



**SCOTTSDALE TRANSPORTATION COMMISSION  
Notice and Agenda**

**Date: Thursday, October 19, 2023**

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

**Location: Kiva – City Hall**

**3939 N. Drinkwater Boulevard**

**Scottsdale, AZ 85251**

**Call to Order**

**Roll Call**

Don Anderson, Chair	Mary Ann Miller, Commissioner
Kent B. Lall, Vice-Chair	Kerry Wilcoxon, Commissioner
Karen Kowal, Commissioner	Emmie Cardella, 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**

Spoken comment is being accepted on both agendized and non-agendized items. Request to speak forms must be submitted to staff in-person before the start of the meeting.

Written comment is being accepted for both agendized and non-agendized items and should be submitted electronically at least 90 minutes before the meeting. These comments will be emailed to the Transportation Commission and posted online prior to the meeting. To submit a written public comment electronically, please [click here](#).

- [Approval of Meeting Minutes](#)-----Discussion and Action**  
Regular Meeting of the Transportation Commission – September 21, 2023
- [Appointment to Paths & Trails Subcommittee](#)-----Discussion and Action**  
Discussion and Appointment of Transportation Commission Members to the Paths & Trails Subcommittee to replace soon to be vacancies of Chair and Commissioner – Transportation Commission
- [124<sup>th</sup> Street Underpass](#)-----Information**

Update on the recently completed 124<sup>th</sup> Street Underpass – Derek Rogers, Capital Projects Management

4. [Pima Road: McDowell to Via Linda](#) -----**Information**  
Information on the upcoming Pima Road project – Nathan Domme, Transportation Planning Manager
  
5. [Commission Identification of Future Agenda Items](#)----- **Discussion**  
Robust discussion between staff and Commission Members to identify future items of interest as well as possible work study sessions at upcoming Transportation Commission meetings

### **Adjournment**



Persons with a disability may request a reasonable accommodation by contacting Kyle Lofgren at 480-312-7637. Requests should be made 24 hours in advance, or as early as possible, to allow time to arrange the accommodation. For TYY users, the Arizona Relay Service (1-800-367-8939) may also contact Kyle Lofgren at 480-312-7637.



**DRAFT SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE  
TRANSPORTATION COMMISSION  
REGULAR MEETING**

**Thursday, September 21, 2023  
Kiva-City Hall  
3939 N. Drinkwater Boulevard  
Scottsdale, Arizona 85251**

**CALL TO ORDER**

Chair Anderson called the regular meeting of the Scottsdale Transportation Commission to order at 5:15 p.m.

**ROLL CALL**

**PRESENT:** Don Anderson, Chair  
B. Kent Lall, Vice Chair  
Emmie Cardella  
Mary Ann Miller  
Lee Kauftheil (telephonic)

**ABSENT:** Karen Kowal  
Kerry Wilcoxon

**STAFF:** Mark Melnychenko, Transportation & Streets Director  
Susan Conklu, Senior Transportation Planner  
Nathan Domme, Senior Transportation Planner  
Phil Kercher, Traffic Engineering Manager  
Greg Davies, Senior Transportation Planner  
John Savage, Traffic Engineer  
Kyle Lofgren, Office Manager

**GUESTS** Berwyn Wilbrink, Arizona Department of Transportation  
Greg Fly, Arizona Department of Transportation, Design Project Manager  
Derek Boland, Senior ADOT Project Manager

## **WELCOME**

Chair Anderson welcomed new Commissioner Lee Kauftheil.

## **PUBLIC COMMENT**

There were no public comments. Written comments were included in the Commission packet.

### **1. APPROVAL OF MINUTES**

Chair called for approval of the minutes. One correction was made.

COMMISSIONER MILLER MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON AUGUST 17, 2023 AS AMENDED. VICE CHAIR LALL SECONDED THE MOTION, WHICH CARRIED 5-0 WITH CHAIR ANDERSON, VICE CHAIR LALL AND COMMISSIONERS CARDELLA, MILLER AND KAUFTHEIL VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

### **2. ADOT LOOP 101 UPDATE**

Berwyn Wilbrink, Arizona Department of Transportation and Greg Fly, WSP, Design Project Manager, provided an update on improvements for the 101 from Shea to Princess Drive.

Project background:

- Design concept report development in 2010
- Public survey conducted in 2020
- Design concept reported updated in 2021

Project purpose and need:

- Improve traffic flow on Loop 101 and cross streets
- Increase capacity to accommodate existing and future traffic levels through 2040
- Congestion will worsen if improvements are not made

Project timeline:

- Design completed: Summer 2023
- Construction begins: Early 2024
- Project completion: Two-year timeline

Improvements include:

- Add one general-purpose lane in each direction
- Add third southbound left turn lane at Pima/Princess Interchange
- Convert Frank Lloyd Wright Blvd interchange to diamond configuration
- Add right turn lanes at Raintree Drive and Shea Boulevard
- Resurface pavement

- Update sidewalks to make them ADA compliant
- Upgrade freeway and ramp lighting to LED and adding safety features for wrong-way drivers

Crossroad improvements (including ADA, median and turn lane additions and improvements):

- Princess Drive
- Bell Road
- Frank Lloyd Wright Boulevard
- Raintree Drive
- Thunderbird Road
- Cactus Road
- Shea Boulevard

Mr. Fly addressed the area between Princess and Frank Lloyd Wright, with regard to potential backups associated with the Princess exit. The improvements include an additional general purpose lane and increasing the existing three lanes to four lanes. In terms of traffic volumes, the design team looked at alternatives to be able to utilize the pavement to add an additional, or fifth, general purpose lane. This will allow the Raintree entrance ramp and the Frank Lloyd Wright entrance ramp to come into their own lanes, rather than weaving into the new fourth general purpose lane. To drop the lanes moving north, there will be installation of a two-lane exit ramp at Princess. Aesthetics and landscaping were reviewed.

A review of noise abatement and analysis was provided:

- Noise analysis based on current ADOT/Federal regulations
  - Performed noise measurements within project limits
  - Predicted noise levels based on future (2040) traffic volumes
  - Determined noise mitigation requirements and locations of new walls and modifications to existing walls
- Results - The existing sound walls will continue to reduce noise below the ADOT threshold
- No need for new or modified sound walls

Construction expectations were discussed:

- All existing freeway lanes will be maintained during weekday peak travel times
- Periodic weekend and nighttime restrictions and closures will be allowed
- 60-day ramp closures will be allowed similar to previous Loop 101
- Widening between I-17 and Pima/Princess
- Closures/restrictions will be minimized during special events and holiday periods.
- Subscribe to updates at: [azdot.gov/Loop101PrincesstoShea](https://azdot.gov/Loop101PrincesstoShea)

Commissioner asked for greater elaboration on the wrong-way signals. Mr. Fly stated that the wrong-way detection system includes thermal camera placement on exit ramps, which detect vehicles potentially traveling in the wrong direction. The detection system alerts the traffic operation center, which immediately dispatches DPS law enforcement. The system is also installed at the section from the I-17 to Princess portion of the project installed a few years ago. It has been installed throughout the Valley on many fairly recent projects in the last few years.

Commissioner asked question on pavement. Mr. Wilbrink stated that ADOT, Maricopa Association of Governments (MAG) and Valley cities are still in discussions regarding what the final finish on this particular segment will be. In some areas, there is an asphalt overlay on both sides of the freeway. In other places, there has been utilization of a diamond grind of Portland cement concrete. Final decisions have not yet been made. Mr. Fly stated that original asphalt was installed in the early 2000s, at the time of original construction.

Commissioner asked whether the noise studies predicting 2040 volumes took into consideration the rise in electric vehicle usage impacts. Mr. Wilbrink stated that most freeway noise is not associated with the engines as much as it is the tires. The two solutions have been modeled and provide similar performance.

Vice Chair inquired about processes for keeping the public informed on lane and ramp closures. Mr. Wilbrink stated that in addition to the website, ADOT works with the City to produce flyers. These are associated with press releases and media bursts. The City will participate in the construction meetings to be kept apprised.

Chair asked about the general consensus on use of the diamond cut versus asphalt. Derek Boland, Senior ADOT Project Manager, said that currently, there is a preference for diamond grind; however, evaluation and discussion is ongoing from a regional planning perspective. From a specific project perspective, direction has not yet been determined. Maintenance and noise factors weigh heavily on considerations.

Chair asked about program budget. Mr. Boland estimated the programmed budget at approximately \$150 million.

Commissioner asked how the decision was made. Mr. Wilbrink stated that the study and Design Concept Report (DCR) initially focused on widening the freeway. The latter DCR in 2010 focused on widening of cross streets. Traffic studies were performed to determine turning movements and through movements. The SPI (single-point urban interchange) alternative favors a heavy left-turn movement. At Frank Lloyd Wright, there is a considerable through movement, necessitating an opportunity for this traffic to travel under the freeway. These factors form the basis for the reconfiguration.

Commissioner referenced the proposed four lanes with an additional general purpose lane and inquired as to cost considerations and other potential options, such as sidewalks and pedestrian needs. Mr. Wilbrink stated that as freeways do not feature sidewalks, pedestrian facilities will be limited. In regards to the configuration, the right-of-way and corridor were cleared for improvements via the design concept report and the environmental clearance documents. This included close work with partners, including federal highways, in order to fit an extra lane. Traffic modeling was used to evaluate various scenarios.

Commissioner asked about timelines and lane closures, Mr. Wilbrink stated the due to the event schedule and holiday moratorium, closures are really restricted to summer. If closures were more flexible and included winter, the construction could be sped up quite a bit. Mr. Fly clarified that they were not currently planning anything in the winter when they are not allowed to.

Chair asked question about contractor consequences and incentives, Mr. Fly stated that there were consequences for the contractors for doing items they are not supposed to, but there are no incentives to finish the project sooner.

### **3. ARTERIAL LIFE CYCLE PROGRAM (ALCP) FISCAL YEAR 2023/24 UPDATE**

Greg Davies, Senior Transportation Planner, provided an overview of the ALCP Program:

- Funded through Fiscal Year 2025-26 (0.5 percent regional sales tax and federal funds)
- Maricopa Association of Governments (MAG) oversees ALCP
- Cities manage their own projects
- Cities program total project cost and get reimbursed 70 percent
- Projects require a minimum 30 percent local match
- Focus on adding roadway capacity through additional lanes and/or intersection widening
- Projects can include bike lanes, sidewalks, and paths/trails that provide pedestrian access

Key considerations:

- Span of ALCP is 20 Years
- Several Factors Impact Costs Over a 20 Year Period
  - Great Recession 2007-2009 Economic Impacts
  - COVID-19 Pandemic 2019-2021 Economic Impacts
  - Right of way acquisition Challenges
  - Utility Relocations
  - Project Feasibility
- ALCP Funded By Four Main Funding Sources
  - Scottsdale 0.1% Transportation Sales Tax (tax sunsets 1/31/29)
  - Scottsdale 0.2% Transportation Sales Tax (no sunset)
  - Maricopa County Half-Cent Sales Tax (tax sunsets 12/31/25)
  - Federal Surface Transportation Block Grant Program Funds

In July 2023, staff conducted a proforma audit. To date, \$138 million has been invested into the roadway system, with the City match at \$42 million and the Region's match at \$96 million. There have been 37 projects identified with 17 completed; 6 in design; 7 in construction; 5 pending, and 2 cancelled.

A review of the existing strategy for addressing projected ALCP cost increases was provided:

- Identified \$130 million cost increase to program
- Address cost increase using three options (A-C)
- Reallocate funds programmed for Loop 101/Hayden Road Interchange (Option A)
- Require vacant land parcels to build roadway along their frontage consistent with zoning requirements (Options B and C)
- Option A: Infeasible Project: Loop 101/Hayden Road Interchange
- Option B: Undeveloped land on both sides of project corridors: Scottsdale Road, Pima Road, Hualapai Drive
- Option C: Undeveloped land on one side of project corridors: Scottsdale Road and Pima Road

The ALCP proforma audit included a review of the 13 projects in the 2018 ballot. Of these, 5 have been designed, 3 are in design, 1 is in construction, 2 are pending initiation. The audit also included a review of the remaining ALCP costs over the next two years, totaling \$282 million and \$84 million City match.

The analysis included four revenue forecast scenarios:

- Negative (10 percent) forecast
- Negative (2.4 percent) forecast
- 0 percent growth forecast
- 3.5 percent growth forecast

If revenues are insufficient to complete the identified projects, it may be necessary to ask voters to approve extension of the 0.1 percent sales tax.

Next steps include:

- Continue to monitor status of Arizona State land parcels
- Reassess project funding distribution for FY 2025 ALCP update
- Collaborate with MAG to shift additional funds into critical corridors
- Anticipate a voter-approved Prop 400E in November 2024

Commissioner question regarding the parcels identified in Options B and C. Mr. Davies stated the City does not have development impact fees. However, there are stipulations for the developers to make half-street improvements, including lanes, sidewalks, trails or paths.

Commissioner asked about the audit forecast. Mr. Davies went over the forecast scenarios highlighting that two of the options were very pessimistic approaches.

Mark Melnychenko, Transportation and Streets Director stated that the City had a positive meeting with MAG approximately two months ago and they were amenable to an approach of realigning projects in accordance with the needs of the City.

Vice Chair inquired as to project funding. Mr. Davies stated that the City's 30 percent budget portion may increase at the City's discretion according to identified priorities as well as cost increases.

In reply to a follow-up question from Chair, Mr. Davies explained that projects are identified and vetted out, then are presented to MAG which automatically reimburses 70 percent of the costs once construction begins. Mr. Melnychencko added that based on estimates from all projects, MAG has a lump sum available to draw from. Projects are reviewed with MAG monthly to reallocate funds across projects as needed.

#### **4. ROUNABOUT EDUCATION**

Phillip Kercher, Traffic Engineering and Operations Manager, and John Savage, Traffic Engineer, gave the presentation. In 2011, there were three roundabouts in the City and today there are a total of 27. The 2020 Transportation Action Plan includes a roundabouts first policy, meaning that roundabouts are considered as a first choice for any new traffic control.

Mr. Kercher reviewed the details of the program.

Roundabout characteristics:



- Generally circular in shape
- Yield signs at entries
- Counterclockwise direction
- Geometric and physical features that force slow travel speeds

National safety information:

- One of 28 Proven Safety Countermeasures (PSCs) that reduce roadway fatalities and serious injuries
- FHWA cites an 82 percent reduction in fatal and injury collisions compared to AWS
- 78 percent reduction in fatal and injury collisions compared to signalized intersections
- Reduces conflict points compared to conventional intersection from 32 to 8
- Removes all crossing conflicts which are often tied to red light running, left turns, and head-on collisions
- Remaining conflicts occur at low speed resulting in less severe collisions
- Reduces pedestrian-vehicle conflict points by 50 percent
- Setback crossings reduce crossing distances and allow for staged crossings across one direction at a time
- Separates driver decision making in the roundabout and at pedestrian crossing locations

Cost considerations:

- Total cost varies based on site conditions and project goals
- Signals and roundabouts have different ROW needs that can affect project cost
- Construction costs for roundabouts generally range between \$3.5 and \$4 million and signals around \$600,000 and \$1 million

Roundabouts in Scottsdale:

- 27 intersections with right of way control via roundabout
- Oldest roundabout in operation since 1986
- Newest roundabout at Miller and Osborn opened in 2023
- More roundabouts are in the planning or construction process

Mr. Savage provided a review of the City's roundabout evaluation:

- Roundabout performance characterized by both Level of Service (LOS) and collision experience
- LOS analysis requires detailed microsimulation or extensive data collection and was not evaluated as part of this process
- LOS analysis is performed with new roundabout intersections, historical analysis shows roundabouts can reduce delay

LOS and other traffic condition details were discussed for City locations:

- Hayden Road and Northsight Boulevard
  - 64 percent reduction in average collision severity post roundabout construction
  - Annual number of collisions increased from 8.4 to 14.8, but recent years may indicate an improvement
  - 62 percent decrease in percentage of collisions involving injury

- Overall injuries at intersection reduced by 34 percent after roundabout construction
- Volumes have remained stagnant since construction of roundabout
- 90th Street at the Mustang Library
  - 60 percent reduction in average collision severity post roundabout construction
  - 34 percent decrease in percentage of collisions involving injury
  - Overall injuries at intersection remained similar
  - Volumes have remained consistent since construction of roundabout in 2017
  - 2018 volumes excluded from average value
- Miller Road and Osborn Road
  - An average annual severity of 1.24 would mean a 60 percent reduction in a severity
  - Based on multi-lane roundabout data, the number of collisions may increase
  - Average percentage of collisions with injury is close to Hayden Road and Northsight Boulevard pre-roundabout
  - Traffic volumes have declined over the evaluation period

Chair requested clarification. Mr. Savage confirmed that while the number of traffic accidents may increase at the roundabouts, the severity of such accidents has been reduced substantially. Vice Chair further commented that incidents appeared to decrease overall over time.

Commissioner asked regarding accidents. Mr. Savage confirmed that the accident counts include in-car travelers as well as pedestrians.

## **5. PROJECTS AND PROGRAMS UPDATE**

Mark Melnychenko, Transportation & Streets Director, provided updates on the following programs and projects:

- Department policies and plans
- Bicycle Friendly Community update
- Scottsdale rated the sixth best city for recreation in the United States by WalletHub
- Scottsdale selected as one of 62 cities worldwide under the “What Works Cities Certification,” for use of data to inform by Bloomberg Philanthropies
- Scottsdale selected by Blue Zones to undergo a health and livability assessment
- 68th Street improvements from Thomas Road to Indian School
- Roundabout First progress
- Paiute Center paving
- Information cards in trolleys
- Future traffic signals
  - 64th Street/Osborn Road
  - Scottsdale Road/1st Avenue
  - Scottsdale Road/Dove Valley Road
- Shea Boulevard Paving Project
- Emergency response: Storm cleanup
- Streetlight knockdown
- Other damaged infrastructure
- ITS Section: Signal repairs

Commissioner suggested that damage to infrastructure and light poles be tracked to identify problem areas. Mr. Melnychenko confirmed that the Department works very close with the Police Department and Risk Management in this regard.

## **6. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS**

Chair noted the fullness of October's agenda.

The following agenda items were identified:

- Process for measuring pavement value index
- Update on the 124th Street project
- Presentation the Public Outreach Officer
- Pavement/cool pavement

## **7. ADJOURNMENT**

With no further business to discuss, being duly moved by Commissioner Miller and seconded by Commissioner Cardella, the meeting adjourned at 7:10 p.m.

AYES: Chair Anderson, Vice Chair Vice Chair Lall, Commissioners Cardella, Miller and Kauftheil  
NAYS: None

SUBMITTED BY:

eScribers, LLC

# SCOTTSDALE TRANSPORTATION COMMISSION REPORT



**To:** Transportation Commission  
**From:** Derek Rogers, Senior Project Manager  
**Subject:** Shea Boulevard and 124<sup>th</sup> Street Underpass  
**Meeting Date:** October 19, 2023

## ITEM IN BRIEF

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**Action:** Information and Discussion

**Purpose:** Provide an update on the underpass at Shea Boulevard and 124<sup>th</sup> Street.

### Background:

The original project designed and constructed a grade separated bicycle, equestrian, and pedestrian crossing underneath Shea Boulevard east of the 124<sup>th</sup> Street intersection utilizing an existing box culvert and path and trail connections to the existing Mountain View Trail Segments, north and south of the project area. The project will improve capacity and safety at the intersection of 124<sup>th</sup> Street and Shea Boulevard by rerouting the north/south bicycle, equestrian and pedestrian crossings of Shea through the underpass. The project ties into existing and planned multi-use paths and trails along Shea Boulevard and the Central Arizona Project (CAP) Canal, the Cochise Drive bike route, the 124<sup>th</sup> Street bike lanes/ route, and link the Mountain View Trail Segment 1 and 3 - both north and south of the project area.

The project completes a gap in the pedestrian, equestrian and bicycle network near Shea Boulevard and 124<sup>th</sup> Street. The existing 120-foot crosswalk spanned Shea Boulevard, a major arterial, exposing bicyclists, equestrians, and pedestrians to high-speed and high-volume conflict points. Additionally, the pedestrian and bicyclist crossings at the traffic signal reduced available green time for vehicular traffic on Shea and improved signal timing. The project will reduce north/south bicycle, equestrian and pedestrian crossings from the intersection and provide the needed grade-separated connection along 124<sup>th</sup> St under Shea Boulevard.

### Planning, Project Background and Funding:

The 124<sup>th</sup> Street Underpass Improvements project was originally identified in the 2004 Scottsdale Trails Master Plan (STMP) as a key connection along the Mountain View unpaved trail system. The 2008 Ad Hoc Citizen Trails Task Force reinforced this idea. It was then more formally defined in the City of Scottsdale 2008 Transportation Master Plan and included a concrete path along with the unpaved trail. In the Master Plan, it was identified as a major arterial roadway crossing for the CAP Canal Path. The 124<sup>th</sup> Street Underpass was subsequently programmed as part of the FY 2008/09 update of the Proposition 400 Arterial Life Cycle Program (ALCP), Shea Blvd: SR-101L to SR-87, with Maricopa Association of Governments (MAG).

The MAG Regional Transportation Plan (RTP) project Shea Blvd: SR-101L to SR-87, was originally programmed for corridor capacity and safety improvements as one project. With the fiscal year 2009 update of the ALCP, the parent project was divided into smaller sub-projects, one of which being the Shea Blvd at 124<sup>th</sup> Street: Intersection Improvement project.

In 2012, the Transportation Department applied for and was awarded a Congestion Mitigation and Air Quality (CMAQ) federal grant in the amount of \$1.25M for a portion of the construction of the project, increasing the overall available funding from the region. Staff moved forward with the project utilizing the CMAQ grant as the primary funding source as it reimbursed costs at a higher maximum federal grant cost split of 93.4% (federal)/ 5.7% (local). Taking into consideration design and right-of-way expenses, the total project split was still greater than the 70% (regional)/ 30% (Scottsdale) ALCP maximum split, so ALCP funds were not pursued at the time.

In late 2016, construction began on the path, underpass, retaining wall/ gabion baskets and landscaping. During construction additional expenses were identified. With the newly identified

expenses, the ability to utilize the already programmed ALCP funds became possible. In order to reflect the selected design alternative and define the funding needs, an ALCP Project Change was requested from MAG, and approved by MAG Regional Council on December 6, 2017.

### **Construction and Project Delay**

Construction began in 2017 and included the concrete multi-use path, an unpaved trail, landscaping, and a gabion retaining wall at the north end.

The gabion basket wall was reviewed and determined to be concerning. Subsequent leaning, bulging, and sagging led to legal litigation. Baskets were not placed in accordance with design plans. Concerns about construction quality emerged, including whether basket fasteners were used. An analysis by Gannet Fleming concluded the wall was unstable. A subsequent analysis by Ethos concluded that the wall was stable. During this time public access to the underpass was closed.

The Shea Boulevard & 124th Street Remediation project was initiated at the request of the City Council to address citizen concerns about the stability of the recently constructed Gabion Basket retaining wall.

The city hired AECOM to determine the stability of the wall after detailed review. AECOM found the wall to be structurally sound at the base, but the top two rows of the wall needed improvements.

The remediation project included removal of the top two rows in the middle of the entire wall and replacement of the rock and restacking the baskets with more secure fasteners.

The construction cost estimate for the project was \$1,559,067.78.

DBA is the contractor selected through the Job Order Contract for the remediation. In mid-April, ground tests using observation pits were done to determine if gabion wiring has link supports.

The city provided DBA with the Notice to Proceed on May 31, 2023.

Transportation staff provided a brief update to the Transportation Commission at the June 15, 2023 meeting. Discussion included the decision to use gabions in the design as well as how the regional and federal funds were utilized in the original and remediation projects.

### **Update:**

The project was completed in mid-September 2023. The remediation project was completed \$300,000 under budget. The opening and importance of the underpass and connection was featured in a news story on ABC 15 and was promoted by the city with a web news story and social media post.

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**Contacts:** Derek Rogers, 480-312-7637, [DerRogers@scottsdaleaz.gov](mailto:DerRogers@scottsdaleaz.gov)

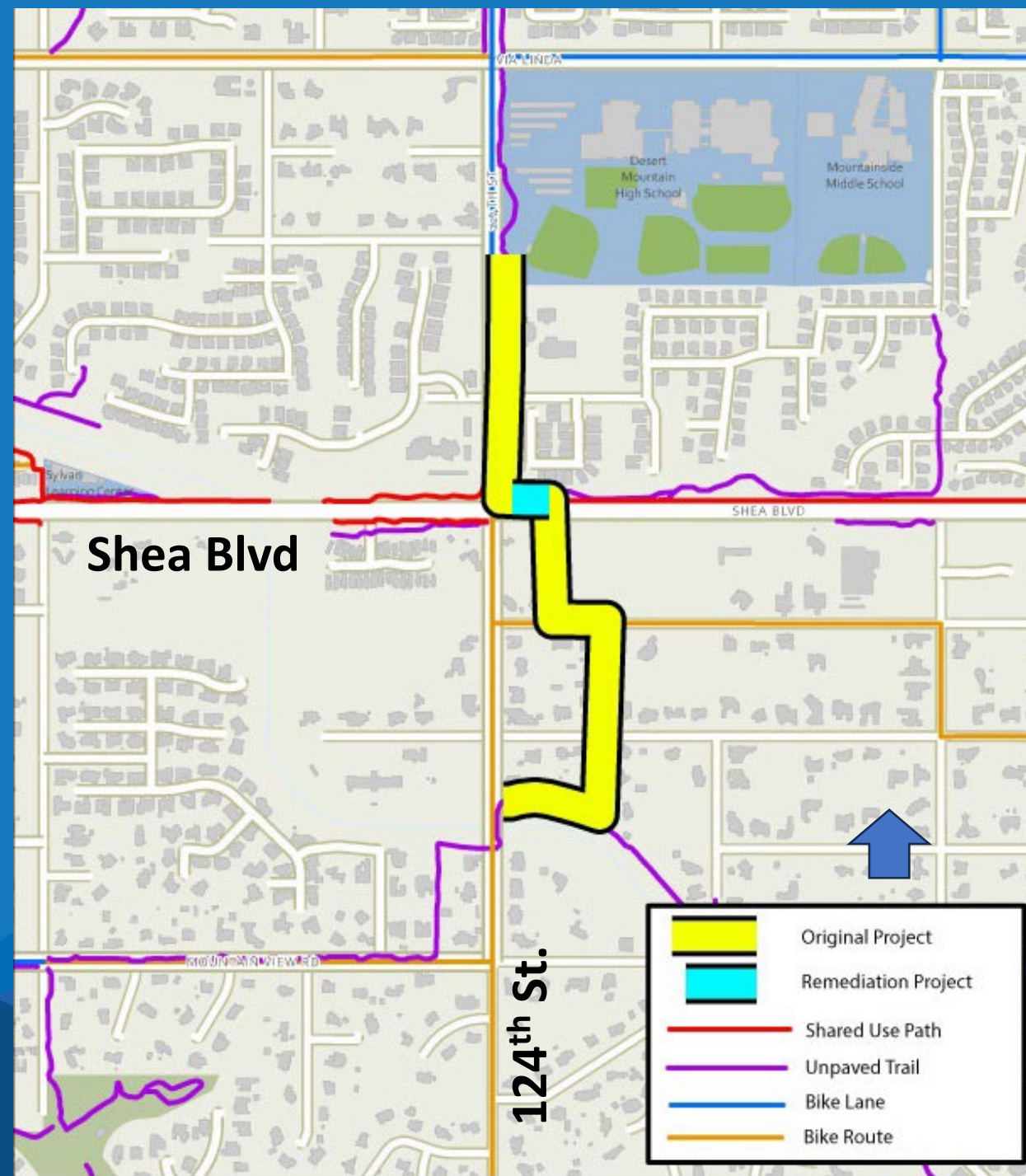
# Shea Underpass Access at 124<sup>th</sup> Street Update

Transportation Commission  
October 19, 2023

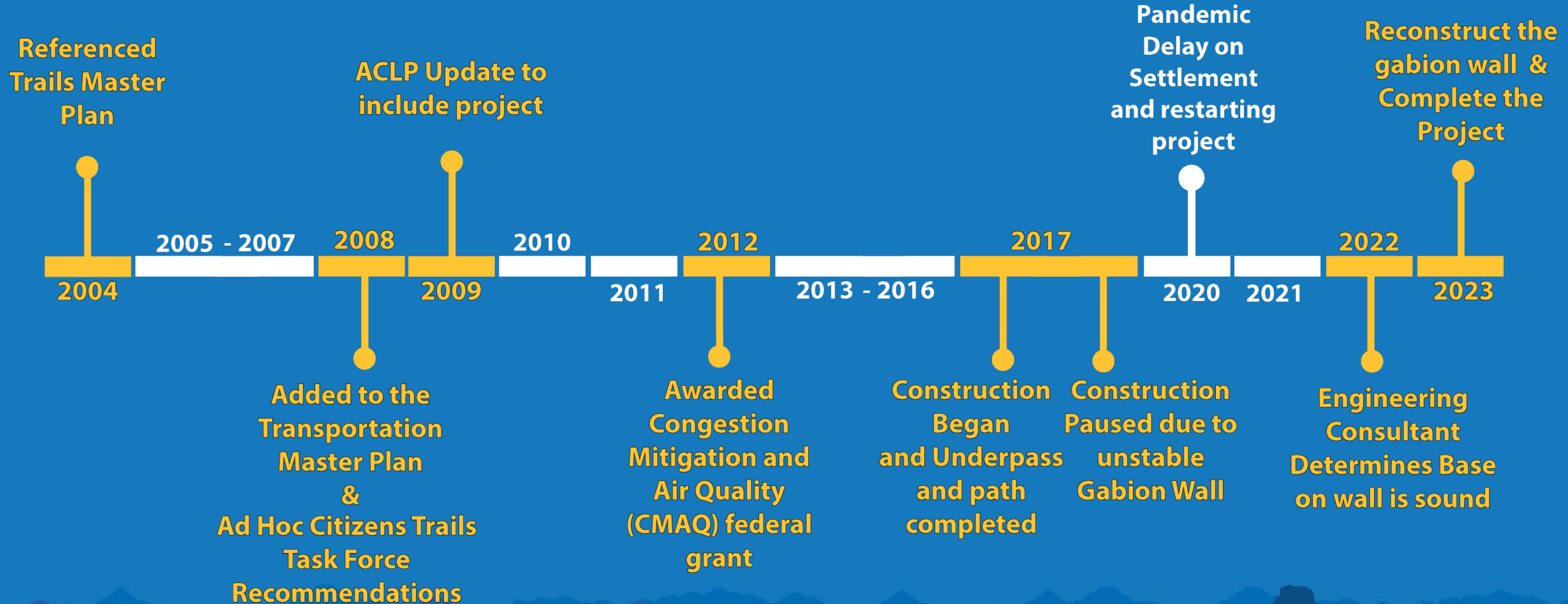
# Original Project

## 2017 Project: Shea Underpass Access at 124<sup>th</sup> St

- Design and construct concrete shared use path and unpaved trail including access across to existing tunnel under Shea Boulevard
- Grade-separated bicycle, equestrian and pedestrian connection under Shea Boulevard, east of 124<sup>th</sup> Street
  - Existing box culvert
  - North of the Central Arizona Project (CAP) Canal
  - Connections to existing and planned paths, trails, bike lanes and routes
  - Destinations – Stonegate Equestrian Park, Lost Dog Wash Preserve Trailhead, schools
- Mountain View Trail System



# 124<sup>th</sup> Underpass Timeline





# Original Project Funding

- Shea Underpass Access at 124<sup>th</sup> Street:

Shea Underpass Access at 124 <sup>th</sup> Street	Funds
Transportation 0.2% Sales Tax	\$967,000
CMAQ Funding	\$1,253,000
In-Lieu Fees from Private Development	\$42,000
ALCP funds	\$677,191 (withheld)
Total	\$2,377,598

# Original Project Construction

Construction began in summer/fall 2016

- Multi use path connections – Completed
- Trail connections – Completed
- Landscaping – Completed
- Retaining gabion wall on north side of tunnel – Determined unstable
- Underpass and ramp was closed to the public while the city worked through the remediation process



# Gabion Issue North Side



# Gabion Issue North Side



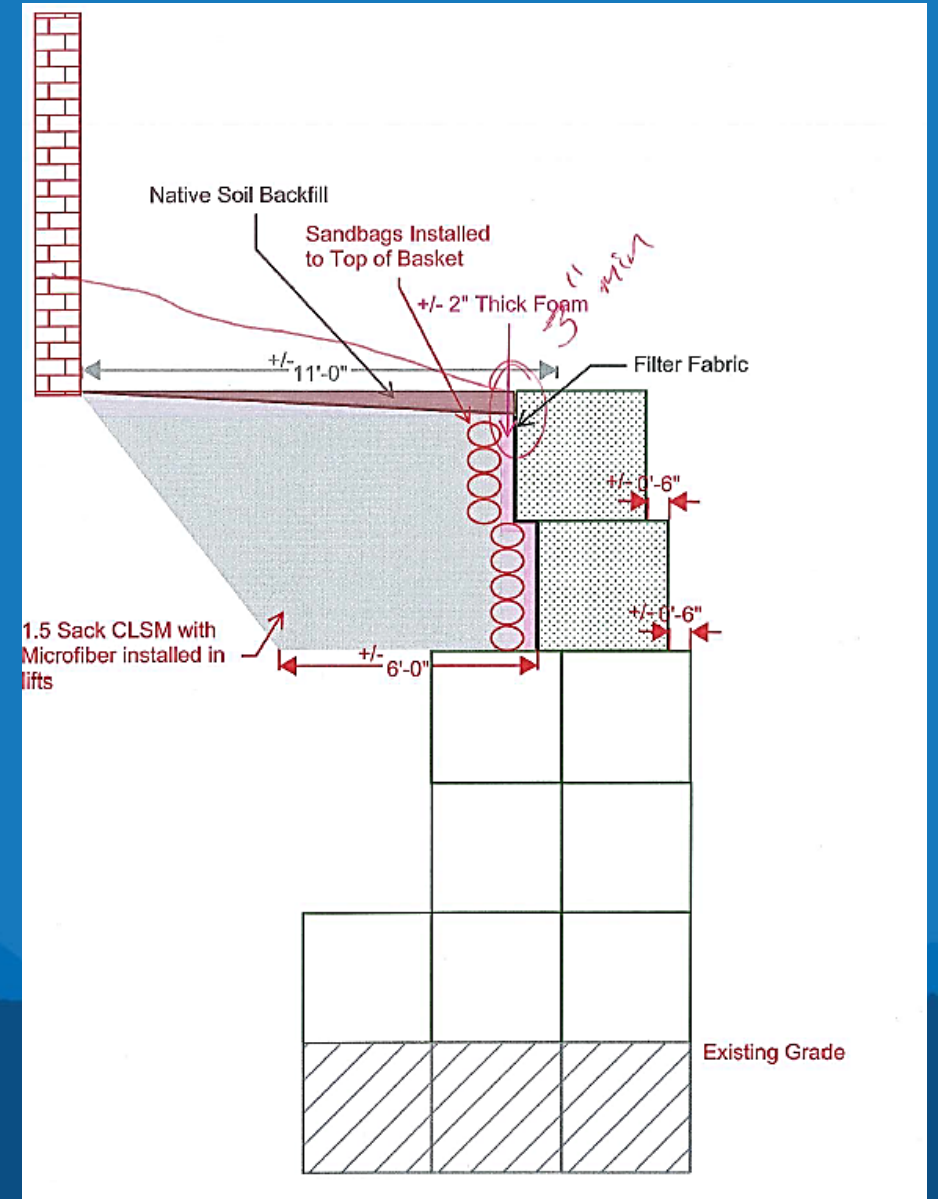
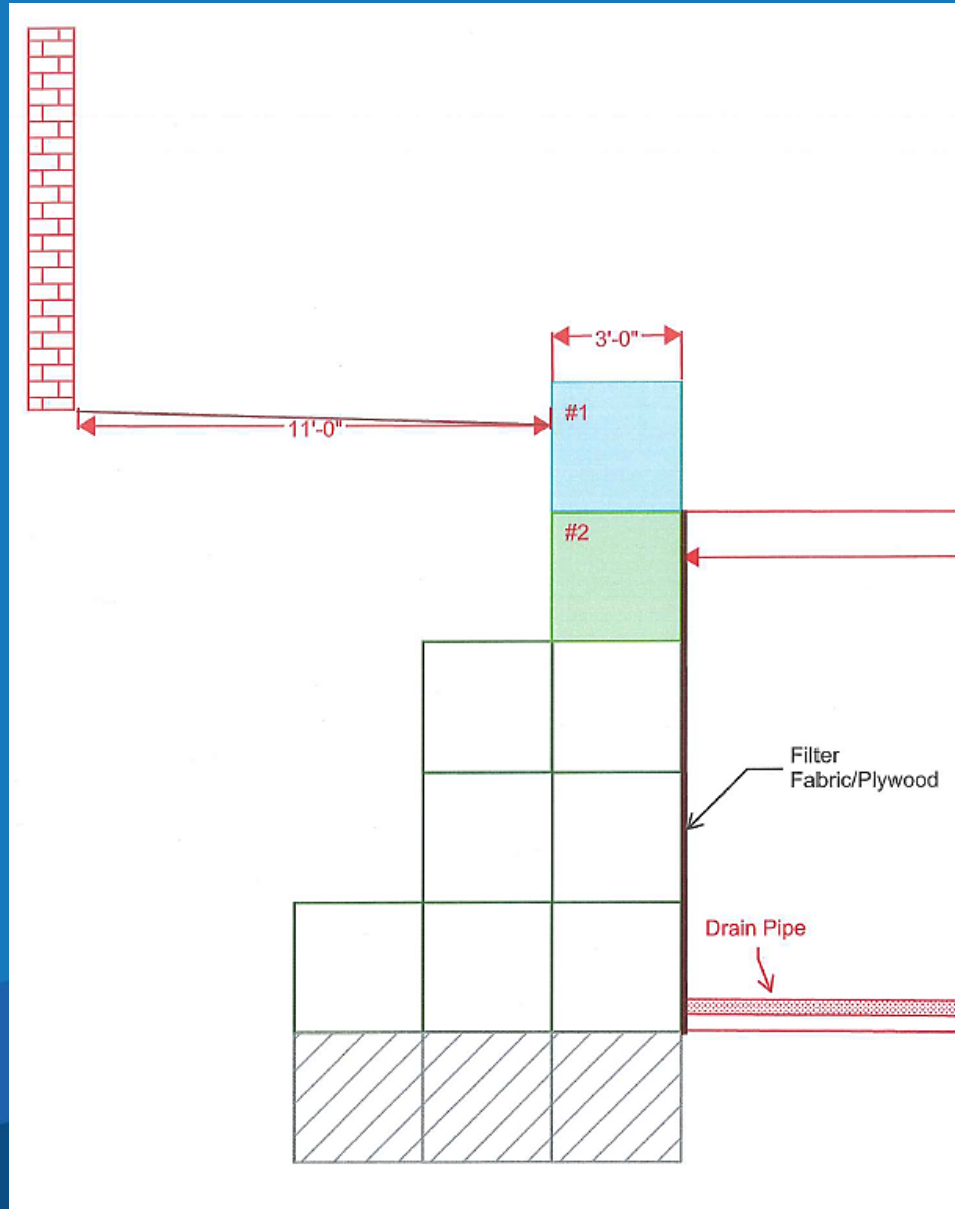
# Gabion Issue North Side



# Review and Remediation

- Stability analysis of wall and gabions completed December 2022 by AECOM
  - It was determined the base of the wall was stable.
  - The top 2 rows of baskets needed to be removed and reconstructed.

# Review and Remediation (cont'd)



# Final Walk Through – Looking West





# Final Walk Through – Looking East



# East Boundary looking West



# Remediation Project

- Shea Boulevard & 124<sup>th</sup> Street Remediation Project:
  - Design to repair gabions was complete in February 2023
  - Notice to Proceed was given to DBA the city's JOC on May 31, 2023
  - Project was completed September of 2023

Shea Underpass Access at 124 <sup>th</sup> Street	Budget
Transportation 0.1% Sales Tax 2019	\$1.5 million
Regional Sales Tax – Arterial Life Cycle Program	\$430,000
Total	\$1.93 Million
Remaining Encumbered Budget	\$300,000

# Discussion



# Shea Boulevard and 124<sup>th</sup> Street Underpass Update

Transportation Commission  
October 19, 2023

# SCOTTSDALE TRANSPORTATION COMMISSION REPORT



**To:** Transportation Commission  
**From:** Nathan Domme, Transportation Planning Manager  
**Subject:** Pima Road Via Linda to McDowell Road Improvement  
**Meeting Date:** October 19, 2023

## ITEM IN BRIEF

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**Action:** No action, Information and Discussion only

### **Purpose:**

Provide an update on the Pima Rd: Via Linda to McDowell Roadway Improvements and the IGA with Salt River Pima- Maricopa Indian Community (SRP-MIC) that the City Council approved on October 10, 2023.

### **Background:**

Maricopa Association of Governments (MAG) determined the Pima corridor (from Via Linda to McDowell) as a road of regional significance since it provides an alternative route to the Loop 101 Freeway. The current lane configuration of this stretch of Pima Road varies through each segment from 2 to 4, with sporadic pedestrian sidewalks and no on-street bicycle facilities. Future traffic modeling from MAG indicates that the corridor will require a consistent 4-lane configuration.

This project will be constructed in conjunction with a stormwater project (Granite Reef Watershed Improvements Flood Control Project) that will convey the stormwater runoff from Pima Road to an outlet at the Salt River through Section 12 of the SRPMIC.

The Pima Rd Redevelopment and Expansions Project is part of the Arterial Life Cycle Program as an arterial improvement project. Pima Rd runs along the border of the City of Scottsdale and Salt River Pima-Maricopa Indian Community (SRP-MIC). Coordination between the two communities is essential for the roadway improvements and long-term infrastructure maintenance along the corridor.

The City of Scottsdale, Salt River Pima-Maricopa Indian Community, and the Arizona Department of Transportation (ADOT) entered into an Inter-Governmental Agreement (IGA) in May 2006 to develop the design concept report (DCR) and environmental assessment for the improvement project along Pima Road. This DCR covers the entire project limits, which incorporate all segments. This original IGA is replaced and superseded by this agreement due to changes in funding sources, project responsibilities, and long-term maintenance responsibilities.

On June 5, 2019, the U.S. Department of Transportation's Federal Highway Administration (FHWA) authorized a grant to SRPMIC for \$49,872,946 for the redevelopment and expansion of Pima Road between McDowell Road and Via Linda, including flood control improvements in the Granite Reef Watershed. With this new funding source, the project includes funds from the Flood Control District of Maricopa County (FCDMC), Federal Highway Administration (FHWA), Maricopa Association of Governments (MAG) Regional Sales Tax, city of Scottsdale Transportation Sales Tax, and SRPMIC Local Funds. An IGA approved by City Council on October 10, 2023 addresses the percentage requirements for each funding source and the long-term maintenance responsibilities between city of Scottsdale and SRP-MIC.

### **Project Overview and Impact:**

The project will involve a significant roadway overhaul to accommodate future traffic volumes adequately. Changing the road from 2 lanes with no medians to 4 lanes with a center median will involve completely reworking the corridor's cross-section. The improvements intent is to minimize overall delay, improve the travel time, reduce congestion, and improve the system connectivity since it is adjacent to the State Route Loop 101 Freeway. The arterial improvements for Pima Road from Via Linda to McDowell will include:

- The addition of 1-through lane in each direction.
- Bike lanes in both directions.
- Complete sidewalks on the western side of the corridor.
- Raised center median with landscaping.
- Additional left and right turn lanes at major intersections.
- Traffic signal relocations.
- Pavement improvements.

The project will also provide a safe and secure environment. The current road configuration varies through each segment and with the number of lanes. Pedestrian sidewalks exist sporadically throughout the area, with no on-street bicycle facilities. With the improvements above, the project will remediate all the current issues.

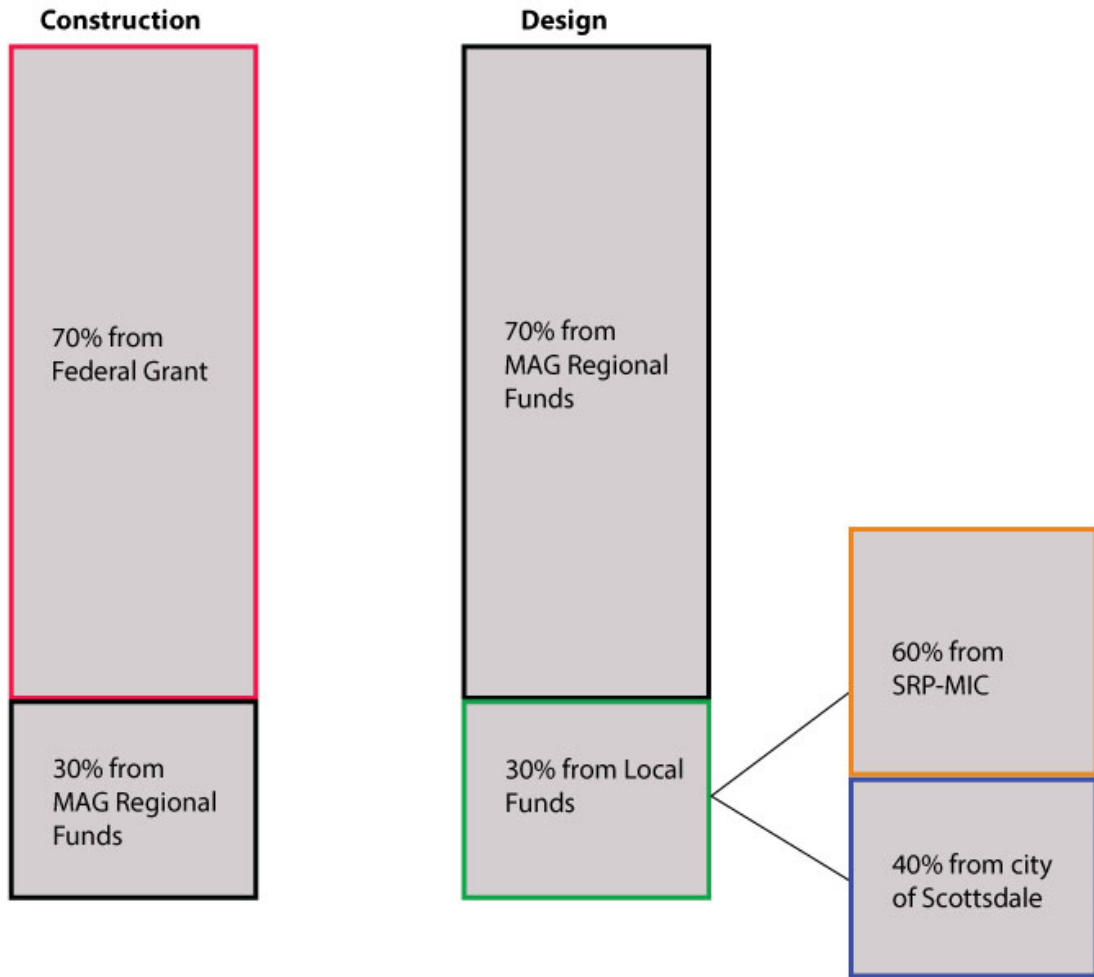
### **Financial Responsibilities:**

This corridor improvement project has existing regional Arterial Life Cycle Program funding allocated to the project. But with the new FHWA Federal Grant funds, the percentage of budget responsibility shifts. The Federal grant will provide 70% of the roadway improvements, and MAG's regional funds will be responsible for the local match. The federal grant is not responsible for the design, and therefore, the project design budget will be split between 70% MAG Regional Funds and 30% Local Funds (60% from SRPMIC and 40% from the city of Scottsdale). Both the city of Scottsdale and SRPMIC intend that the priority for funds programmed by MAG in its Regional Transportation Plan for the Pima Road Corridor will be used as a local match for capital costs associated with the roadway improvements between McDowell Road and Via Linda that were identified in the FHWA grant application.

The Granite Reef Watershed Improvements Project will have a different breakdown of funding responsibility. The FCDMC will be responsible for 50% according to existing agreements between the city of Scottsdale and FCDMC. The remaining funding for the stormwater project will be split between the Federal grant (70%) and Local Match (30%). The local match will maintain a split of 60% from SRPMIC and 40% from the city of Scottsdale.

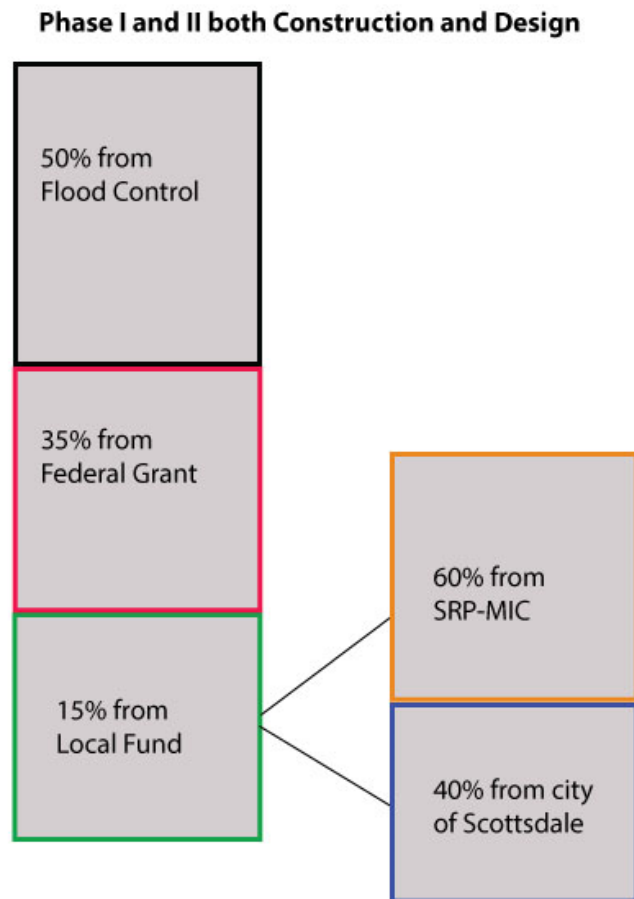
Below is a breakdown of the funding responsibilities by percentage:

### Pima Road Redevelopment and Expansion: Funding Responsibilities Breakdown





## Granite Reef Watershed Improvements Flood Control Project: Funding Responsibilities Breakdown



### Maintenance Responsibilities:

In the new IGA, both the city of Scottsdale and SRPMIC will participate in the preparation of the final design and construction of Pima Road, which includes widening the roadway to four through travel lanes, additional turn lanes at major intersections, landscaping, bicycle/pedestrian, and traffic/access management improvements on existing Pima Road from McDowell Road to the intersection of 90th Street and Via Linda. The agreement also includes participation in flood control improvements, including stormwater conveyance facilities, catch basins, detention basins, and other collection facilities. The city of Scottsdale will be the lead agency for acquiring all rights-of-way. After completion, both communities will assume different responsibilities for the maintenance of the corridor as described below:

- SRPMIC Maintenance Responsibilities
  - Provide maintenance of all pavements, markings, and medians, including curbs, gutters, and landscaping for Pima Rd (not including landscaping west of the asphalt).
  - Maintain all ramps, curbs, gutters, sidewalks, street lighting, transit facilities, and back-of-curb landscaping on the eastern side of Pima.

- Maintenance of storm drain infrastructure associated with Granite Reef Phase II.A.
- City of Scottsdale Maintenance Responsibilities
  - Provide maintenance of all street sweeping and all bridges, traffic signals, storm drains, catch basins, associated drainage appurtenances, and traffic signs for Pima Rd.
  - Maintain all ramps, curbs, gutters, sidewalks, street lighting, transit facilities, and back-of-curb landscaping on the western side of Pima.
  - Maintain storm drain infrastructure associated with Granite Reef Phase I and II.B.

**Next Steps:**

- The project is at 100% design and ready to be constructed.
- Later this Month, SPR-MIC is approving the IGA with the city of Scottsdale.
- Construction should begin Spring 2024.

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



# **Pima Road: Via Linda to McDowell Roadway Improvement**

**October 19, 2023**

# Completed Roadway Components

Via De Ventura to Krail St Segment

Bridge over Arizona Canal

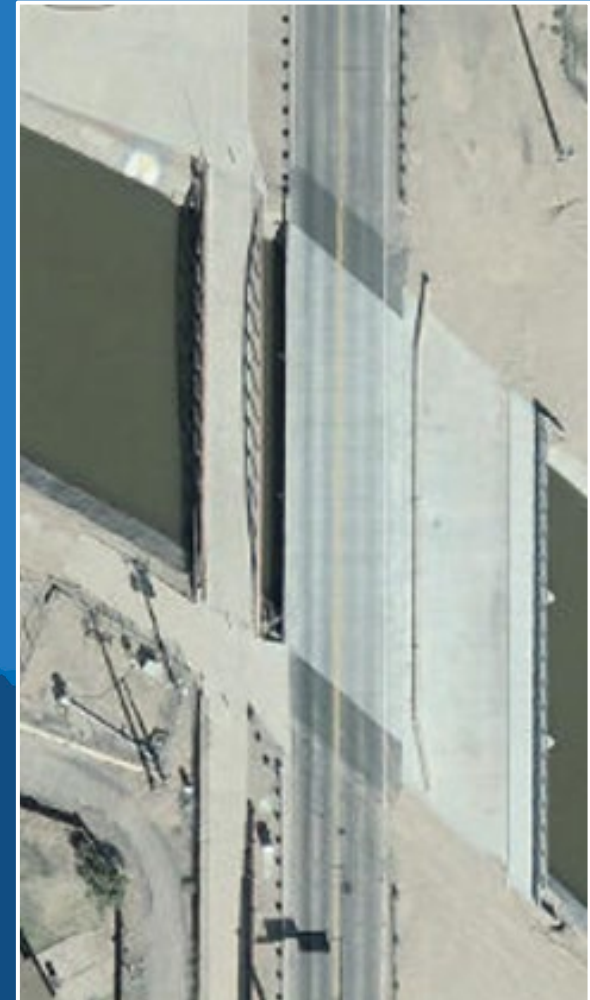
Before

After



Before

After

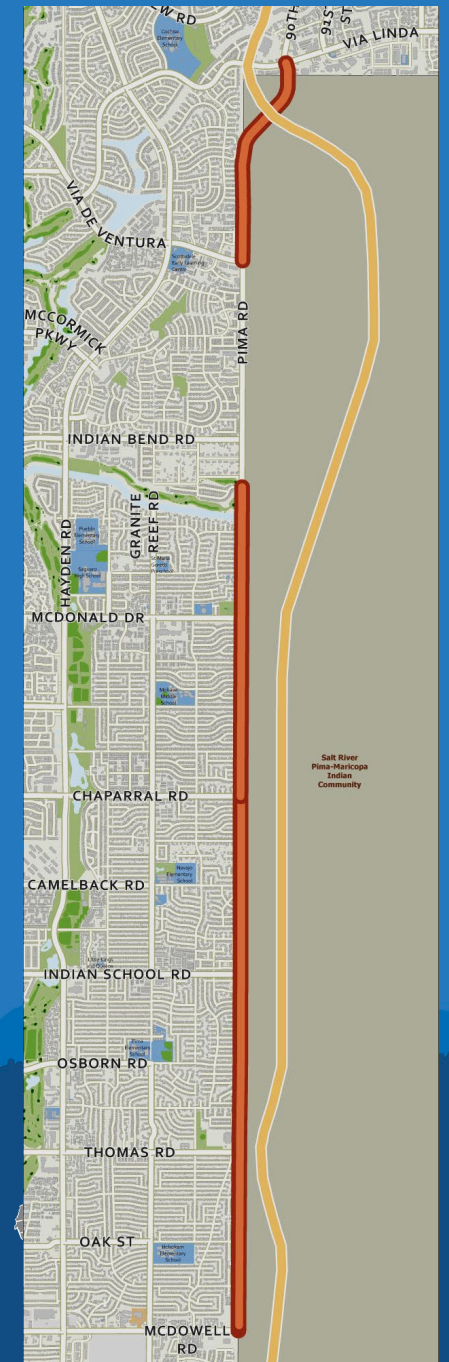


# Pima Road Redevelopment and Expansion

- Location Pima Rd from Via Linda to McDowell
- Improvements include:
  - 1 additional travel lane in each direction
  - Bike lanes in both directions
  - Complete sidewalks on the western side of the corridor
  - Intersection Improvements
  - Raised center median with landscaping



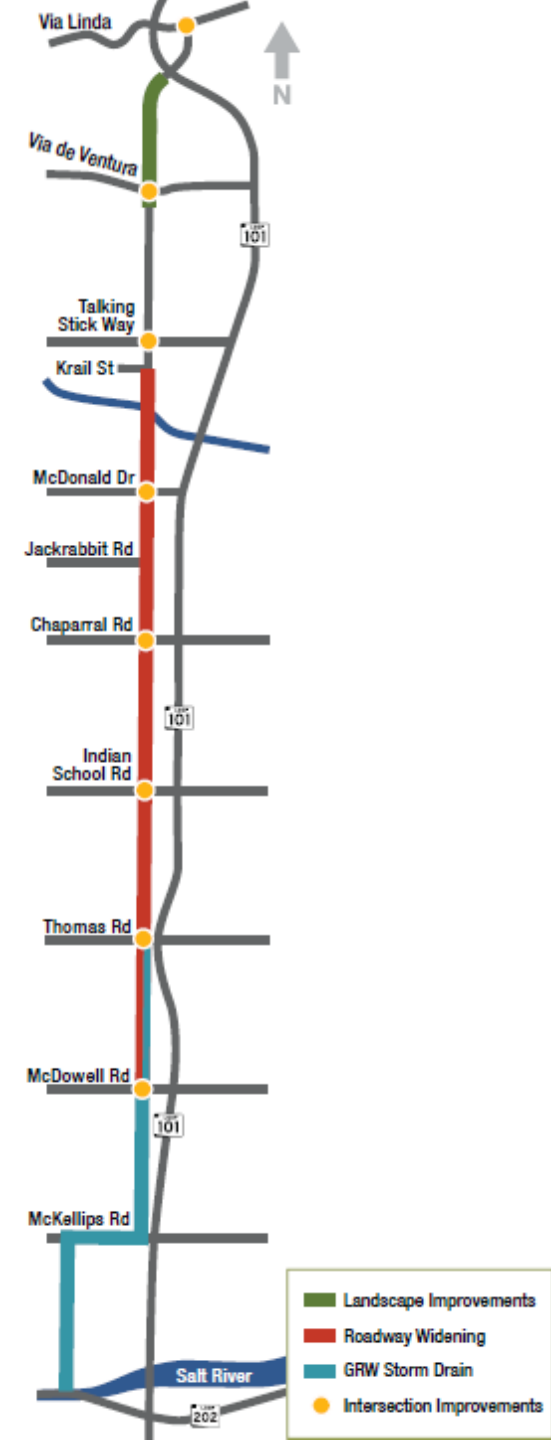
Pima Road Between Indian School Rd and Camelback Rd



Pima Road Corridor

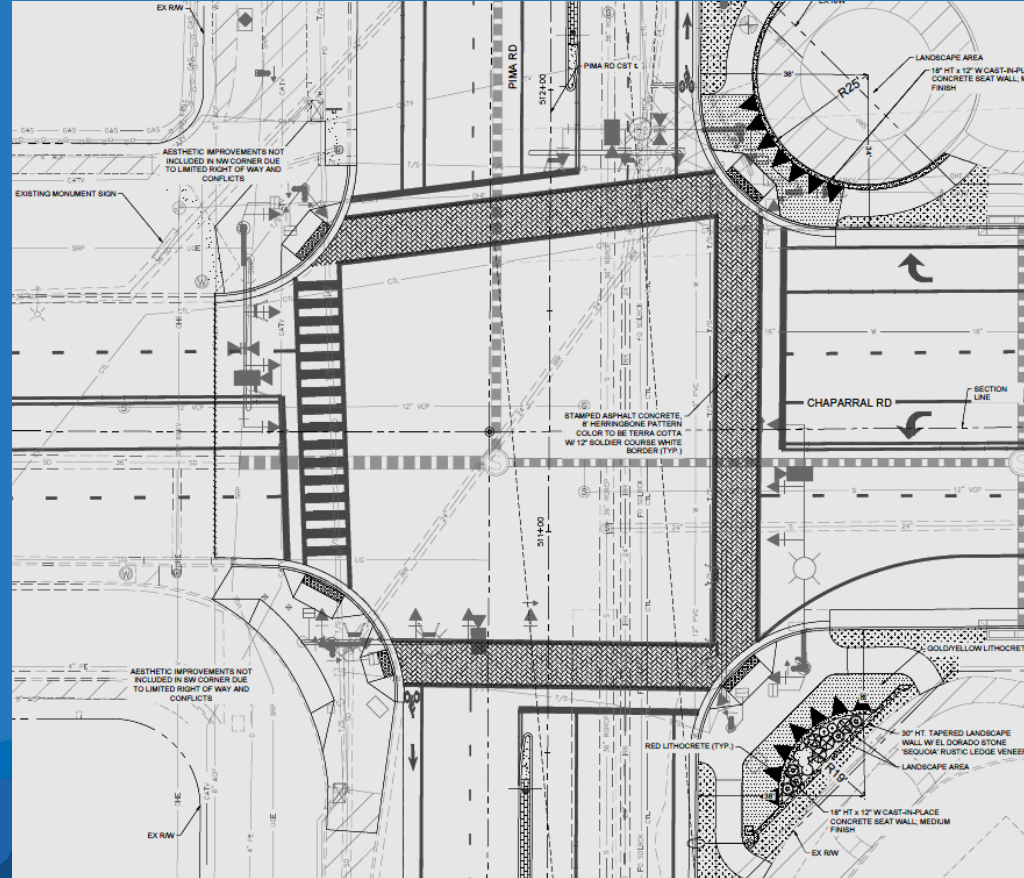
# Corridor Improvements

- 11' Travel Lanes
- 5' bike lanes
- Landscaped Medians
- New Sidewalk



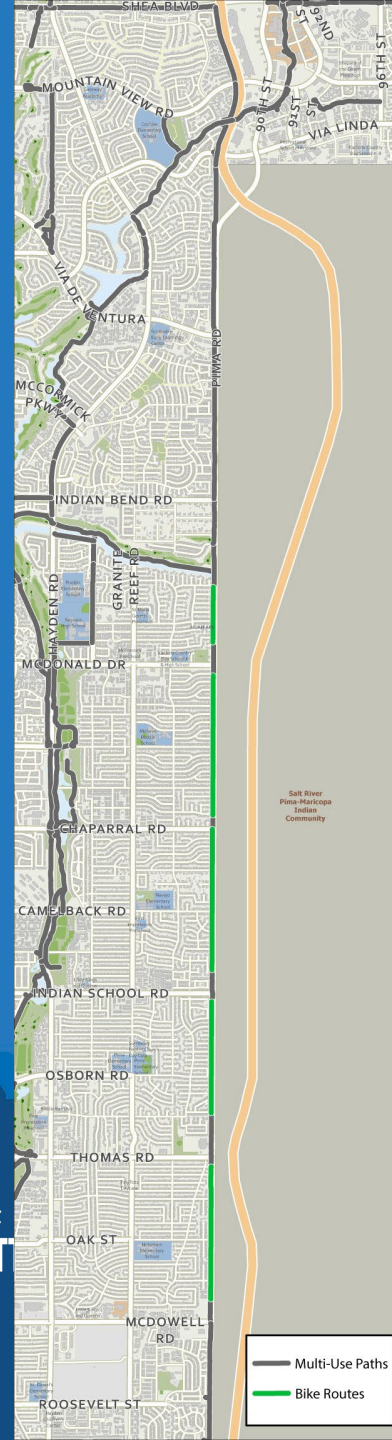
# Intersection Improvements

- High Visibility Pedestrian Crossing
- Different Visual Pedestrian Crossing at the Multi-Use Path
- New Right and Left Turn Lanes at Various Intersections



# Bikeways Along the Corridor

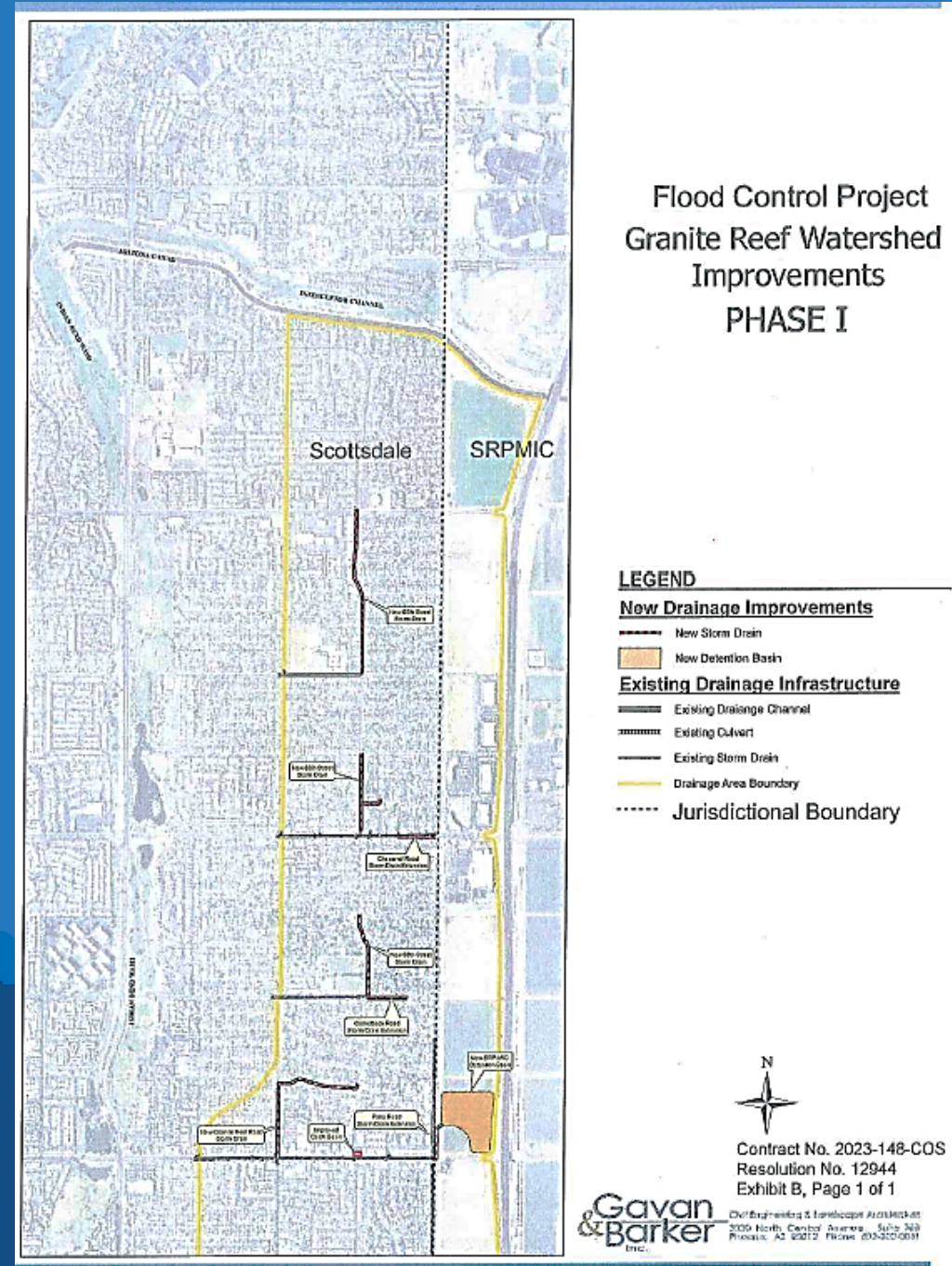
- Major Component to Our Multi-Use Network
- New Bike Lanes on Street
- Multiple Connections to Indian Bend Wash Path





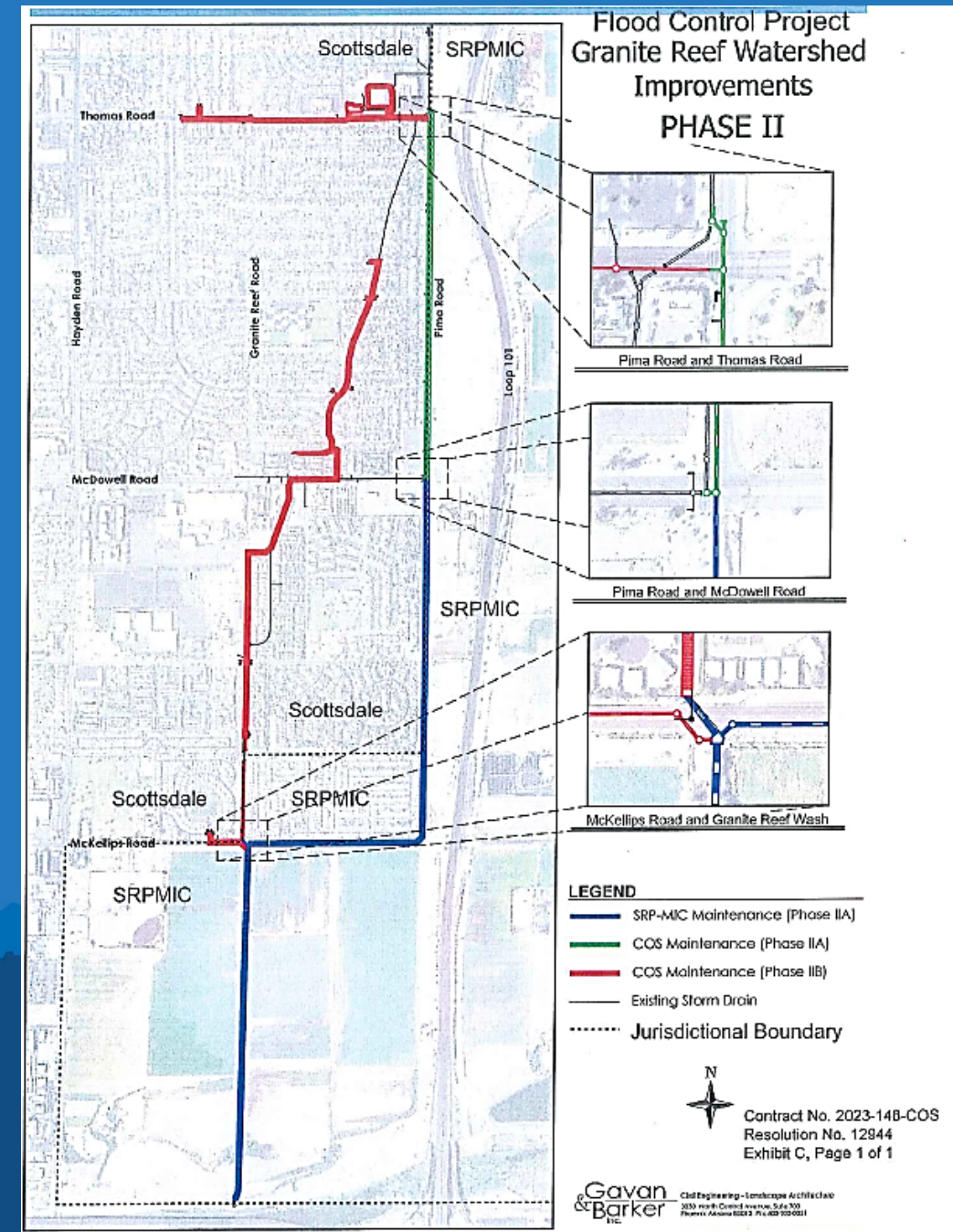
# Granite Reef Watershed Improvements Flood Control Project Phase I

- Phase I Improvements:
  - New Storm Drains
  - New Drainage Basins
- City of Scottsdale is responsible for the maintenance



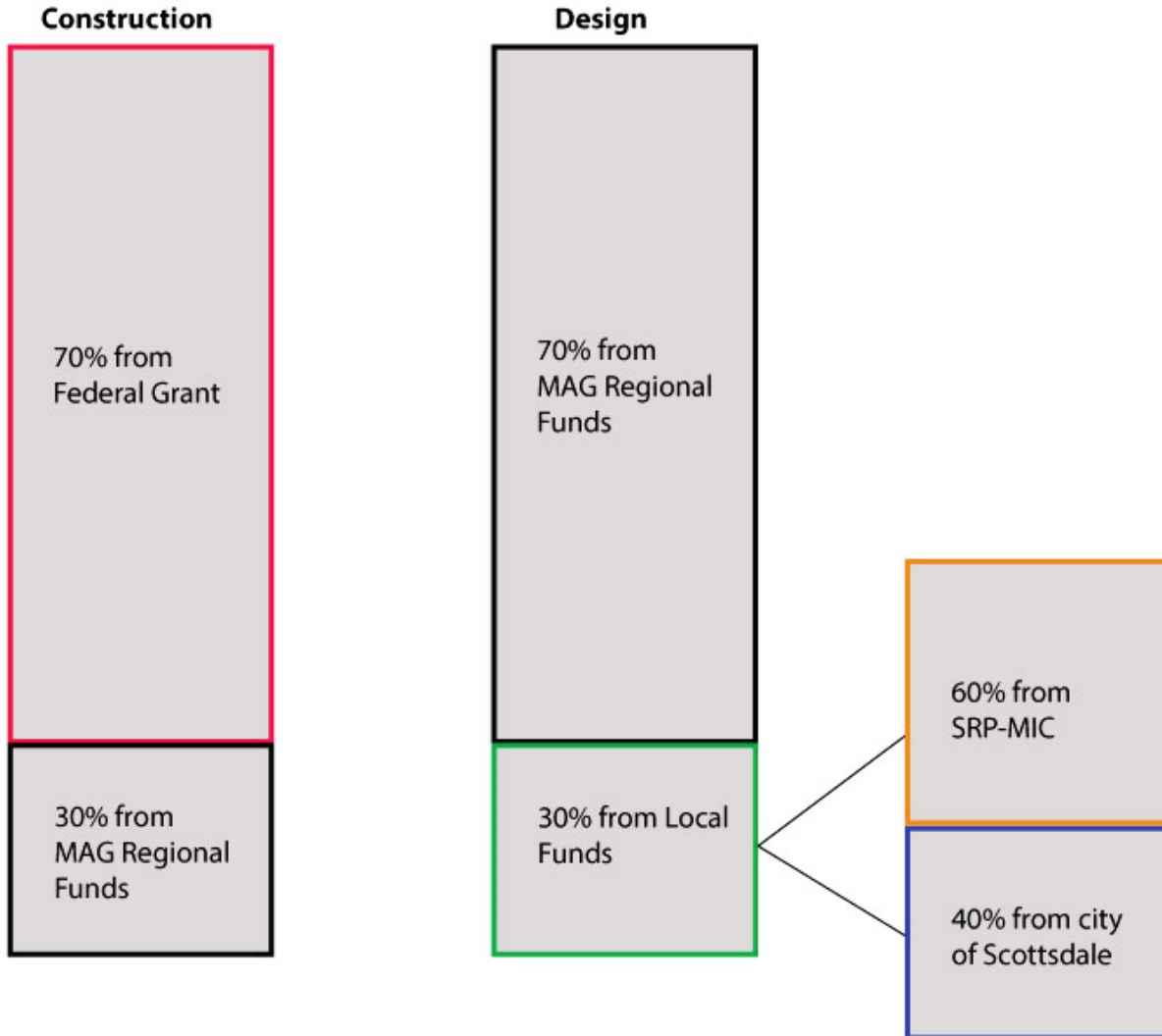
# Granite Reef Watershed Improvements Flood Control Project Phase II A & B

- Phase II Improvements:
  - New Storm Drains
  - New Drainage Basins
- SRP-MIC Maintenance Responsibilities
  - Blue Line on the MAP (Phase IIA)
- City of Scottsdale Maintenance Responsibilities
  - Red and Green lines on the MAP (Phase IIA and B)



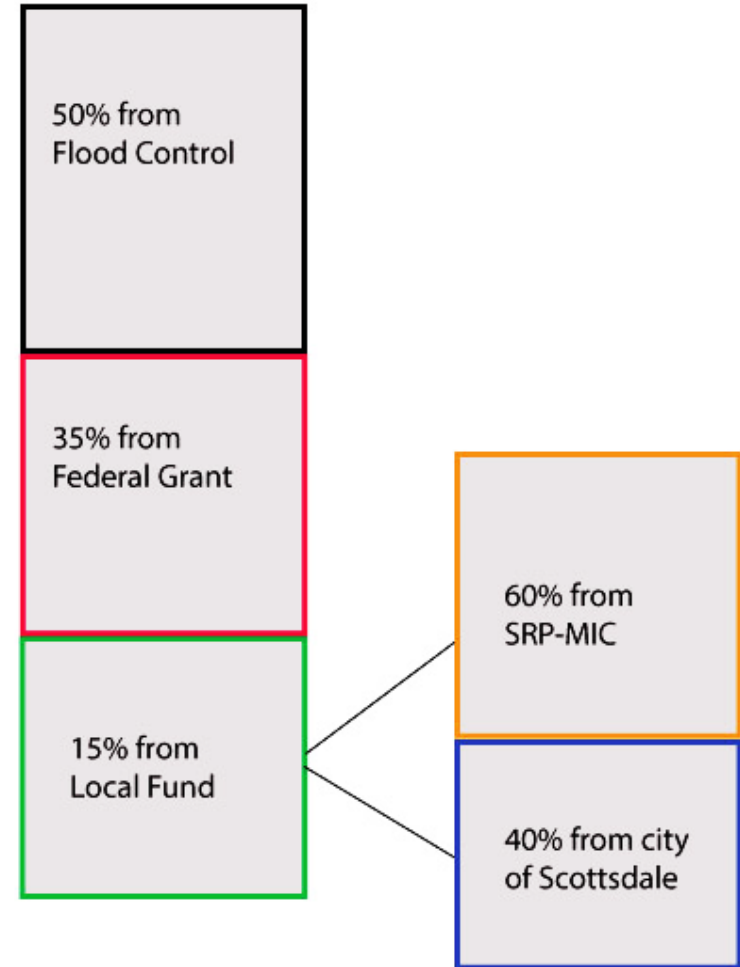
# Funding Responsibilities Breakdown

## Pima Road Improvements



## Granite Reef Watershed Improvements

### Phase I and II both Construction and Design



# Roadway Maintenance Agreement

- **SRPMIC Maintenance Responsibilities**

- All pavements, markings, and medians, including curbs, gutters, and landscaping for Pima Rd (not including landscaping west of the asphalt).
- All ramps, curbs, gutters, sidewalks, street lighting, transit facilities, and back-of-curb landscaping on the eastern side of Pima.
- Maintenance of storm drain infrastructure associated with Granite Reef Phase II.A.

- **City of Scottsdale Maintenance Responsibilities**

- All street sweeping and all bridges, traffic signals, storm drains, catch basins, associated drainage appurtenances, and traffic signs for Pima Rd.
- All ramps, curbs, gutters, sidewalks, street lighting, transit facilities, and back-of-curb landscaping on the western side of Pima.
- Maintain storm drain infrastructure associated with Granite Reef Phase I and II.B.

# Questions/Discussion

# TENTATIVE FUTURE AGENDA ITEMS

Rev.10-12-23

\*All Items Subject to Change\*

## TRANSPORTATION COMMISSION

### MEETING DATE: November 16, 2023

### REPORTS/PRESENTATIONS DUE November 9<sup>th</sup>

- **Approval of Meeting Minutes** ..... **Action**  
*Approval of Regular meeting minutes October 19, 2023*
- **Trolley Move Update** ..... **Information**  
*Update of the trolley move from the South Corporation Yard to the North Corporation Yard – Brendan Wagner, Senior Transit Planner*
- **Old Town Project Update**..... **Information**  
*Update on several projects occurring in the Old Town area – Mark Melnychenko*
- **Projects and Programs Update** ..... **Information**  
*Update of the continuing department projects and programs – Mark Melnychenko, Transportation & Streets Director*

### MEETING DATE: December 21, 2023

### REPORTS/PRESENTATIONS DUE December 14<sup>th</sup>

- **Approval of Meeting Minutes** ..... **Action**  
*Approval of Regular meeting minutes November 9, 2023*
- **Update on Cool Paving Project**..... **Information**  
*Follow up on the initial presentation regarding Cool Paving Project – Mark Melnychenko, Transportation & Streets Director and Ed Padron, Street Operations Manager*
- **Paving Section Overview**..... **Information**  
*Information on the Transportation & Streets Department's Paving Section – Mark Melnychenko, Transportation & Streets Director and Ed Padron, Street Operations Manager*
- **Projects and Programs Update** ..... **Information**  
*Update of the continuing department projects and programs – Mark Melnychenko, Transportation & Streets Director*

### FUTURE ITEMS:

#### INFORMATION ITEMS

- **Review of Travel Demand Patterns**..... **Information**  
*Information on how travel demand patterns effects roadway improvements – Nathan Domme, Transportation Planning Manager*
- **Fiscal Impact of Distracted Driving** ..... **Information**  
*Information on the fiscal impact that distracted driving has on Transportation and Street Operations decisions – Mark Melnychenko, Transportation & Streets Director*
- **Update on Traffic Safety** ..... **Information**  
*Information on traffic safety as it relates to pedestrian and automobiles in the city of Scottsdale – Samuel Taylor, Traffic Engineer*
- **Update on Sensagrate** ..... **Information**  
*Information and update from Sensagrate Pilot Project and where it stands now after initial presentation – Darryl Keeton, Sensagrate*
- **Blue Zones Project** ..... **Information**  
*Information on Scottsdale's first Blue Zone's project with HonorHealth – Mark Melnychenko, Transportation & Streets Director*
- **Transit System Update** ..... **Information**

*Information on the transit system and an update on Micro Transit previously shared with the Commission – Ratna Korepella, Transit Manager, Brendan Wagner, Transit Operations Coordinator and Daniel Alire, Transportation Representative*

- **Small Cell Wireless Facilities.....Presentation and Discussion**  
*Presentation on the issues associated with small cell wireless facilities on signals poles in North Scottsdale and the next steps to address them - Hong Huo, Traffic Engineer Principal*
- **Pavement Cut Ordinance.....Presentation and Discussion**  
*Presentation of a draft ordinance that guides developers, utilities, and city projects on restoring asphalt after pavement cuts in our street network – Ed Padron, Street Operations Manager*
- **Bus Stop Signage Updates.....Discussion and Action**  
*Follow up from initial presentation from staff – Ratna Korepella, Transit Manager*
- **Traffic Safety Messaging Program..... Work Study Session**  
*Open work study session on the Traffic Safety Messaging Program – Cristina Lenko, Public Information Officer*

**TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES**

- **Smart City.....Presentation and Discussion**  
*Discussion on the City’s participation in Smart City applications as well as ITS strategic plan and ITS vehicle detection – Hong Huo, Traffic Engineer Principal*
- **Expanding Maintenance Needs.....Presentation and Discussion**  
*Maintenance of current infrastructure – Mark Melnychenko, Transportation & Streets Director*
- **2022 Traffic Volume and Collision Manual..... Presentation and Discussion**  
*Summarize the information in the recently published 2020 Traffic Volume and Collision Manual – Samuel Taylor, Traffic Engineer and Parker Murphy, Traffic Engineer*
- **Leading Pedestrian Interval Policy.....Presentation and Discussion**  
*Discuss Leading Pedestrian Interval Policy and how the city applies it – Hong Huo, Traffic Engineer Principal*
- **Bicycle Friendly Communities Application Update .....Presentation and Discussion**  
*Update from initial presentation given on the Bicycle Friendly Communities Application – Susan Conklu, Senior Transportation Planner*
- **Construction Mitigation Plan.....Presentation and Discussion**  
*Follow up on the initial presentation from staff – Walt Brodzinski, Right-of-Way Manager*

<b>PATHS &amp; TRAILS SUBCOMMITTEE</b>
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**MEETING DATE: December 5, 2023**

**REPORTS/PRESENTATIONS DUE November 28**

- **Approval of Meeting Minutes ..... Action**  
*Approval of Regular meeting minutes of October 3, 2023*
- **Trail Maintenance Public Outreach Program Update ..... Presentation and Discussion**  
*Information on the Trail Maintenance Public Outreach Program – Greg Davies, Senior Transportation Planner*
- **Path and Trail Gap Analysis ..... Presentation and Discussion**  
*Information on gaps in the citywide path and trails network – Greg Davies, Senior Transportation Planner*

**MEETING DATE: February 6, 2023**

**REPORTS/PRESENTATIONS DUE January 30**

- **Approval of Meeting Minutes ..... Action**  
*Approval of Regular meeting minutes of December 5, 2023*
- **Bike Events and Education for Schools ..... Presentation and Discussion**  
*Information on upcoming bike events – Susan Conklu, Senior Transportation Planner*

- **Wayfinding Signage** ..... **Information**  
*Update on the wayfinding signage – Susan Conklu, Senior Transportation Planner*
- **Bicycle Friendly Community Application Update** ..... **Presentation and Discussion**  
*Update on the submission of the Bicycle Friendly Communities Application Status – Susan Conklu, Senior Transportation Planner*

**MEETING DATE: April 2, 2023**

**REPORTS/PRESENTATIONS DUE March 26**

- **Approval of Meeting Minutes** ..... **Action**  
*Approval of Regular meeting minutes of February 6, 2023*
- **Federally and Regionally Funded Studies and Plans** ..... **Presentation and Discussion**  
*Overview of 64<sup>th</sup> St Crossings Study, CAP Canal/100<sup>th</sup> St Path Study and Strategic Transportation Safety Plan – Nathan Domme, Transportation Planning Manager*
- **Overview of the Central Arizona Project Canal Trail**..... **Information**  
*An overview of the CAP Canal Trail – Greg Davies, Senior Transportation Planner*

**FUTURE ITEMS:**

**INFORMATION ITEMS**

**TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES**

- **Pavement Restriping** ..... **Presentation and Discussion**  
*Information on the coordination of re-paving and re-striping – Nathan Domme, Transportation Planning Manager*
- **Updates from Neighboring Cities and Towns**..... **Information**  
*Updates from Neighboring Cities such as Tempe, Phoenix, Mesa, and Paradise Valley on connectivity projects with Scottsdale – Guest Speakers*
- **Parks & Recreation Master Plan**..... **Information**  
*Information on the Parks & Recreation Master Plan – Parks & Recreation*