SCOTTSDALE TRANSPORTATION COMMISSION
Regular Meeting

AmendedNotice and Agenda
(***Added a new item for Item #4 and moved original Item #4 to Item #5)

Date: Thursday, November 19, 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	Kyle Davis, Commissioner
Emmie Cardella, Vice-Chair	Bob Baker, Commissioner
Robert Marmon, Commissioner	Gerry Conover, Commissioner
Mailen Pankiewicz, 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 – October 15, 2026

2. **Scottsdale Trolley Transit System Brand Refresh Update----------Action**
   Update on the new colors and transit vehicle layout for the Scottsdale Trolley Transit System – Greg Davies, Principal Transit Planner

3. **Fiscal Year 2027/28 Capital Improvement Plan Recommended Project List----------Information, Discussion and Possible Action**
   Update on the recommended project list in the proposed Fiscal Year 2027/ 28 CIP - Nathan Domme, Senior Transportation Planning Manager

*** 4. **2019 Bond Old Town Streetscape Projects Cancellation and Funding Transfers---------- Action**
Transfer $1,800,780 in Bond 2019 funds from Question 2, Project 19 - Marshall Way north of Indian School Road and $994,180 in Bond 2019 funds from Question 2, Project 20 - Main Street from Scottsdale Road to Brown Avenue to Question 2, Project 43 - 5th Avenue from Scottsdale Road to Goldwater Boulevard and to close and eliminate Question 2, Project 19 - Marshall Way north of Indian School Road and Question 2, Project 20 - Main Street from Scottsdale Road to Brown Avenue – Nathan Domme, Senior Manager Transportation Planning

*** 5. **Transportation Commission Identification of Future Agenda Items----------Discussion**
Commissioners may identify items or topics of interest for future Transportation Commission meetings

Adjournment

PERSONS WHO REQUIRE A REASONABLE MODIFICATION BASED ON LANGUAGE OR 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 TTY USERS, THE ARIZONA RELAY SERVICE (1-800-367-8939) MAY ALSO CONTACT SUSAN CONKLU AT 480-312-2308.

FOR ADDITIONAL INFORMATION VISIT: https://ww2.scottsdaleaz.gov/boards/transportation-commission

CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
DRAFT REGULAR SUMMARIZED MEETING MINUTES

Thursday, October 15, 2026

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

PRESENT:
Kerry Wilcoxon, Chair
Emmie Cardella, Vice-Chair
Kyle Davis, Commissioner (Absent)
Robert Marmon, Commissioner
Mailen Pankiewicz, Commissioner (Absent)
Bob Baker, Commissioner (Remote)
Gerry Conover, Commissioner (Remote)

STAFF:
Alison Tymkiw, Senior Director – City Engineer
Nathan Domme, Transportation Planning Manager
Susan Conklu, Senior Transportation Planner
Greg Davies, Principal Transit Planner
Satanay Hallac, Senior Transportation Planner
John Savage, Principal Traffic Engineer
Helayne Dominguez, Senior Traffic Engineer
Cristina Lenko, Public Information Officer

Call to Order

Chair Wilcoxon called the meeting of the Scottsdale Transportation Commission to order at 5:18 p.m.

Roll Call

A formal roll call was conducted, confirming members present as listed above.

Public Comment – Non-Agendized Items

There were no members of the public who wished to speak on Non-Agendized Items.

1. Approval of Minutes

Commissioner Marmon made a motion to approve the September 17, 2026 regular meeting minutes. Seconded by Vice-Chair Cardella. The motion passed unanimously by a vote of five (5) to Zero.

2. Welcome New Commissioner

Introduction of the new Transportation Commissioner – Gerry Conover

3. Appoint New Commissioner to the Paths & Trails Subcommittee

Motion by Vice-Chair Cardella to nominate herself to serve on the Paths & Trails Subcommittee. Seconded by Commissioner Marmon. The motion passed unanimously by a vote of five (5) to Zero.

4. Strategic Transportation Safety Plan: First Draft

Nathan Domme, Senior Transportation Planning Manager and Ryan Wozniak, Senior Transportation Planner at TYLin, conducted a presentation on the draft of the Scottsdale Strategic Transportation Safety Plan. There was robust discussion and feedback from the Transportation Commission.

One spoken comment from Lee Kauftheil.

No action was taken

5. Projects and Programs Update

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

- Roadway and Bridge Construction
- Walking and Biking Connections
- Neighborhood Traffic Management
- Transit Operations and Regional Planning

No action was taken.

6. Transportation Commission Identification of Future Agenda Items

A request was made regarding sequencing traffic signals and locations for a possible future agenda item.

The next Transportation Commission meeting is scheduled for November 19, 2026.

Adjournment

Vice-Chair Cardella moved to adjourn the meeting. Commissioner Marmon seconded the motion which carried five (5) to zero (0).

With no further business to discuss, the regular session of the Transportation Commission adjourned at 6:53 p.m.

* Note: These are summary action minutes only. A complete copy of the meeting audio is available on the Transportation Commission page on ScottsdaleAZ.gov, search “Transportation Commission”

SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To: **Transportation Commission**
From: **Greg Davies, Principal Transit Planner**
Subject: **Scottsdale Trolley Transit System Brand-Refresh**
Meeting Date: **November 19, 2026**

ITEM IN BRIEF

Action: Action

Purpose: Provide an overview of the efforts related to the brand-refresh of the Scottsdale Trolley Transit System

Background:
Scottsdale's trolley circulator transit system history stems from a fragmented 1980s network into a coordinated system by the early 1990s. In 1989, Scottsdale passed its own dedicated local transportation sales tax to fund transportation capital projects and transit operations. The city launched the Scottsdale Connection as the first circulator system to serve residents. These localized efforts subsequently unified under the regional Valley Metro Regional Public Transportation Authority brand in 1993.

The Scottsdale Trolley Transit System offers three fare-free circulator routes, and connections to ten regional-fare bus routes including one express route named the Scottsdale Express.

The Scottsdale Trolley Transit System has historically been a signature transit system within Scottsdale providing a "trolley" motif to accomplish a more distinctive transit vehicle for riders. The goal of the city was always to have a "free" circulator transit system that was easy to identify.

As times progressed the city moved in the direction of instituting a more modern looking vehicle but still incorporating the "Scottsdale Trolley" brand. Currently, the city has six transit vehicles that incorporate the "trolley motif" (See figure 1). These vehicles have a model year of 2013 and are the oldest vehicles in the fleet.

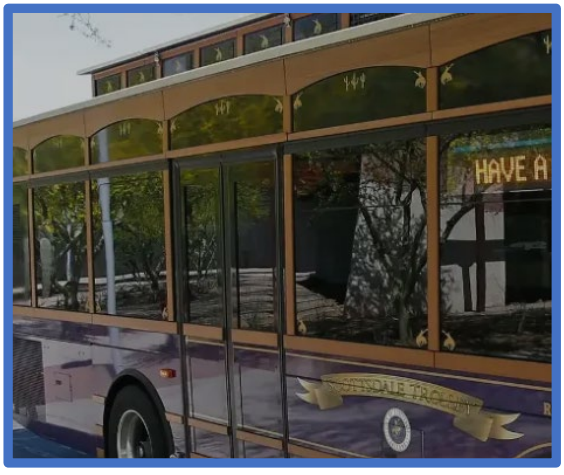


Figure 1
2013 Scottsdale Trolley Transit Vehicle

In 2017, 2018 and 2020 the city purchased new transit vehicles and incorporated a silver and purple application keeping the "Scottsdale Trolley" banner decal for (11) transit vehicles (see Figure 2).

Figure 2
2017, 2018, 2020 Scottsdale Trolley Transit Vehicle



Marketing the Scottsdale Trolley Transit System is critical in striving to provide a transit system that is identifiable in the built environment resulting in increased ridership. The goal of the city of Scottsdale is to reach an annual ridership of one million passengers. From 2012-2019 the average annual ridership for the Scottsdale Trolley Transit System was 900,000. In 2020, as the nation encountered COVID, transit ridership dropped dramatically due to the pandemic. Currently, ridership the city's transit system is 67% lower than the period between 2012-1019 at approximately 300,000. The transit system did undergo significant changes after the pandemic with the discontinuation of weekend service and the Old Town Scottsdale route.

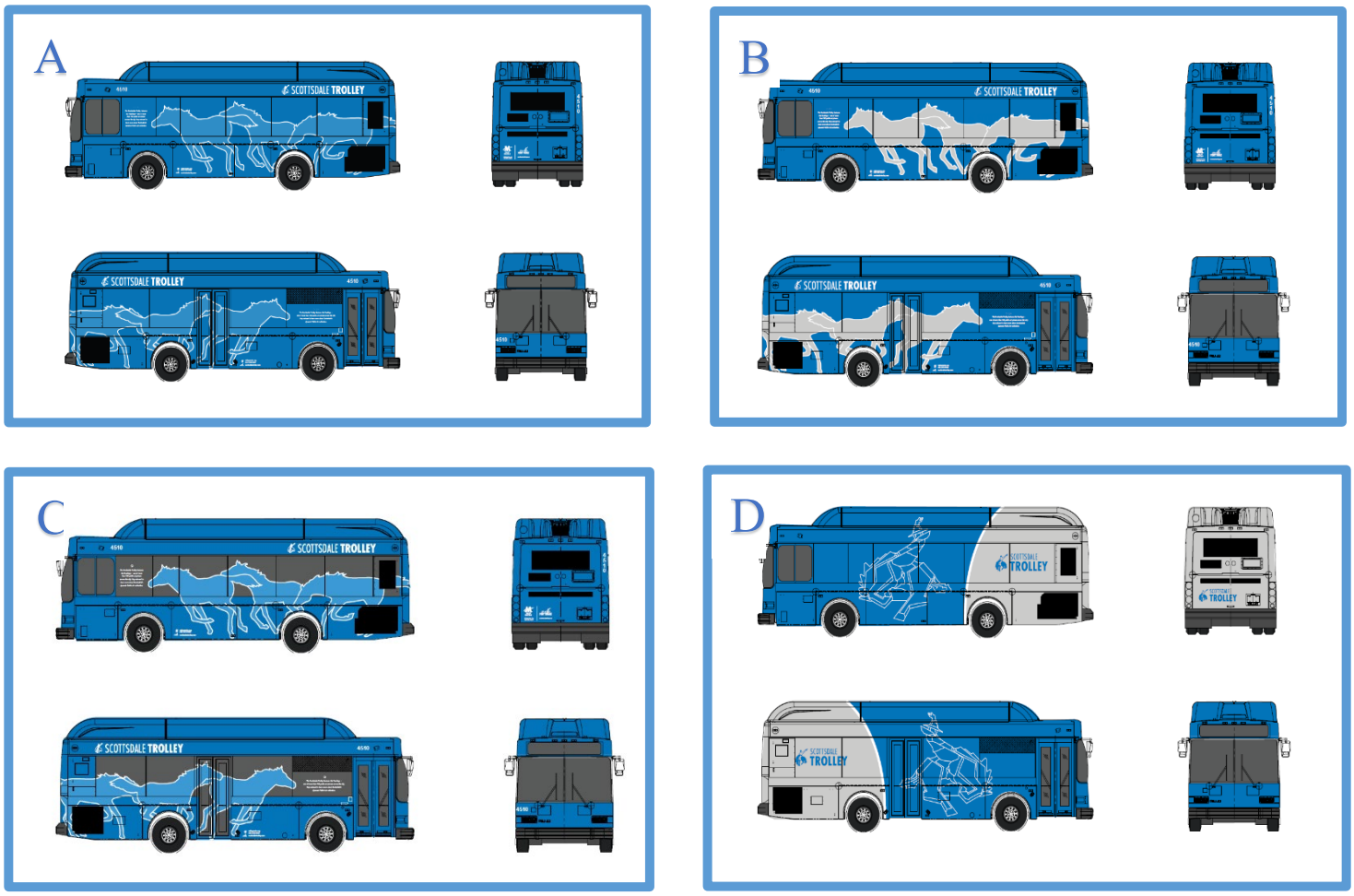
The brand-refresh will not only include a new look for transit vehicles and bus shelters, but the reinstitution of the Old Town Scottsdale Route, adjustments to the current routes and renaming the routes that blend into the character of Scottsdale.

Brand-Refresh – Transit Vehicles and Bus Shelters

Again, the goal is to make the Scottsdale Trolley Transit System more identifiable to riders and to utilize the colors that are unique to Scottsdale. The first step in determining the brand-refresh appearance was to form a working group among staff which included representatives from Transportation & Infrastructure, Office of Communications and

Scottsdale Arts. The following layouts were devised as option for the transit vehicles (see Figure 3).

Figure 3
Brand-Refresh Transit Vehicle Layouts A-D



The artistic component for the transit vehicle layout was selected by the working group as two signature art pieces located at specific locations in the city and to showcase the importance of art within the City of Scottsdale. The use of art renderings outside of the actual art piece must have permission by the copyright ownership of the art. The running horses known as “The Yearlings” copyright ownership gave full approval to use the artistic rendering but, the copyright ownership for “Jack Knife” had reservations on the use of “Jack Knife” on transit vehicles. Therefore, the city will solely use the “The Yearlings” art rendering.

As shown in layouts A-D, the color selections for the transit vehicles fall within the color pallet of the City of Scottsdale. The working group agreed that both the silver color and blue color can be used for the “The Yearlings” art rendering. It was decided that the transit

vehicle windows will not be covered with a solid blue color as shown in layouts A and B but rather leave the windows open to view for the passengers as shown in layout C.

The selection of colors for transit vehicles and bus shelters which will be discussed in the next section is critical regarding the Arizona heat. The intense heat in the Arizona summer can fade and crack transit vehicle wraps and paint applications on bus shelters. The selected colors lean to the lighter shades of the City of Scottsdale color pallet.

As stated above, the brand-refresh will include a new look for transit vehicles and bus shelters. Transit Planning staff selected six shelters within the city to repaint with the new colors as beta test to determine the distinctiveness factor and the new look within the built environment. The Sonoran Desert in which we live can have a bland brown appeal which is a factor when selecting colors for a transit system infrastructure. Currently, the City of Scottsdale bus shelters are painted a red/green color combination which does provide a distinctive look.

The shelters shown in Figure 4 have been selected for the brand-refresh beta test using the blue and silver colors. A blue color will be applied to the roof, and a silver color will be applied to the shelter structure. The chosen colors are very similar to the colors in the bus layout graphics shown in Figure 3. Staff recommends the bus shelter furniture, trash receptacles and bike racks remain as provided by the manufacturer. These bus shelter amenities are hard coated with poly urethane and are easy to power wash and clean.

Figure 4
Scottsdale Trolley Transit System Existing Bus Shelters



Next Steps:
The next steps for the Scottsdale Trolley Transit System rebrand-refresh include:

- Adjust the "The Yearlings" art rendering on the transit vehicle to account for side door operation
- Establish purchase order with Gillig LLC for (11) 29' foot transit vehicles – estimated delivery is Winter 2028
- Apply new paint colors to the six selected existing bus shelters
- Identify other potential opportunities to apply art within transit vehicle interior
- A potential for specific route signage identifiers at bus stops
- Continued Working Group collaboration
- City Council approval

Contact:
Greg Davies, 480-312-7626, gdavies@scottsdaleaz.gov

City of Scottsdale
Scottsdale Trolley Transit System Brand-Refresh

TRANSPORTATION COMMISSION

November 19, 2026

CITY OF SCOTTSDALE

TRANSPORTATION & INFRASTRUCTURE

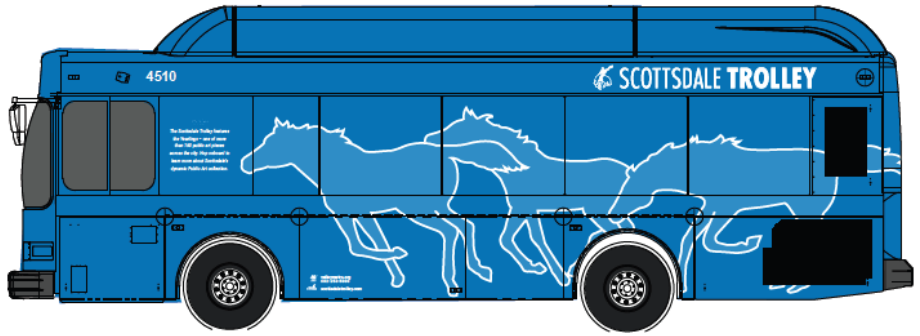
Trolley Brand-Refresh Agenda

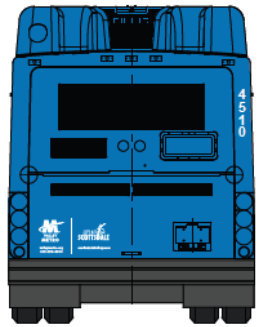
- Proposed Vehicle Layouts
- Vehicle Order Timeline
- Existing Bus Shelters Brand-Refresh
- Next Steps

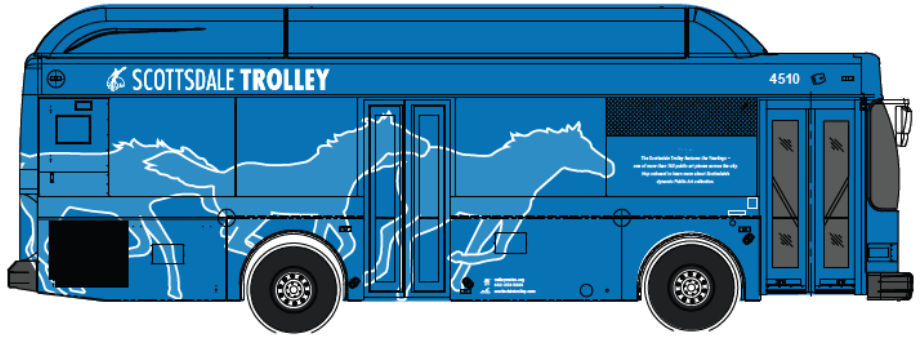
CITY OF SCOTTSDALE

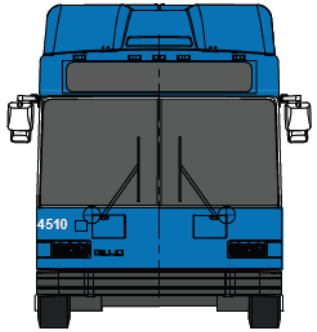
TRANSPORTATION & INFRASTRUCTURE

Proposed Vehicle Design | The Yearlings 1





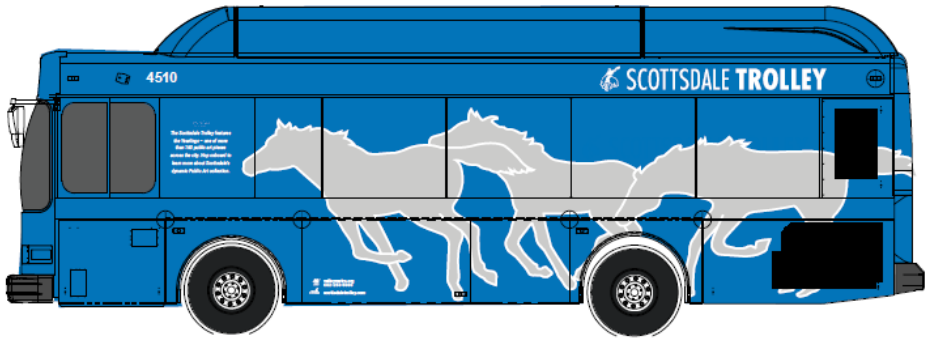


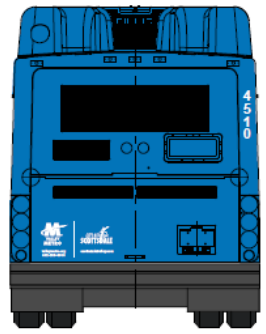


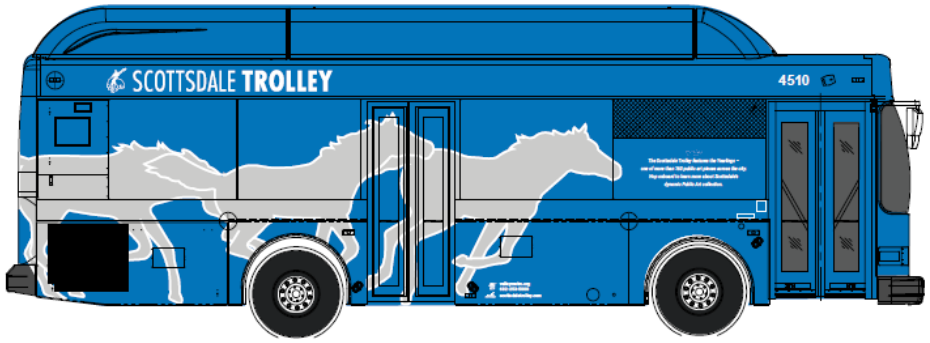
CITY OF SCOTTSDALE

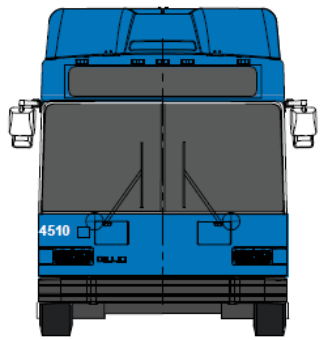
TRANSPORTATION & INFRASTRUCTURE

Proposed Vehicle Design | The Yearlings 2





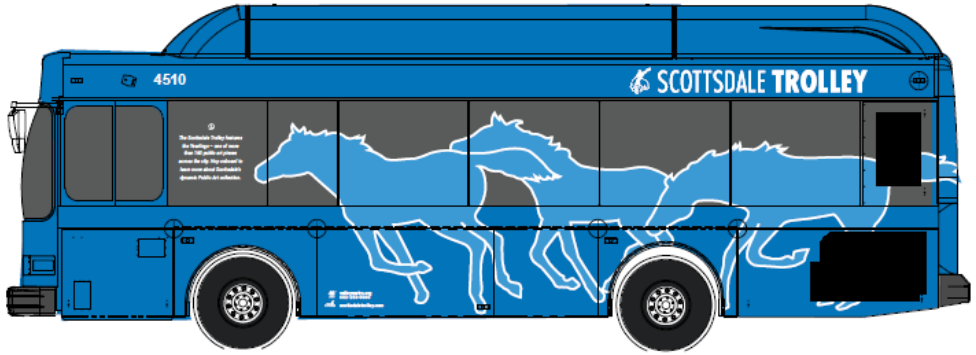


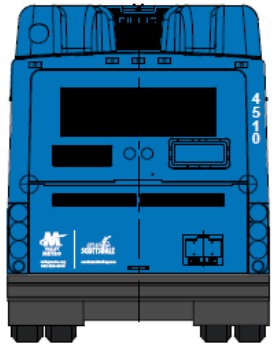


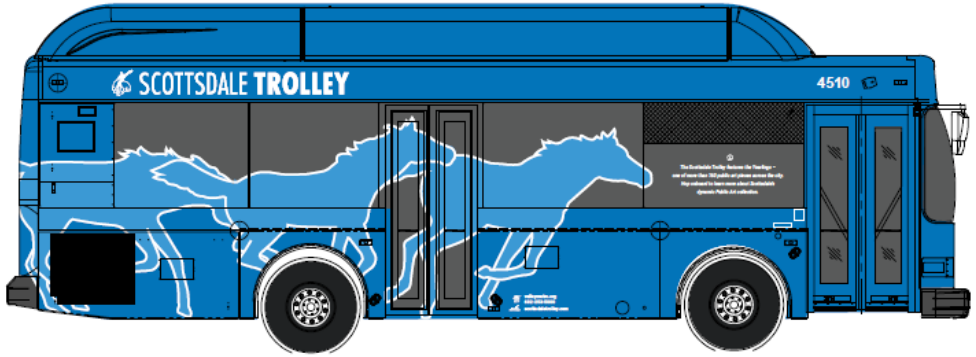
CITY OF SCOTTSDALE

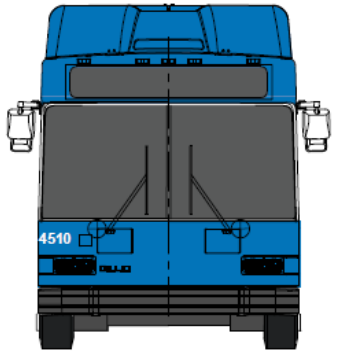
TRANSPORTATION & INFRASTRUCTURE

Proposed Vehicle Design | The Yearlings 3





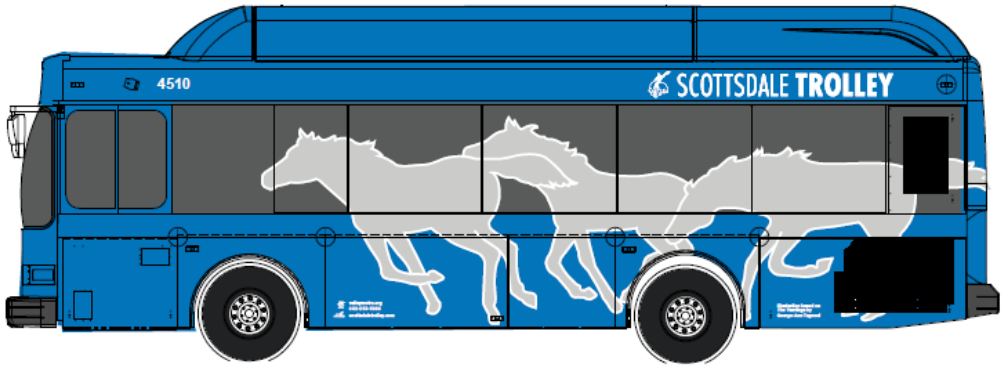


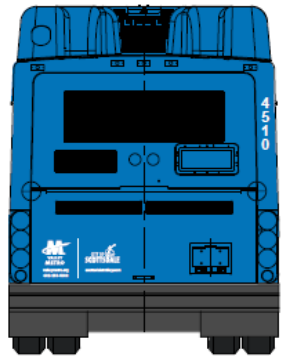


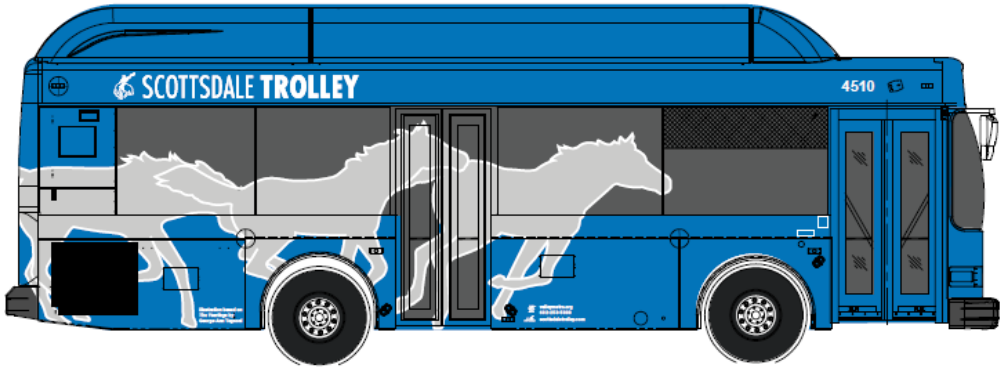
CITY OF SCOTTSDALE

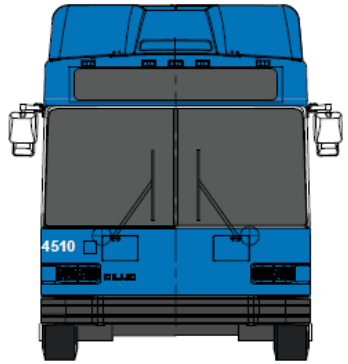
TRANSPORTATION & INFRASTRUCTURE

Proposed Vehicle Design | The Yearlings 4



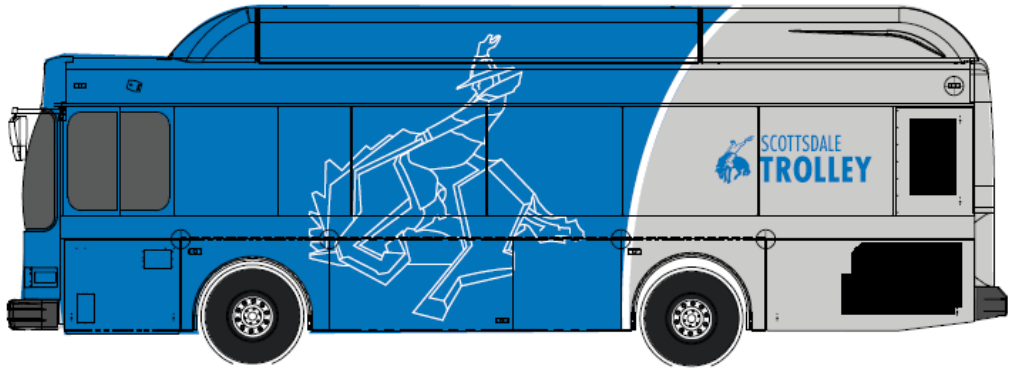


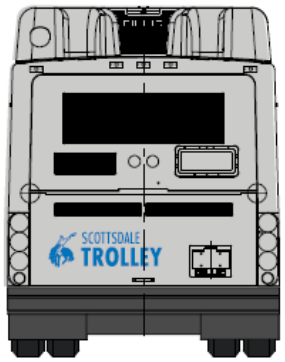


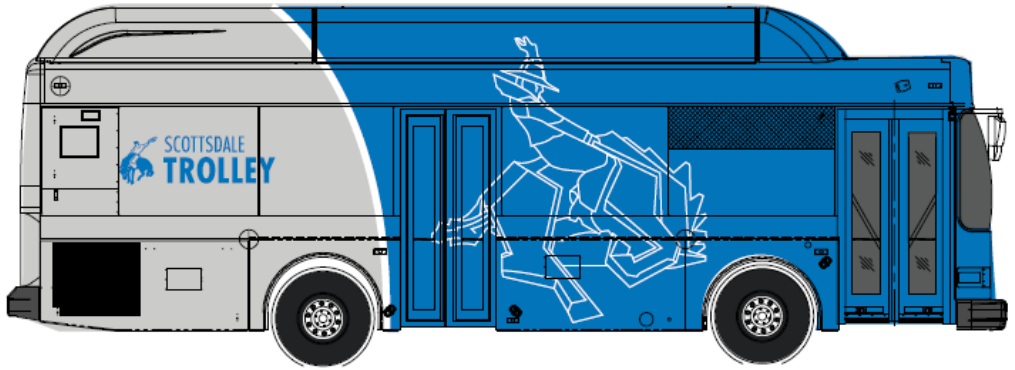


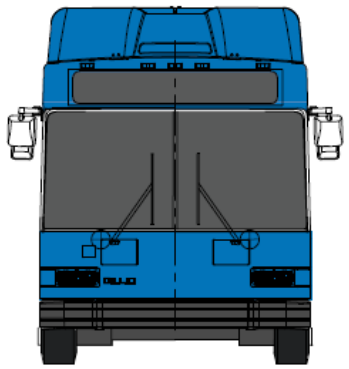
CITY OF SCOTTSDALE
RASTRUCTURE

Proposed Vehicle Design | Jack Knife







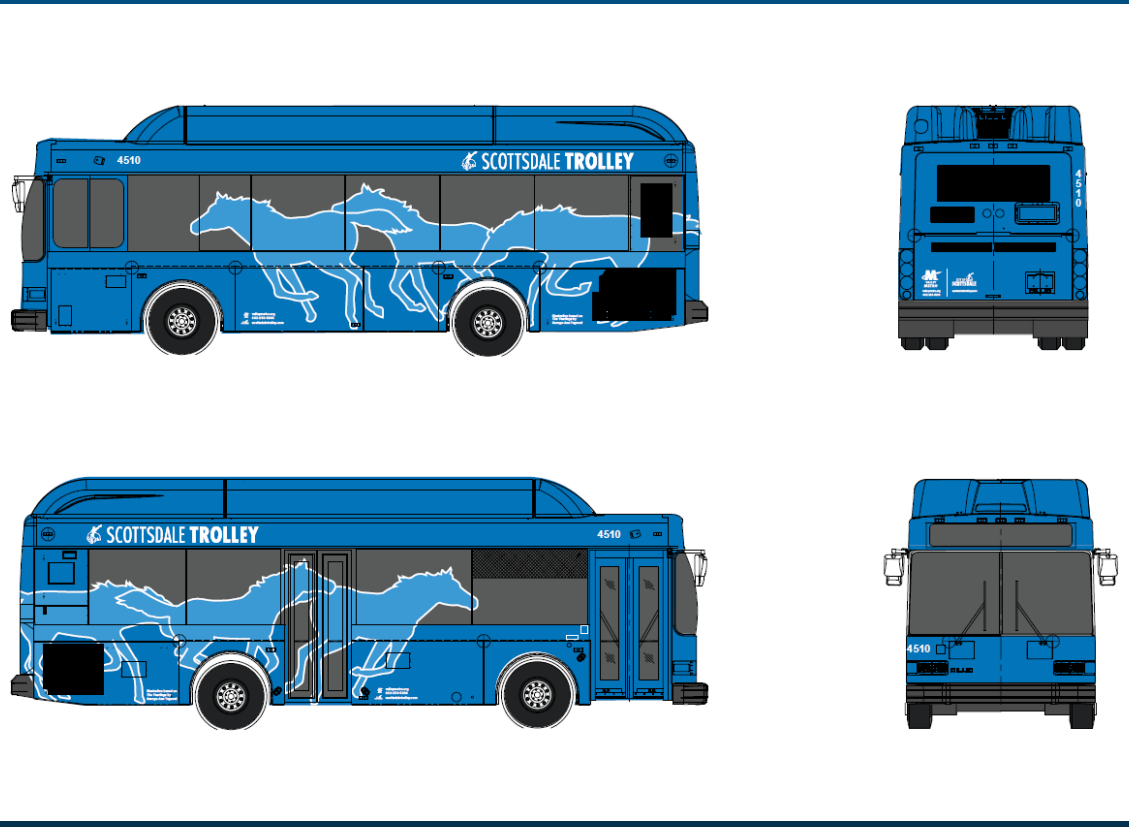


CITY OF SCOTTSDALE

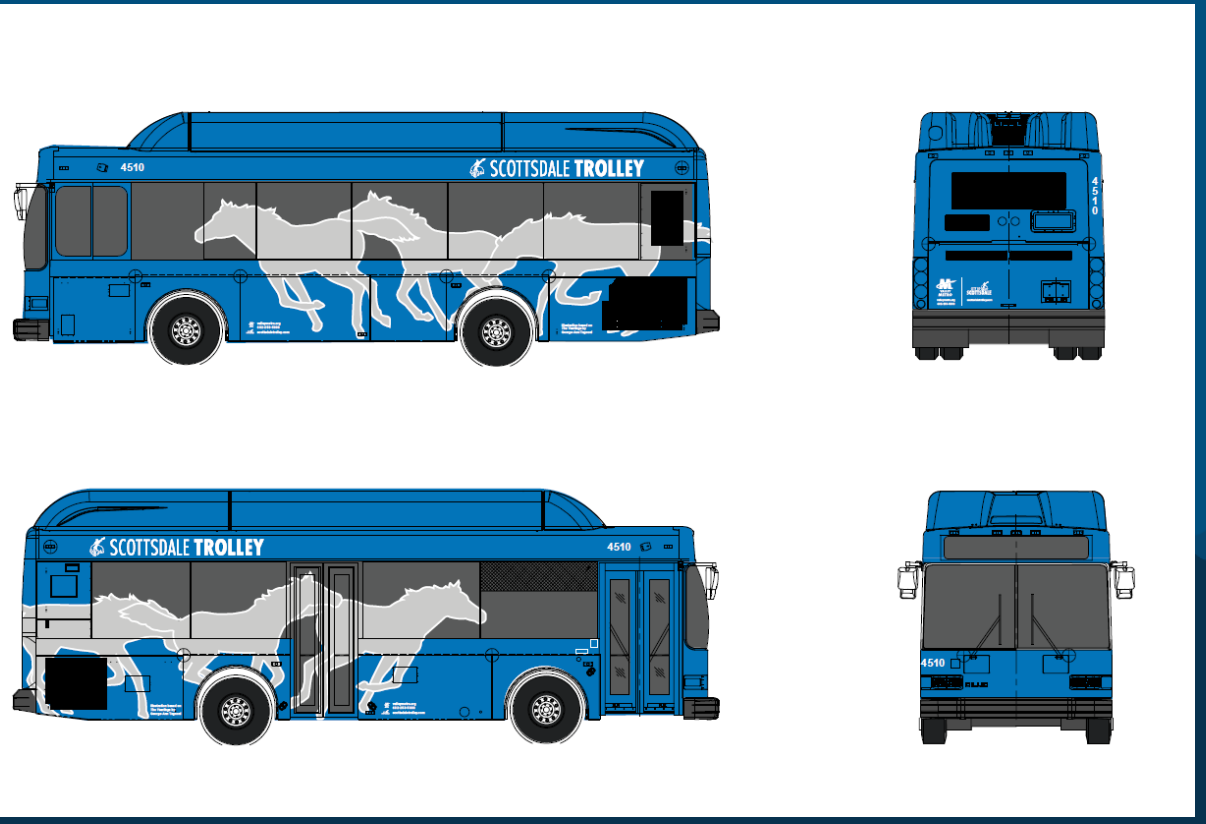
TRANSPORTATION & INFRASTRUCTURE

Action: Vote to Approve Design Layout

Option 1



Option 2



Vehicle Order Timeline

- 29-foot Gillig Buses
- Total Number of New Buses – (11)
- Estimated Delivery – Winter 2028

Bus Shelter Brand-Refresh | Existing Shelters

Slated for new paint scheme

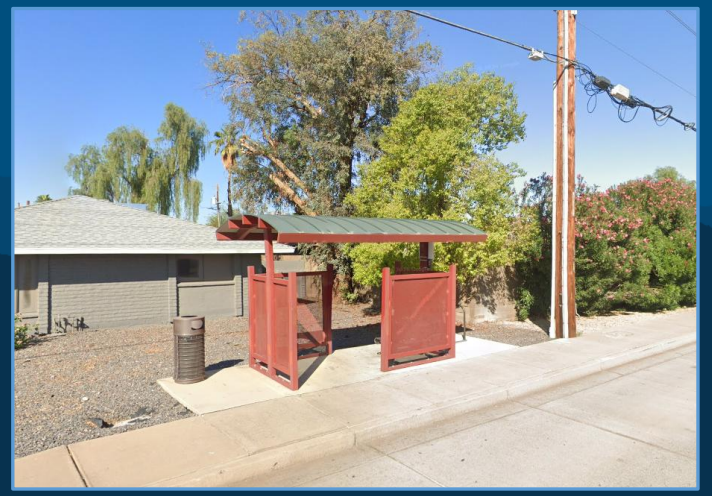












Bus Shelter Brand-Refresh | Proposed Colors

Gray / Silver
Dunn Edwards: DE 6366 - Silver Spoon
PMS: 7538 C

Light Blue
Dunn Edwards: DE 5857 - Marina
PMS: 284 C

CITY OF SCOTTSDALE
TRANSPORTATION & INFRASTRUCTURE

Bus Shelter Brand-Refresh

Proposed Color Considerations:

- Scottsdale Shade Study and Solar Heat Gain
- Bus Stop Maintenance

SS 8 Promote universal access and comfort for all users.

SS 8.1 Comply with ADA standards for clear width, head clearance, and maneuvering space beneath and around structures.

SS 8.2 Provide shade near amenities such as benches, transit stops, and play areas.

SS 8.3 Maintain visual openness (minimum 60% transparency for vertical elements) to ensure safety and natural surveillance.



Transit stop provides vertical and horizontal shade.

SS 8.4 Design shade structures to maintain horizontal airflow and avoid heat buildup.

SS 8.4.1 Provide openings along at least two sides of the structure.

SS 8.4.2 Avoid fully enclosed or low-clearance designs that trap heat.

SS 8.5 Incorporate cool-surface materials and airflow openings to maintain thermal comfort.

SHADE & TREE PLAN
FOR THE BUILT ENVIRONMENT
Development Review Board Resolution No. 10, Adopted May 7, 2026

Next Steps

- Adjust the “The Yearlings” art rendering on the transit vehicle to account for side door operation
- Establish purchase order with Gillig LLC for (11) 29’ Gillig transit vehicles
- Apply new paint colors to the six selected existing bus shelters
- Identify potential opportunities to apply public art within transit vehicle interior
- A potential for specific route signage identifiers at bus stops
- Continued Working Group collaboration
- City Council approval

SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To:	**Transportation Commission**
From:	**Nathan Domme, Senior Manager: Transportation Planning**
Subject:	**Fiscal Year 2027/ 28 Capital Improvement Plan Recommended Transportation Project List**
Meeting Date:	**November 19, 2026**

ITEMS IN BRIEF

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
- Possible action to recommend the new projects for the CIP Budget

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
- Intersection safety and roundabout design
- Shared-use path design and multimodal connectivity

Given finite funding and growing system needs, staff work with the prioritization framework from the Transportation Action Plan and rank these new requests into the prioritization list.

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. North Scottsdale T&I Grading and Drainage Yard
    - Develop a 2.7-acre site into a secure operations facility to support grading, drainage, storm-response, and unpaved-road maintenance in northern Scottsdale. The project includes native vegetation salvage and replanting, an eight-foot perimeter block wall, driveway access with new left- and right-turn lanes on Pima Road, site grading, a 40-foot actuated sliding gate, and two on-site retention basins.
    - Cost: $2.3 million
    - Funding: Transportation 0.2% Sales Tax.
3. Traffic Signal Rewiring
    - The project will upgrade citywide aging traffic signal infrastructure. Remove and upgrade traffic signal indications; remove existing wirings and upgrade with new cables and conductors.
    - Cost: $11 million.
    - Funding: Transportation 0.2% Sales Tax
4. Intelligent Transportation Systems - Security Enhancement
    - 154 traffic signal controllers have been identified as having network vulnerabilities, as they are no longer supported by the manufacturer and have reached the end of service life for the city. These traffic signal controllers are still in service throughout half of the city's signalized intersections but have recently been found to be out of network compliance. Improves reliability, reduces failures, and supports safety.
    - Cost: $840 K
    - Funding: 0.2% Transportation Sales Tax

5. Drinkwater Boulevard Sidewalk Project
    - Design and Construct sidewalks along Drinkwater Boulevard to address a pedestrian gap in the Civic Center and Old Town area. The project includes building sidewalks and related pedestrian facilities under the Civic Center Bridge. Extends asset life and supports advanced operations.
    - Cost: $1.2 M
    - Funding: 0.2% Transportation Sales Tax
6. TMC Control Room and Video Wall Upgrade
    - Replace and upgrade TMC wall video, audio and control systems
    - Cost: $ $877 K
    - Funding: 0.2% Transportation Sales Tax
7. Northsight Boulevard & Butherus Drive
    - New traffic signal installation to address safety and operations at a key intersection.
    - Cost: $1.9 million
    - Funding: 0.2% Transportation Sales Tax
8. Thompson Peak Parkway and Windgate Ranch Road
    - Installation of a new traffic signal at Thompson Peak Parkway and Windgate Ranch
    - Cost: $1.8 million
    - Funding: Transportation 0.2% Sales Tax
9. Indian Bend Wash Shared-Use Path Bridge over Osborn Road
    - Construct a replacement shared-use path bridge over Osborn Road along the Indian Bend Wash corridor.
    - Cost: $1.9 million
    - Funding: Transportation 0.2% Sales Tax
10. Shea Boulevard Shared Use Path - 142nd Street to City Boundary (Conceptual Design)
    - Design and construct a shared-use path along Shea Boulevard from 142nd Street to the City boundary. The project will complete the city's portion of an active transportation connection to Fountain Hills
    - Estimated design cost: $330K.
    - Funding: Transportation 0.2% Sales Tax

11. 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: $ 342 K.
    - Funding: 0.2% Transportation Sales Tax
12. Jomax Road Right of Way Acquisition
    - Acquire the public right-of-way interest needed for the existing asphalt s west of Scottsdale Road. The acquisition will place the roadway within re way and establish clear legal access for continued operation.
    - Cost: 342 K.
    - Funding: Transportation 0.2% 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.

Alignment with Adopted Plans

The projects are 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.

Staff Recommendation

Staff recommend the Transportation Commission:

1. Endorse the new projects for funding to city council.

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

FY27/28 CIP: Recommended Transportation Project List

Prioritization of New Transportation & Infrastructure Capital Requests

TRANSPORTATION COMMISSION

November 17, 2026

CITY OF SCOTTSDALE

Action: Discussion and Possible Action

- Purpose:
  - Summarize new T&I capital new requests submitted through the CIP Pre-Budget Process

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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, 10 new Transportation & Infrastructure requests have advanced through the Pre-Budget process

CITY OF SCOTTSDALE

New Requests – Project Types

- New T&I CIP requests include:
  - Traffic signal & ITS state-of-good-repair and modernization
  - Intersection design
  - Shared-use path design and multimodal connectivity

CITY OF SCOTTSDALE

North Scottsdale T&I Grading and Drainage Yard

(Transportation 0.2% Sales Tax)

Project Type:	New Yard
Status	Design and Construction
Project Cost	$2.3 million
Importance of Project:	Provide more efficient service to North Scottsdale

Background: The yard will develop a 2.7 acre site into a secure operations facility to support grading, drainage, storm response, and unpaved-road maintenance

Scope: Design and construction to a complete site development including walls, control access gate.

CITY OF SCOTTSDALE

Traffic Signal Rewiring (Citywide)

(Transportation 0.2% Sales Tax)

Project Type:	Equipment Replacement
Status	Procurement and Installation
Project Cost	$11 million
Importance of Project:	End of Life Replacement
Request	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

CITY OF SCOTTSDALE

ITS Security Enhancement

(Transportation 0.2% Sales Tax)

Project Type:	Equipment Replacement
Status	Procurement and Installation
Project Cost	$840 K
Importance of Project:	End of Life Replacement
Request	New Project

Background: 154 traffic signal controllers have been identified as having network vulnerabilities

Scope: Procure Advanced Transportation Controllers.



Cobalt Traffic Signal Controller

CITY OF SCOTTSDALE

Drinkwater Blvd Sidewalk Project

(Transportation 0.2% Sales Tax)

Project Type:	Equipment Replacement
Status	Design and Construction
Project Cost	$1.2 M
Importance of Project:	End of Life Replacement
Request	New Project

Background: Construct sidewalks along Drinkwater Blvd to address a pedestrian gap in the Civic Center and Old Town Area

Scope: Construct sidewalks, ADA-compliant curb ramps, gutter and drainage adjustments.



Drinkwater Blvd under Civic Center

CITY OF SCOTTSDALE

TMC Control Room and Video Wall Upgrade

(Transportation 0.2% Sales Tax)

Project Type:	Equipment Replacement
Status	Procurement and Installation
Project Cost	$877 K
Importance of Project:	End of Life Replacement
Request	New Project

Background: Upgrade the internal equipment for the TMC staff to efficiently operate day to day activities.

Scope: Replace beyond useful life TMC video wall and not working audio system.



TMC Control Room

CITY OF SCOTTSDALE

Northsight Boulevard & Butherus Drive

(Transportation 0.2% Sales Tax)

Project Type:	New Infrastructure
Status	Design and Construction
Project Cost	$1.9 Million
Importance of Project:	Traffic Operations
Request	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

CITY OF SCOTTSDALE

Thompson Peak Parkway and Windgate Ranch

(Transportation 0.2% Sales Tax)

Project Type:	New Infrastructure
Status	Design and Construction
Project Cost	$1.8 million
Importance of Project:	Traffic Operations
Request	New Project

Background: Installation of new traffic signal at Thompson Peak Parkway and Windgate Ranch.

Scope: Procure and install signal poles, signs and markings.



Thompson Peak and Windgate Ranch

CITY OF SCOTTSDALE

Pedestrian Bridge over Osborn Rd (Design Only)

(Transportation 0.2% Sales Tax)

Project Type:	New Infrastructure
Status	Design and Cost Estimate
Project Cost	$1.9 million
Importance of Project:	Replace outdated bridge
Request	New Project

Background: Construct a replacement shared-use path bridge over Osborn Road along the Indian Bend Wash corridor

Scope: planning, design, and construct a replacement pedestrian and bicycle bridge.

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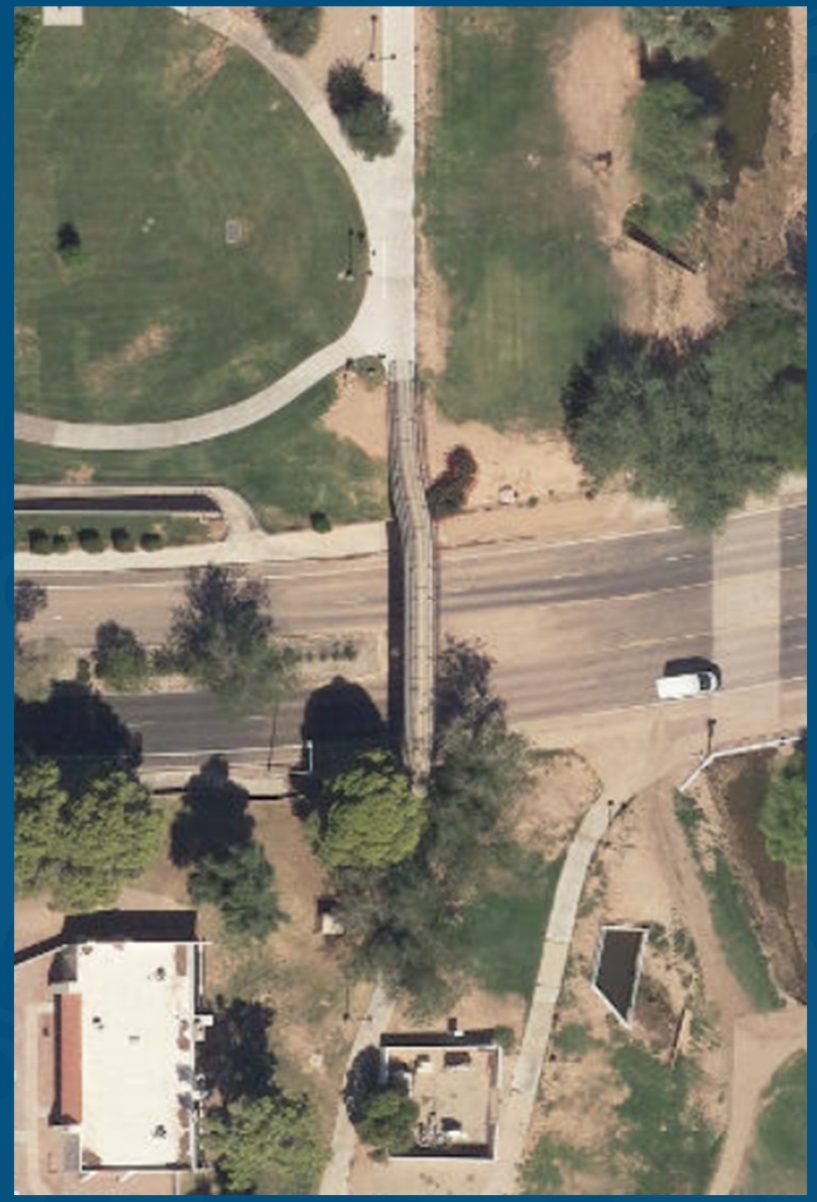


Osborn Pedestrian Bridge

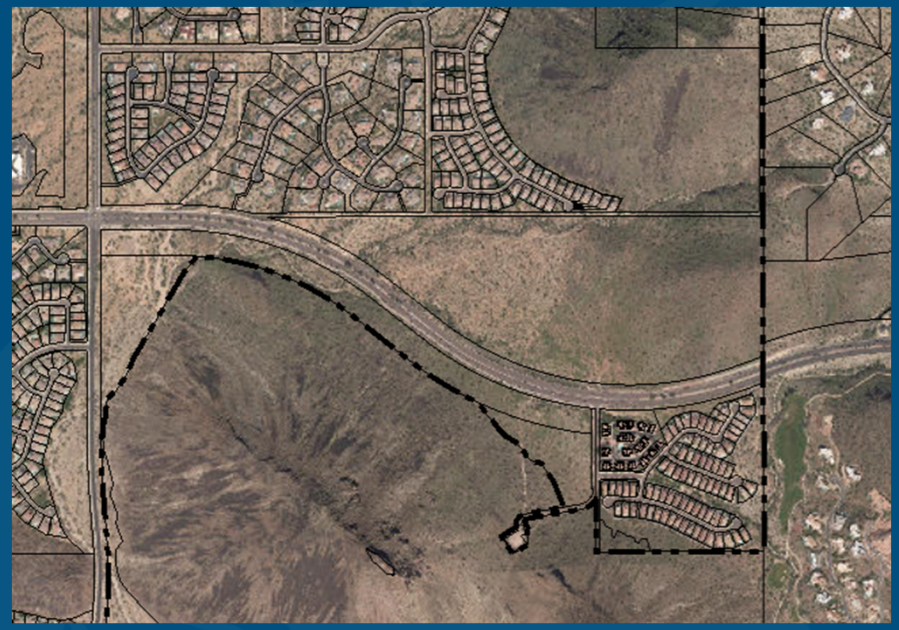
Shea Blvd Shared Use Path – 142nd St to City Boundary (Design Only)

(Transportation 0.2% Sales Tax)

Project Type:	New Infrastructure
Status	Design and Cost Estimate
Project Cost	$330 K
Importance of Project:	Complete Network
Request	New Project

Background: Design a shared-use path along Shea Blvd from 142nd Street to the City Boundary.

Scope: Design a shared use path, grading and drainage.



Shea Blvd from 142nd to City Boundary

CITY OF SCOTTSDALE

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

(Transportation 0.2% Sales Tax)

Project Type:	New Infrastructure
Status	Design and Cost Estimate
Project Cost	$342 K
Importance of Project:	Complete Network
Request	New Project

Background: Construct a shared-use path along the south side of Hualapai Dr from Pima to 95th st.

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



Hualapai: Pima Rd to 95th Pl

CITY OF SCOTTSDALE

Jomax Rd Right of Way Acquisition

(Transportation 0.2% Sales Tax)

Project Type:	Land Rights
Status	Acquisition
Project Cost	$330 K
Importance of Project:	Complete Network
Request	New Project

Background: Acquire the public right-of-way interest needed for the existing asphalt west of Scottsdale Road.

CITY OF SCOTTSDALE

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

CITY OF SCOTTSDALE

Staff Recommendation

Staff recommends that the Transportation Commission:

- Support new projects as highest priority for funding in the upcoming five-year CIP

Next Steps:

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

CITY OF SCOTTSDALE


Questions
and
Discussion

SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To: **Transportation Commission**
From: **Nathan Domme, Senior Manager: Transportation Planning**
Subject: **2019 Bond Old Town Streetscape Projects**
Meeting Date: **November 19, 2026**

ITEM IN BRIEF

Action: Action

Recommendation
Staff recommends reallocating $1,800,780 from Project 19 (Marshall Way north of Indian School Road) and $994,180 from Project 20 (Main St from Scottsdale Rd to Brown Ave) to Project 43 (5th Ave from Scottsdale Rd to Goldwater Blvd). This transfer totals $2,794,960 and would increase Project 43's allocation from $3,569,857 to $6,364,817.

Projects 19 and 20 face challenges fitting their original scopes into existing streetscapes without major changes to the corridors, such as parking layout and outdated landscaping. Project 43 provides the best opportunity to address corridor deficiencies with the consolidated budget.

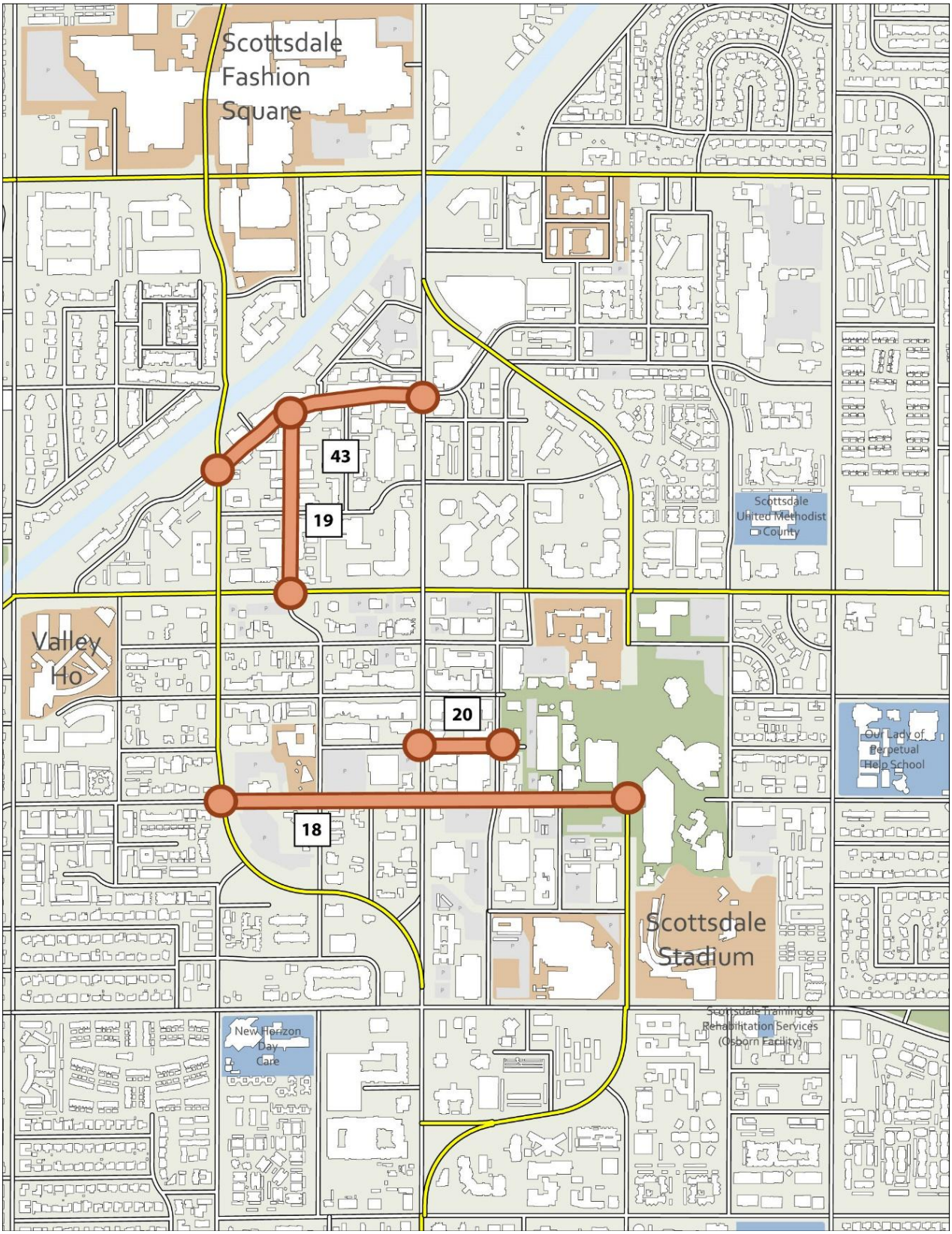
Background:

The Bond includes this project because downtown plans and studies have found that primary streets should be pedestrian- and bike-friendly, with a focus on human-scale features such as street width, lighting, landscaping, and pocket parks. Currently, sidewalk widths vary from less than 4 feet to more than 8 feet, travel paths are inconsistent, and some sections have double or triple curbs. Old Town Scottsdale needs a stronger visual streetscape and improved pedestrian connections to enhance the pedestrian experience. However, these plans did not consider the practical challenges of implementing the improvements.

The four streetscape projects were included in the 2019 bond program to improve the pedestrian experience in Old Town. Their scopes include sidewalk and streetscape improvements, landscaping, pedestrian lighting, and pocket parks. Two projects, 43 and 18, have sufficient space for improvements, while the other two face physical constraints that limit possible changes.

Proposed Funding Reallocation

Bond project	Existing allocation	Proposed transfer	Resulting allocation
19: Marshall Way	$1,800,780	($1,800,780)	$0
20 : Main Street	$994,180	($994,180)	$0
43: 5th Avenue	$3,569,857	$2,794,960	$6,364,817
18: 2nd Street	$1,846,560	0	$1,846,560


Scottsdale Fashion Square
43
19
20
18
Valley Ho
Scottsdale United Methodist Church
Our Lady of Perpetual Help School
Scottsdale Stadium
New Horizon Day Care
Scottsdale Training & Rehabilitation Services (Osborn Facility)

Bond Projects Scope and Limitations:

18 - Build Roadway & Pedestrian Improvements along 2nd St from Drinkwater Blvd to Goldwater Blvd

Enhance the pedestrian experience along 2nd St in this area of Old Town Scottsdale, consistent with the Main Street Streetscape and Pedestrian Design plan.

Scope Requested:

- Widen and repair sidewalks,
- add bike lanes,
- new landscaping and pedestrian lighting,
- build two pocket parks

2019 – GO Bond Funding: $1,846,560

Currently under design and will move forward with funding amount.

19 - Build Roadway and Pedestrian Improvements along Marshall Way North of Indian School Rd

This project's aim was to improve the pedestrian experience along Marshall Way from Indian School Road north to 5th Avenue. Marshall Way is intended as a key pedestrian corridor connecting the northern and southern ends of Goldwater Boulevard. The project's goal was to create a consistent and enhanced pedestrian streetscape.

Scope Requested:

- Narrow the traffic lanes and widen sidewalks,
- add bike lanes,
- new landscaping and pedestrian lighting
- add at least two pocket parks

2019 – GO Bond Funding – $1,800,780

The existing layout appears to offer limited flexibility to accommodate all of the proposed elements without substantial changes to the streetscape. Wider sidewalks, bicycle lanes, and pocket parks would compete for space with parking, and business access, making the full original scope less practical to implement.





20 - Build Roadway and Pedestrian Improvements along Main St from Scottsdale Rd to Brown Ave

This project provides streetscape and pedestrian improvements from Scottsdale Road east to Brown Avenue in Historic Old Town. Main Street is intended as a major east-west pedestrian corridor, and these enhancements will improve the pedestrian experience. The project also complements and

completes improvements from Project DE03 (Downtown Main Street Streetscape & Pedestrian Improvements) approved in the 2017/18 CIP budget cycle.

Scope Requested:

- improved sidewalks,
- lighting and
- landscaping
- two pocket parks.

2019 – GO Bond Funding – $994,180

This short corridor has very closely spaced storefronts, covered walkways and angled parking. The existing features essentially preclude any opportunity for expansion of the pedestrian space or for the introduction of new amenities. To deliver on the full scope would presumably require removal of some of the parking and/or changes to access for the businesses and the existing streetscape features. The potential for disruption and the very limited space available for the proposed pocket parks mean that full-scale reconstruction is not really feasible.





43 - Improve 5th Ave from Scottsdale Rd to Goldwater Blvd

This project will provide streetscape and pedestrian improvements on 5th Avenue from Scottsdale Road to Goldwater Boulevard. Sidewalk widths in this area currently range from less than 4 feet to over 8 feet, with inconsistent paths, uneven pavement, and sections with double or triple curbs. Enhanced streetscape and pedestrian connections are needed throughout Old Town Scottsdale.

Scope Requested:

- Modify the size of traffic lanes,
- widen sidewalks,
- add bike lanes,
- improve street landscaping elements,
- improve street and pedestrian lighting

2019 – GO Bond Funding – $3,569,857

The project scope includes roadway modifications, wider sidewalks, bicycle lanes, landscaping, and improved street and pedestrian lighting. Consolidating the available funding would support a coordinated improvement along the corridor between Scottsdale Road and Goldwater Boulevard. Among the three projects, 5th Avenue offers the clearest connection between the proposed investment and the deficiencies identified in the project materials, making it the recommended priority. Several sidewalk obstructions can be improved on, improved crossing at Marhsall and 5th and the more right of way to work with.

Projects 19 and 20 have a real practical issue in that it's going to be extremely difficult to fit their original scopes into the existing streetscapes. Marshall Way is already a mature streetscape with established landscaping, pedestrian lighting, sidewalks and on street parking. The city has to alter significate existing features to expand the sidewalks, add the cycle lanes and create two pocket parks. The bike lanes are unnecessary on this low-speed low volume road. The same applies to Main Street where the stores are closer to the street, there are covered walkways and the car park is at such an angle that the city cannot simply can't go any further with the sidewalks, the landscaping and the pocket parks with altering or removing parking. The city would be looking at having to take away some of the parking spaces or have to alter access for the businesses and the existing streetscape features to some extent. It's just not going to be possible to do a complete rebuilding in those circumstances.

Project 43 is the best opportunity the city has with dealing with the documented pedestrian deficiencies. The sidewalks on 5th Ave range from less than 4ft to over 8ft wide, with a very inconsistent route and a number of areas with double or even triple curbs. The project would deal with all of this by widening the sidewalks, modifying the roadway, improving the bicycle facilities, improving the landscaping and upgrading the street and pedestrian lighting.

Focusing the funding on 5th Avenue would create a more continuous and comfortable pedestrian route from Scottsdale Road to Goldwater Blvd. In order to stay in line with the original intent of the bond projects to improve the pedestrian experience in Old Town is to consolidate focus on 5th Ave.

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

City of Scottsdale

2019 Bond Old Town Streetscape Projects Cancellation and Funding Transfers

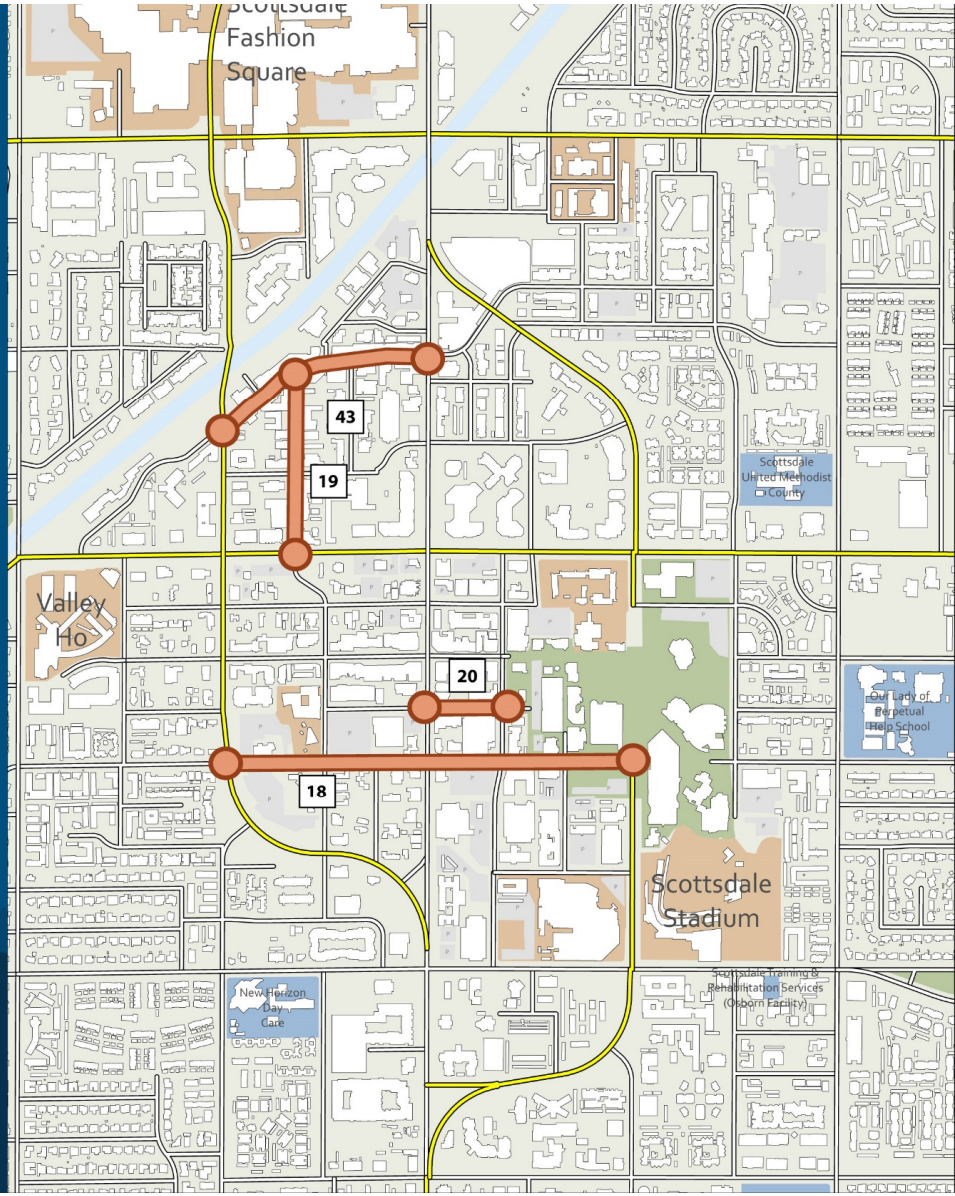
TRANSPORTATION COMMISSION

November 19, 2026

CITY OF SCOTTSDALE

Bond Streetscape Projects

- 18: 2nd St from Goldwater to Drinkwater
- 19: Marshall from Indian School to 5th Ave
- 20: Main St from Brown Ave to Scottsdale Rd
- 43: 5th Ave from Goldwater to Scottsdale Rd



Recommendation Change

- Staff recommends reallocating $1,800,780 from Project 19 (Marshall Way north of Indian School Road) and $994,180 from Project 20 (Main St from Scottsdale Rd to Brown Ave) to Project 43 (5th Ave from Scottsdale Rd to Goldwater Blvd). This transfer totals $2,794,960 and would increase Project 43's allocation from $3,569,857 to $6,364,817.
  - Projects 19 and 20 face challenges fitting their original scopes into existing streetscapes without major changes to the corridors, such as parking layout and outdated landscaping. Project 43 provides the best opportunity to address corridor deficiencies with the consolidated budget.
- Close and eliminate Question 2, Project 19 - Marshall Way north of Indian School Road and Question 2, Project 20 - Main Street from Scottsdale Road to Brown Avenue

CITY OF SCOTTSDALE

18 - Build Roadway & Pedestrian Improvements along 2nd St from Drinkwater Blvd to Goldwater Blvd

- Enhance the pedestrian experience in this area of Old Town Scottsdale,
- Scope Requested:
  - Widen and repair sidewalks,
  - Add bike lanes,
  - New landscaping and pedestrian lighting,
  - Build two pocket parks
- 2019 – GO Bond Funding: $1,846,560

Currently under design and will move forward with funding amount.

CITY OF SCOTTSDALE

18 - Build Roadway & Pedestrian Improvements along 2nd St from Drinkwater Blvd to Goldwater Blvd



CITY OF SCOTTSDALE

19 - Build Roadway and Pedestrian Improvements along Marshall Way North of Indian School Rd

- Enhance the pedestrian experience in this area of Old Town Scottsdale,
- Scope Requested:
  - Narrow the traffic lanes and widen sidewalks,
  - Add bike lanes
  - New landscaping and pedestrian lighting
  - Add at least two pocket parks
- 2019 – GO Bond Funding – $1,800,780
- Limitations:
  - Substantial changes to the streetscape required.
  - Parking Spaces reduction would be required
  - Mature Tree would likely be required to be removed

CITY OF SCOTTSDALE

19 - Build Roadway and Pedestrian Improvements along Marshall Way North of Indian School Rd





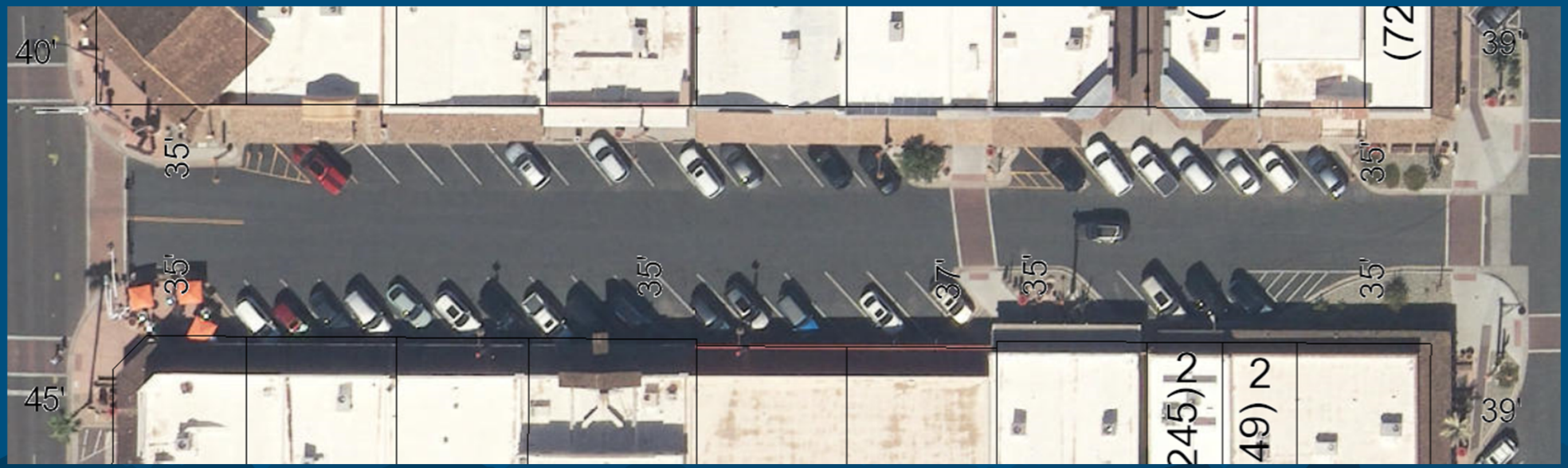
SCOTTSDALE

20 - Build Roadway and Pedestrian Improvements along Main St from Scottsdale Rd to Brown Ave

- Enhance the pedestrian experience in this area of Old Town Scottsdale,
- Scope Requested:
  - Improved sidewalks
  - Lighting and landscaping
  - Two pocket parks
- 2019 – GO Bond Funding – $994,180
- Limitations
  - Very closely spaced storefronts, covered walkways and angled parking.
  - Parking Space Remove is likely to be required.
  - Limited Rights of Way

CITY OF SCOTTSDALE

20 - Build Roadway and Pedestrian Improvements along Main St from Scottsdale Rd to Brown Ave



CITY OF SCOTTSDALE

43 - Improve 5th Ave from Scottsdale Rd to Goldwater Blvd

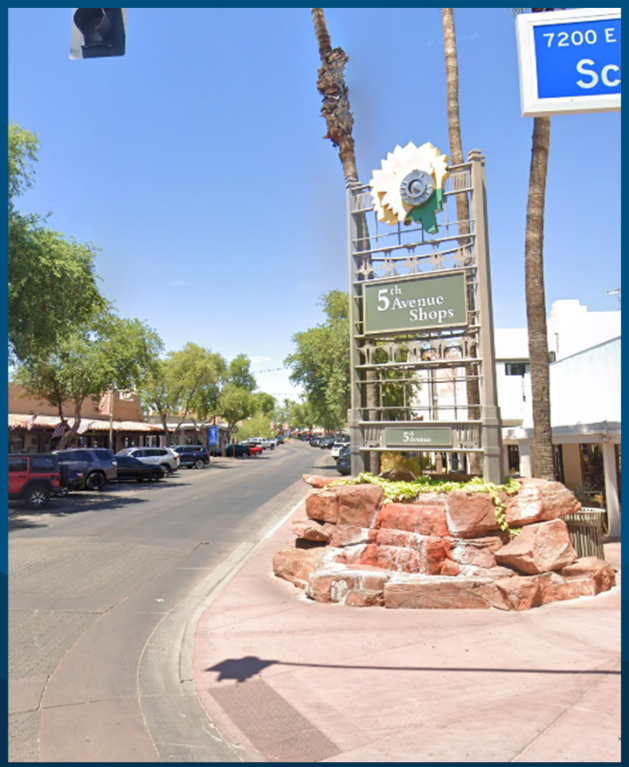
- Enhance the pedestrian experience in this area of Old Town Scottsdale,
  - Scope Requested:
  - Modify the size of traffic lanes
  - Widen sidewalks
  - add bike lanes
  - Improve street landscaping elements
  - Improve street and pedestrian lighting

2019 – GO Bond Funding – $3,569,857

- Several sidewalk obstructions can be improved on, improved crossing at Marhsall and 5th and
- More right of way to work within.

CITY OF SCOTTSDALE

43 - Improve 5th Ave from Scottsdale Rd to Goldwater Blvd





Proposed Funding Reallocation

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18: 2nd Street	$1,846,560	0	$1,846,560

CITY OF SCOTTSDALE

Action:

- Recommend to Council:

- Reallocate $1,800,780 from Project 19 (Marshall Way north of Indian School Road) and $994,180 from Project 20 (Main St from Scottsdale Rd to Brown Ave) to Project 43 (5th Ave from Scottsdale Rd to Goldwater Blvd). This transfer totals $2,794,960 and would increase Project 43's allocation from $3,569,857 to $6,364,817.
- Close and eliminate Question 2, Project 19 - Marshall Way north of Indian School Road and Question 2, Project 20 - Main Street from Scottsdale Road to Brown Avenue

CITY OF SCOTTSDALE

Questions?

CITY OF SCOTTSDALE

TENTATIVE FUTURE AGENDA ITEMS

Rev.10-26-26

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.*

December Post Cancellation Notice by 11/23

January 21

- **Approval of the Annual Transportation Commission Report**
- **2027 Transportation Commission Meeting Schedule**
- **Election of Officers**
- **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, Trolley to the Food Bank……..Daniel Alire and Daniel Radzik and Greg Davies
- **Paratransit and Commute Solutions**…..Joan Freeman
- **Coordination with Regional Partners including Valley Metro and City of Phoenix, Tempe….**Transit team

February 18

- **Strategic Transportation Safety Plan: Final Draft…… Information and Possible Action**
- **ADOT Traffic Safety in School Zones Manual Update** – reach out to contacts early
- **Cool Pavement results for study (city of Phoenix)** – reach out to contacts early

March

April

May

June

FUTURE ITEMS:

INFORMATION ITEMS

- **NTMP – program, criteria, process, historical reference including exceptions…… Action Item**
- **Possible ADOT Crash Form Updates (January? Time it when it's closer to going live)**
- **Statewide e-bike emergency room visits study**
- **Traffic Signal Detection**
- **Annual Speed Limit Evaluation in other cities**
- **Waymo/ AV – including incidents with the vehicle or the vehicle entering an incident scene**
- **Doordash Dot food delivery AV small carts**
- **ADOT New School Zone striping/ signage manual**
- **TMC tour – fall 2027**
- **Private Development Review - How Transportation interacts with Development Review on Private Development…. Information and Discussion –** *Satanay, Greg*
- **Post Storm Care ongoing in summer**
- **Traffic calming device prioritization process – need to refine – possible action**

***Speed humps on Oak Street [check to see if this is related to the bike lane] – Maybe during the NTMP item in September – see Helayne**

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 Traffic 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 –

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 –