



**APPROVED AS AMENDED
SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

**Thursday, March 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
Lee Kauftheil
Robert Marmon
Mailen Pankiewicz

ABSENT: Kyle Davis

STAFF: Nathan Domme, Transportation Planning Manager
Sam Taylor, Principal Traffic Engineer
Cristina Lenko, Public Information Officer
Susan Conklu, Senior Transportation Planner
Greg Davies, Senior Transportation Planner
Kyle Lofgren, Office Manager

PUBLIC COMMENT

Mr. Lofgren advised there were no members of the public who wished to speak, and no written comments were submitted.

1. Approval of Meeting Minutes

Chair Miller commented on changes to page 3 to clarify the streets being discussed, 5 to spell out the acronyms, and 7 to change JAS to GIS.

COMMISSIONER KAUFTHEIL MOVED TO APPROVE FEBRUARY 20, 2025, TRANSPORTATION COMMISSION REGULAR MEETING MINUTES AS AMENDED. VICE-CHAIR WILCOXON 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.

2. Prop 479: Arterial Life Cycle Program

Nathan Domme, Transportation Planning Manager, provided an overview of the Prop 479: Arterial Life Cycle Program (ALCP). Prop 479 is a continuation of Prop 400 for the regional sales tax passed during the last election, and funding will continue for another 20 years. This effort to fund arterial and highway improvements started in 1985 with Prop 300 using a .5 percent sales tax. In 2004, Prop 400 was passed, adding another .5 percent sales tax. In 2024, Prop 479 passed, adding another .5 percent sales tax.

Locally, in 1989 a .2 percent sales tax was passed for operating and capital transportation improvements as well as for the local match on federally funded projects. In 2019, the City of Scottsdale sought dedicated local match funding for ALCP projects with a .1 percent sales tax, which expires in 2029.

Prop 479 is a regional 5 percent sales tax paid to Maricopa County to fund 70 percent of the ALCP projects. This funding will be maintained by Maricopa County until 2045. At the local level, the Cities are required to provide a 30 percent local match, find the consultants for design, find the contractor, and manage the project through the end. Maricopa Association of Governments (MAG) reimburses the City upon completion of the project.

The purpose of ALCP is to widen existing roads, match future capacity needs, improve intersections, construct new arterial segments, and bring segments to current standards and ultimate configuration based on the needs of the surrounding area. Another important goal is to connect the regional arterial roadway network for consistency among multiple jurisdictions. Local projects can also include bike lanes, sidewalks, roundabouts, bike paths, trails, and anything that supports local policies and design standards.

Prop 400 funding will end December 2025 and will continue to be the dedicated funding source for those previously approved projects. Prop 479 picks up in January 2026 and becomes the dedicated funding source for newly approved ALCP projects. Scottsdale's .1 percent sales tax that passed in 2019 and is the dedicated funding source for the 30 percent match on ALCP projects and will continue to be used for Prop 400 and Prop 479.

Mr. Domme reviewed and discussed a series of arterial projects under Prop 479 to bring existing roadways to current standards and ultimate configuration. There is a strong need for northern arterial projects, that includes stormwater improvements, reducing wet crossings, and

putting in culverts, which will postpone the transportation projects. The area of focus will be the east-west arterial movements in the northern part of the city. Prop 400 projects were focused on north-south routes. The total cost of the improvements over the next 20 years is \$320 million, which includes \$96 million of local match funds.

Presently, the City is working with MAG on developing a phasing plan based on need to ensure proper spacing, minimized disruption, and not overload one side of the network with construction. Coordination with other infrastructure is achieved by working with other departments and internal staff. A pre-project assessment and resident feedback is done prior to implementation.

A map was shown reflecting comprehensive network and arterial improvements completed through Prop 400 and those that will be completed through Prop 479. Prop 400 had 67 percent of the projects with capacity improvements and Prop 479 will have 66 percent of the projects with capacity improvements.

Commissioners were given an opportunity to comment and ask questions. Mr. Domme responded:

- Although they try to come up with a good phasing plan they can follow, there are times that adjustments must be made, and the City has flexibility to do so working through MAG for approval.
- Regarding the Scottsdale Road: Highland Avenue to Frank Lloyd Wright Boulevard project, a preliminary analysis will be conducted to determine what improvements are needed. Upon completion of the analysis, a plan will be developed on how to best approach the project, such as dividing it into multiple smaller projects.
- Thompson Peak Parkway is a bond project that is presently in design.
- Grants have not been used in the past for the local 30 percent match, but it can be investigated as a possible source of funding.
- MAG and the City consistently review the cash flow of the tax funds. MAG works with the City to cover projected budget cost increases, and the City has supplemented with the local tax. Projects can also be moved, rescope, or canceled should the cost become unreasonable.
- The Hayden Road: McKellips Road to Indian School Road project will be a reconfiguration that includes curb modifications, new medians, stormwater improvements, and sidewalks. The timing of this project would fall at the tail end of Prop 479 and will require new pavement treatment as well.
- The estimates on the chart represent the amount requested. A preliminary design and new cost estimate will be conducted on all proposed projects.
- MAG uses a calculation regarding the necessity and importance of projects, they want to get the most out of the money. Another factor considered is the distribution throughout the region.

3. Feasibility Studies and Conceptual Designs for Capital Projects

Nathan Domme, Transportation Planning Manager, provided an overview of and discussed the feasibility studies and conceptual designs for capital projects. The Capital Improvement Program (CIP) is an annual year-long process that begins in October with Traffic Planning, Traffic Engineering, and Transportation Planning staff to evaluate requests for safety needs and concerns along the roadways. A list is prepared for Budget to review and prioritize funding for the next year.

There are several factors that go into which projects are recommended and how they are prioritized.

- ▶ Safety and regulatory complaint requirements
 - Matching the Americans with Disability Act
- ▶ Condition and maintenance of existing assets
 - An example is the 64th Street Canal wall that is in such a state that performing the repairs before they present major concerns would make it a priority.
- ▶ Citizen input
- ▶ Expected usage levels
 - Use of development fees for another asset
- ▶ Federal and Regional Funding
- ▶ Funding for nonauto options to the Transportation Action Plan
- ▶ The Transportation Action Plan implementation section is the guiding source for all projects to be accomplished

The main funding source used for CIP projects is the .2 percent sales tax. The .1 percent sales tax is dedicated to ACLP projects. Scottsdale's benefits from having dedicated funding sources for CIP projects and prioritization, which allows management of the transportation projects on the list. Presently, CIP projects are 41 percent funded with local funds, 26 percent with federal grants, and 33 percent with regional funds.

An overview of the timeline for the budget was provided, starting with the kickoff in November through to the adoption in June.

Presently, estimates are created prior to design and without an understanding of what is happening with the roadway network, right-of-way concerns, stormwater concerns, or utility concerns, and it is impactful on the project estimate especially with inflation increases over the past four years. The 77th Street Emergency Access project and the Cap Canal Project were discussed as examples. A feasibility and preliminary design effort is being reviewed to get preliminary designs prior to presenting a final estimate request to the Council. This process will fit into the current CIP request timeline

Additional money was added to the operating budget for the purpose of conducting feasibility studies. Performing these preliminary measures help determine any obstacles or fatal flaws related to a project. This provides a more accurate estimate to be presented to the Council, provides documentation that answers recurring requests as well as design alternatives that stay on file for future use, so Council can determine approval of projects.

Effective FY25/26, the only money requested in the CIP funding is for design, not construction. The 15 percent design will be performed to understand if there are any right-of-way, stormwater, and utility concerns, as well as other obstacles that may exist. An estimate will be prepared to be presented to the City Council for a second approval for the actual project.

Mr. Domme described the process for conceptual designs and how estimates are determined after obstacles are identified. At that time all funding goes towards construction of the project, and provides the Council with two approvals. The project needs approximations of the true costs

of the project to be visible to the Council. Admittedly, the 15 percent design is limited and there will be more things that come, but it provides a cleaner estimate.

Commissioners were given an opportunity to comment and ask questions. Mr. Domme responded:

- A solid number estimate that is generated along with the Civil Engineering crew and the estimators is provided based on what the scope of the project is, where it is, the affected area, and what is generally known about the area. All projects are presented with conservative estimates and a 20 percent contingency noted at the bottom, which provides some flexibility. Should a range or higher contingency be added, it would limit the number of projects that could be funded each year, because funds would be tied up in contingencies. The goal is to avoid going back to the Council asking for budget increases due to unknowns.
- Even with the 15 percent design, the estimate will not be perfect because there will still be unknowns. The intent is to alleviate as many of the unknowns as possible.

4. Path Wayfinding Signage Update

Susan Conklu, Senior Transportation Planner, provided an overview and discussed the path wayfinding signage update. An overview on the background of the wayfinding signage was provided, noting it was recommended on paths and unpaved trails as part of the 2008 Transportation Master Plan Bicycle Element. The project began in 2011 with test signage that was prepared in house and installed in 2013 along Indian Bend Wash Path from McKellips Road to 92nd Street and Shea Boulevard. In 2016, a project was created to hire design consultants Gavan and Barker along with JRC Design as subconsultants.

Significant public outreach occurred including presentations to the Transportation Commission, Paths and Trails Subcommittee, Parks and Recreation Commission, with mockups being made available for viewing at public events. A project website was created in 2021, and sign package guidelines and designs were presented to the Development Review Board for amended approval.

Feedback was provided throughout this process from staff, residents, paths and trail users, and the Transportation Commission. Many comments asked for the signs to include rules and laws, which were included along with the most common infractions observed. In FY20/21 capital improvement funding was received

An overview of the various sign types was provided, including the bridge and underpass crossings that are important safety and policy information signage. Based on feedback, yellow regulatory and path rules signage will be installed every 1/4 to 1/8 of a mile along the path.

Phase 1 includes Transportation and Capital Project Management staff coordination along with the contractor, Valley Rain Construction, for field verification of all locations and content. Valley Rain, along with their subcontractor Sierra Signs and Service, provided a submittal of 50 pages with every sign which received staff approval. Fabrication of the signs began in the fall of 2023. In January 2024, installation began of over 200 new signs on 7 miles of paths, as did removal of old signage from Thomas Road to Indian Bend Road. The next steps include inventory, mapping, and capturing photos of the completed signage. A review of the remaining budget will occur, and necessary

additional budget requests will be presented to the City Council for approval.

Citizen requests are received on a regular basis related to path and on-street user behavior. One particular interest involved e-bike riders on the Arizona Canal Path. Motorized devices are permitted on the Indian Bend Wash Path and Neighborhood paved paths but prohibited on Canal property that is owned by the Bureau of Reclamation. This is information the City has wanted to convey to the public on the signage or other messaging platforms. New signage will be installed on Canal property stating, "no motorized vehicles or devices allowed on Canal property," and "all users yield to pedestrians". Twelve of these signs will be put in seven locations this spring along the unpaved bank, entrances from off the streets, links from multifamily developments, and public neighborhood and alley connections. Preliminary approval was received from SRP.

The Scottsdale Transportation Safety Plan has started, and work will be done with the public providing information on current regulations, which have not changed since 2018, as well as bikeway improvements. Additional outreach includes a double-sided brochure on e-bikes that will be placed at bike shops and community centers. Staff keeps informed with what the police department is working on to not duplicate efforts, and rider data is obtained for areas of most concern showing how frequently e-bikes are used as well as any other noticeable behavior. The plan was to continue collecting feedback from the public to determine if other signs are needed or if the message needs to be adjusted.

Commissioners were given an opportunity to comment and ask questions. Ms. Conklu responded:

- Valley Path branding and signage were implemented in parts of Phoenix and Mesa through the Active Transportation Committee at MAG, but Scottsdale moved parallel with their own sign package. The methodologies with sign types and packages are very similar but not consistent.
- Vice-Chair Wilcoxon recommended increasing the sign height from five feet to the bottom to seven feet to avoid anyone walking or riding into the signage. The manual on uniform traffic control device requirements for ROW will provide additional information.
- Mr. Davies noted an additional benefit with different signs is that path and trail users will be able to differentiate the differing regulations.
- Ms. Conklu noted uncertainty if there is signage from neighboring cities along the Arizona Canal Path or the Cross Cut Path but will find out.
- Commissioner Kauftheil commended staff on changing the language related to e-bikes from classes to speed, making it easier for the average user to understand.

Adjournment

VICE-CHAIR WILCOXON MOVED TO ADJOURN THE MEETING. COMMISSIONER KAUFTHEIL SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ONE (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 6:50 p.m.

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