



**SCOTTSDALE TRANSPORTATION COMMISSION
Notice and Agenda**

Date: Thursday, June 18, 2026

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 |
| Emmie Cardella, Vice-Chair | Kyle Davis, Commissioner |
| Robert Marmon, Commissioner | Bob Baker, 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://ww2.scottsdaleaz.gov/boards/transportation-commission>

1. **Approval of Meeting Minutes**----- **Discussion and Action**
Regular Meeting of the Transportation Commission – May 21, 2026
2. **Valley Metro Bus Network Redesign** -----**Information and Discussion**
General overview of recent BNR analysis and outreach conclusions - Aaron Xaevier, Service Planning Manager, Valley Metro
3. **Pavement Program Overview and Update** -----**Information and Discussion**
Overview on Pavement Maintenance Program - Scott Zipprich, Senior Street Operations Manager
4. **Projects and Programs Update**-----**Information and Discussion**
Nathan Domme, Senior Transportation Planning Manager
5. **Transportation Commission Identification of Future Agenda Items**-----**Discussion**
Commissioners may identify items or topics of interest for future Transportation Commission meetings

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, May 21, 2026
City Hall Kiva Forum
3939 N. Drinkwater Boulevard
Scottsdale, AZ 85251**

CALL TO ORDER

Chair Wilcoxon called the meeting of the Scottsdale Transportation Commission to order at 5:17 p.m.

ROLL CALL

PRESENT: Mary Ann Miller, Chair
Robert Marmon (MS Teams)
Lee Kaufheil
Mailen Pankiewicz
Emmie Cardella
Kyle Davis

ABSENT: Kerry Wilcoxon, Vice Chair

STAFF: Nathan Domme, Transportation Planning Manager
John Hoang, Senior Traffic Engineering Manager
Susan Conklu, Senior Transportation Planner
Greg Davies, Senior Transportation Planner
Adam Saylor, Scottsdale Police Officer
Amber Fleming, Scottsdale Police Officer

PUBLIC COMMENT

There was no response to the call for public comment.

1. Approval of Meeting Minutes

Regular Meeting of the Transportation Commission – April 16, 2026

Commissioner Davis noted that in section one, towards the bottom of the page it indicates that Commissioner Baker abstained and it should be corrected to say that Commissioner Davis abstained.

COMMISSIONER DAVIS MOVED TO APPROVE THE APRIL 16, 2026, TRANSPORTATION COMMISSION REGULAR MEETING MINUTES AS AMENDED. COMMISSIONER KAUFTHEIL SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0). VICE-CHAIR CARDELLA, COMMISSIONERS MARMON, PANKIEWICZ, KAUFTHEIL, DAVIS, AND BAKER VOTED IN THE AFFIRMATIVE. COMMISSIONER DAVIS ABSTAINED. THERE WERE NO DISSENTING VOTES.

2. E-Bike and Related Devices Update

Senior Transportation Planner Susan Conklu conducted a slideshow presentation and reviewed slides with the following titles: Multiuse Paths; Growing Types of Motorized Devices; Electric Powered Devices with Functioning Pedals Allowed on the Path; Electric Powered Devices w/o Functioning Pedals Allowed on the Path; Electric Powered Devices with Functioning Pedals Prohibited on the Path; Electric Powered Devices without Functioning Pedals Prohibited on the Path; Electric Powered Devices on Path; Steps Taken to Improve Path System; City Code Recent Updates – Ordinance No. 4372; On-Street Network; Path Wayfinding and Regulatory Signage; Path Widening Projects; Ongoing Outreach; Scottsdale Police Dept; Bicycle Safety Brochure; Speed Limit Study on Indian Bend Wash Path; Speed Limits vs Path Etiquette Signage; National Averages typical path user speeds; Study and Pilot Location; Speed Data results (November and December 2025); and Recent Meetings.

Police Officer Adam Saylor and Police Officer Amber Fleming gave a presentation including slides with the following titles: E-Bike Concerns in the Community; Concerns; Classes of E-bikes; Electric Motor Driven Cycle; Enforcement - including civil violations, City Code violations; and criminal violations; and Challenges.

In response to a request for clarifications from Commissioner Kauftheil, Officer Fleming explained that a bike is considered okay as long as it has the ability to pedal without using the throttle. Electric motor driven cycles are legal as long as they are 750 watts or less. Officer Saylor said that the way that speed and wattage are checked is by using radar. Bikes are evaluated based on the capability of the highest peak mode. A full definition of the various types of e-bikes and state regulations for each is available on the Arizona Revised Statutes website. Officer Saylor explained that canal paths fall under Federal jurisdiction. The City focuses on monitoring city parks and streets and strives to educate parents about the regulations.

In response to a question by Commissioner Pankewicz, Officer Fleming explained that there are some things that the police give leniency on, because they are in the education phase, but there is

no leniency when someone is going up to 60-miles-per-hour.

In response to a question by Commissioner Davis, Ms. Conklu explained that the regulation allowing Class 1 and Class 2 electric bicycles on paths and sidewalks, but prohibiting them on roads that go 40 mph or greater was a compromise when creating the sidewalk laws.

Commissioner Cardella asked if a police officer has to physically see a violation or if someone can call in and report. Officer Saylor said that people can call in and often have camera footage of the violation that can be used as evidence.

3. Bicycle Detection and Counts at Traffic Signals

Senior Transportation Planner Greg Davies conducted a slideshow and reviewed slides with the following titles: What is Bicycle Signal Detection?; Program Overview; Detection Technologies; Existing Detection Technologies; Scottsdale's Prominent Technology; Scottsdale Signal Network Breakdown - 320 signalized intersections; Scottsdale Signal Network Breakdown – Signalized Intersections with Bike Lanes; Bicycle Signal Detection Initial Deployment; Intersection Detection Applications; Pavement Marking Applications; Video Camera Detection Technology; Miovision Detection Zones; Miovision Detection Data; Gridsmart Detection Zones; Gridsmart Detection Data; LiDAR Detection; and Next Steps.

In response to a question by Commissioner Kauftheil, Senior Traffic Engineering Manager John Hoang explained that lighting at an intersection is part of the accuracy of the system. New emerging technology will help to increase the bicycle detection accuracy.

Commissioner Davis asked if there were plans to put more cameras in. Mr. Hoang explained that there is an upcoming project that will include approximately 110 additional detection systems at the signalized intersections. He noted that the Lidar system gives the speed of the bicycles and vehicles at 90 percent accuracy.

4. Projects and Programs Update

Transportation Planning Manager Nathan Domme conducted a presentation and reviewed the following topics:

- Projects Under Construction. Scottsdale Road, Jomax to Dixileta are nearing completion and should be completed by Fall of 2026. Pima Road, Via Linda to McDowell Roadway widening anticipated completion in Fall of 2026.
- AZ Canal Path Closure. Camelback Road to Chaparral will be closed through the middle of July.
- Projects Starting Construction. Cactus Trail Enhancement Project from 96th to Frank Lloyd Wright Blvd.; Cactus Trail Enhancement Project; 68th Street sidewalk connection from the canal to Camelback Road;
- Indian Bend Wash Path Renovations. Coming to completion with the McCormick Ranch section of the project. Path will be closed for most of the summer.
- Design Projects. Thompson Peak Parkway bridge over Reata Pass is reaching 90 percent designs and will start construction as soon as possible; Thomas Road, 56th Street to 73rd Street complete reconstruction of pavements is Federally funded and will go to ADOT for review once design is completed.

- Transit Capital Investments. Vehicle Replacement and Citywide Stop Improvements. Full design of new Trolley vehicles will be brought to the Transportation Commission and 10 to 13 new vehicles should be received by Summer of 2028. Standards for Scottsdale bus shelters will be modified and additional stops will be placed.
- Arterial Life Cycle Program - Proposition 479. Three preliminary design projects beginning in July, including Dynamite Blvd, 56th to Pima; Pinnacle Peak, Scottsdale Road to Pima Road; and Legacy Blvd. bridge.
- FY2025/26 Pavement Program preliminary look. Full presentation of the 10-year plan will be agendized for the June meeting.

5. Transportation Commission Identification of Future Agenda Items

Commissioner Kauffheil requested a presentation discussing the potential for expanding public transportation routes, days, and times. He stressed the importance of including a route that goes to the McDowell Sonoran Preserve. Mr. Domme said that he will include that discussion as part of the Transit update in the Fall.

Commissioner Baker suggested that staff consider doing a study on timing lights based on traffic speed.

Commissioner Marmon requested a presentation on the Maricopa Association of Government's Northeast Valley transportation study.

The next Transportation Commission meeting is scheduled for June 18, 2026.

Adjournment

COMMISSIONER DAVIS MOVED TO ADJOURN THE MEETING. COMMISSIONER KAUFFTHEIL SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0). VICE-CHAIR CARDELLA, COMMISSIONERS MARMON, PANKIEWICZ, KAUFFTHEIL, DAVIS, AND BAKER VOTED IN THE AFFIRMATIVE. COMMISSIONER DAVIS ABSTAINED. THERE WERE NO DISSENTING VOTES.

With no further business to discuss, being duly moved and seconded, the meeting adjourned at 7:13 p.m.

Recorded and transcribed by eScribers, LLC.

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Aaron Xaevier, Service Planning & GIS Manager
Subject: Valley Metro Bus Network Redesign Update
Meeting Date: June 18, 2026

ITEM IN BRIEF

Action: Information

Background

Valley Metro is developing a Bus Network Redesign (BNR) to align local and regional bus service with customer expectations and demand, regional travel patterns, and available future funding. The project aims to improve service efficiency while maximizing resources in a limited funding.

Valley Metro staff will present the Transportation Commission a summary of the BNR process, key findings, its connection to Proposition 479/RSTIIP funding, and the next steps for public review and Board consideration.

Key Findings

The BNR analysis identifies indicators supporting adjustments to service design and delivery. The current grid-based network requires many transfers, yet most routes operate every 30 minutes. Below are several trends identified in the process

- Regional bus service is carrying approximately 12 passengers per hour, compared with a peer average of approximately 22 passengers per hour.
- Ridership recovery is approximately 65 percent, compared with a national recovery average of roughly 80 percent for mid-sized and large urban systems.
- Approximately 47 percent of riders transfer. Higher transfer activity is expected in a grid system, but successful transfers require higher frequency and reliable operations.
- The top 15 routes account for almost half of all weekday riders, and six of them serve Scottsdale.
- Scottsdale has two of the ten lowest-cost-per-boarding local routes in the regional system and none of the ten highest-cost-per-boarding local routes.

The analysis shows that ridership demand fluctuates throughout the day, while service levels remain constant. Weekday ridership peaks in the morning and afternoon, whereas weekend ridership increases gradually into the mid-afternoon and early evening.

Service Priorities

Frequency and reliability are the top service priorities for current and potential riders. Riders rated frequency, on-time performance, and on-board safety as most important. Satisfaction was lowest for bus stop amenities, on-time performance, and weekend service availability.

Non-riders indicated they would be more likely to use local or express bus service if there were more frequent and direct service with fewer transfers, improved shade and heat protection at stops, additional amenities, and better real-time information and apps.

Scottsdale residents responded more positively than the regional average. Frequency, Span, and On-time performance were the top three elements for the service for Scottsdale Residents. Scottsdale respondents preferred increased frequency during weekday morning and evening peak periods. 30% selected weekday peak frequency increases, while 24% felt the current hours are sufficient. For expanded service hours, 33 percent indicated current hours are adequate, with moderate interest in late-night service on weekdays and Saturdays.

Connection to Proposition 479 and Regional Funding

The BNR is occurring as the region prepares for the transition to Proposition 479 and the updated Regional Strategic Transportation Infrastructure Investment Plan (RSTIIP). Valley Metro's presentation notes that service costs have increased faster than revenues, resulting in a smaller formula fund under Proposition 479 than previously anticipated.

- Bus base allocation increases from 30 percent in the original RSTIIP to 45 percent in the updated RSTIIP.
- Bus formula allocation decreases from 27% to 4%.
- ADA service increases from 23% to 28%.
- Regional services increase from 7% to 15%.
- Express bus increases from 4 percent to 5 percent, bus capital remains at 3 percent, and the balance decreases from 5 percent to 0 percent.

These changes mean a greater portion of regional public transportation funding will go to base operations, ADA, and regional services, reducing flexible formula funding for local bus service additions. The BNR is therefore essential for identifying service changes that enhance productivity, reliability, and customer value within existing funding limits.

Next Steps

Valley Metro will continue engaging city staff through summer 2026. City staff will continue to coordinate with Valley Metro to evaluate how draft network concepts may affect Scottsdale riders. The draft network plan will be presented to the Valley Metro Board in September 2026. Public feedback will be collected in fall 2026, with the final plan presented to the Board of Directors in early 2027.

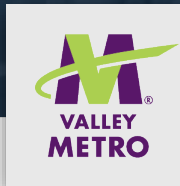
No formal action is requested from the Transportation Commission at this time. This item is provided for information and discussion, including feedback on Scottsdale priorities that staff should continue to communicate during the regional BNR process.

Contact: Daniel Radzik, Senior Transit Planner, Dradzik@scottsdaleaz.gov, (480) 312-2308

VM Bus Network Redesign

*Scottsdale Transportation Commission
June 18, 2026*

Aaron Xaevier, Service Planning & GIS Manager



Agenda

- BNR Background and Progress
- Key Findings
- Connection with 479
- Next Steps

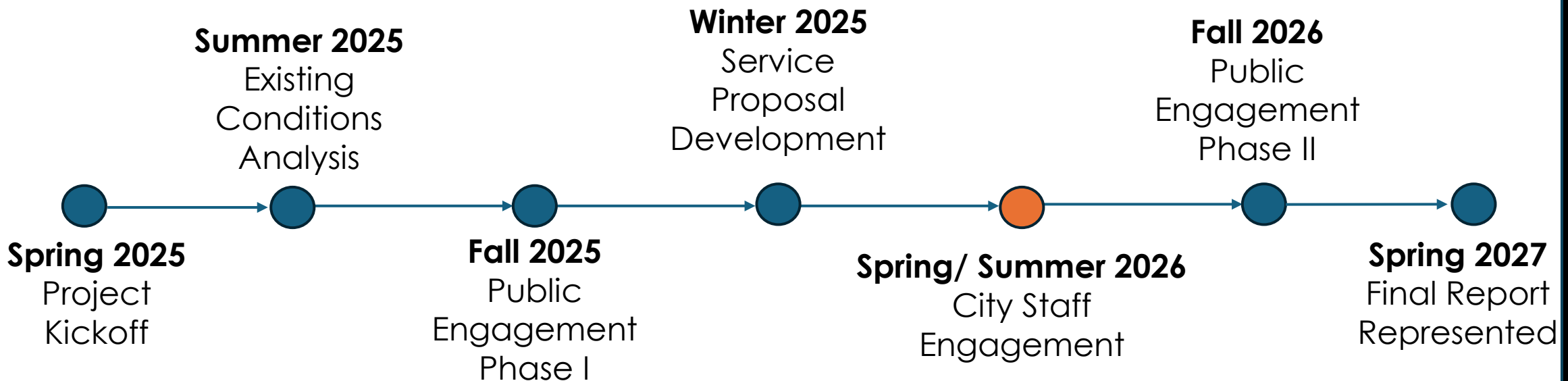


BNR Background and Progress



Bus Network Redesign Overview

- Opportunity to match service delivery with market demand, realign network with customer expectations
- Holistic review of service efficiency and effectiveness – make best use of resources in the face of funding constraints
- Draft concepts to be presented for public comment in Fall 2026





Key Findings

State of the System

60% ridership recovery

*National average for mid-sized and large urban systems is **78-81%***

12 passengers per hour

*Peers average
22 passengers per hour*

30-minute service

*Grid networks require
high frequency*

47% of riders transfer

*Higher numbers expected
in grid system (60+%)*

Key indicators point to opportunities for improvement

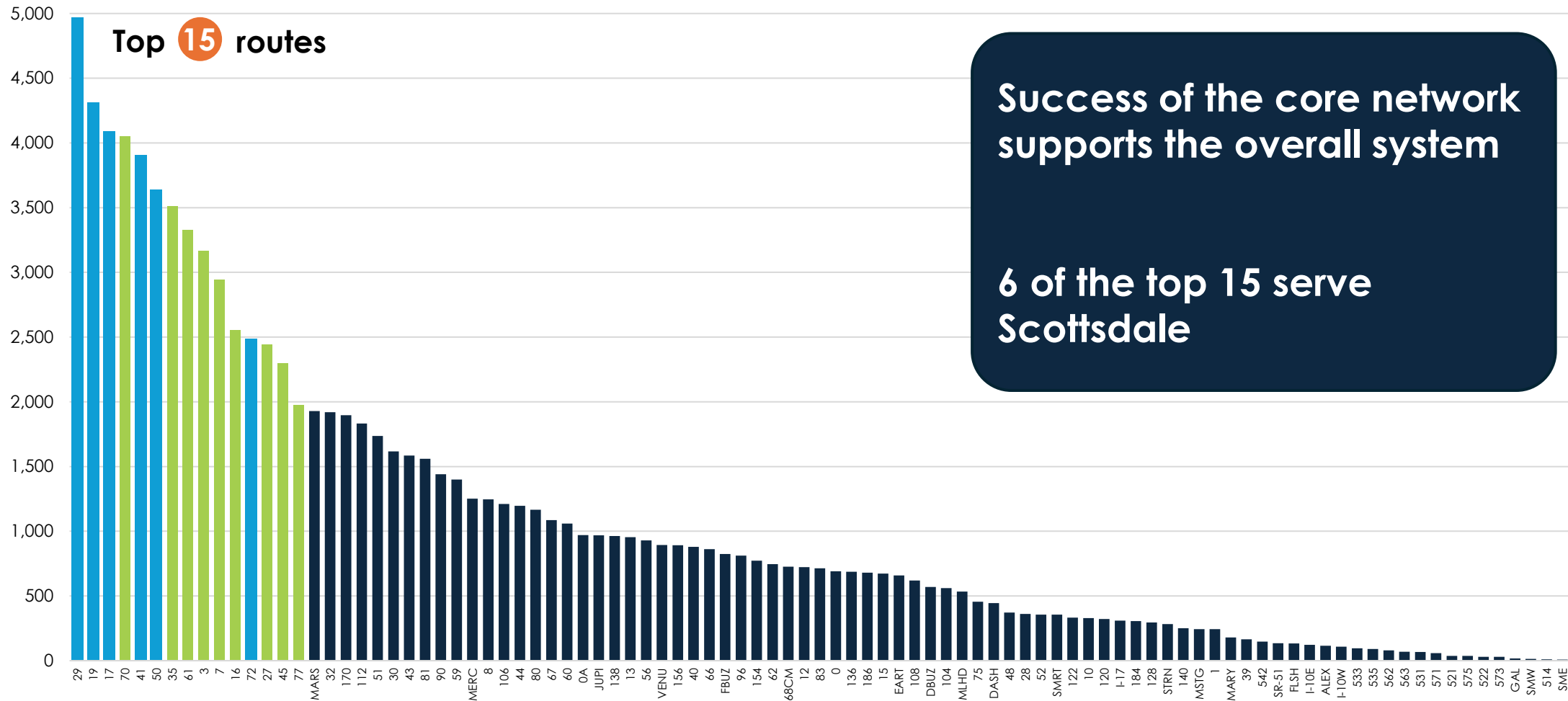
Areas of Opportunity

| Action | Purpose |
|--|---|
| 1 Deliver more 15-minute frequency | Attract more riders with reduced travel times |
| 2 Design efficient & productive service | Provide more service with current resources |
| 3 Increase reliability with proactive service management | Retain riders |
| 4 Design service around people, not accounting | Increase customer focus |
| 5 Involve community in the planning process | Increase customer focus |

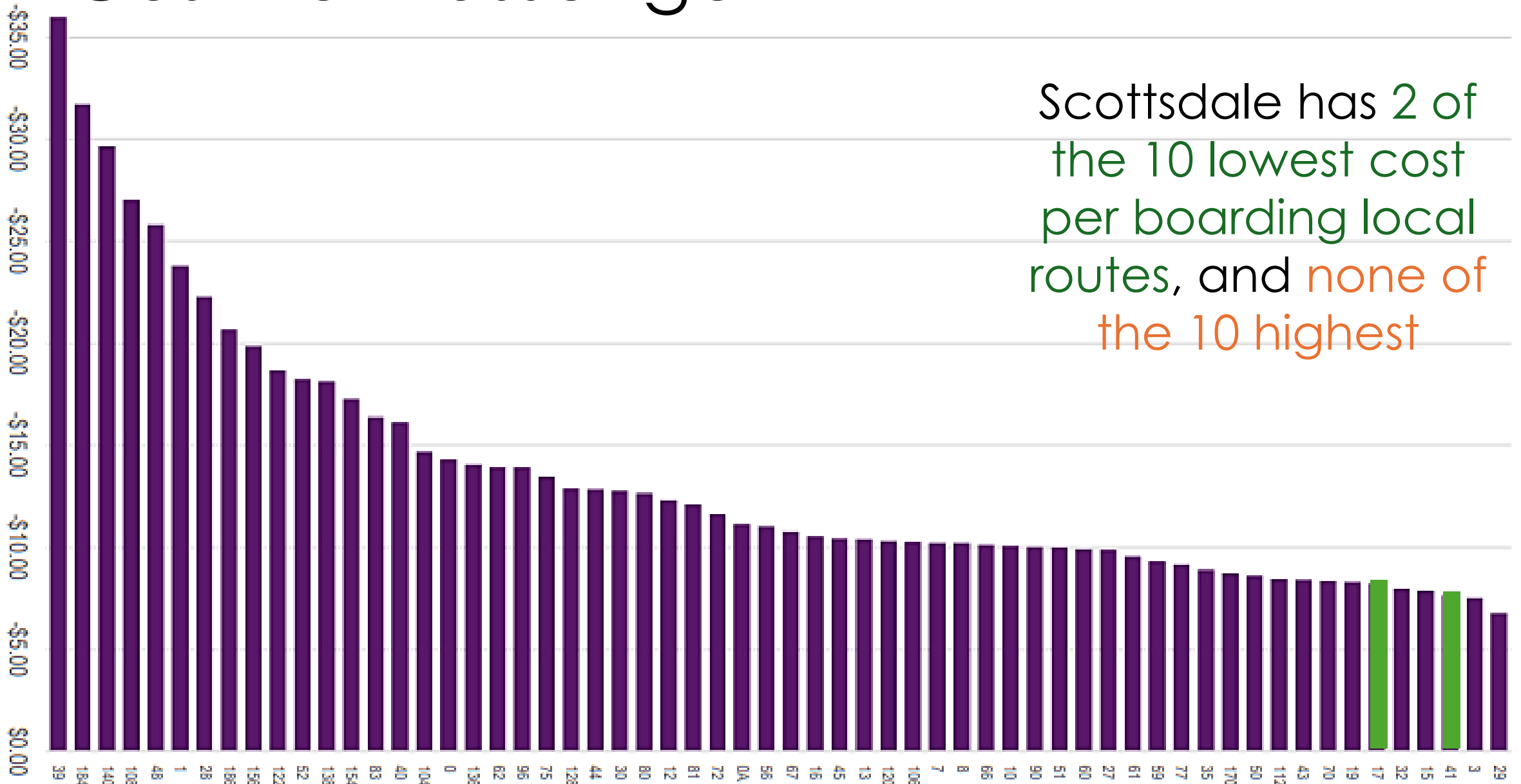
Change will require shift in regional culture in service design & delivery

The top 15 routes carry almost half of riders

Boardings by Route— Weekday



Cost Per Passenger



Scottsdale has 2 of the 10 lowest cost per boarding local routes, and none of the 10 highest

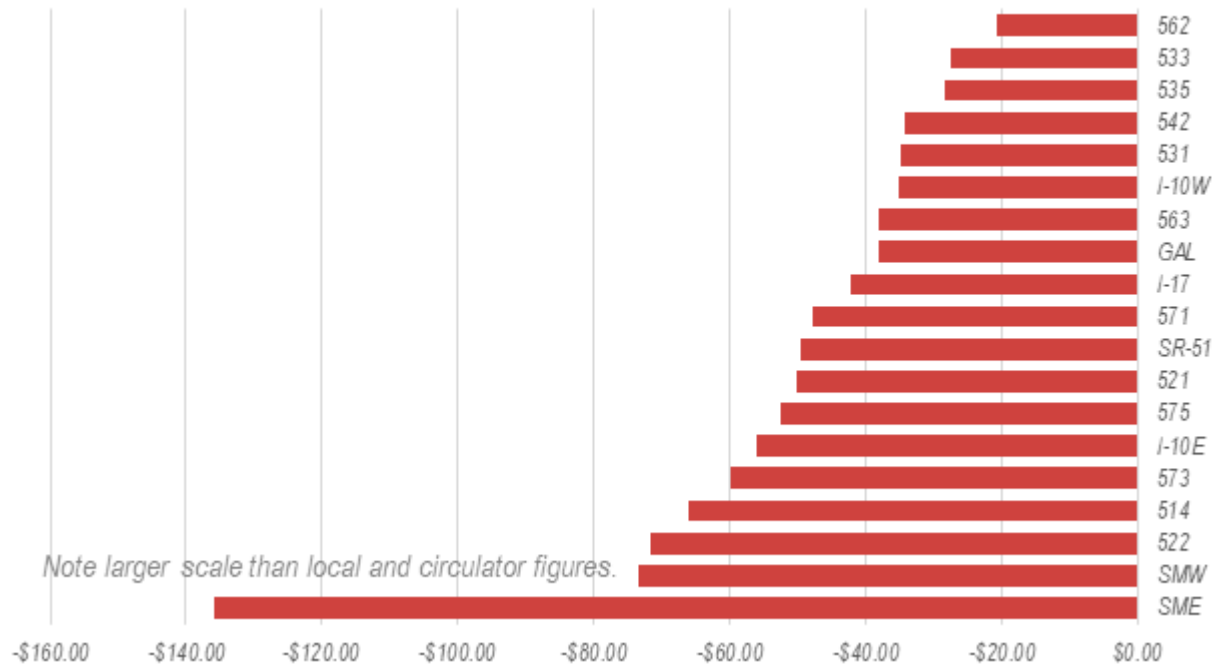
Cost Per Boarding

Cost Per Boarding

Large spread among trolley CPB, while 514 exceeds \$65 per boarding

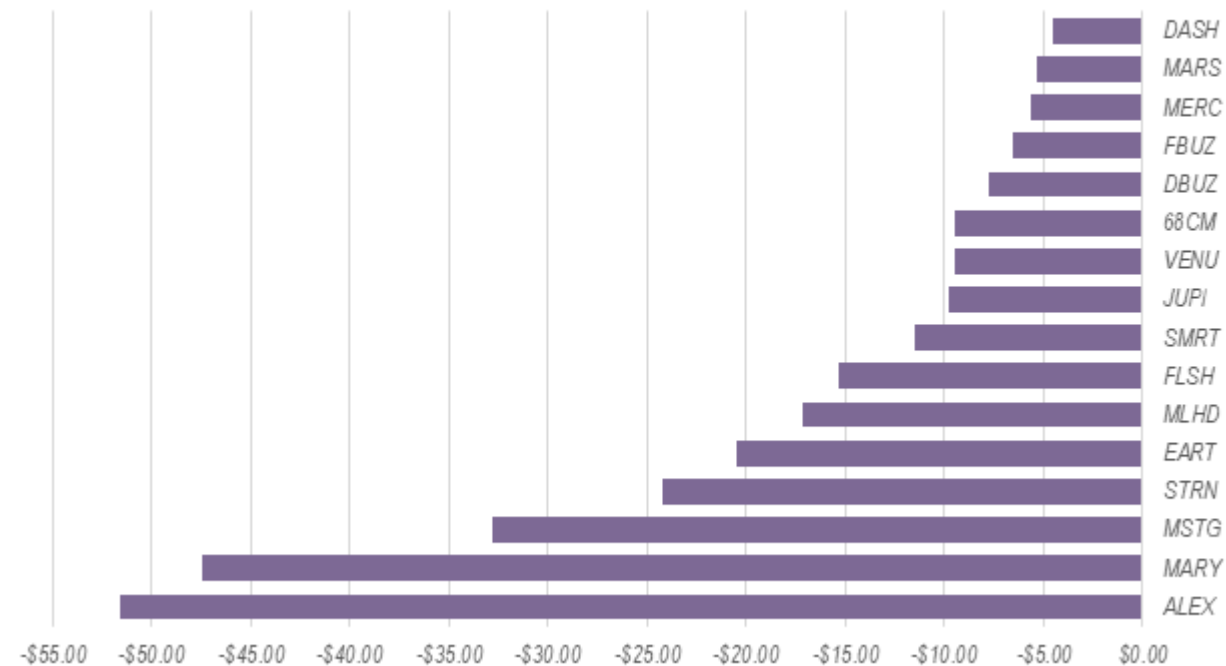
COMMUTER

Cost Per Boarding

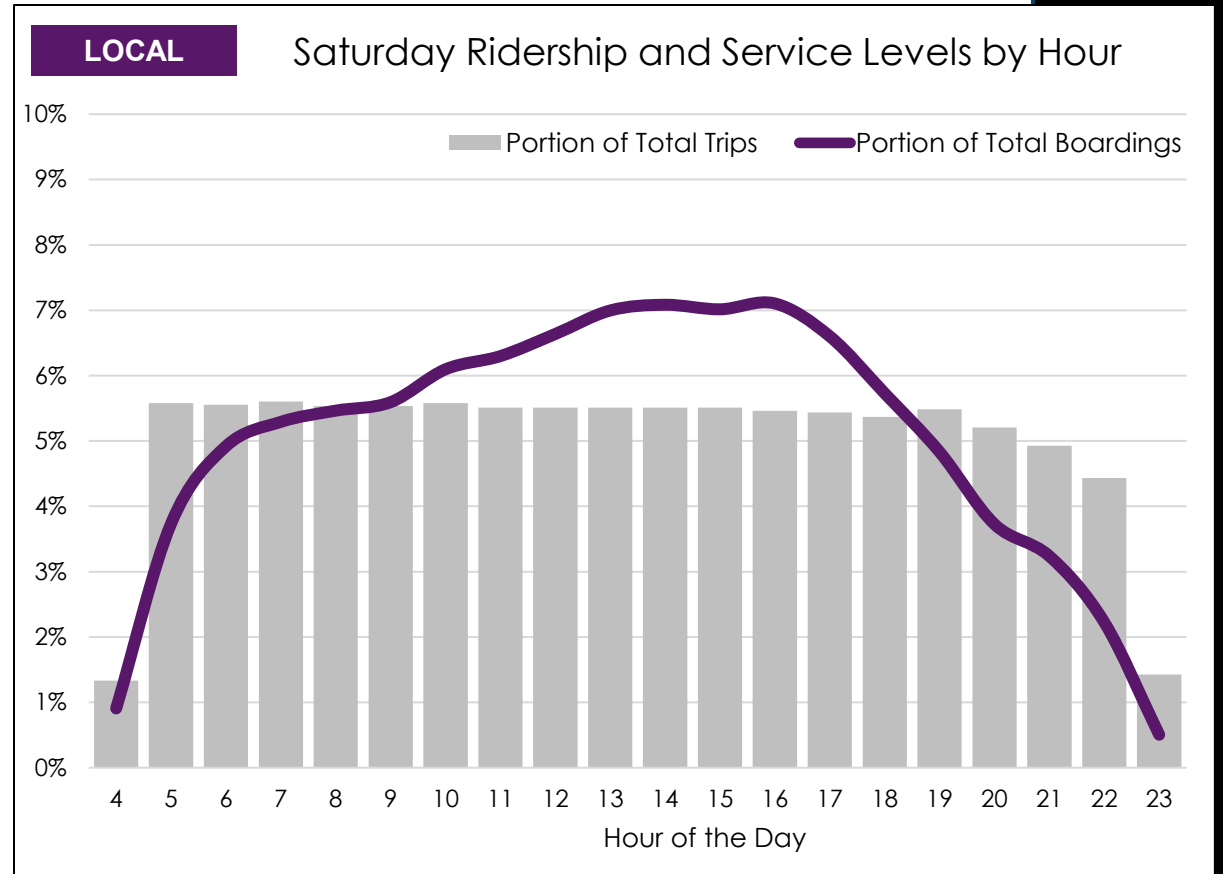
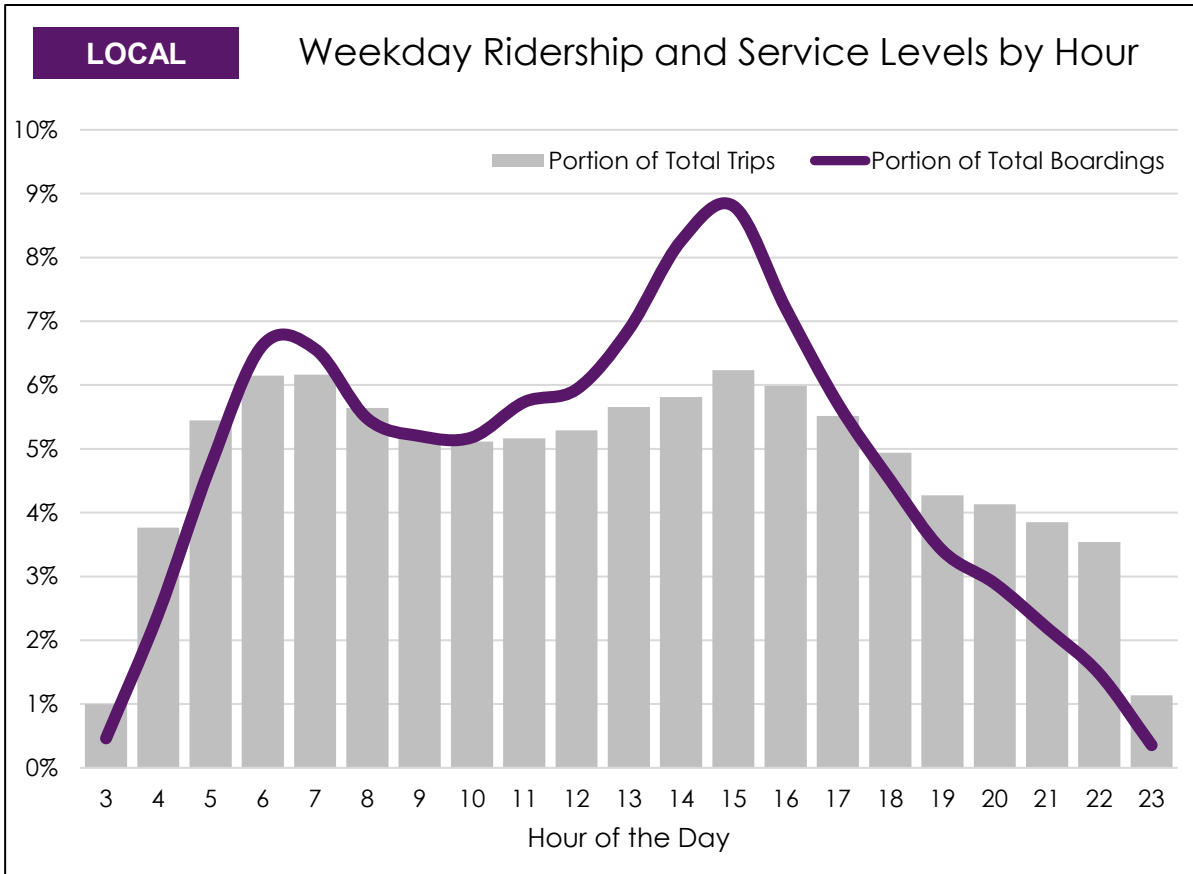


CIRCULATOR

Cost Per Boarding

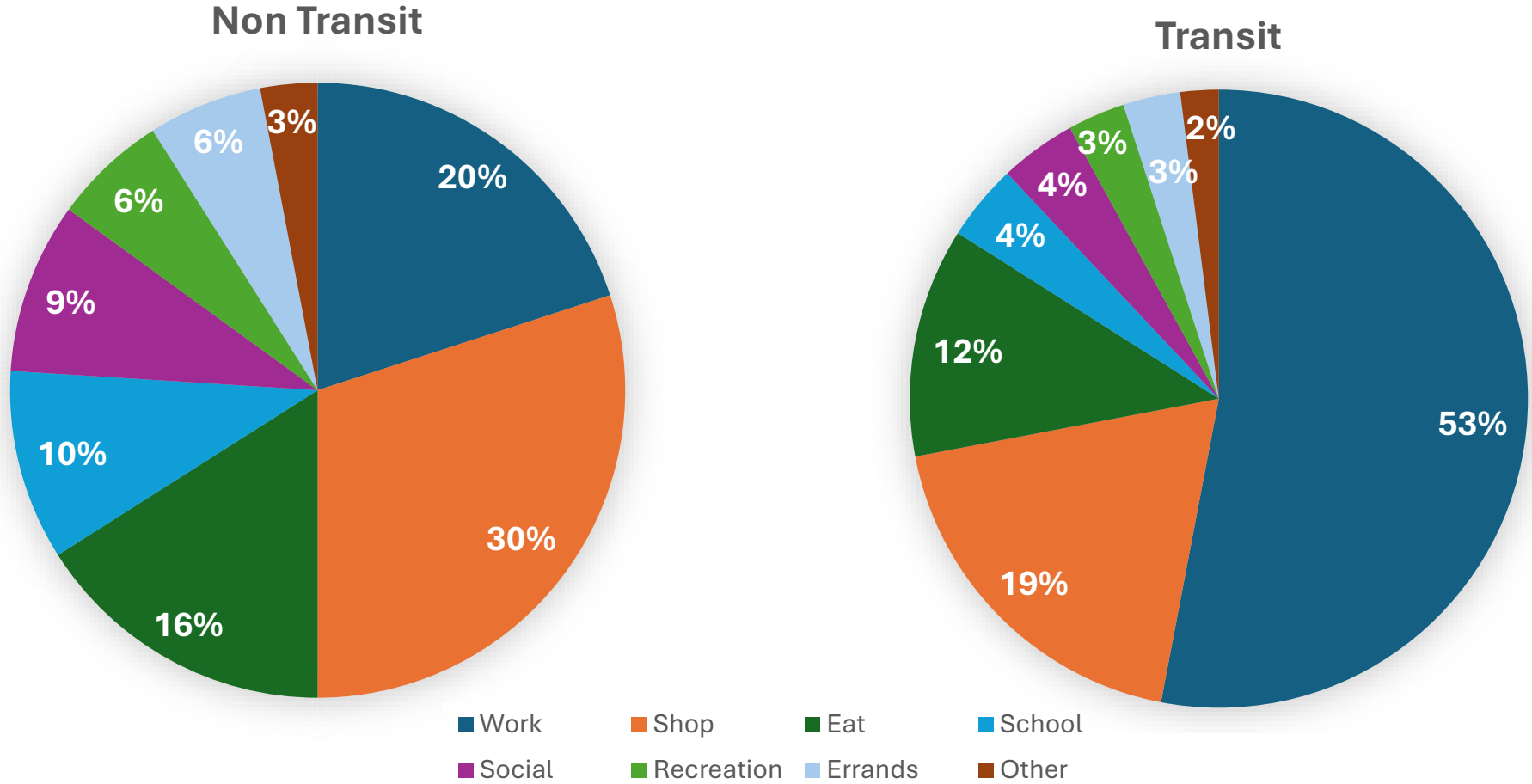


Ridership and Service by Time of Day



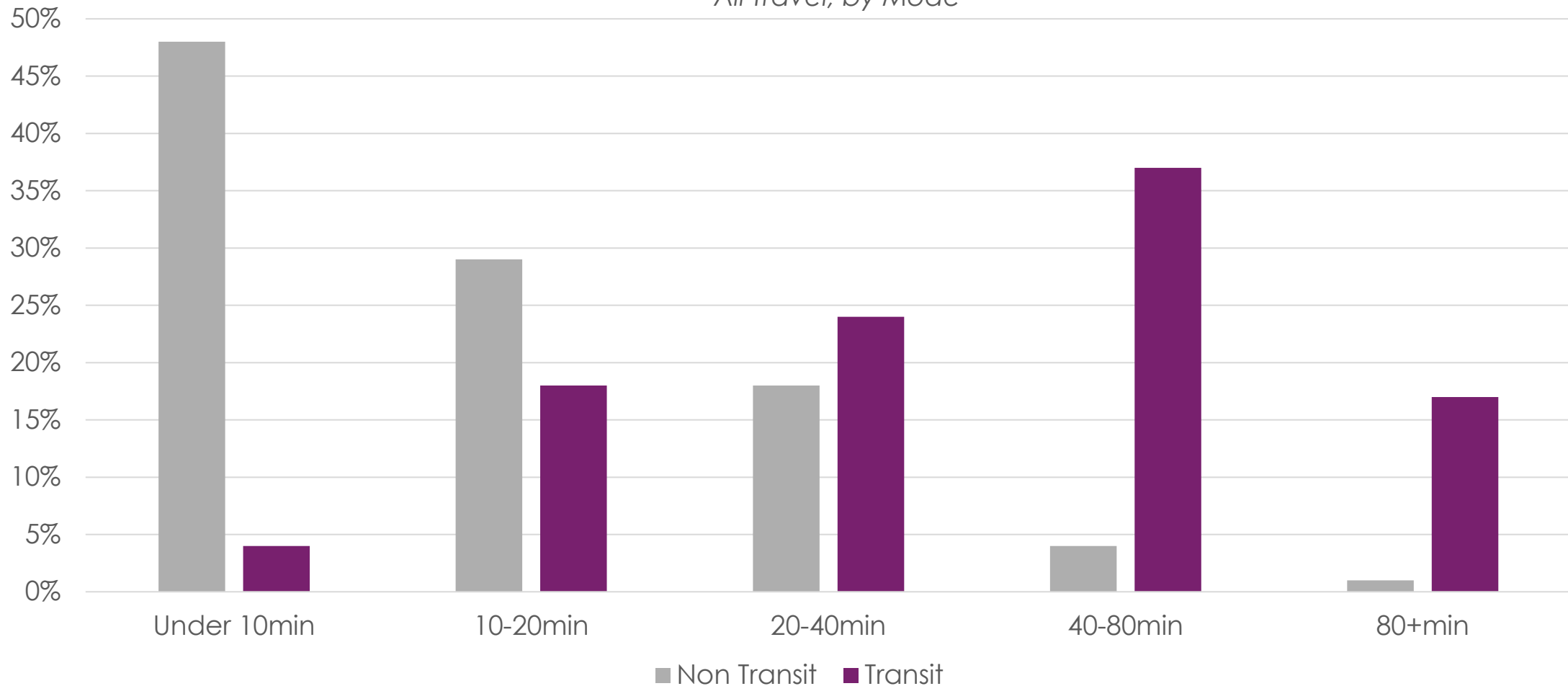
Valley Residents use transit disproportionately for work

Work trips are over 50% of all transit trips, but only 20% on other modes

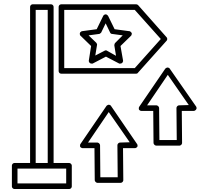


Valley bus travel times uncompetitive with other modes

Trip Times for Valley Residents
All Travel, by Mode



Service Priorities for Riders (Survey)



Categories Rated Most Important

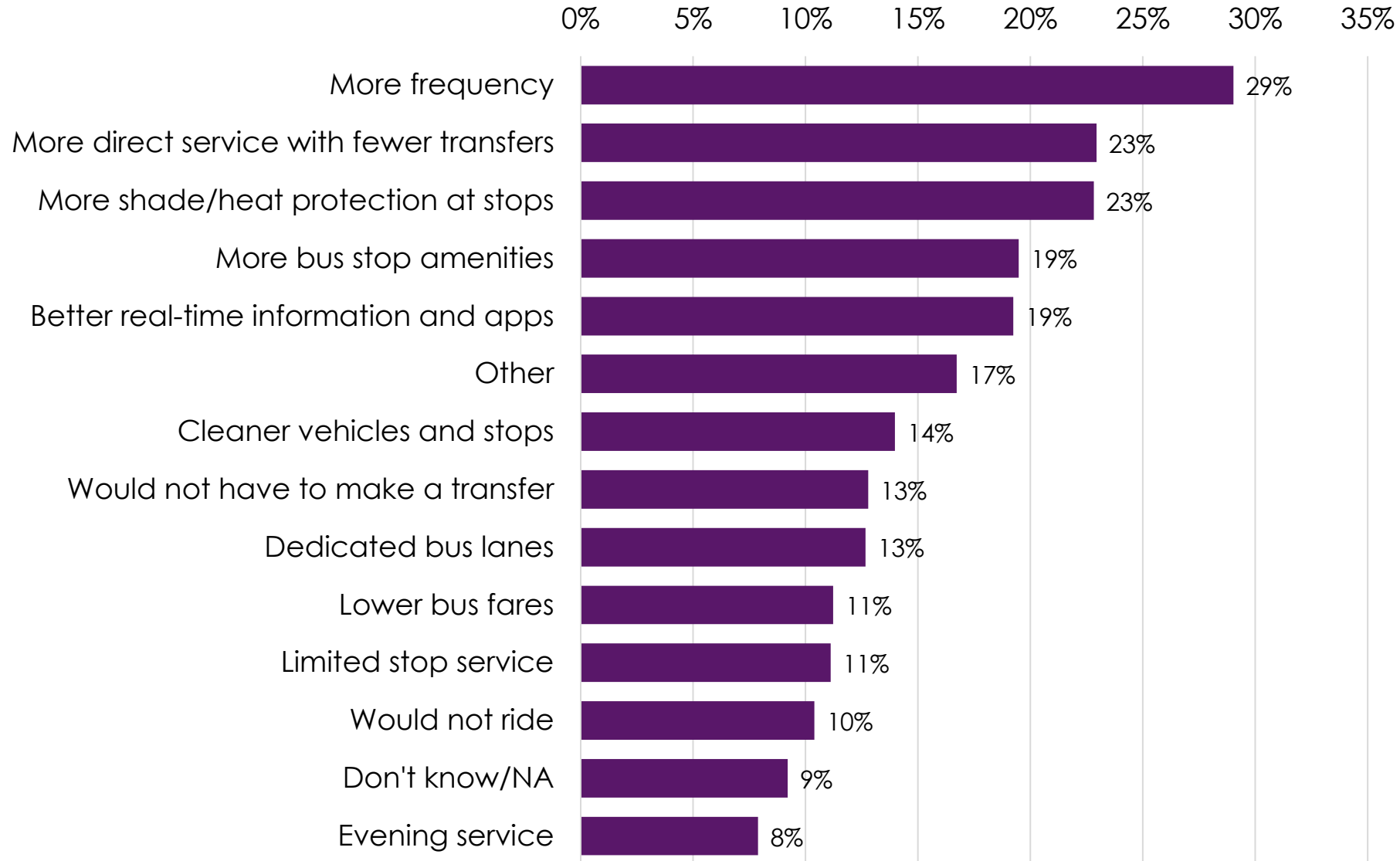
- Frequency
- On-Time Performance
- On-board Safety



Categories with Lowest Satisfaction

- Bus Stop Amenities
- On-Time Performance
- Availability of Weekend Service

Service Priorities for Non-Riders (Survey)



% Layover by Depot

(Weekday, April 2026 Schedules)

| Depot | Layover Hr. | Plat. Hr. | % Layover | Daily Hours over 15% Target |
|------------------------|--------------|---------------|------------|------------------------------------|
| Phx North/South | 705 | 3,988 | 18% | 213 |
| Phx West | 362 | 2,037 | 18% | 111 |
| Scottsdale | 25 | 168 | 15% | 4 |
| VM Rail | 93 | 512 | 18% | 31 |
| VM Rural | 6 | 48 | 12% | - |
| VM East | 617 | 3,292 | 19% | 216 |
| VM West | 0 | 80 | 0% | - |
| Total | 1,809 | 10,124 | 18% | 562 |

VM West runs are all single express trips without a layover

Satisfaction and Importance Ratings by Scottsdale Residents

| Service Element | Importance | Satisfaction | |
|-----------------------------|------------|--------------|-------------------------|
| Frequency | 4.8 | 3.8 | Largest Gap Scottsdale |
| Span | 4.7 | 3.9 | |
| OTP | 4.7 | 3.8 | Largest Gap Regionally |
| Travel Time | 4.6 | 3.9 | |
| Weekend Availability | 4.6 | 3.9 | |
| Ease of Transfers | 4.7 | 4.2 | Smallest Gap Scottsdale |
| Distance To Stops | 4.6 | 4.0 | Smallest Gap Regionally |
| Overall Satisfaction | | 4.0 | |

Satisfaction and importance were rated on a scale from 1 (low) to 5 (high), with averages shown here

Regional ratings in all satisfaction categories are notably higher in Scottsdale.

Survey had **139**
Scottsdale
resident
responses



EV Resident Preference: Frequency Increases

Weekday peak frequency additions strongly desired over other options

| City | Scottsdale | Region |
|--|------------|--------|
| Saturday Day (6 am–6 pm) | 3% | 4% |
| Saturday Evening (6 pm–11 pm) | 7% | 6% |
| Sunday Day (6 am–6 pm) | 3% | 5% |
| Sunday Evening (6 pm–11 pm) | 4% | 4% |
| Weekday AM and PM rush (6-9 am and 3-6 pm) | 30% | 39% |
| Weekday Evening (6–9 pm) | 4% | 5% |
| Weekday Midday (9 am–3 pm) | 11% | 8% |
| Current hours work for me | 24% | 15% |
| Makes no difference | 14% | 14% |

EV Resident Preference: Span Expansion

Moderate, equal preference for Saturday and Weekday night owl service expansions

| City | Scottsdale | Region |
|--------------------------------------|------------|--------|
| Saturday evenings between 11 pm–2 am | 15% | 16% |
| Saturday mornings before 5 am | 1% | 3% |
| Sunday evenings between 11 pm–2 am | 4% | 6% |
| Sunday mornings before 5 am | 2% | 3% |
| Weekday evenings between 11 pm–2 am | 18% | 17% |
| Weekday mornings before 5 am | 7% | 15% |
| Current hours work for me | 33% | 20% |
| Makes no difference to me | 21% | 19% |

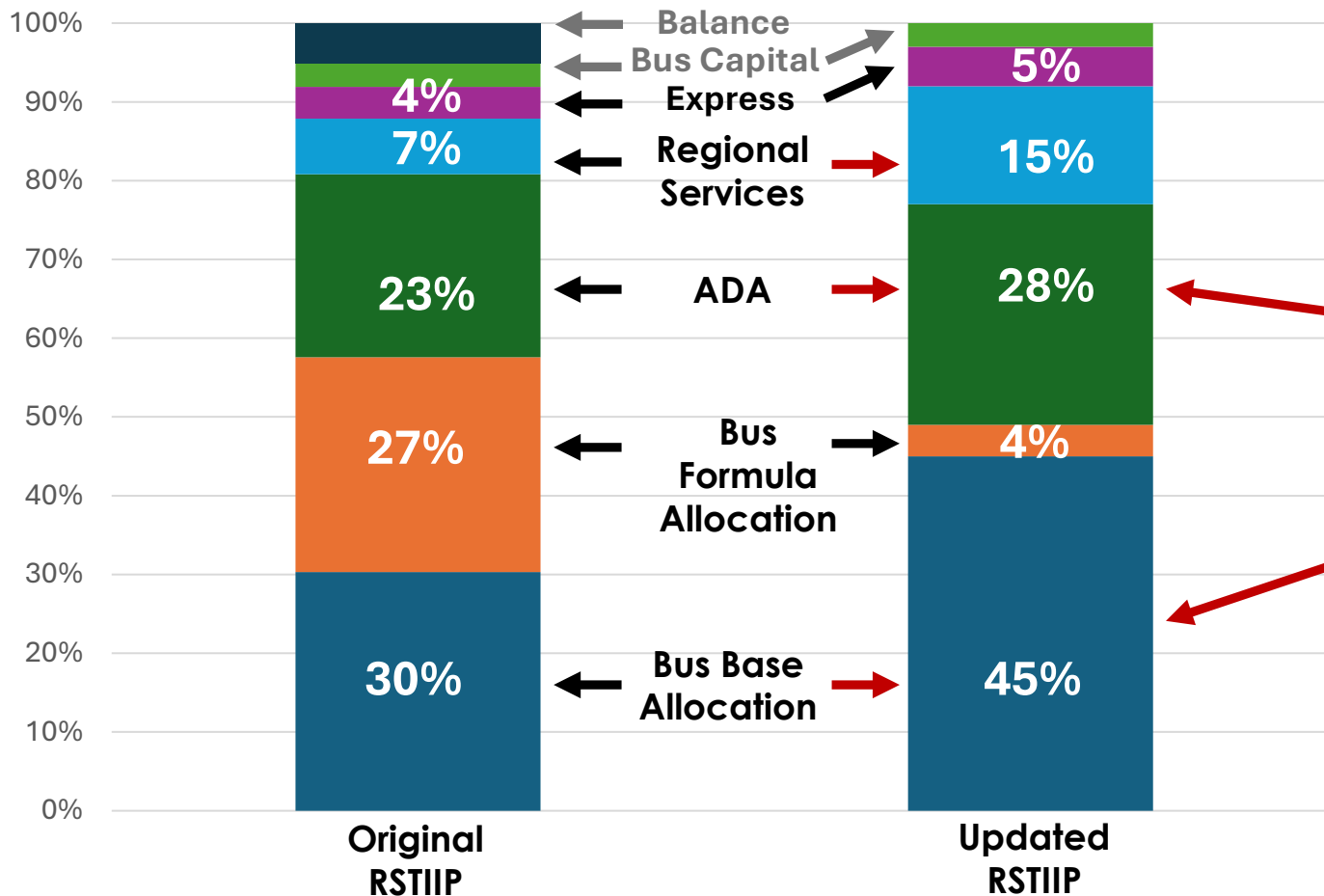
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Connection with 479



ORIGINAL RSTIIP (\$2020) VS. UPDATED RSTIIP (\$2027)



Increased bus operations and ADA costs are impacting available funds for bus formula allocation:

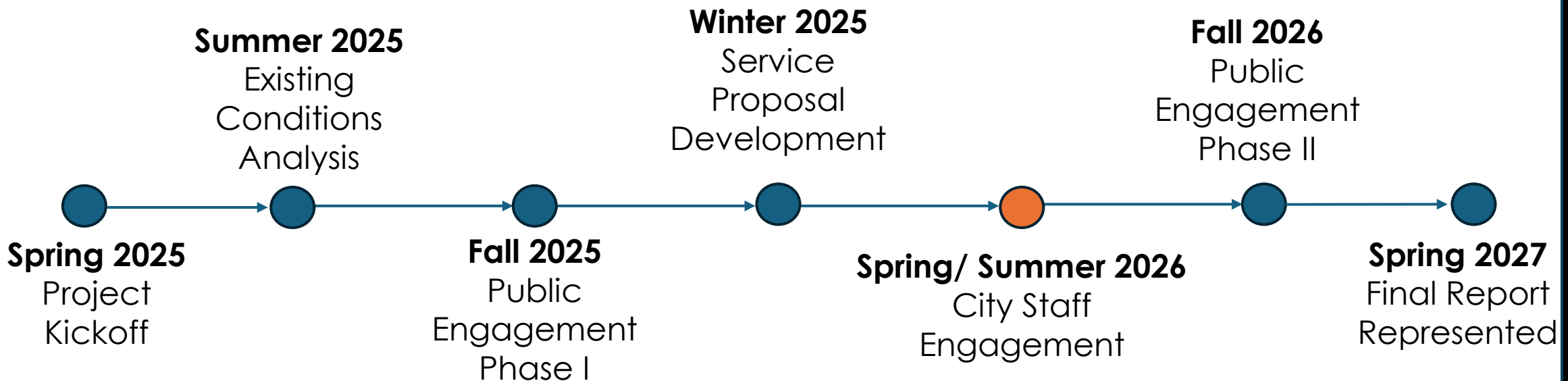
- Costs for services have increased faster than revenues, leading to a smaller Formula fund under 479
- Updated base allocation costs will account for an additional **15%** of PTF collections compared to the original RSTIIP

Next Steps



Next Steps

- Engage City Staff and Management through mid-summer.
- Present draft network plan to Board in September.
- Solicit public feedback Fall 2026.
- Present final plan to Board of Directors early 2027.



SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Scott Zipprich, P.E., Senior Street Operations
Subject: Pavement Maintenance Program Overview and Update
Meeting Date: June 18, 2026

ITEM IN BRIEF

Action: Information

Background

Scottsdale's street network is one of the City's most important public assets. Pavement condition directly affects safety, ride quality, and long-term maintenance costs. The Pavement Maintenance Program uses a data-driven preservation strategy to maintain good roads before they become poor roads, extend pavement life and reduce the need for more expensive reconstruction. This update provides the Commission with an overview of how streets are prioritized, the treatments used, work completed during the recent fall and spring paving seasons, and the City's progress toward long-term pavement preservation goals.

Council Priorities and Program Goals

City Council priorities include developing a five-year pavement improvement plan that identifies Pavement Condition Index (PCI) by road segment, evaluates cost-benefit strategies, and supports a five- to ten-year goal of reaching an overall PCI of 75. Staff is also developing a longer-term maintenance strategy focused on improving the overall network condition rather than responding only to individual roadway segments. The program is built around applying the right treatment at the right time, balancing preventive maintenance with rehabilitation needs, and continuously evaluating treatment performance and program effectiveness.

Pavement Condition and Street Inventory

PCI is the industry-standard method for evaluating pavement condition on a scale from 0 to 100, with higher scores indicating better pavement condition. PCI considers cracking, rutting, ride quality and other pavement distress, and it is used to support maintenance planning and investment decisions. Scottsdale maintains approximately 20.4 million square yards of paved roadway, equal to roughly 2,721 lane miles. This includes approximately 9.5 million square yards of major roads to minor collectors and approximately 10.9 million square yards of local roads. The inventory does not include unpaved roads or alleys.

| Road Category | Square Yards | Lane Miles | % of Total |
|---------------------------------|--------------|------------|------------|
| Major Roads to Minor Collectors | 9,477,702 | ~1,264 | 46.4% |
| Local Roads | 10,927,081 | ~1,457 | 53.6% |
| Total | 20,404,783 | ~2,721 | 100% |

Recent Program Delivery

The Fall 2025 paving season was significantly expanded from previous years and included approximately 1.9 million square yards of material, equivalent to roughly 252 lane miles. The estimated fall program cost was \$18.5 million, including \$7 million invested specifically in Old Town Scottsdale. Planned fall paving

accounted for 1,546,822 square yards of streets and parking lots, and the Old Town Pavement Improvement Project added 367,715 square yards of street, parking lot and alley work. Combined materials placed included 820,091 square yards of fog seal, 781,362 square yards of micro seal and 313,084 square yards of mill and overlay. The Old Town work required close coordination in a compact area with significant resident, business and visitor activity. The City coordinated 16 contractors and subcontractors, held weekly coordination meetings, adjusted daily traffic control and construction schedules, and implemented a communications plan that included 7,710 mailed postcards, a project webpage, a 24-hour hotline and door-hanger notifications. City paving inspectors were in the field to oversee construction quality, approve completed work and serve as on-site community liaisons.

The Spring 2026 program includes approximately 237 miles of treatments during March, April and May, with an estimated total cost of approximately \$17 million. The program advanced deferred projects from prior fiscal years that had been delayed due to budget constraints, scheduling conflicts or coordination with other departments. Additional locations were added based on repeated EZ complaints that were verified in the field by inspectors. Inspectors also evaluated existing roadway conditions to confirm the appropriate treatment type for each location. Staff introduced Liquid Road as a pavement preservation treatment to protect roadways from environmental conditions, prevent cracking and improve surface appearance. The City also created an in-house maintenance crew to manage the supply and distribution of Liquid Road materials, which is projected to save approximately 24 percent annually.

Accessibility and Program Performance

Pavement projects trigger ADA review requirements, and existing curb ramps are evaluated during project development. Required accessibility upgrades are incorporated into projects where applicable, improving access for all users while supporting federal accessibility requirements. This approach allows pavement investments to also advance mobility and accessibility outcomes. Program performance will be measured through network pavement condition, treatment effectiveness, asset longevity, program delivery, cost efficiency and progress toward Council goals. Annual delivery will continue to treat substantial portions of the network, preserve streets before significant deterioration occurs, address localized rehabilitation needs and incorporate accessibility improvements.

Next Steps

Staff will continue completing the Spring 2026 paving season, refining the five-year paving plan for FY 2026/27 through FY 2030/31 with Transmap and in-house data, and developing a 10-year maintenance strategy. Future work will continue to use data-driven project selection, multiple treatment types, ADA improvements, treatment monitoring and the online interactive [Pavement Preservation Map](#) to support transparency and long-term pavement condition goals.

Contact: Scott Zipprich, P.E, Senior Street Operations Manager, SZipprich@scottsdaleaz.gov, 480-312-7630

PAVEMENT MAINTENANCE PROGRAM OVERVIEW AND UPDATE

SCOTTSDALE TRANSPORTATION COMMISSION

June 18, 2026

Presented by:
Scott Zipprich, P.E.
Senior Street Operations Manager



Preserving Scottsdale's Transportation Infrastructure

- Streets are among the City's most valuable public assets
- Pavement condition impacts safety, ride quality, mobility, and costs
- Preventive maintenance extends pavement life
- Early intervention costs significantly less than reconstruction
- Data-driven preservation protects taxpayer investment

Council Priorities

- Create a five-year pavement improvement plan, include:
 - Breakdown of PCI by road segment
 - Cost benefit analysis of different strategies
- Improve Pavement Condition Index (PCI)
 - 5–10-year goal of reaching 75

Meeting Council Priorities

- Development of a 10-year maintenance plan
- Focused on improving overall network condition
- Utilize the right treatment at the right time
- Balance preventive maintenance with rehabilitation needs
- Continuously evaluate treatment performance and program effectiveness

Pavement Condition Index (PCI)

- Industry standard method for evaluating pavement condition
- Scale ranges from 0 to 100
- Higher values indicate better pavement condition
- Considers cracking, rutting, ride quality, and pavement distress
- Used to support maintenance planning and investment decisions

Industry Standard for PCI Condition Levels

| PCI | Rating |
|--------|--------------|
| 86-100 | Good |
| 71-85 | Satisfactory |
| 56-70 | Fair |
| 41-55 | Poor |
| 26-40 | Very Poor |
| 11-25 | Serious |
| 0-10 | Failed |

What Roads Are Included?

| Functional Class / Paver Designation | # of Sq Yards | # of Lane Miles | % of Total |
|--------------------------------------|---------------|-----------------|------------|
| Major Roads to Minor Collectors | 9,477,702 | ~1,264 | 46.4% |
| Local Roads | 10,927,081 | ~1,457 | 53.6% |
| *Total | 20,404,783 | ~2,721 | 100% |

** Does not include unpaved roads or alleys*

Data-Driven Project Selection

Factors Considered:

- Pavement condition (PCI)
- Traffic volumes
- Roadway classification
- Maintenance history
- Cost effectiveness
- Coordination with utility and capital improvement projects

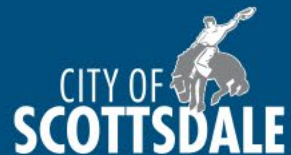
Pavement Preservation Toolbox

Preservative Treatments

- Crack Seal / Liquid Road

Surface Renewal Treatments

- Crack Seal / Micro Seal



Rehabilitation Treatments

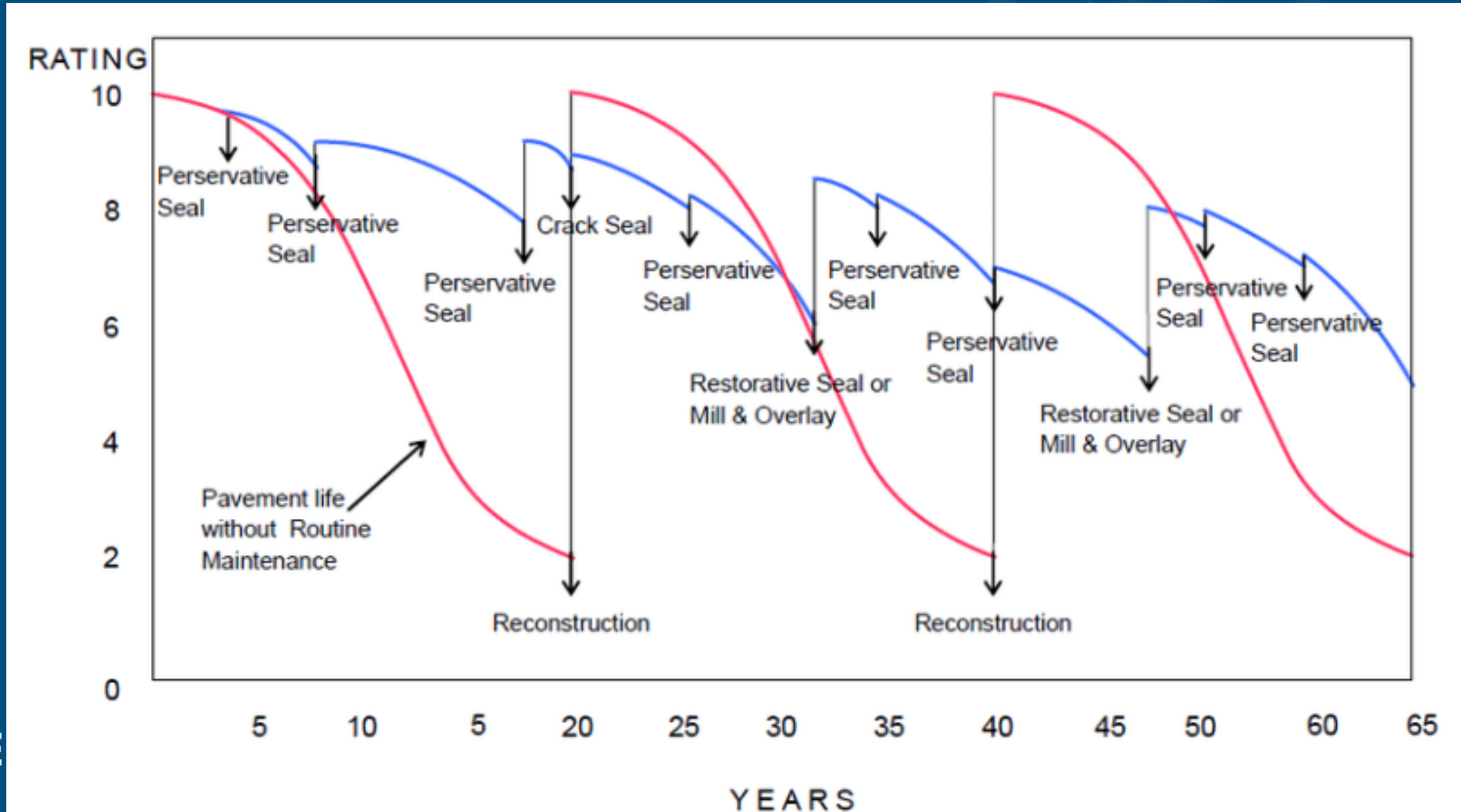
- Mill and Overlay

Extending Pavement Life

Benefits:

- Preserves existing pavement condition
- Delays costly reconstruction
- Maximizes annual treatment quantities
- Improves network-wide performance
- Reduces long-term lifecycle costs
- Provides better value to residents

Pavement Lifecycle



Program Highlights

- Completed multiple pavement preservation treatments throughout the City
- Extended pavement life across the network
- Repairs prior to treatments
- Completed ADA improvements where required
- Continued implementation of the long-term pavement management strategy

Measuring Success

Key Performance Indicators

- Network pavement condition
- Treatment effectiveness
- Asset longevity
- Program delivery
- Cost efficiency
- Progress toward Council goals

Pavement Program Summary

- Pavement preservation remains a top infrastructure priority
- Scottsdale uses a data-driven pavement management approach
- Multiple treatment strategies maximize taxpayer value
- ADA improvements are integrated into pavement projects
- The City is working toward long-term Council goals through a sustainable pavement preservation program

Pavement Preservation Map Webpage



[Web link to Pavement Preservation Map](#)

Questions?



TENTATIVE FUTURE AGENDA ITEMS

Rev.06-11-26

All Items Subject to Change

TRANSPORTATION COMMISSION

***Include upcoming project public meetings in the Projects and Programs Update and send the TC members an email when there are upcoming open houses.

July **Post Cancellation Notice**

August 20

- **Strategic Transportation Safety Plan: First Draft..... Information and Possible Action**
- **Proposed E-Bike and E-Scooter Restrictions in Parks**
- **Traffic Volume and Collision Report.....Information and Discussion**
Helayne Dominguez
- **Projects and Programs Update..... Information and Discussion**

September 17

- **Strategic Transportation Safety Plan: Final Draft..... Information and Possible Action**
- **NTMP – program, criteria, process, historical reference including exceptions..... Information and Possible Action**
- **CIP Update Including Department Recommendation for FY 27/28 – Nathan**
- **[move if meeting is too long] Projects and Programs Update..... Information and Discussion**
- **Transportation Commission Identification of Future Agenda Items**

October 15

- **Transit – (including Old Town and Spring Training Trolley Update, Hours and days of Trolley operation, process to change routes, how often it changes, looking at low income users, shade at transit stops, etc) comparison with other cities and agencies transit ridership in the region, Old Town Trolley, Trolley service days and hours**
- **Paratransit and Commute Solutions**
- **Coordination with Regional Partners – Valley Metro and City of Phoenix, Tempe**

November

- **ADOT Traffic Safety in School Zones Manual Update**
- **Cool Pavement results for study (city of Phoenix)**
- **Possible ADOT Crash Form Updates**
- **Traffic Signal Detection**

December **Post Cancellation Notice**

FUTURE ITEMS:

INFORMATION ITEMS

- **Statewide e-bike emergency room visits study**
- **ADOT new crash form**
- **Annual Speed Limit Evaluation in other cities**
- **Waymo/ AV**
- **ADOT New School Zone striping/ signage manual**
- **TMC tour – early 2027?**

- **Private Development Review - How Transportation interacts with Development Review on Private Development.... Information and Discussion – *Satanay, Greg***
- **Cool Pavement results for study**
- **Traffic Engineering – Work study with Council.**
- **Post Storm Care**

*Speed humps on Oak Street [check to see if this is related to the bike lane]

Cell Phone antennas placed in ROW including crash data

*Coordination with Parks & Recreation on ROW coordination

*Coordination with PD

- **Transit Update - comparison with other cities and agencies transit ridership in the region, Old Town Trolley, Trolley service days and hours – April 2026**
- **Neighborhood Traffic Management Program -----Information, Discussion and Possible Action**
 Program overview, criteria, process and historical reference including exceptions – *Helayne Dominguez, Senior Traffic Engineer*
- **Hidden Hills Update**
- **Review of Travel Demand Patterns.....Information**
Information on how travel demand patterns effects roadway improvements – Nathan Domme, Transportation Planning Manager
- **PCI and the Five-Year Paving Plan.....Information**
Information on the Transportation & Streets Department’s Paving Section –
- **Projects and Programs Update.....Information**
Information on continuing projects and programs throughout the city –
- **Digital Messaging Sign Project..... Information**
Information on the digital messaging sign project – Cristina Lenko, Public Information Officer
- **Transportation Link to the Tree and Shade Program..... Information**
Information on Transportation component of the Tree and Shade Program – Tim Conner, Environmental Initiatives Manager
- **IBW Path Renovation..... Information**
Update on the IBW Path renovation – Susan Conklu, Senior Transportation Planner
- **Roundabout Program..... Information**
Information on the Roundabout Program – Nathan Domme, Transportation Planning Manager
- **New Frank Lloyd Wright Interchange..... Information**
Information on the new FLW Interchange –
- **Future Agenda ItemsDiscussion**
Robust discussion on future agenda item topics – Transportation Commission

TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES

- **Expanding Maintenance Needs.....Presentation and Discussion**
Maintenance of current infrastructure –
- **Leading Pedestrian Interval Policy.....Presentation and Discussion**
Discuss Leading Pedestrian Interval Policy and application – John Hoang, Traffic Engineering and Operations Manager
- **Traffic Signal Detection – John Savage**
- **Construction Mitigation Plan.....Presentation and Discussion**
Follow up on the initial presentation from staff –