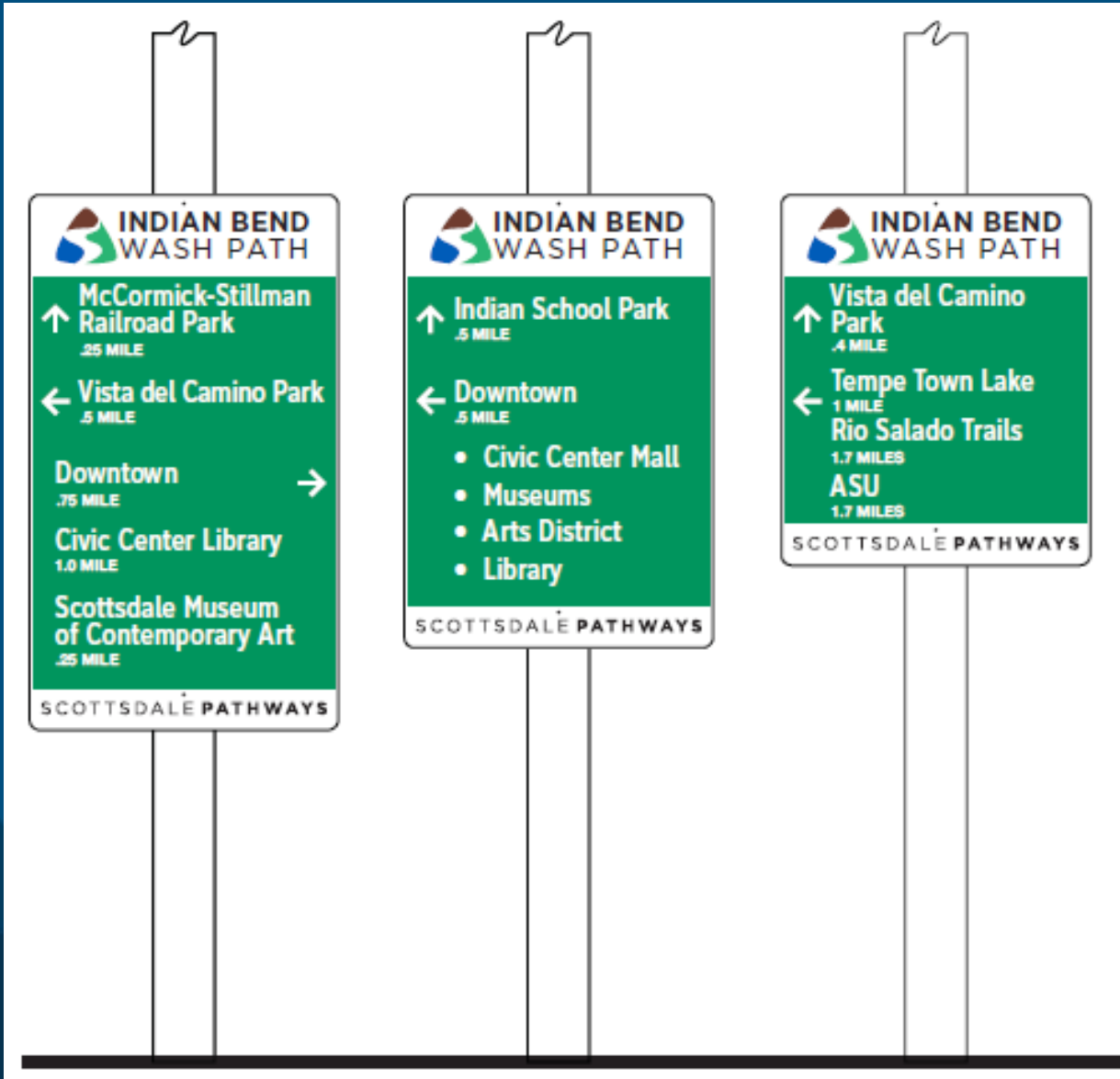
Project Area

Total Project Budget
\$802,600

Funded in the Fiscal
Year 2020/2021 CIP

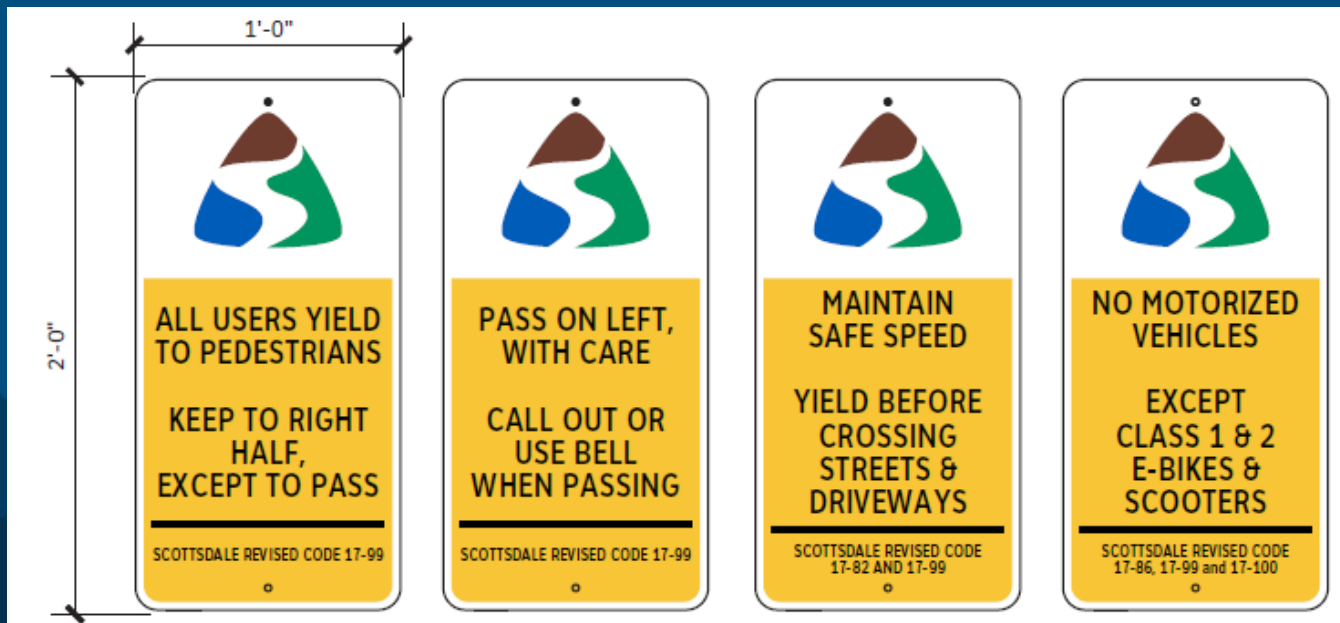


Sign Types



Sign Types

- Sign types also include bridge and underpass crossings and safety and policy information signs.
 - Old signage with No Motorized Vehicles created confusion

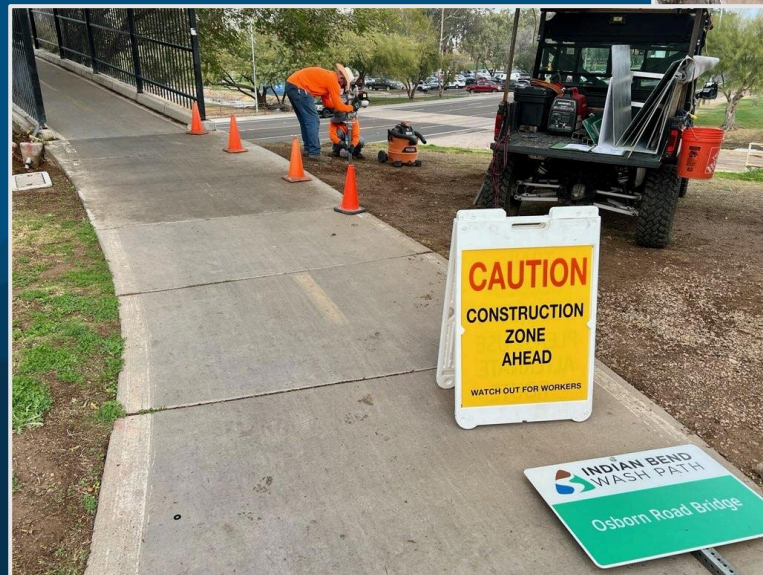


Process Phase I

- Transportation and Capital Project Management staff coordination
 - Field verification on locations, sign types and content
- Job Order Contract with Valley Rain Construction
 - Subcontract with Sierra Signs and Service
 - Submittal of all signs to fabricate
 - City staff reviewed and made comments for revisions
 - Fabrication in fall 2023
- December 2023-January 2024 marked all locations in the field together

Process Phase I

- Utility marking
- Installation began January 24, 2024.
- Over 200 signs on 7+ miles of path
- Old signage removed
- Final walk through
- Corrections complete

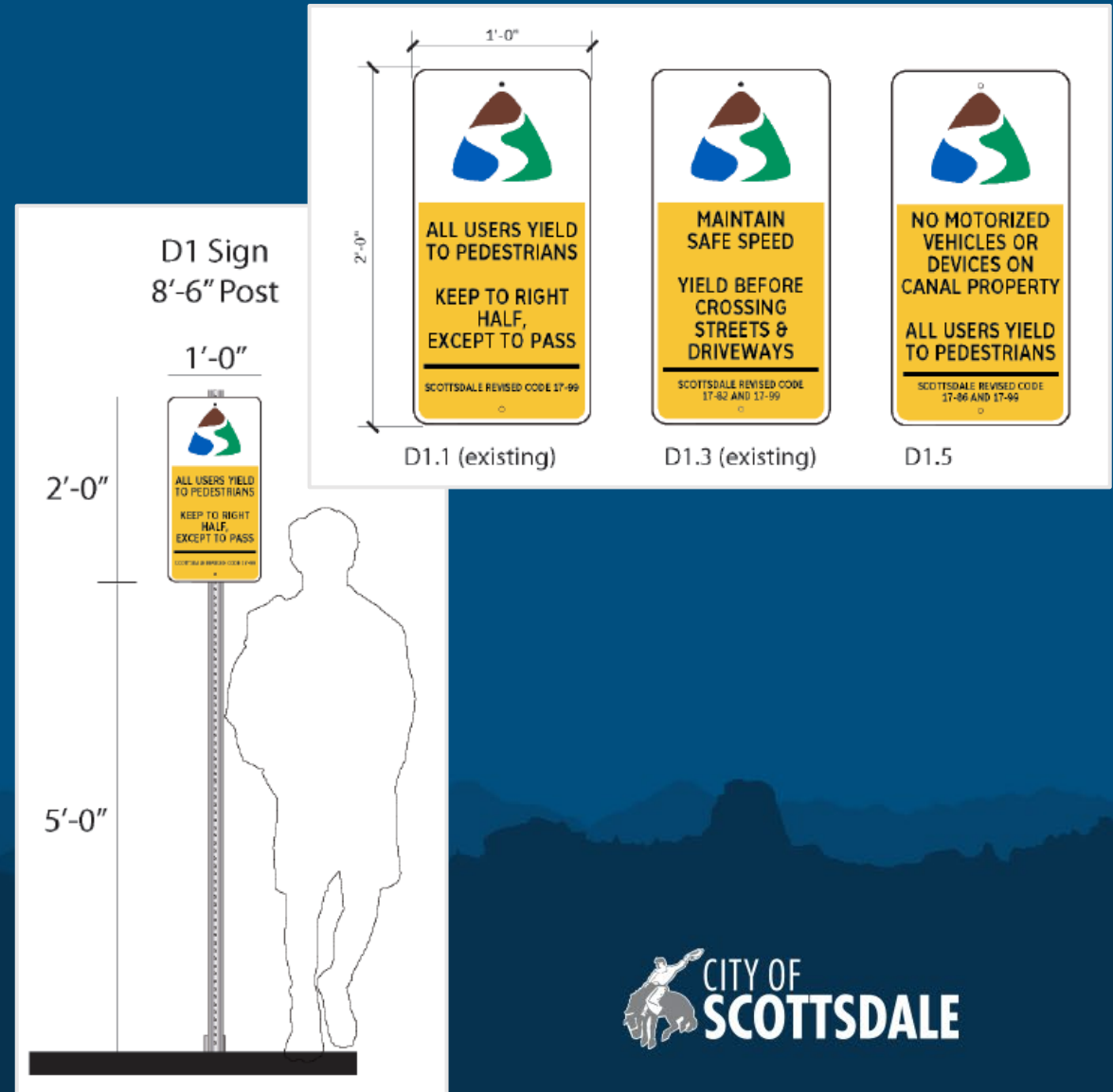


Next Steps

- Map the inventory of Phase I with photos
- Phase II – Next areas for signage:
 - Arizona Canal
 - Crosscut Canal
 - Pima Path
- Look at remaining budget/ additional budget request
- Future Phases: Indian Bend Wash Path and Pima Path north of Indian Bend Road

Citizen Request with Pedestrian Concerns

- E-Bike Use on Arizona Canal Path from Camelback Road to Chaparral Road
- Riding motorized devices is prohibited on canal property
- 12 Signs will be installed in 7 locations – preliminary approval from SRP
- Installation planned spring 2025



Additional E-Bike Efforts Existing or Underway

- Scottsdale Transportation Safety Plan
- Current regulations
- On-Street Bikeway Improvements
- Ongoing Outreach
 - Brochure for Bike Shops and Community Centers
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 - Rider data including volume and behavior in this section of canal path

e-Bikes in Scottsdale
Plug Into a Safe Ride

Scottsdale is a gold-level bicycle friendly community and invites all cyclists to enjoy the city's extensive path and trail network. The rising popularity of e-bikes gives visitors and residents entirely new ways to travel in and around Scottsdale. More than 1.5M people use the city's path and trail system each year. We want all our system users - bicyclists, pedestrians, and equestrians – to enjoy a safe ride through Scottsdale's popular Old Town area and the surrounding Sonoran-desert landscape.

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Discussion