



## SCOTTSDALE TRANSPORTATION COMMISSION Notice and Agenda

**Date: Thursday, November 20, 2025**

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

**Location: Kiva – City Hall**

**3939 N. Drinkwater Boulevard**

**Scottsdale, AZ 85251**

### Call to Order

### Roll Call

Kerry Wilcoxon, Chair	Mailen Pankiewicz, Commissioner
Vacant, Vice-Chair	Emmie Cardella, Commissioner
Robert Marmon, Commissioner	Kyle Davis, Commissioner
Lee Kauftheil, Commissioner	Bob Baker, 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

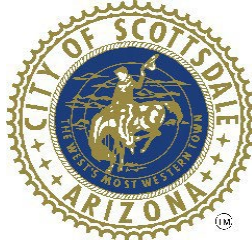
Transportation Commission. A written public comment may be submitted electronically at the following link: <https://ww2.scottsdaleaz.gov/boards/transportation-commission>

1. **Welcome New Commissioner**-----**Discussion**
2. **Approval of Meeting Minutes**----- **Discussion and Action**  
Regular Meeting of the Transportation Commission – October 16, 2025
3. **Election of a Vice-Chair**-----**Action**
4. **Transportation Safety Plan – Police Department Traffic Enforcement and Education**-----  
**-Information, Discussion and Possible Action**  
Lieutenant Christopher Dipiazza, Scottsdale Police Department Traffic Enforcement
5. **Transportation Safety Plan – Workforce and Emergency Responder Safety in the Right-of-Way**  
**– Information, Discussion and Possible Action**  
Nathan Domme, Senior Manager Transportation Planning
6. **FY26/27 Capital Improvement Plan Recommended Transportation Project List**-----  
**--Information, Discussion and Possible Action**  
Overview of the CIP Request List for Fiscal Year 2026-27 - Nathan Domme, Senior Manager  
Transportation Planning

## Adjournment



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



**DRAFT SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE  
TRANSPORTATION COMMISSION  
REGULAR MEETING**

**Thursday, October 16, 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  
Lee Kauftheil  
Robert Marmon  
Mailen Pankiewicz

**ABSENT:** Kyle Davis

**STAFF:** Nathan Domme, Transportation Planning Manager  
Susan Conklu, Senior Transportation Planner  
John Hoang, Senior Traffic Engineering Manager

**PUBLIC COMMENT**

Mr. Lee Cooley expressed excitement that the trolley route will extend to the Food Bank, Granite Reef Senior Center, and Vista del Camino Community Center, and he suggested extending it further to the NOAH Cholla Health Center.

**1. Approval of Meeting Minutes**

COMMISSIONER MARMON MOVED TO APPROVE SEPTEMBER 18, 2025, TRANSPORTATION COMMISSION REGULAR MEETING MINUTES. COMMISSIONER KAUFTHEIL SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0) BY ROLL CALL VOTE. CHAIR MILLER, VICE-CHAIR WILCOXON, AND COMMISSIONERS CARDELLA, KAUFTHEIL, MARMON, AND PANKIEWICZ VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES. MINUTES ARE APPROVED.

## **2. MAG Update on Pima Road Project from Las Piedras to Cave Creek Road**

Tim Strow with the Maricopa Association of Governments (MAG) conducted a slideshow presentation and reviewed slides with the following titles: Purpose of the Study; Improvements Considered; History of Pima Road; Study Intersections; Safety Focus; Existing Level of Service; Level of Service – No Build; Public Meeting #1; Survey Question: Describe the Existing Corridor in One Word; Survey Question: Describe Your Ideal Future Corridor in One Word; Public Meeting #2 – Alternatives; Vision for the Corridor; Level of Service – 2023 and 2025 Build; Study Intersections: Pima Road and Lone Mountain Road; Pima Road and Westland Road...; Pima Road and Stagecoach Pass; Pima Road and Cave Creek Road; Cost by Segment; and Next Steps.

In response to Commissioner questions, Mr. Strow explained that the 4,000 acres to the east of Pima Road will be auctioned to the highest bidder, who he believed would be required to provide most of the infrastructure improvements along Pima Road as well as within the development. He expected the State to coordinate with the City of Scottsdale on development plans for the area. David Rutkowski with Kimley-Horn added that certain zoning goes along with all state auctions, which puts restrictions on the types and amount of development that can take place. He noted the buyer would also have the option to rezone. Transportation Planning Manager Nathan Domme said he anticipated the land would be the site for single-family homes at the same density as Legend Trail Parkway, and per the development plan the developer will need to provide improvements along their side of the street.

Zack Handy with Kimley-Horn stated a loss of safety service was not conducted for the corridor; instead, they reviewed the types and severity of crashes along with a benefit cost for each proposed remedy. Vice-Chair Wilcoxon expressed concern that too much focus was put on the level of efficiency and not the actual cost of crashes to Scottsdale and Cave Creek.

Regarding the Pima Road and Lone Mountain Road intersection, Mr. Strow said the roundabout would fail from an operational standpoint due to increased traffic once the east land was developed. The roundabout would also take up significantly more right-of-way. Commissioner Marmon felt that safety should have been the focus of the study. Mr. Strow said a lot of their recommendations were based on stakeholder support, and in this case the recommendation was to keep the signal as it currently exists. He discussed some of the traffic calming measures being recommended at the Pima Road/Stagecoach Pass intersection. Mr. Rutkowski said the roundabout itself is not a negative option; it just compares unfavorably to the signalized intersection option. Other recommended improvements in the study include left-turn refuge areas and dedicated left-turn lanes.

As roadways widen, Vice-Chair Wilcoxon pointed out, speeds tend to increase, and these recommendations would not necessarily make the roadway safer. He noted the roundabouts in the presentation are turbo roundabouts, which behave differently than regular roundabouts. Mr. Handy replied the roundabout expert utilized used regular roundabouts in the study.

Mr. Domme said the difference between sidewalks and shared-use paths is width, and the latter involves striping. Mr. Strow said residents were more surprised at the number of homes slated to be added with the new development than they were about potential road widening. Most residents supported the addition of new lanes. Commissioner Cardella echoed many of the safety concerns voiced by the other Commissioners. Mr. Domme stated that Kimley-Horn was tasked with evaluating widening the roadway, including the financial impact and impacts to the level of service. He assured the Commission that safety will be addressed in the project.

Responding to additional Commissioner queries, Mr. Strow reiterated that only two of the ten intersections discussed currently have traffic lights, and the intersections with Stagecoach Pass and Cave Creek Road are the only two other intersections where lights will be added. The widening of Pima Road will only impact areas to the east of the road. Mr. Rutkowski added that small portions of right-of-way will need to be acquired where intersections are planned to be widened. With respect to outreach, Mr. Strow said social media was used, ads were taken out in three newspapers, and 8,000 postcards were mailed to residents within a mile of Pima Road.

Mr. Domme noted the City does not have an official dark sky policy, but this corridor is in the community most wanting to adhere to dark sky regulations. The project's design restricts streetlights to only be placed at intersections. Commissioner Pankiewicz expressed concern about having bike lanes alongside the roadway without illumination. Mr. Strow pointed out that residents can use the shared-use paths as well. He recognized the challenge of balancing people's wishes for dark skies with safety concerns and the desire for bike lanes.

### **3. Scottsdale's Signaling System, Left-Turn Signals, and Red-Light Timing**

John Hoang, Senior Traffic Engineering Manager, conducted a slideshow presentation and reviewed slides with the following titles or descriptions: video; agenda; Signal Basics; Leading Left Turn Arrow Sequence; Leading Through Movement Sequence; Lagging Left Turn Arrow Sequence (2 slides); Leading; Left Turn Phasing Options; Decision Making Guide for Traffic Signal Phasing; Crash Modification Clearing House; Surrounding Agency Comparison; Left Turn Storage Spill Back; Leading option due to high volume...; Leading Left Turn Operation; Left Turn Storage Blocking; Lagging option due to high volume...; Lagging Left Turn Operation; Possible Yellow Trap Sequence; Eliminating Yellow Trap; In Summary; Decision Zone; Limits of Decision Zone; Basic Signal Timing Parameter Guide; Duration of Minimum Yellow Change Interval; Scottsdale and Frank Lloyd Wright signal timing; Other Agencies Standard of Practice; Study in California...; Guidelines for Determining Traffic Signal Change; Leveraging Intelligent Transportation Systems Technologies; Bike Platoon green time extension; Green time extension for vehicles; and Staff Recommendation.

Commissioner Kauftheil observed that yellow lights in the Phoenix area last longer than where he used to live, resulting in him slowing down less often. He wondered how Scottsdale's yellow light durations compared to other jurisdictions. He thought safety should be prioritized over efficiency. Mr. Hoang replied he believed all local agencies had similar durations except the two who are trying pilot programs with increased yellow light times. He did not know how the area compares to national averages, though he believed them to be comparable. He confirmed the Commissioner's point that leading and lagging times vary throughout the day based on traffic patterns.

In response to additional queries, Mr. Hoang said operational fixes are used to solve interchange problems because they are often cheaper than changing striping or remodeling medians; those other options are usually only used when operational changes do not work. He spoke about the option to lock drivers in left-turn lanes, but doing so in the permissive phase will cause the left-turn light to remain green even if no cars are there. Detection is usually deactivated once the driver leaves the detection zone for two to three seconds. He stated that signals can be adjusted in real time in response to incidents if traffic backs up for more than a quarter of a mile.

Commissioner Kauftheil suggested that all lights lock on vehicles in left-turn lanes because cyclists do not trigger the lights, and that can result in them waiting through multiple light cycles. Mr. Hoang said he could consider that in specific locations.

Vice-Chair Wilcoxon wondered about software that detects people in decision zones who do not plan to stop, holds the green lights on other approaches, and issues a citation to the driver. Mr. Hoang noted the police department is responsible for red light cameras, though staff has weighed the value of several different types of camera systems. Vice-Chair Wilcoxon did not want people who broke the law to be rewarded and suggested that Mr. Hoang research dilemma zone red-light camera systems. Regarding the adaptive signal control for bicycles, Mr. Hoang said the system has been implemented at Drinkwater Boulevard and 5th Avenue, but they plan to expand to other areas. He noted the City participates in two studies with MAG dealing with air quality and congestion, and those findings are translated into dollars saved.

#### **4. Functional Classification Changes and Amendment to the Transportation Action Plan**

Transportation Planning Manager Nathan Domme conducted a slideshow presentation and reviewed slides with the following titles: Background; Functional Classification Map; Proposed Amendments; 78th Street (Shea Blvd to Mountain View Road); Reclassification and Speed Limit; Chauncey Lane (Scottsdale Rd to Miller Rd); and Next Steps.

Responding to Commissioner questions, Mr. Domme said the recommendation for reclassifying Chauncey Lane was made after staff's review of the area. Commissioner Pankiewicz opined that reducing the speed limit would not change behavior without enforcement. She wanted a process by which all conditions are reviewed equally in terms of safety. Mr. Domme said the 78th Street reclassification started as a resident petition, but staff observed consistent speeding during its own evaluation as well. Reducing the speed limit there is the first phase of the reclassification, with the addition of traffic calming measures coming later. He hoped staff will be able to spot similar situations in the future without the need for residents submit petitions. Commissioner Pankiewicz encouraged staff to keep a list of priority areas. Senior Traffic Engineering Manager John Hoang noted staff produces a collision report every two years, which show high crash areas.

Vice-Chair Wilcoxon agreed with both reclassification recommendations. He requested that baseline studies of license plates be conducted once the changes occur so staff knows where those who speed are from. Mr. Domme agreed that that study would produce good information.

VICE-CHAIR WILCOXON MOVED THAT THE TRANSPORTATION COMMISSION ACCEPT STAFF'S RECOMMENDATIONS FOR RECLASSIFICATION OF BOTH STREETS.

COMMISSIONER CARDELLA SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0) BY ROLL CALL VOTE. CHAIR MILLER, VICE-CHAIR WILCOXON, AND COMMISSIONERS CARDELLA, KAUFHEIL, MARMON, AND PANKIEWICZ VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

#### **5. Commission Identification of Future Agenda Items**

Commissioner Marmon said he was interested in attending open houses regarding transportation projects. He asked that a list of such meetings be included in the agenda packets. Chair Miller promoted an interactive event taking place during the Fall Festival.

Commissioner Pankiewicz requested a presentation on the process the City uses to change trolley routes, as well as one about what Scottsdale is doing to shade bus stops better. Transportation Planning Manager Nathan Domme indicated there will be a robust discussion about transit in the spring, and these items could be included in that discussion or scheduled as separate items. Chair Miller suggested coordinating with Valley Metro, who is considering a bus network redesign.

Commissioner Pankiewicz wanted more information on landscaping and development to alleviate stormwater, along with which areas are prone to flooding. Mr. Domme indicated that staff planned to give a presentation about pavement at an upcoming meeting.

Commissioner Kauftheil wanted a presentation on the hours of operation for the trolley system, adding he wished it to be available on weekends. Mr. Domme urged Commissioner to share with him any questions or comments they had for the transit meeting so their presentation can be better tailored. Commissioner Kauftheil wondered how the street development team is made aware of markings that should remain on certain roads after repaving. Senior Traffic Engineering Manager John Hoang indicated that paving companies should document what is there before paving and ensure all markings are put back when complete.

Chair Miller stated this was her last meeting on the Commission after six years, and she thanked staff and the Commissioners.

### **Adjournment**

VICE-CHAIR WILCOXON MOVED THAT THE OCTOBER 16, 2025, MEETING BE ADJOURNED. COMMISSIONER PANKIEWICZ SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0) BY ROLL CALL VOTE. CHAIR MILLER, VICE-CHAIR WILCOXON, AND COMMISSIONERS CARDELLA, 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 7:12 p.m.

Recorded and transcribed by eScribers, LLC.

# SCOTTSDALE TRANSPORTATION COMMISSION REPORT



**To:** Transportation Commission  
**From:** Lieutenant Christopher Dipiazza, Scottsdale Police Department Traffic Enforcement  
**Subject:** Transportation Safety Plan - Police Department Traffic Enforcement and Education  
**Meeting Date:** November 20, 2025

## ITEM IN BRIEF

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**Action:** Information, Discussion and Possible Action

### PURPOSE

The purpose of this report is to brief the Transportation Commission on the proposed Police Department Traffic Enforcement and Education section of the Scottsdale Transportation Safety Plan. This section establishes the current traffic enforcement and education work of the Scottsdale Police Department.

Commission input will help refine this section of the Safety Plan.

### TRAFFIC ENFORCEMENT STAFFING AND TOOLS

General Patrol includes approximately 160 officers on a 24/7/365 schedule. Staff utilize marked and semi-marked vehicles. These staff include:

- Traffic Enforcement Unit / Photo Enforcement Unit
  - DUI Unit, Motor Units, Vehicle Crime Reconstruction Unit, Special Events/Liquor Enforcement, Photo Enforcement/Vehicle Impound Unit
  - Approximately 30 employees semi-marked vehicles, motorcycles, fixed photo enforcement, mobile photo enforcement towers.
- Public Information Office
  - Police Department
  - Other City Government Teams

#### Traffic Enforcement Unit/ Photo Enforcement Unit

- Motorcycle Units
  - 10 Motor Officers respond to citizen complaints and proactively conduct traffic enforcement/education details
    - Focused details include Speed, School Zones, Distracted Driving, Child Seat, Red Light, Pedestrian/bicycle, Impaired Driving
- Vehicle Crime Reconstruction Unit
  - 5 Detectives investigate collisions involving serious injury or death
  - Utilize advanced technical tools
- DUI Unit
  - 5 Officers on the Aggressive Driving/DUI Unit conduct nighttime enforcement
- Photo Enforcement
  - 11 fixed sites
  - 4 mobile sites
  - PD Employees are the ones who review and issue citations/notices of violation

Sources of Traffic Complaints include:

- Citizen Generated
  - Scottsdale EZ
  - Citizen Calls/emails

- Most are speed complaints but truck route complaints, school zone violations, and neighborhood enforcement requests are common.
- Officer Initiated
- Crash Reports
- Photo Enforcement Data
- On-going communication with Transportation and Infrastructure Team

## **EDUCATION AND OUTREACH**

The Scottsdale Police Department takes a proactive approach to education and outreach to the public. These efforts include:

- Know Your Limits Details
- Slow Down Scottsdale
- Public Outreach Via Social Media
- City of Scottsdale Website
  - Includes educational information on everything from photo enforcement to e-bikes and from vehicle tows to fine schedules

Governors Office of Highway Safety (GOHS) Grants have supported these efforts for several years including:

- Speed Enforcement
- Pedestrian/Bicycle Safety
- DUI Enforcement (Federal)
- DUI enforcement (State)

### **Crash Reduction Details**

- Coordinated activity/saturation details conducted by a large team (10+ officers) of TES and patrol personnel in a single place & time.
  - Speed
  - Distracted driving
  - High crash intersections

### **DUI Saturation/DUI Task Force**

- Local Saturation details- Coordinated activity/saturation details conducted by a large team (10+ officers) of TES and patrol personnel
  - Summer Break
- GOHS DUI Task Force
  - Multi-jurisdictional team of officers from around the valley set up local command post and conduct coordinated enforcement
    - Funded/coordinated by GOHS
    - Special events
    - Holidays

### **Repeat Offenders**

- DUI
  - State law mandates increased fines and penalties for repeat offenders
  - Repeat offenders or offenders of certain laws may be charged with felonies and face prison time
- Photo Enforcement
  - Repeat/serial offender packets are compiled by PD staff in the Photo Enforcement Unit and assigned to police officers/detectives for service.
  - High Speed offender packets (90+MPH) are compiled by PD staff in the Photo Enforcement Unit and assigned to police officers/detectives for service/arrest.

### **E-Bike Enforcement**

- Whole community approach to education/enforcement
  - Park Rangers, Police, Parks & Rec, Mayor’s Office, Youth/Family Services, City Prosecutor’s office, City Council, SUSD
- Ordinance Establishment
  - SRC 17-77.1
- Education/Enforcement Details
  - Educational stops/discussions
  - Citations
  - Impounds
  - PSAs

Traffic Enforcement in 2024

Officer Initiated/Reported Events

Traffic Stops	Citations	DUI Arrests	Crashes
22,186	12,047	1,191	3,712

Photo Enforcement

Violations Reviewed	Citations Issued
99,749	59,655

**IMPLEMENTATION AND NEXT STEPS**

Upon Commission input, staff will:

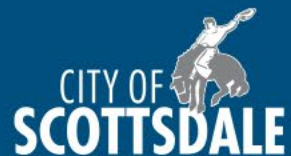
1. Incorporate edits and direction into the Police Department Traffic Enforcement and Education section of the Scottsdale Transportation Safety Plan.
2. Establish performance measures and reporting processes to track traffic enforcement and education events.

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**Contacts:** Susan Conklu, 480-312-2308, [sconklu@scottsdaleaz.gov](mailto:sconklu@scottsdaleaz.gov)

# Scottsdale Police Department Traffic Enforcement and Education Transportation Safety Plan

TRANSPORTATION COMMISSION  
November 20, 2025



# Staffing and Tools

- General Patrol
  - Approximately 160 officers on a 24/7/365 schedule
  - Marked and Semi-marked vehicles
- Traffic Enforcement Unit / Photo Enforcement Unit
  - DUI Unit, Motor Units, Vehicle Crime Reconstruction Unit, Special Events/Liquor Enforcement, Photo Enforcement/Vehicle Impound Unit
  - Approximately 30 employees semi-marked vehicles, motorcycles, fixed photo enforcement, mobile photo enforcement towers.
- Public Information Office
  - Police Department
  - Other City Government Teams



# Traffic Enforcement Unit/ Photo Enforcement Unit

- **Motorcycle Units**
  - 10 Motor Officers respond to citizen complaints and proactively conduct traffic enforcement/education details
    - Focused details include Speed, School Zones, Distracted Driving, Child Seat, Red Light, Pedestrian/bicycle, Impaired Driving
- **Vehicle Crime Reconstruction Unit**
  - 5 Detectives investigate collisions involving serious injury or death
  - Utilize advanced technical tools
- **DUI Unit**
  - 5 Officers on the Aggressive Driving/DUI Unit conduct nighttime enforcement
- **Photo Enforcement**
  - 11 fixed sites
  - 4 mobile cites
  - PD Employees are the ones who review and issue citations/notices of violation



# Sources of Traffic Complaints

- Citizen Generated
  - Scottsdale EZ
  - Citizen Calls/emails
    - Most are speed complaints but truck route complaints, school zone violations, and neighborhood enforcement requests are common.
- Officer Initiated
- Crash Reports
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# Education and Outreach

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- DUI Enforcement (Federal)
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# Traffic Enforcement in 2024

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## Photo Enforcement

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# Questions?





# SCOTTSDALE TRANSPORTATION COMMISSION REPORT



**To:** Transportation Commission  
**From:** Nathan Domme, Senior Manager: Transportation Planning  
**Subject:** Workforce and Emergency Responders Safety in the Right-of-Way  
**Meeting Date:** November 20, 2025

## ITEM IN BRIEF

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**Action:** Information, Discussion and Possible Action

### PURPOSE

The purpose of this report is to brief the Transportation Commission on the proposed Workforce Safety in the Right-of-Way section of the Scottsdale Transportation Safety Plan. This section establishes a Safe-System, preventative framework to protect employees, contractors, emergency responders, and the traveling public during all work occurring within the public right-of-way (ROW), including roadways, alleys, multi-use paths, unpaved trails, and frontages.

Commission input will help refine the framework and guide its integration into capital project development, maintenance operations, utility permitting, and emergency response activities

### BACKGROUND

Work in and near live traffic presents elevated risks due to higher operating speeds, changing traffic patterns, complex work layouts, and abnormal roadway conditions. These risks affect:

- City staff and contractors perform construction, maintenance, inspection, surveying.
- Emergency responders operating in or near work zones.
- Members of the public travel through or adjacent to work areas, including pedestrians, bicyclists, and transit riders.

### KEY RISKS AND GOALS

The framework is built around the most common and severe hazard types in the ROW:

- Struck-by / intrusions: Unintended vehicle entry into workspaces, backing incidents, and limited escape routes.
- Speed and operating environment: High approach speeds, high volumes, short tapers, lane shifts, poor sight distance, and distracted driving.
- Complex traffic interactions: Turning movements through work areas, temporary signal timing, queueing, and back-of-queue crashes.
- Vulnerable road users: Pedestrian and bicycle detours that intersect construction access, require unprotected street crossings, or create confusion.
- Visibility: Night work, glare, low luminance contrast, dust, rain, fog, and sun angle.
- Environmental stressors: Extreme heat, dehydration, fatigue, weather events, and air quality concerns.
- Public interactions and work zone aggression: Confrontations, unauthorized access to work areas, and driver frustration in constrained corridors.

### Goals

1. Eliminate fatalities and serious injuries to workers and emergency responders in the ROW.
2. Reduce work zone intrusions and struck-by incidents by prioritizing separation from traffic, speed management, and engineering protections before relying on personal protective equipment (PPE).
3. Protect vulnerable road users through accessible, predictable, and well-signed detours and channelization.

4. Ensure appropriate training and certification for field staff (e.g., flagger, Traffic Control Supervisor, OSHA).
5. Strengthen coordination with law enforcement and fire/EMS on incident management, access, and emergency ingress in and around work zones.
6. Improve reporting and learning through consistently documenting incidents and near-misses.

### **RISK-BASED APPROACH**

The framework uses a structured risk assessment to match controls to conditions in the field:

- Establish clear criteria for when particular protection (e.g., barriers, TMAs), police support, or full closures with detours are necessary.
- Traffic and geometric evaluation: Use approach speeds (85th percentile), traffic volumes, heavy-vehicle percentages, and sight distance to determine taper sizes, buffer widths, and clear zones.
- Heat risk assessment: Evaluate forecasted conditions and site-specific climate to determine appropriate heat illness prevention measures.
- Escape and refuge planning: Identify escape paths, refuge areas, and buffer spaces in every stage of the Traffic Control Plan (TCP).

### **SAFE-SYSTEM CONTROL STRATEGY**

A framework of hierarchy of controls (elimination, engineering controls, administrative controls, and PPE)

Elimination and Substitution

- Plan work so that tasks occur outside the traveled way whenever feasible (e.g., off-peak staging, prefabrication, remote sensing/survey, or full closures with detours where appropriate).
- Select work windows to minimize exposure (night or off-peak) while balancing visibility, fatigue, and noise constraints.

Engineering Controls

- Appropriate protection: Deploy portable barriers, movable steel/concrete barriers, crash cushions, and TMAs for stationery and mobile operations when risk thresholds are met.
- Ingress/egress management: Use dedicated entry points with shadow vehicles/TMAs, spotters, and gated access to reduce errant entry.
- Speed management: Implement temporary speed zones with signing and radar feedback signs.
- Lane management and tapers: Provide adequate taper length, buffer spaces, and clear zones.

Administrative Controls

- Conduct pre-task safety briefings covering roles, hazards, communications, and heat plans.
- Provide public information and outreach (traveler messages, business access coordination, and event planning) to reduce driver confusion and aggressive behaviors.

Personal Protective Equipment (PPE)

- Require high-visibility safety apparel meeting current performance classes appropriate to speed environment and time of day.
- Integrate heat and sun protection (cooling PPE, sunscreen, hydration systems) into standard work practices.

### **TRAINING, CERTIFICATION, AND SAFETY CULTURE**

The framework proposes role-based minimum training and certification:

- All field staff: OSHA training within six months of hire; annual ROW safety refresher; participation in regular safety trainings.
- Supervisors and leads: work zone risk assessment; leadership responsibilities in the heat illness.
- Traffic Control Supervisors (TCS): Recognized TCS credential; authority for TCP design and adjustment.

- Operators and drivers: Equipment-specific qualifications; spotter and backing training; TMA operation training.

Safety culture expectations include:

- Routine reporting of incidents and near-misses and use of that information for continuous improvement.
- Regular leadership presence in the field (safety walks and audits).
- Use of measurable safety metrics for crews and programs.

### **PEDESTRIAN, BICYCLE, AND TRANSIT SAFETY**

To support vulnerable road users in and around work zones, the framework calls for:

- Accessible temporary routes with stable surfaces, adequate width, edge protection, and detectable barriers.
- When sidewalk closures are unavoidable, protected detours with signed crossings.
- Transit Access, including maintaining existing stops whenever feasible or providing temporary platforms with clear, and consistent wayfinding.
- Bicycle connectivity, including maintaining protected bikeways where possible or providing clearly signed alternate routes; avoiding situations where cyclists are forced into high-speed mixed traffic without protection.

### **EMERGENCY RESPONDERS**

The Fire Department responds with an All-Hazards Approach in the right-of-way. This includes collisions, fuel spills, hazardous materials (HAZMAT), flooding and vehicle fires including electric vehicles. Such fires are also a HAZMAT situation. The goal is to protect the victims in incidents, responders and other roadway users at the scene. The department utilizes best practices and standard operating procedures at incidents.

They close the travel lanes to protect the scene, which may include closing more lanes than those that are directly involved in the crash for safety reasons. Typically, there is a fire engine, ambulance and may be a department pickup truck at the scene. Fire staff coordinate with the Police Department on the closure including which lanes are closed with an estimated time for the closure. If needed, a fire engine or ladder truck is used as a barrier at the outer edge of the scene to protect everyone. Personal Protective Equipment (PPE) is worn depending on the type of incident and follows national standards. This includes reflective materials on clothing and safety vests.

Staff in the Traffic Management Center (TMC) monitor scenes remotely behind the scenes with police radios and online dispatch systems for updated information. This is done during regular business hours, after-hours and on weekends. Traffic signal changes to speed up emergency response times and keep intersections clear, can reduce secondary crashes. This can also reduce crashes involving emergency vehicles. This includes Emergency Vehicle Pre-Emption (EVP) systems at all traffic signals to provide priority to emergency vehicles during calls.

The Department of Homeland Security and Fire Department coordinate Special Event safety using portable vehicular barriers. These include permanent bollards and temporary cantilever-type barriers to prevent vehicles from entering the area.

### **IMPLEMENTATION AND NEXT STEPS**

Upon Commission input, staff will:

1. Incorporate edits and direction into the Workforce Safety in the Right-of-Way section of the Scottsdale Transportation Safety Plan.

Transportation Commission

November 20, 2025

Workforce and Emergency Responders Safety in the Right of Way

Page 4

2. Establish performance measures and reporting processes to track work-zone intrusions, struck-by incidents, near-misses, and heat-related events.

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# Workforce and Emergency Responders in the Right-of-Way Transportation Safety Plan

TRANSPORTATION COMMISSION

November 20, 2025



# Purpose

The Scottsdale Transportation Safety Plan includes a section on Workforce and Emergency Responders Safety in the Right-of-Way (ROW).

This preventative framework will protect employees, contractors, emergency responders and the public during all work within the public right-of-way, including:

- Roadways
- Alleys
- Paved paths
- Unpaved trails
- Frontages

# Background

Work in traffic presents risks due to higher operating speeds, changing traffic patterns, complex work layouts, and abnormal roadway conditions. These risks affect:

- City staff and contractors performing construction, maintenance, inspection, surveying.
- Emergency responders operating in or near work zones.
- Members of the public traveling through or adjacent to work areas, including pedestrians, bicyclists, and transit riders.

# Key Risks

The most common and severe hazard types in the ROW:

- Struck-by / intrusions
- Speed and operating environment
- Complex traffic interactions
- Vulnerable road users
- Visibility: Night work, glare, low luminance contrast, dust, rain, fog, and sun angle.
- Environmental stressors
- Public interactions and work zone aggression



# Goals

1. Eliminate fatalities and serious injuries to workers and emergency responders in the ROW.
2. Reduce work zone intrusions and struck-by incidents by prioritizing separation from traffic, speed management, and engineering protections before relying on personal protective equipment (PPE).
3. Protect vulnerable road users through accessible, predictable detours and channelization.
4. Ensure appropriate training and certification for field staff (e.g., flagger, Traffic Control Supervisor, OSHA).
5. Strengthen coordination with law enforcement and fire/EMS on incident management, access, and emergency ingress in and around work zones.
6. Improve reporting and learning through consistently documenting incidents and near-misses.

# Approach

The framework uses a structured risk assessment to match controls to conditions in the field:

- Establish criteria for when particular protection (e.g., barriers, TMAs), police support, or full closures with detours are necessary.
- Traffic and geometric evaluation: Use approach speeds (85th percentile), traffic volumes, heavy vehicle percentages, and sight distance to size tapers, buffer spaces, and clear zones.
- Heat risk assessment: Evaluate forecasted conditions and site-specific climate to determine appropriate heat illness prevention measures.

# Safe-System Control Strategy

A framework of hierarchy of controls includes:

- Elimination
  - Work outside of traveled way whenever feasible
- Engineering controls
  - Appropriate protection, egress management, Speed management, Lane and tapers management
- Administrative controls
  - Public information and outreach
- PPE
  - Personal Protective Equipment

# Training, Certification

The framework proposes minimum training and certification:

- All field staff: appropriate training; safety refreshers; participation in regular safety trainings.
- Supervisors and leads: Work zone risk assessment; leadership responsibilities in the heat illness.
- Traffic Control Supervisors (TCS): Recognized TCS credential; authority for TCP design and adjustment
- Operators and drivers: Equipment-specific qualifications; spotter and backing training; TMA operation training.

# Safety Culture

- Safety culture expectations include:
  - Routine reporting of incidents and near-misses and use of that information for continuous improvement.
  - Regular leadership presence in the field (safety walks and audits).
  - Use of measurable safety metrics for crews and programs.



# Pedestrian, Bicycle and Transit Safety

- To support vulnerable road users in and around work zones, the framework calls for:
  - Accessible temporary routes
  - Signed crossings
  - Transit Access:
    - Including maintaining existing stops
    - providing temporary platforms
- Bicycle connectivity, including maintaining protected bikeways where possible or providing clearly signed alternate routes; avoiding situations where cyclists are forced into high-speed mixed traffic without protection.



# Fire Department Response Information

- All Hazards Approach
  - Collisions – injuries
  - Fuel spills
  - Hazardous materials (HAZMAT)
  - Flooding – water rescue
  - Vehicle fires, including Electric Vehicles
    - Also a HAZMAT situation
- Goal is to protect
  - Victims of incidents
  - Responders
  - Other roadway users



# Best Practices and Standard Operating Procedures

- Close the travel lanes
  - Sometimes more lanes than are involved in the crash
  - Necessary to protect the scene
  - Ambulance, fire engine, department pickup truck
- Outside edge of scene: fire engine or ladder truck as a barrier
- Goal is to protect everyone for a short amount of time as needed
- Personal Protective Equipment (PPE)
  - Follow national standards, depends on the type of incident
  - Reflective clothing
  - Safety vests

# Traffic Management Center (TMC)

- Incident Management
  - Monitor scene remotely
  - During business hours, after-hours and weekends
  - Behind the scenes using police radios and online dispatch systems for information
- Traffic signal changes to speed up response times and keep intersections clear
  - This includes Emergency Vehicle Pre-Emption (EVP) systems at all traffic signals to provide priority to emergency vehicles during calls.
  - Reduce secondary crashes
  - Can also reduce crashes involving emergency vehicles

# Special Event Safety

- Department of Homeland Security and Fire Department
- Portable barriers
  - Temporary – cantilever style, water filled
- Permanent bollards



Questions  
and  
Discussion

# SCOTTSDALE TRANSPORTATION COMMISSION REPORT



**To:** Transportation Commission  
**From:** Nathan Domme, Senior Manager: Transportation Planning  
**Subject:** FY26/27 Capital Improvement Plan Recommended Transportation Project List  
**Meeting Date:** November 20, 2025

## ITEMS IN BRIEF

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Action: Information, Discussion and Possible Action

### **Purpose:**

The purpose of this report is to:

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

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

### **Background:**

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

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

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

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

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

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

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

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

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

### **Prioritization Framework**

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

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

### **Discussion**

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

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

Projects in this tier address using

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

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

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

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

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

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

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

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

## **Alignment with Adopted Plans**

The prioritization is consistent with:

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

## **Community Involvement**

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

## **Resource Implications**

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

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

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

### **Staff Recommendation**

Staff recommend the Transportation Commission:

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

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### **Contacts:**

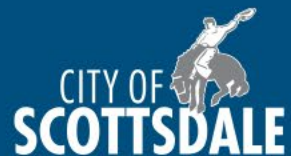
Nathan Domme, 480-312-2732, [ndomme@scottsdaleaz.gov](mailto:ndomme@scottsdaleaz.gov)

# FY26/27 CIP: Recommended Transportation Project List

Prioritization of New Transportation & Infrastructure  
Capital Requests

TRANSPORTATION COMMISSION

November 20, 2025



# Action: Discussion and Possible Action

- Purpose:
  - Summarize new T&I capital requests submitted through the CIP Pre-Budget Process
  - Present Staff's recommended prioritization framework and tiering of these new projects
- Scope:
  - Focus on new project requests (New Capital Projects of adjustments to the budget)
  - Does not re-rank projects already in the adopted five-year CIP

# Capital Improvement Plan Budget Process

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

# New Requests – Project Types

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

# Yearly Recurring Capital Accounts (Systemwide Programs)

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

## **Role in CIP:**

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

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

(Bond 2019 Funding, Transportation 0.2% Sales Tax)

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

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

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

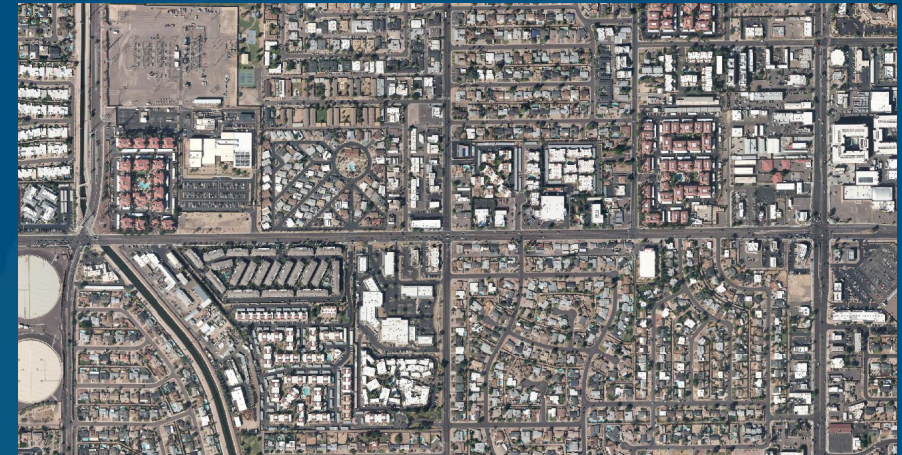


Thompson Peak Pkwy (Pima Rd to Legacy Blvd)

# Thomas Road: 56th Street to 73rd Street

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

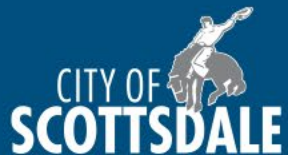
<b>Project Type:</b>	Pavement Rehabilitation
<b>Status</b>	Design and Construction
<b>Project Cost</b>	\$24.8 million
<b>Importance of Project:</b>	Pavement Maintenance
<b>Request</b>	\$7.4 Million for Local Match



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

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

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



# Traffic Signal Rewiring (Citywide)

(Transportation 0.2% Sales Tax)

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

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

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



Scottsdale Rd and McDowell Rd Intersection

# Major Traffic Signal Equipment Upgrade (Citywide)

(Transportation 0.2% Sales Tax)

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

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

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



Thompson Peak Pkwy and 100<sup>th</sup> St Intersection

# Doubletree Corridor Traffic Signal Equipment Upgrades

(Transportation 0.2% Sales Tax)

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

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

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



Double Tree Ranch Rd Intersection

# Northsight Boulevard & Butherus Drive

(Transportation 0.2% Sales Tax)

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

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

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



Northsight Blvd & Butherus Dr

# Trolley Vehicle Purchase

(Federal Funding, Regional Sales Tax)

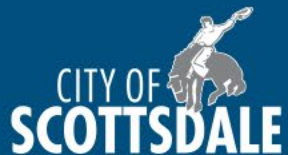
<b>Project Type:</b>	Bus Replacement
<b>Status</b>	Procurement
<b>Project Cost</b>	\$10.4 million
<b>Importance of Project:</b>	End of Life Replacement
<b>Request</b>	Additional \$5.9 Million

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

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



Thompson Peak Pkwy (Pima Rd to Legacy Blvd)



# Transit Stop Renovation/Improvements (Citywide)

(Public Transportation Fund (PTF) Regional Sales Tax)

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

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

**Scope:** Replace outdated shelters and amenities



Hayden and Palm Ln Bus Stop

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

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

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

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

**Scope: Design roadway widening**



Thompson Peak Pkwy (Pima Rd to Legacy Blvd)

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

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

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

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

**Scope:** Design roadway widening



Pinnacle Peak Road Westbound

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

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

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

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

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



Legacy Blvd Bridge over Reata Pass Wash

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

(Transportation 0.2% Sales Tax)

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

**Background:** Resident Request for pedestrian connections

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



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

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

(Transportation 0.2% Sales Tax)

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

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

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



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

# Prioritization Framework

Staff applied criteria consistent with the 2022 Transportation Action Plan:

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

# Tier 1 – External Funding & Corridor Priorities

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

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

# Tier 2 – Safety & Operations Priorities

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

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

# Tier 3 – Design for Corridors & Multimodal Gaps

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

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

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

# Plan Alignment & Funding Considerations

- **Policy Alignment:**

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

- **Funding:**

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

- **Recommendation**

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



Questions  
and  
Discussion

# Staff Recommendation

Staff recommends that the Transportation Commission:

- Support Tier 1 & Tier 2 projects as highest priority for funding in the upcoming five-year CIP
- Support Tier 3 projects advancing as funding allows,

## **Next Steps:**

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