



**SCOTTSDALE TRANSPORTATION COMMISSION  
Notice and Agenda**

**Date: Thursday, May 20, 2021**

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

**Location: Virtual**

**Live Stream: <https://www.scottsdaleaz.gov/scottsdale-video-network/live-stream>**

**Meeting will be held electronically and remotely**

Until further notice, Transportation Commission meetings are being held electronically to virtually attend and listen/view the meeting in progress. Transportation Commission meetings are televised on Cox Cable Channel 11/streamed online at ScottsdaleAZ.gov (search “live stream”) or will be available on Scottsdale’s YouTube channel to allow the public to listen/view the meeting in progress.

**Call To Order**

**Roll Call**

Don Anderson, Vice-Chair	Mary Ann Miller, Commissioner
Pamela Iacovo, Chair	Donald Pochowski, Commissioner
Karen Kowal, Commissioner	Andy Yates, Commissioner
B. Kent Lall, Commissioner	

**Public Comment**

Spoken comment is being accepted on agenda items. To sign up to speak on these items, please [click here](#). Request to speak forms must be submitted no later than 90 minutes 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 – April 15, 2021
- [Miller Road Bridge and Flood Control Project](#) -----Presentation, Discussion and Possible Action**  
Update on the Miller Road Bridge and Flood Control Project – David Meinhart, Transportation Planning Manager

3. [70<sup>th</sup> Street Neighborhood Bikeway Study](#)-----**Presentation, Discussion and Possible Action**  
Presentation of the 70th Street Neighborhood Bikeway study findings – Susan Conklu, Senior Transportation Planner
4. [Other Transportation Projects and Program Status](#)----- **Discussion**  
Status of projects and programs – Mark Melnychenko, Transportation & Streets Director
5. [Commission Identification of Future Agenda Items](#)----- **Discussion**  
Commission members identify items or topics of interest to staff for future Commission presentations

## **Adjournment**



Persons with a disability may request a reasonable accommodation by contacting Frances Cookson 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 Frances Cookson at 480-312-7637.



**DRAFT SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE  
TRANSPORTATION COMMISSION  
REGULAR MEETING**

**Thursday, April 15 2021**

**Meeting Held Electronically and Remotely**

**1. CALL TO ORDER**

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

**2. ROLL CALL**

**PRESENT:** Pamela Iacovo, Chair  
Don Anderson, Vice Chair  
Karen Kowal  
B. Kent Lall  
Mary Ann Miller  
Donald Pochowski  
Andy Yates

**STAFF:** Mark Melnychenko, Transportation & Streets Director  
Mariah Maindonald, Staff Representative  
Kiran Guntupalli, Traffic Engineer Principal  
Phil Kercher, Traffic Engineering Manager  
Taylor Reynolds, Project Coordination Liaison  
Dave Meinhart, Transportation Planning Manager  
Ratna Korepella, Transit Manager  
Susan Conklu, Senior Transportation Planner

Dave Meinhart, Transportation Planning Manager, thanked Mariah Maindonald, Staff Representative, for her service to Scottsdale. She is leaving employment with the City. He thanked Susan Conklu, Senior Transportation Planner, who will be assuming Ms. Maindonald's role with the Commission. Chair thanked Ms. Maindonald for her service and Ms. Conklu for stepping in.

### **3. PUBLIC COMMENT**

Dan Lundberg (phonetic) voiced objection to the construction to the bridge and extension of Miller Road and urged that it be terminated. Chair noted that the Commission was also in receipt of Mr. Lundberg's written comments and that the Commission welcomes and appreciates public input.

### **4. APPROVAL OF MINUTES**

Two grammatical corrections were made.

VICE CHAIR ANDERSON MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON MARCH 18, 2021 AS AMENDED. COMMISSIONER POCHOWSKI SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER, POCHOWSKI AND YATES VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

### **5. SPECIAL MEETINGS FOR TRANSPORTATION ACTION PLAN**

Potential dates for meetings were reviewed and discussed for Commissioner availability.

VICE CHAIR ANDERSON MOVED TO APPROVE THE MEETING SCHEDULE. COMMISSIONER KOWAL SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER, POCHOWSKI AND YATES VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

### **6. NEIGHBORHOOD TRAFFIC MANAGEMENT POLICY UPDATE**

Sam Taylor, Traffic Engineer, provided a brief background of the policy, which details the procedures for the installation of traffic calming devices and islands. Recent efforts include: Response to individual requests, modifying the Speed Awareness Program, allocation of NTMP funds, signing and striping modifications and speed feedback signs. Examples of traffic calming devices and striping were reviewed. Policy updates include formatting and reduction of the overall report size from 26 pages to 14 pages with a goal of simplifying the document to make it more understandable for residents. Example changes were cited. Updates to the website revised for the Speed Awareness Program and the Neighborhood Traffic Management Program have been made. Speed and volume criteria for determining which streets receive traffic calming devices received modest changes. One of the main drivers is feedback from the community. Goals and objectives in the policy were condensed and simplified.

Commissioner asked about the criteria for choosing vertical or horizontal realignment. Mr. Taylor stated that decisions involve drainage considerations and emergency vehicle access.

In response to a Commissioner question, Mr. Taylor stated that a speed control sign typically costs between \$4,000 and \$6,000.

Commissioner asked about the definition of vacant home, noting the large inventory of vacation rentals. Mr. Taylor said a vacation rental is considered a vacant home.

In response to a Commissioner question, Mr. Taylor explained that speed bumps are typically seen in commercial parking lots and designed for low speeds. The City generally uses speed cushions or speed tables. Cushions have a gap between each bump. A table is a much longer speed cushion and does not have breaks in between. A speed hump is a wider version of a speed bump.

Commissioner inquired about route restriction traffic calming criteria. Mr. Taylor stated that requests for road closures due to cut-through traffic sometimes result in use of this traffic calming method. Phil Kercher, Traffic Engineering Manager, clarified that they have not utilized these in Scottsdale in terms of traffic calming, however there are examples, such as Jackrabbit and Miller on the east side of Scottsdale Road, which used to connect many years ago and subsequently were disconnected and dead-ended. This eliminated bypass cut-through traffic in the area. This is an extreme measure and would not likely occur without City Council approval.

Commissioner asked about follow-up processes to provide updates to residents who have submitted petitions. Mr. Taylor stated that follow-ups are conducted via email or phone, depending on the stage of the process. Mr. Kircher added that City staff works with the submitter to define the limits of the petition location and petition language. The submitter of the petition collects the signatures and provides them to the City.

Chair commended staff for working with the public as reasonable within the guidelines. She asked how the manual on uniform traffic control devices weighs into decisions for the Neighborhood Traffic Management Plan as a guiding document. Mr. Taylor stated that he does not believe traffic calming devices are in the manual. Mr. Kircher added that traffic calming is more of a quality of life issue than a safety issue. Safety issues are addressed without requirement of a petition.

In response to a question from Chair, Mr. Taylor confirmed that criteria for traffic calming requirements is included in the NTMP.

COMMISSIONER LALL MOVED TO APPROVE THE POLICY CHANGES AS PRESENTED. COMMISSIONER POCHOWSKI SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER, POCHOWSKI AND YATES VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

7. **PEDESTRIAN HYBRID BEACONS (HAWK) OVERVIEW INCLUDING THE MCCORMICK-STILLMAN UNDERPASS**

Kiran Guntupalli, Traffic Engineer Principal, stated that guidance on HAWKs is provided in the Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD is a directory of traffic control devices that direct how a traffic engineer should install such devices on public streets. Over the past years there have been several requests to install a traffic signal for pedestrian crossing improvements. Per the MUTCD, the thresholds for pedestrian volumes warranting such devices is much higher. In 2009, the pedestrian hybrid beacon (PHB) was added to the MUTCD, which warranted a traffic control device for pedestrian crossings. The City of Tucson did extensive research in this area and developed the High Intensity Activated crossWalk (HAWK). City of Scottsdale first installed a HAWK beacon on Chaparral Road between Hayden Road and 78th Street in 2008. The conditions to warrant a PHB or other alternatives, such as a Rectangular Rapid Flashing Beacon (RRFB) and pedestrian refuge islands were reviewed.

The City of Scottsdale has installed PHBs at the following locations:

- Chaparral Road between Hayden Road and 78th Street
- Pima Road and Jomax Road
- Pima Road and Dixileta Drive
- Scottsdale Road between Greenway-Hayden Loop and Butherus at the Scottsdale Quarter
- Chaparral Road just west of Miller Road (Arizona Canal crossing)
- McDonald Road just east of Cattletrack Road (Arizona Canal crossing)
- Northsight Boulevard south of Frank Lloyd Wright Boulevard

More recent PHB installations currently in operation are located at:

- Scottsdale Road and Palm Lane
- Indian Bend Road and McCormick Stillman Railroad Park

A PHB is under construction at Hayden Road north of Princess Boulevard.

PHBs currently in design include:

- Camelback Road and Saddlebag Trail
- Thomas Road and 86th Street
- Highland Avenue west of Scottsdale Road

In response to a question from Chair, Mr. Guntupalli stated that installation cost of a HAWK is approximately \$200,000 to \$250,000.

Chair inquired as to the steps for design of a HAWK. Mr. Guntupalli said it is similar to any traffic signal. It begins with identification of where the poles will go and where the power drop will be located. In-house staff does this work. External consultants are used for design.

Chair asked about the number of HAWKS planned for 2021. Mr. Guntupalli referenced the HAWK at the railroad park, installed this year. In addition, three are in design and two will begin construction. Lead time to procure signal poles is approximately six months.

## **8. BUDGET UPDATE**

Mr. Melnychenko stated that the budget process includes the development, evaluation and implementation of a plan to provide services and capital assets for City residents. It is a strategic multiyear financial and operating plan that looks to allocate resources based on the goals set by City Council. The budget department released the FY 2021/2022 budget on April 6th and it is available for public review. The draft budget will be presented to City Council on April 20th with final adoption in June. Funding sources for the Transportation and Streets Department includes the City's allocation of the Arizona Highway User Revenue tax and the 0.2 percent privilege tax for transportation improvements and the 0.1 percent of privilege tax dedicated to the Arterial Life Cycle Program. The budget by services categories and updates were reviewed for each of the funds. In the latter stages of the City budget development process, staff puts together decision

packages, which are considered and balanced amongst numerous competing demands within the City's available ongoing resources. The items were approved and included in the budget.

Approved budget packages include:

- Road widening attachment
- Pilot LED streetlights conversion
- Street light maintenance material cost increase
- Equipment for new traffic engineering analyst

Dave Meinhart, Transportation Planning Manager, addressed the CIP budget. There are three key steps in the process:

- Re-budget ongoing projects with no cost or timing changes
- Update database and prioritize projects that require cost or timing changes
- Develop project scopes/cost estimates for unbudgeted projects and prioritize

The process timeline was reviewed. The existing projects for re-budget in FY 2022 include 12 non-Arterial Life Cycle Program (ALCP) projects (6 including grant funds) and 20 ALCP projects. Some of the listed projects and programs were discussed.

Commissioner asked whether the noted grants are confirmed at this time or whether the City is merely hoping to be awarded the grant. Mr. Meinhart stated that identified grants have already been reviewed and recommended by the MAG Regional Council. Calls for projects are typically issued two to three years prior to funding availability in order to allow for design and environmental review.

Chair commented that there is \$40 trillion represented by DOTs and cities in the built environment. It is not an easy task for Staff, the Commission and City Council to assign dollar figures to all of elements in the transportation network. It is also notable that the cost of lumber and steel used in construction has increased by 20 percent since January.

VICE CHAIR ANDERSON MOVED TO RECOMMEND THAT CITY COUNCIL APPROVE THE TRANSPORTATION AND STREET DEPARTMENT'S PROPOSED FISCAL YEAR 2021/2022 OPERATING AND CAPITAL IMPROVEMENT BUDGETS. COMMISSIONER KOWAL SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER, POCHOWSKI AND YATES VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

## **9. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS**

Mr. Melnychenko provided a brief update on the following projects:

- 86th Street from McDonald to Chaparral project to address speeding issues
- Greenway-Hayden Loop ADA improvements
- 100th Street and Shea Boulevard maintenance
- Hayden Trail rebuild
- Pinnacle Vista Trail
- Ranch Gate Trail

- McDowell Road Bike Lanes
- Path wayfinding signage CIP project from Thomas to Indian Bend Road

Ratna Korepella, Transit Manager, gave an update on Trolley route changes. In response to a question from Chair, Ms. Korepella confirmed that the cost per rider of the route from Fountain Hills was quite high. Scottsdale will no longer be responsible for the cost for miles between Mustang Transit Center and Shea and 136th Street, however, it will continue to fund the remaining portion of the route.

Mr. Melnychenko provided a status for Scottsdale's federal earmark application submitted to Congressman Stanton. The U.S. Congress began to allow submittals for federal earmarks (now called community funding projects), as a means to fund local projects. The proposal is for FY 2022 Transportation Housing and Urban Development appropriations to provide additional access for a neighborhood in Southern Scottsdale along Indian Bend Wash. The community has limited access during flood times at the Wash. The proposal is a secondary access roadway section (77th Street alignment).

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

Commissioner addressed cool pavement and asked whether staff are considering any projects to extend the pilot in the City of Phoenix to Scottsdale. Mr. Melnychenko stated that the paving manager has been speaking with ASU about having an ASU professor provide an update on the cool pavement program. There is also communication with City of Phoenix staff regarding their findings on the cool paving program. Staff should be able to provide some ideas regarding locations for a potential pilot project in Scottsdale. Feedback from the Commission would also be appreciated.

## **9. ADJOURNMENT**

With no further business to discuss, being duly moved by Commissioner Lall and seconded by Commissioner Miller, the meeting adjourned at 7:32 p.m.

AYES: Chair Iacovo, Vice Chair Anderson, Commissioners Kowal, Lall, Miller, Pochowski and Yates

NAYS: None

SUBMITTED BY:

eScribers, LLC

**\*Note: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/transp.asp>**



# SCOTTSDALE TRANSPORTATION COMMISSION REPORT



**To:** Transportation Commission  
**From:** Dave Meinhart, Transportation Planning Manager  
**Subject:** Miller Road Bridge and Rawhide Wash Flood Control Project  
**Meeting Date:** May 20, 2021

**Action:** Review and possible action regarding the Miller Road connection across the Rawhide Wash Flood Control project.

**Purpose:**

Provide the Transportation Commission with background on the proposed design and construction of the Miller Road connection between Pinnacle Peak Road and Happy Valley Road, including a bridged crossing of the Rawhide Wash Flood Control project. Input from a virtual public meeting held between April 26-May 7, 2021 will also be provided.

**Information:**

This project will connect Miller Road between Pinnacle Peak Road and Happy Valley Road, including a bridge over the Rawhide Wash. Completing this connection will create a new option for north/south travel beyond Scottsdale and Pima Roads and provide a direct connection to the Hayden Road/Loop 101 interchange. The new segment of roadway will include two lanes of travel in each direction, bike lanes, and detached sidewalks with landscaped buffers on either side of the street. The project is part of the 2016 Transportation Master Plan and the Regional Transportation Plan and will be funded by the Regional Sales Tax (Arterial Life Cycle Program) and Scottsdale’s Transportation 0.1% Sales Tax.

The project is being coordinated with the Rawhide Wash Flood Control project (Figure 1), which is being developed through a partnership between Scottsdale, Phoenix and the Flood Control District of Maricopa County. The flood control project has been designed to minimize impacts to the natural wash and will raise floodwalls to allow for elimination of a federally-designated floodplain in Scottsdale.

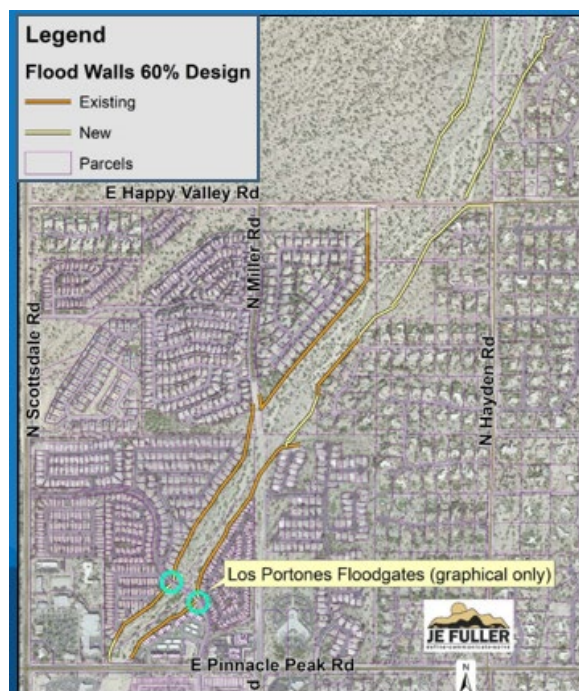


Figure 1

City plans for connecting Miller Road between Pinnacle Peak and Happy Valley have been in place since at least 1991, when the roadway was included in the Circulation Element of the 1991 General Plan. The roadway was mapped to extend as far north as Dynamite Boulevard. The planned alignment moves northeasterly from the intersection of Miller Road/Happy Valley Road until it matches up with the Hayden Road (80th Street) alignment at Jomax Road.

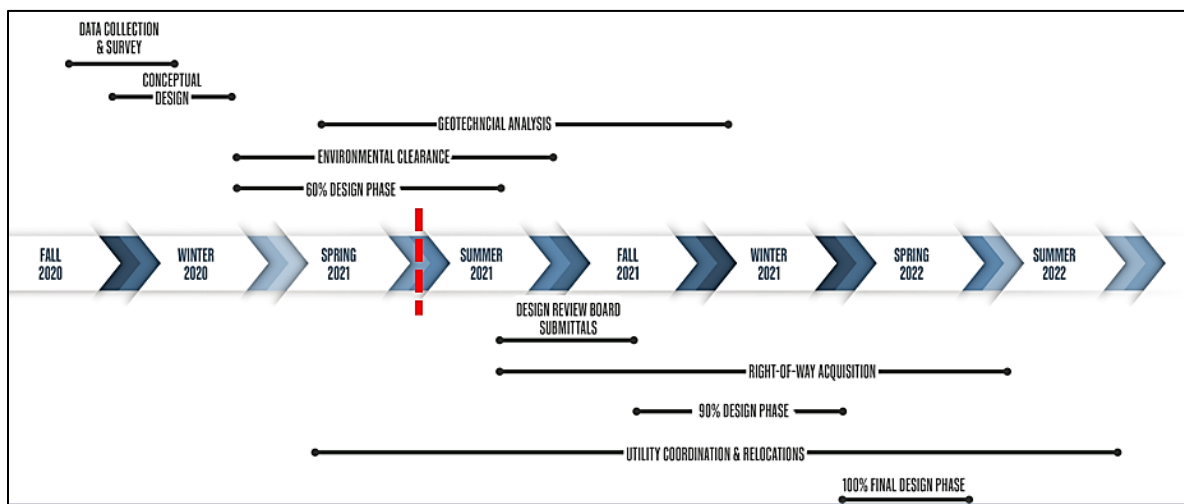
The planned extension of Miller Road north of Pinnacle Peak Road was also included in the City Council-adopted 2008 Transportation Master Plan and the Council-adopted 2016 Transportation Master Plan. These plans for Miller Road are the reason that the developer of the Pinnacle Reserve subdivision constructed a four-lane roadway from Parkview Lane to Happy Valley Road (approximately 1,900') in 1997. These same plans are the reason that the new Paseo at Pinnacle Peak subdivision has recently widened Miller Road to four lanes between Pinnacle Peak Road and Adele Court (approximately 600'). In all, forty-five percent of the roadway corridor between Pinnacle Peak Road and Happy Valley Road has been constructed to four travel lanes by the neighboring developments.

In addition to the Council-approved planning documents discussed above, signage near the south and north banks of the Miller Road/Rawhide Wash intersection indicating the future connection of Miller Road between Pinnacle Peak and Happy Valley Roads has been in place for over three years. The City Council approved funding to initiate work on the connection of Miller Road across the Rawhide Wash in the Fiscal Year 2020-21 Budget and CIP. The funding package includes a seventy percent contribution from the Maricopa Association of Governments (MAG) through their Arterial Life Cycle Program which focuses on regionally significant roadway corridors.

Because Miller Road is not currently connected cross Rawhide Wash, the City has not been counting traffic as it does on most collector and arterial roadways. The 2040 travel demand forecast from MAG for this new one-mile segment ranges from 22,000 vehicles per day near Pinnacle Peak Road to 17,500 vehicles per day near Happy Valley Road. The Miller Road project will allow trips from the neighborhoods north of Rawhide Wash to travel southerly to the Pima Freeway corridor without having to use either Scottsdale Road or Pima Road.

**Project Schedule:**

The design schedule for the Miller Road project is provided in Figure 2.



**Figure 2**

Based on the design schedule, construction is projected to begin in Fall 2022 and be complete in Winter 2023 (approximately 6 months).

**Public Outreach:**

A virtual public meeting for the Miller Road project was initiated on the City’s web site on April 26, 2021 and concluded on May 7, 2021. Notification for the public meeting was provided through postcards sent to nearly 1,500 residences in the square-mile area bounded by Scottsdale Road/Pinnacle Peak Road/Hayden Road/Happy Valley Road. Electronic notification was also provided to all nearby homeowner’s associations. The open house included a video presentation and access to exhibits that showed an aerial view of the early design (Figure 3) and typical cross sections for the bridge over Rawhide Wash and at street locations north and south of the wash (Figures 4 and 5).



Figure 3

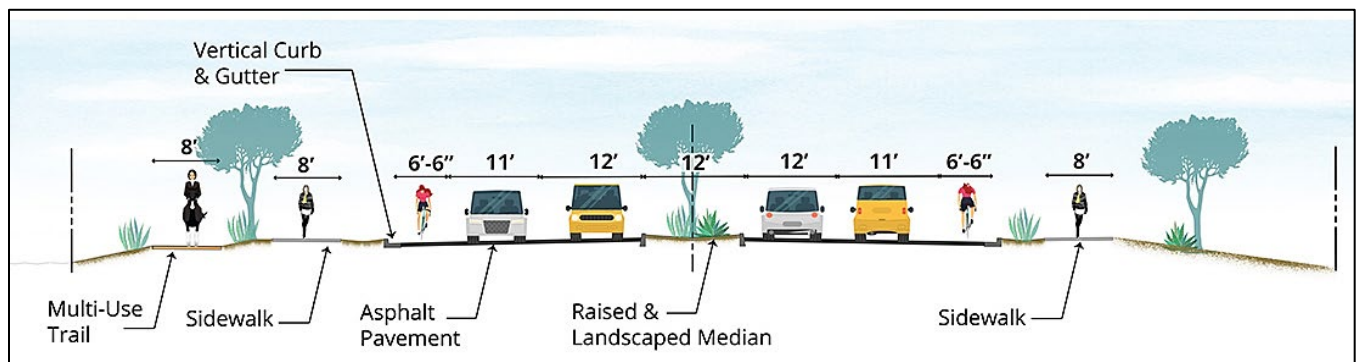


Figure 4

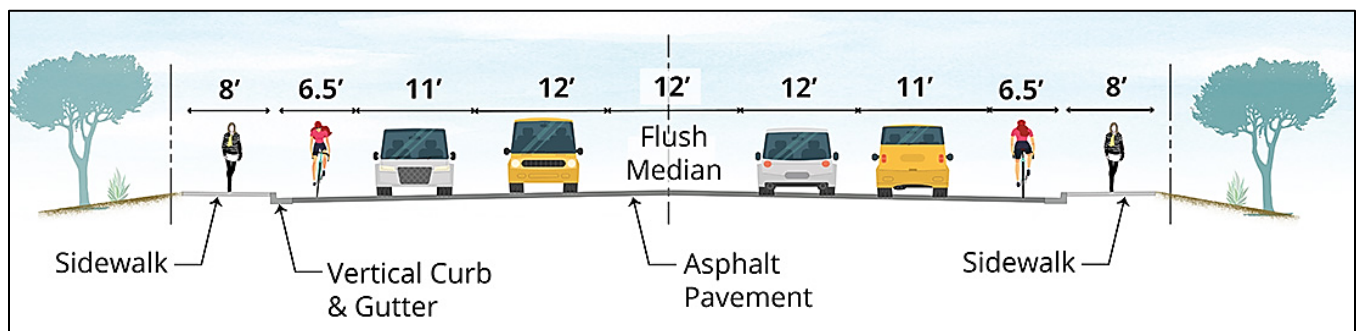


Figure 5

A total of seventy-five comments were submitted to the project website during the virtual public meeting (see [Attachment 1](#)). Twenty-one commenters stated support, ten commenters stated opposition, and forty-four commenters expressed concerns that could affect their support for the project either way. The primary issues identified (with initial staff feedback in *italics*) are provided below:

- Traffic volume/speed limits/traffic control
  - Forecasted 2040 volumes – 17,500-22,000 vpd

- *Forecasted volumes are comparable to or less than many roadway segments with similar residential proximity*
- Speed Limits
  - *Traffic Engineering staff is proposing 35 mph*
- Traffic signals/stop signs
  - *Analysis for Miller/Happy Valley intersection underway*
  - *Other intersections will be monitored consistent with other roadway corridors*
- Roadway Noise
  - *Background levels (existing) measured at 48-53 50 decibels (dBA)*
  - *Future Build (2040) peak hour traffic noise levels ranged from 49-62 dBA at 45 noise receiver locations, which represent 108 receptors or dwelling units*
  - *No noise barriers recommended per adopted policy*
    - *Requires 64 dBA or greater for further consideration*
- Wildlife impacts
  - *Recommended bridge design with piers allows for natural bottom wash and 8.5' of clearance from wash bottom to bottom of bridge deck*
- Loss of privacy/possible landscape screening
  - *Salvaged trees to be used on site and additional landscape screening will be considered as design moves towards sixty percent level*
- Bridge height
  - *Height of the bridge over the wash is approximately 10.5 feet from the surface of the road to the bottom of the wash; based on providing a 2-foot clearance from the bottom of the bridge to the highest water elevation for the 100-year storm event (required by Federal floodplain elimination standards)*
- Trail on west side
  - *Location and necessity will be further reviewed as design moves towards sixty percent level*
- Happy Valley Road capacity
  - *While not in the 5-Year CIP, the City does plan to add capacity to Happy Valley Road in the future*

**Next Steps:**

Continue design and public outreach process in accordance with the schedule provided, unless a policy change is made.

[Attachment 1](#): Public comments form first virtual public meeting (names redacted)

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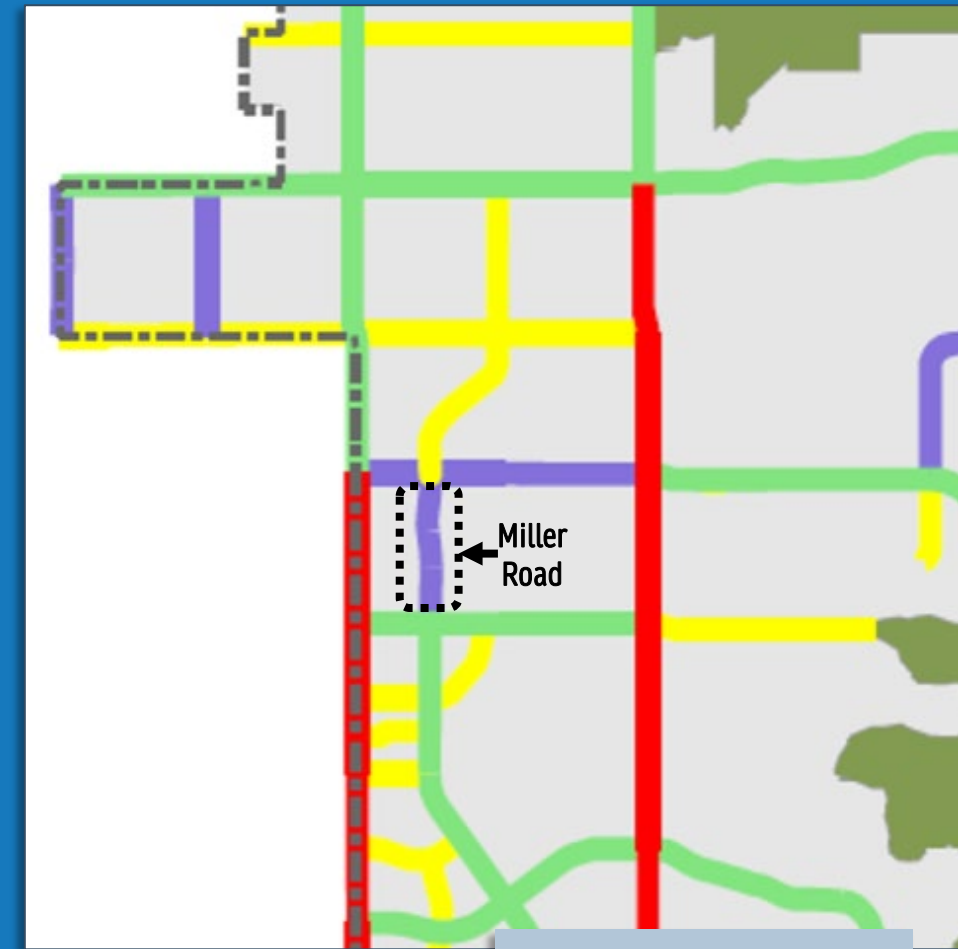
**Contact:** Dave Meinhart, 480-312-7641, [dmeinhart@scottsdaleaz.gov](mailto:dmeinhart@scottsdaleaz.gov)

# Miller Road – Pinnacle Peak to Happy Valley Road





Transportation Commission – May 20, 2021

# Project History

- Completion of the Miller/Hayden alignment across the Rawhide Wash has been in the city's long-range plan since 1991
  - Circulation element of 1991 General Plan
  - Transportation Master Plans in 2008, 2016
- Planned as major collector
- Direct connection to Hayden/Loop 101 traffic interchange

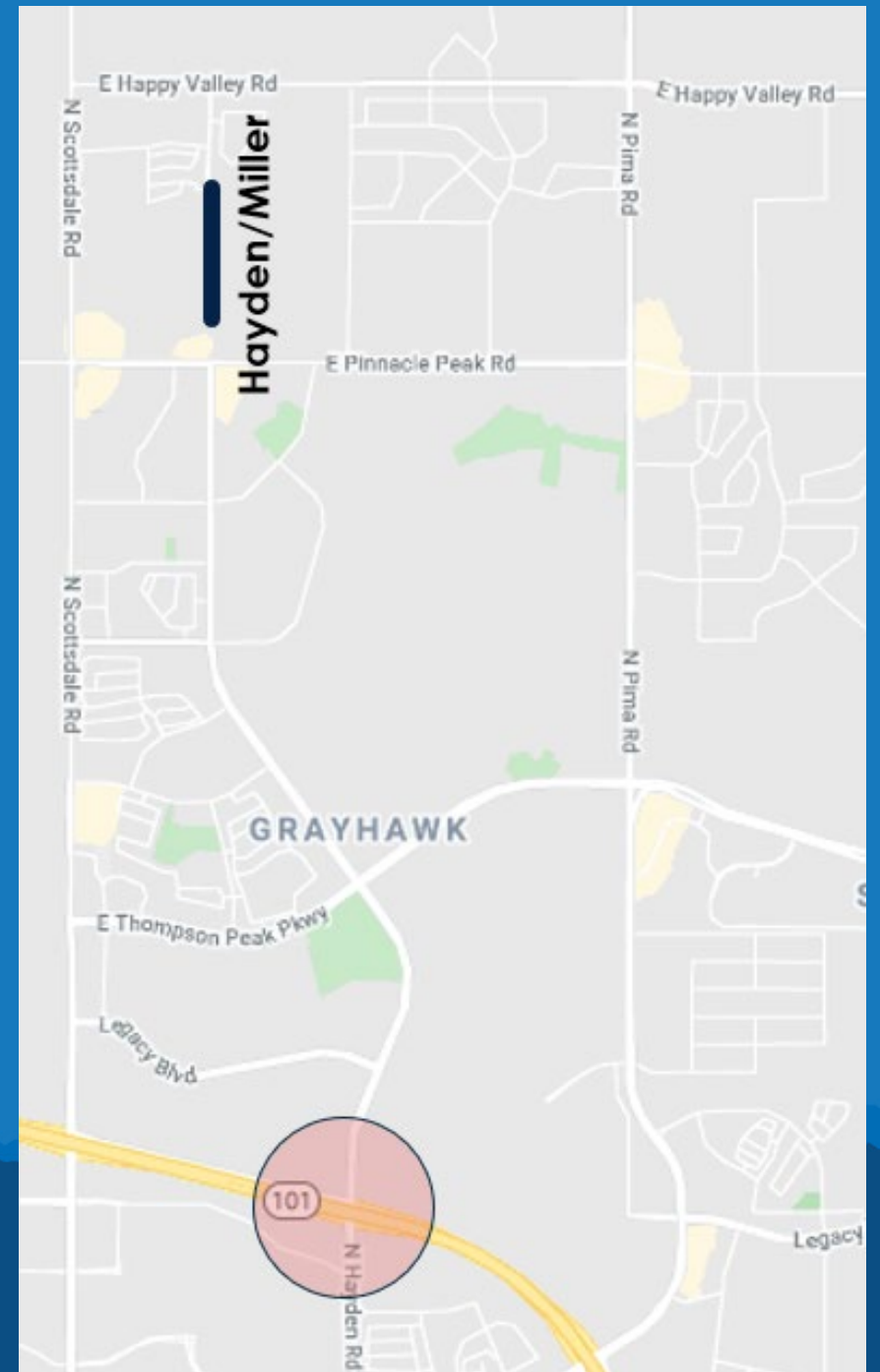


**2016  
Transportation  
Master Plan**

Street Classifications	
	Major Arterial
	Minor Arterial
	Major Collector
	Minor Collector

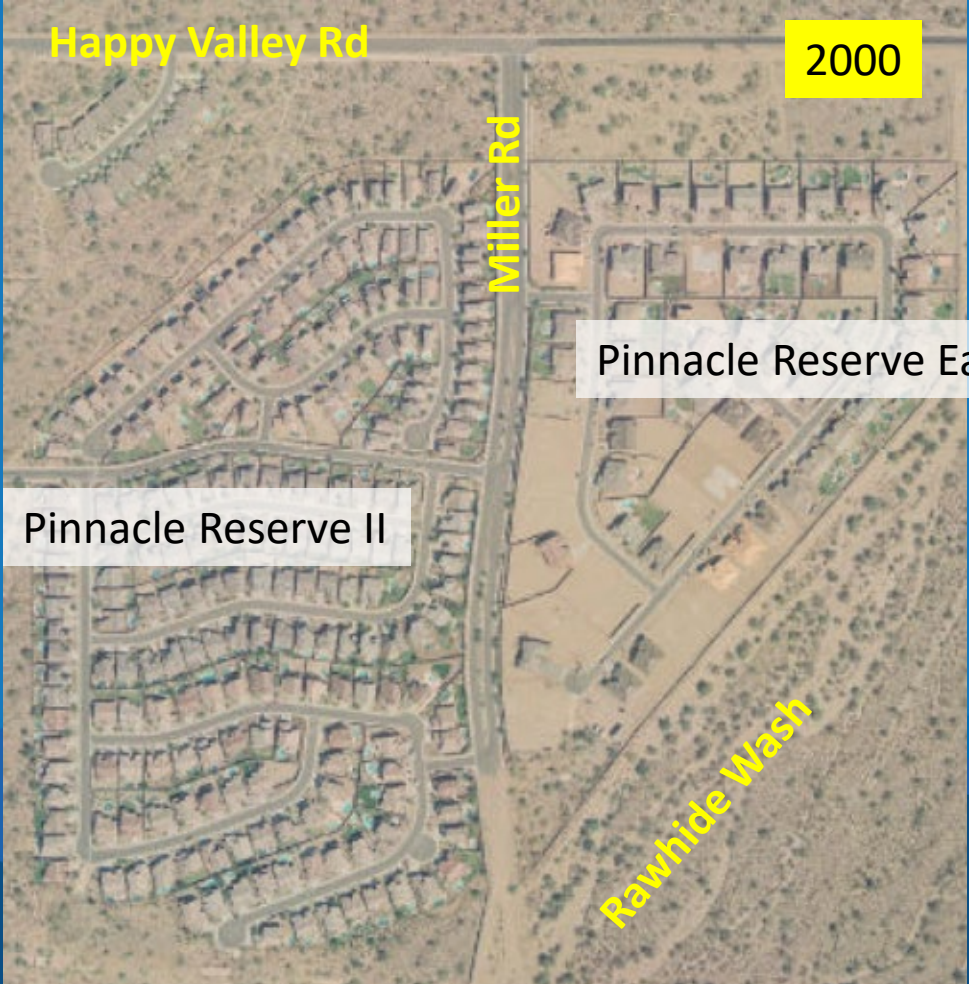
# Project History

- Direct connection to Hayden/Loop 101 traffic interchange



# Project History

4-lane Miller Road south of Happy Valley began construction in 1997 with Pinnacle Reserve II. Construction north of Pinnacle Peak began in 1999.





# Project History

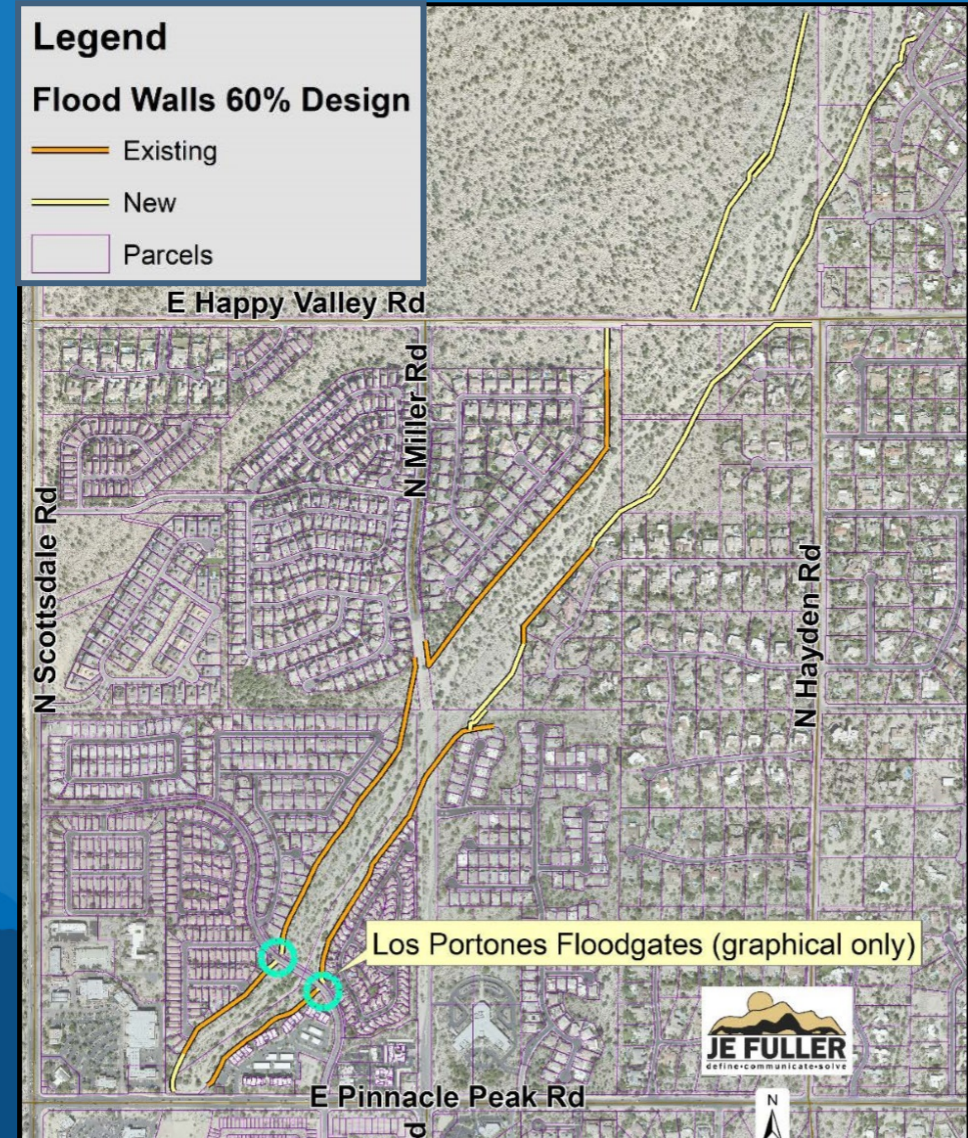
The city has consistently communicated the intent to build the project



# Project Coordination

## Rawhide Wash Project

- Flood control project builds flood walls and other improvements to keep flows in Rawhide Wash
- Projects are managed by two different agencies
- Project coordination will occur between the two projects to avoid removing and rebuilding portions of the flood control project and to coordinate construction activities



# Project Need

## Traffic on parallel arterials:

- Corresponding segment of Pima Rd averages 11,250 vehicles per lane per day (2<sup>nd</sup> highest in City)
- Corresponding segment of Scottsdale Rd averages 10,875 vehicles per lane per day (4<sup>th</sup> highest in City)
- Scottsdale & Pinnacle Peak intersection has 4th highest approach lane-volume in the City

## 2040 Projections – Pinnacle Peak to Happy Valley:

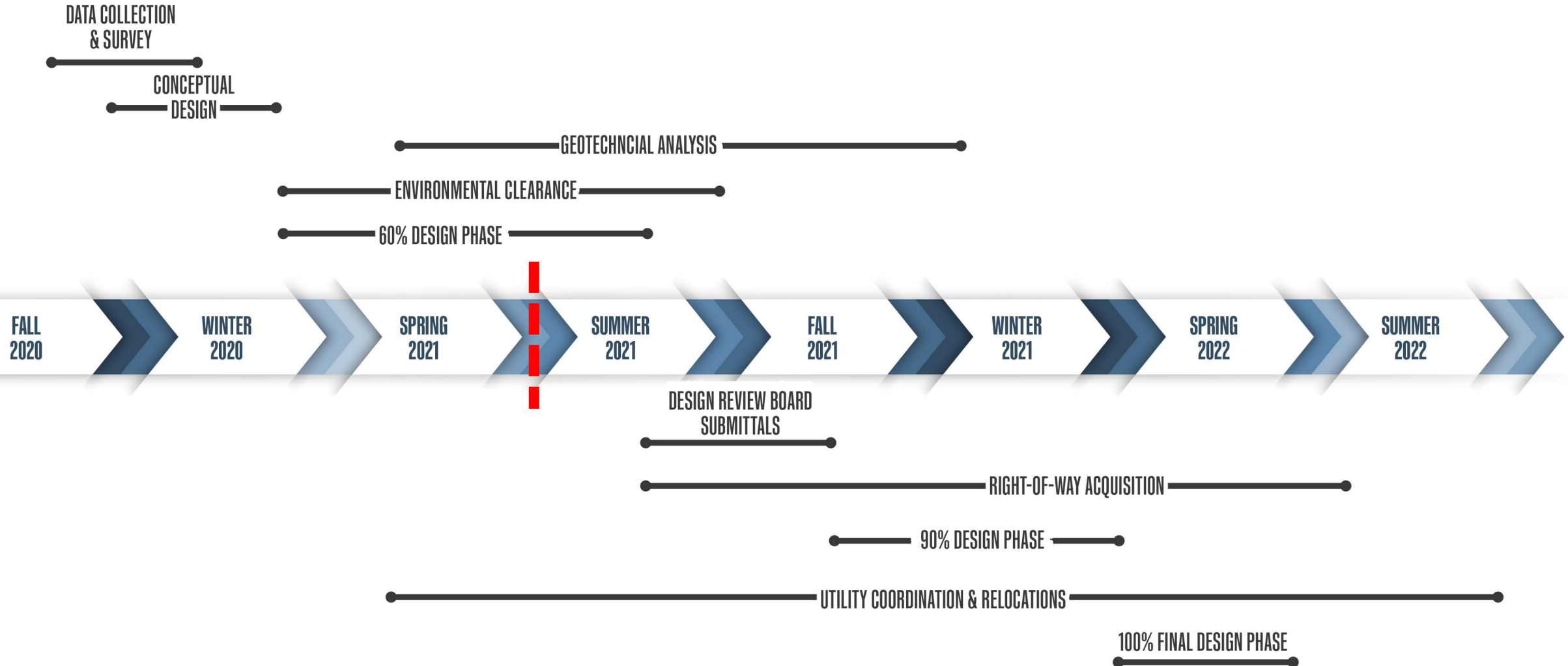
- Scottsdale Rd: 34,000 vehicles per day (vpd)
- Pima Rd: 46,000 vpd
- Miller/Hayden: 22,000 vpd near Pinnacle Peak; 17,500 vpd near Happy Valley

# Project Funding

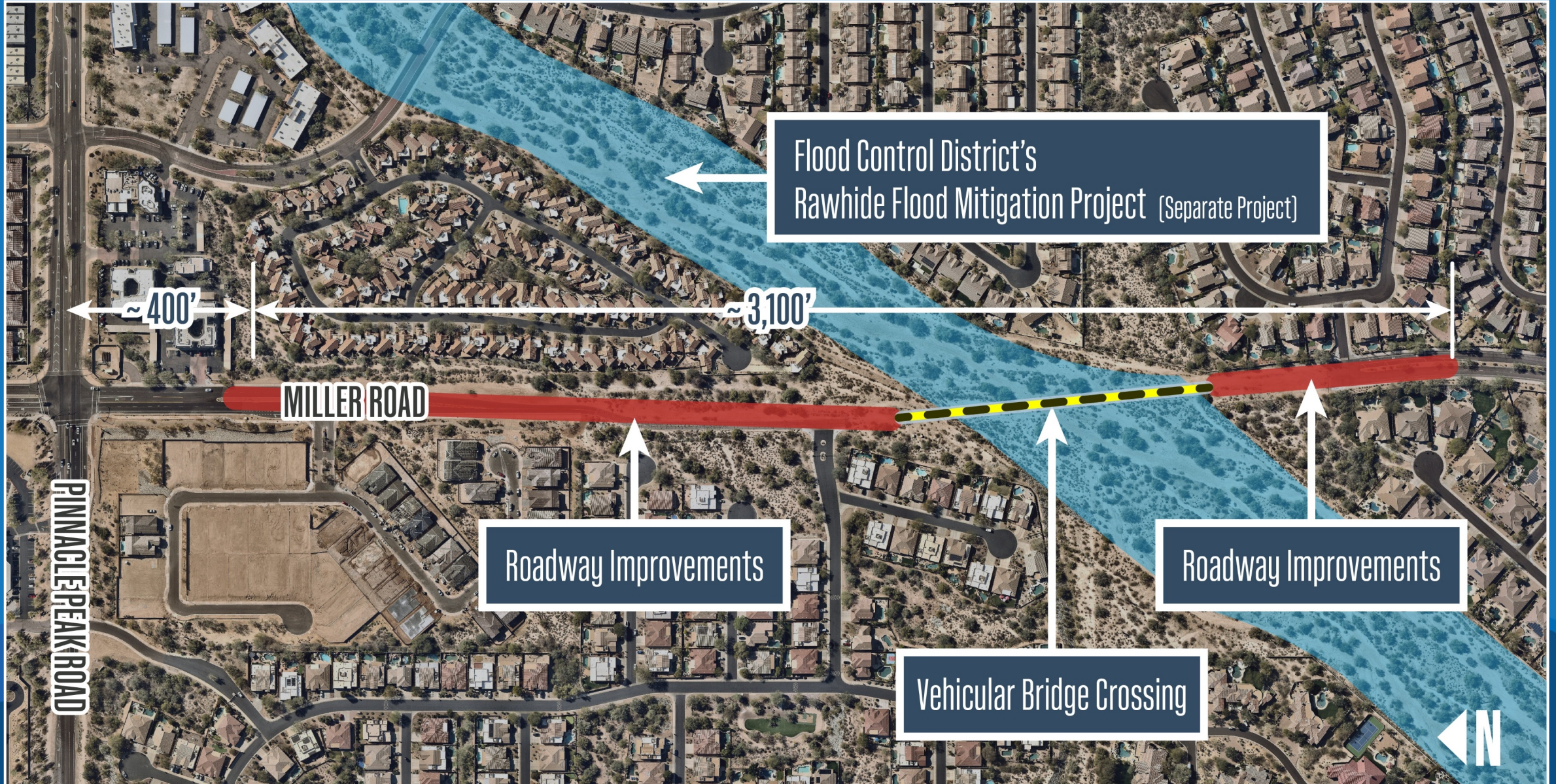
**Planned Budget : \$14.2M**

- \$9.9M Maricopa Association of Governments and Arterial Life Cycle Program (MAG ALCP)
- \$4.3M City of Scottsdale transportation sales tax

# Design Process and Schedule



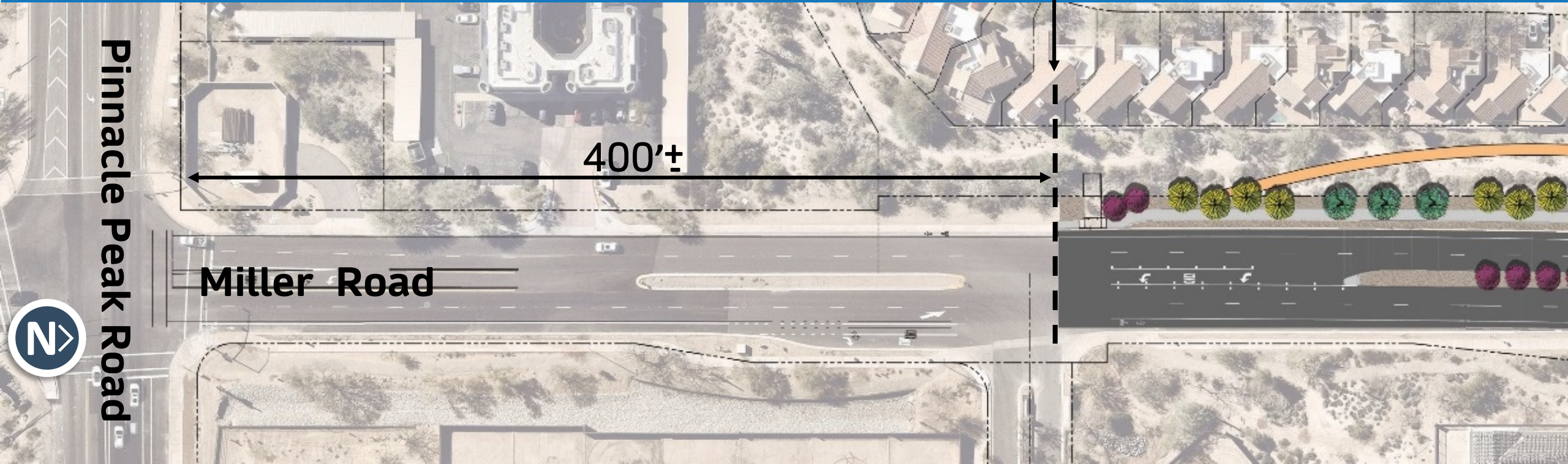
# Project Corridor Limits



# Project Elements

- Connect the existing 4-lane roadways north and south of Rawhide Wash
- Bridge structure to provide all weather access
- Pedestrian sidewalk improvements
- Multi-use trail / equestrian trail
- Dedicated on-road bicycle lanes
- Median and roadside landscaping
- Street lighting
- Storm drain improvements and erosion control
- Utility relocations
- Potential Traffic Signal\*\*

# Proposed Roadway Improvements

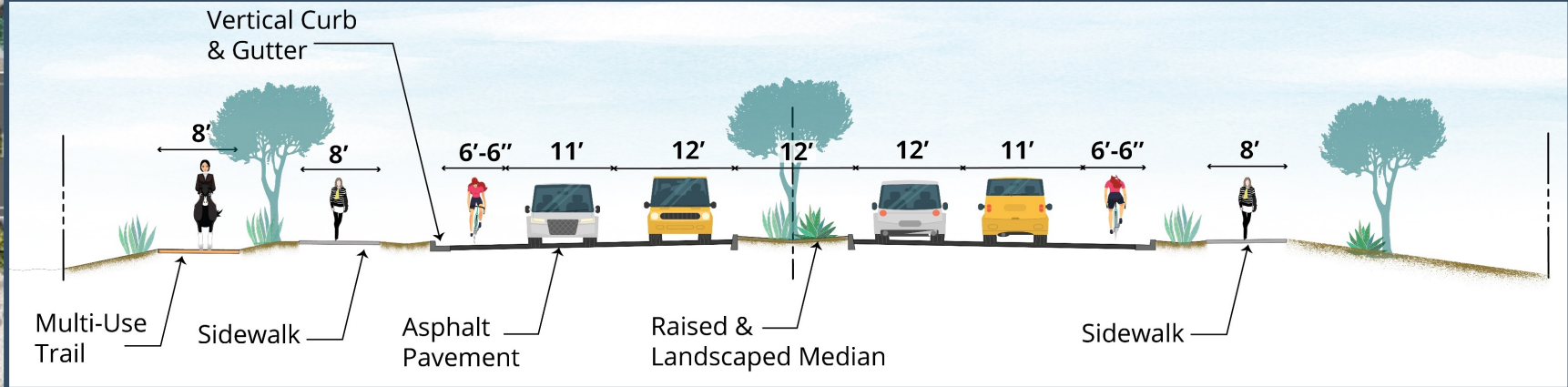




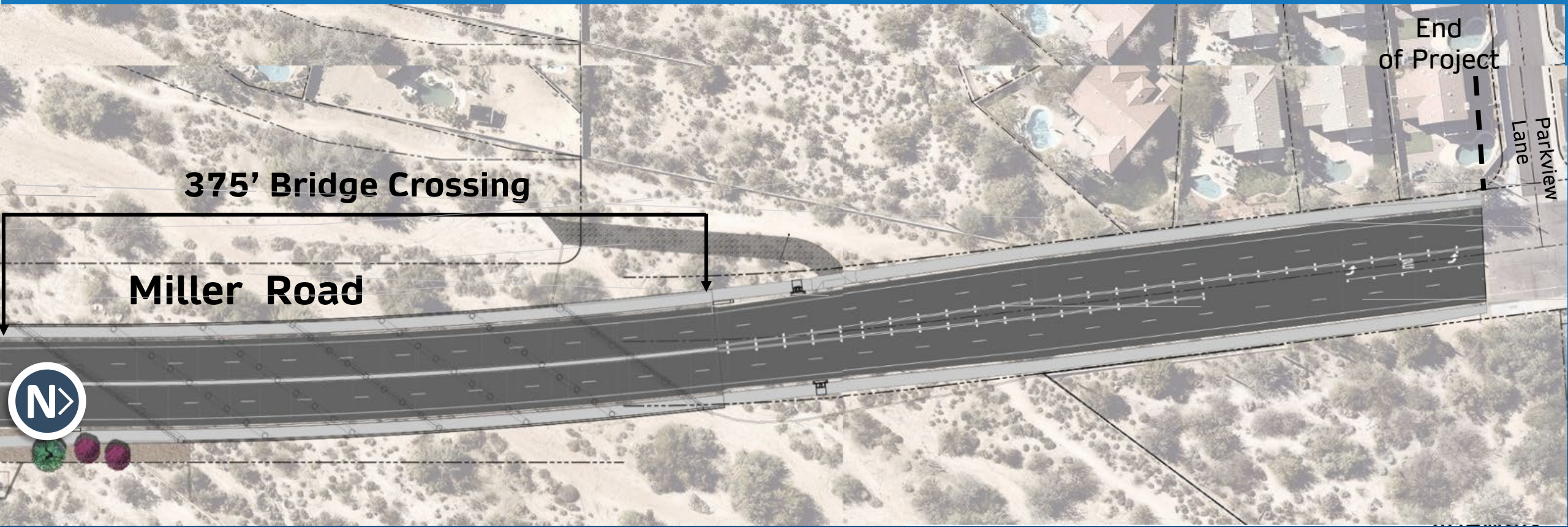
# Proposed Roadway Improvements



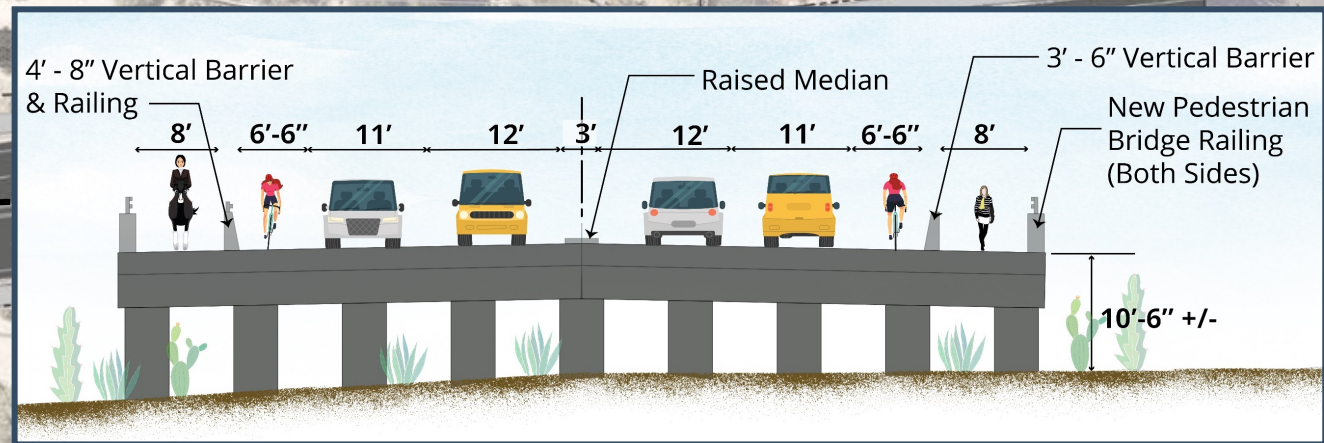
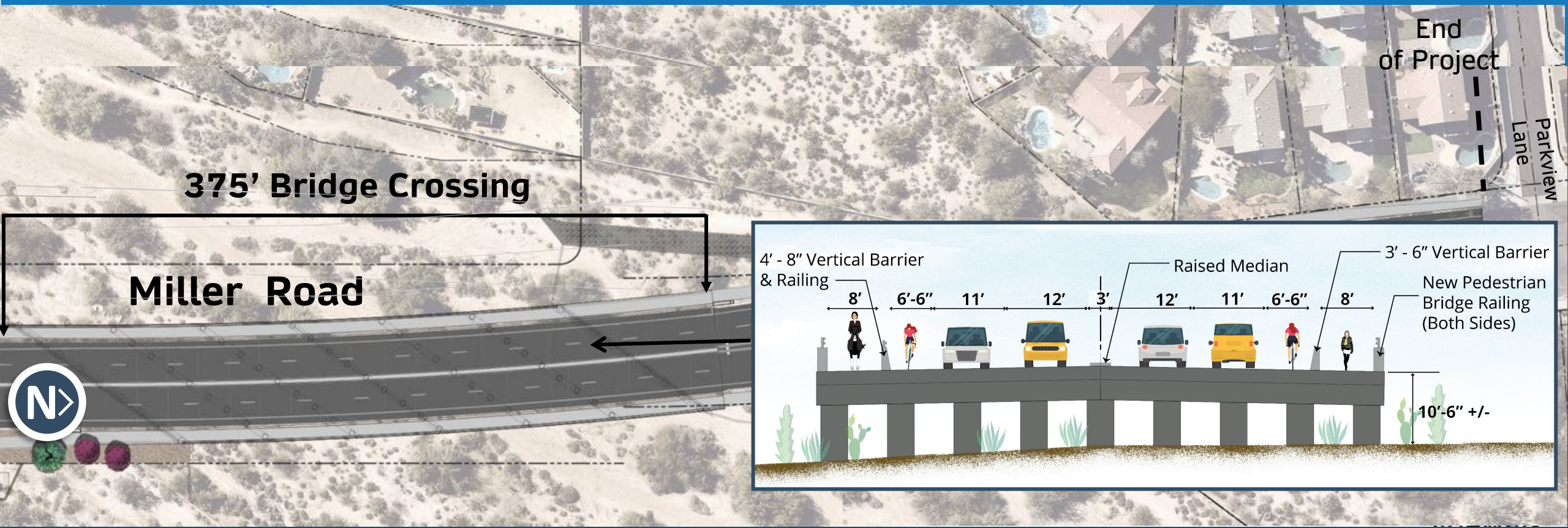
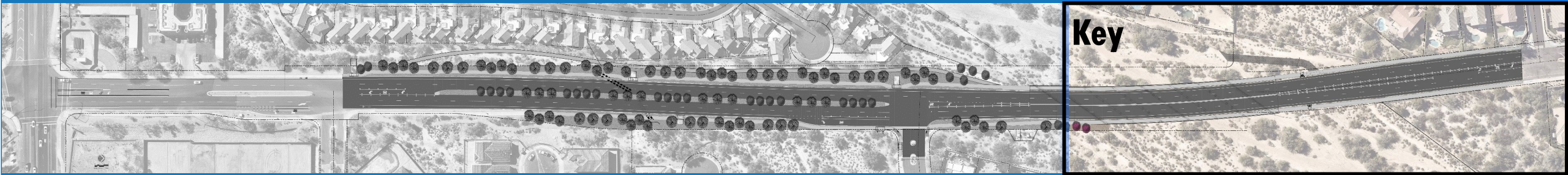
# Proposed Roadway Improvements



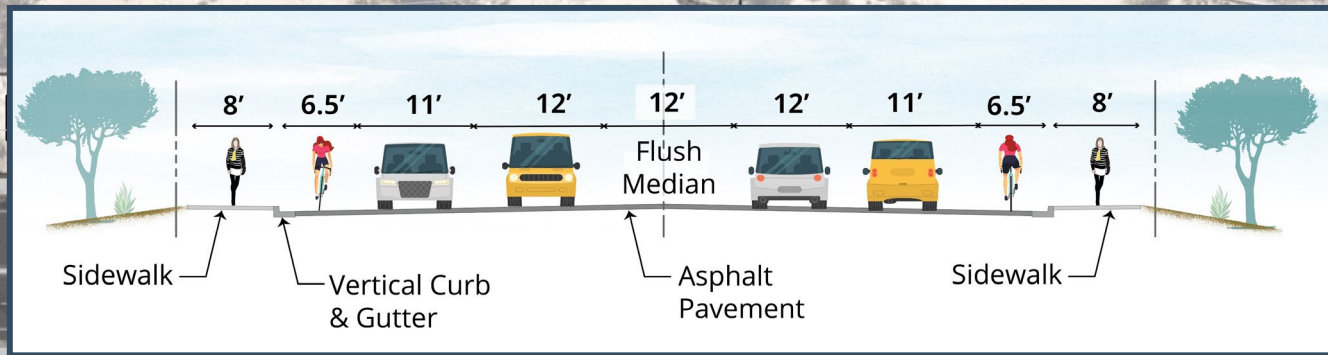
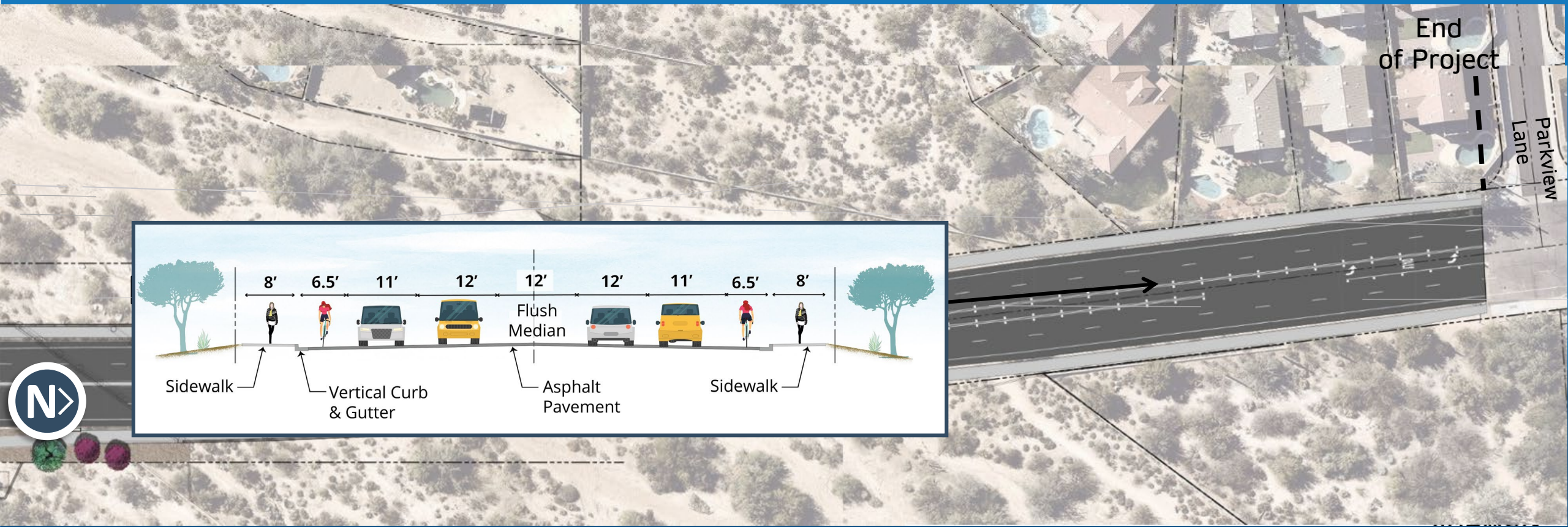
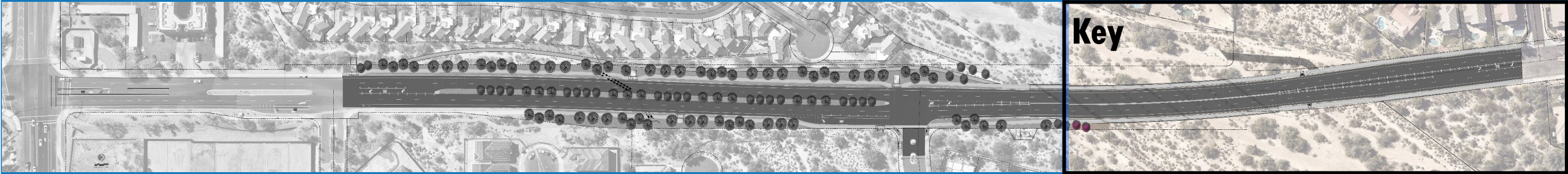
# Proposed Roadway Improvements



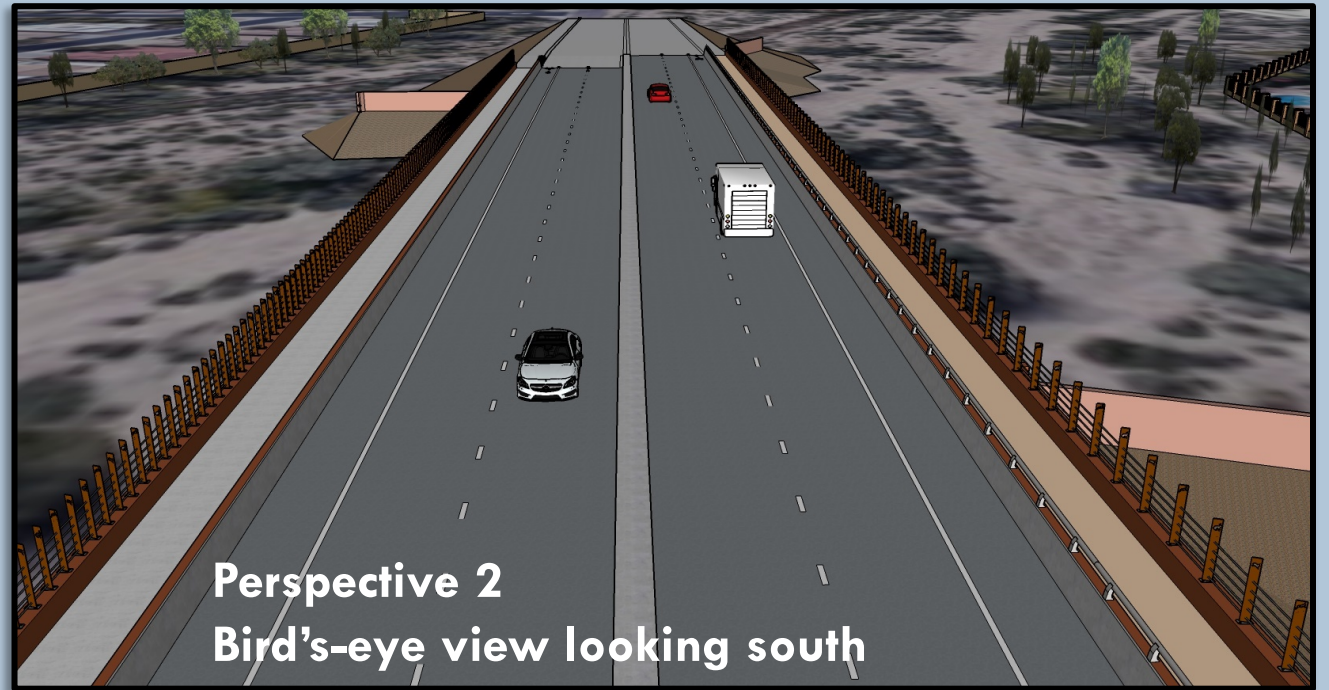
# Proposed Roadway Improvements



# Proposed Roadway Improvements



# Bridge Overview



# Public Information and Input

## 1. Ask Questions

- Review the Frequently Asked Questions on the project webpage
  - [www.scottsdaleaz.gov/construction/project-list/miller-road](http://www.scottsdaleaz.gov/construction/project-list/miller-road)
- Project Hotline: 623-239-4558 / Project Manager: Jeremy Richter - [JRichter@ScottsdaleAZ.gov](mailto:JRichter@ScottsdaleAZ.gov)

## 2. Provide Feedback

- 75 comments submitted via the Virtual Public Meeting held between April 26-May 7, 2021 (copy of comments provided in packet)

# Virtual Public Meeting Input – 75 comments

- Stated Support – 21
- Stated Opposition – 10
- Primary Issues:
  - Traffic volume/speed limits/traffic control
  - Roadway Noise
  - Wildlife impacts
  - Loss of privacy/possible landscape screening
  - Bridge height
  - Trail on west side
  - Happy Valley Road capacity



# Traffic Concerns

- Forecasted 2040 volumes – 17,500-22,000 vpd
  - Comparable to or less than many roadway segments with similar residential proximity
- Speed Limits
  - Traffic Engineering staff is proposing 35 mph
- Traffic signals/stop signs
  - Analysis for Miller/Happy Valley intersection underway
  - Other intersections will be monitored consistent with other roadway corridors

# City of Scottsdale Roadway Noise Abatement Policy (2011)

- Future roadway noise levels analyzed when roadway widening projects are in design
- Any barriers should reduce noise levels by at least 5 decibels (dBA) and the mitigated noise level should be below the 64 dBA threshold for abatement (Federal standard is 67 dBA)
- Recommended cost per benefitting residence  $\leq$  \$60,000

# Noise Analysis Findings

- Background levels (existing) measured at 48-53 50 dBA
- Future Build (2040) peak hour traffic noise levels ranged from 49-62 dBA at 45 noise receiver locations, which represent 108 receptors or dwelling units
- No noise barriers recommended per adopted policy

# Next Steps

Fall 2020

Design Work Begins

Feb & March 2021

Investigative Site Work

Spring & Summer 2021

Community Outreach & Public Hearing Process

- Virtual Public Meeting
- Transportation Commission
- Design Review Board
- City Council (contract award)

Winter 2022

Utility Design Work Complete

Fall 2022

Construction Begins with Utility Relocations & Finalize Bridge Design

Winter 2023

Construction Complete

# Discussion and Possible Action

# Miller Road Virtual Public Meeting

April 26 – May 7, 2021

## **COMMENT 1**

Looks Good! Get it going!!! Thank-you, [REDACTED]

## **COMMENT 2**

We now have a quiet neighborhood that will now have 22,000 cars passing by every day and connect to a two lane street at Happy Valley. That makes no sense. Are you going to enlarge Happy Valley to 4 lanes at the same time? Have the residents on Happy Valley know that they will now have an additional 22,000 cars dump on the street?

I believe that the Miller Road extension and the required work on Happy Valley are tied together and should be done at the same time or not done at all. In fact Happy Valley should be prepared first so that it can accept the additional traffic.

The statement that no noise mitigation for the surrounding homes abutting this new 22,000 car roadway make no sense. I would welcome anyone to come into our back yard now and when the road is completed and tell us that the noise level is acceptable, especially with single family homes on both side of the road. Lighting the street and bridge will destroy our neighborhood and create a negative impact on our home and everyone's home and its value.

Finally based on the presentation we just watched this new bridge is elevated 10 feet above grade and will now be visible from our backyard (which is only surrounded by a 6' high wall) and all the adjoining homes. Having see through railings will just add to our enjoyment so that we can see and count all the passing cars and trucks flying by at 40-50mph(no follows the posted speed limit around here).

## **COMMENT 3**

Hello,

I have previously commented in regards to the city plans for tearing apart the rawhide wash in order to make room for more extreme growth, condos, retirement villas and skyscrapers. I vote strongly against both the Miller bridge and the flood wall rehab.

I run & jog in the wash frequently and I see many coyotes and other wildlife. I saw a mtn lion a couple years ago, bobcats, rabbits snakes and other animals. I believe there is currently a pack of Coyotes living near where the bridge is planned, and the dept of wildlife should be contacted about this immediately. If you do put in a bridge, perhaps you can choose the animal print design from your slides to honor all the animals that are killed by your project.

I was previously informed that community input will not be considered beyond design details, and that the city will pursue this project regardless of what we want. While I do recognize the amount of work

## Attachment 1

that has been done here, I strongly disagree with the need for the wash to be disrupted as you have outlined.

I believe the city needs to revisit its general plan to include more open space, and that the city council members should stop taking money from developers to influence their votes. The amount of growth is already past capacity, and I would point to the Silverstone complex (which is built to within inches of "major artery" intersections), the ugly self-aggrandizing Silverleaf mansions on the mountainside, the closure of Troon Mountain (yes, we would love to rock climb there again!), and the Nationwide skyscraper as shining examples of what not to do. If these projects were decisioned rationally, then the need for projects such as this would be abated.

While it would appear this input may have no consideration in terms of the bridge proceeding, the city should at a minimum adopt a new general plan and open space consideration well beyond that of the preserve. We all love money, but it is scary what this city might be like in 5-10 years if it keeps going like this.

Sincerely,

██████████

### **COMMENT 4**

My backyard abuts Miller road, on the West side of Miller, approximately a block South of Happy Valley. My main concerns are traffic noise, air pollution, and the planned degradation of my neighborhood.

In the presentation, very little time was spent on the noise analysis topic. I did hear that no noise mitigation at all is planned, which is very disappointing. In addition, air pollution wasn't mentioned at all, as if it's not a factor.

I have to imagine that the noise level increase will be substantial and be more or less continuous. That has to be compared to the relatively quiet existing residential road. It's hard to believe that some type of noise mitigation won't be required. This project is basically transforming a low volume residential street that cuts through a subdivision into a major thoroughfare. After viewing your presentation, I believe that it represents a substantial downgrade to the local environment and adds only a small benefit to the local transportation needs.

The presentation disclosed a daily traffic count of 22,000 vehicles per day for 2040, but also mentioned that the current traffic volume hasn't been measured. I think that measurement should be completed. My guess is that the current traffic level is a tiny fraction of the 22,000 vehicle per day estimate. We can't possibly know what the percentage increase the 22,000 figure represents without knowing the current volume.

I would like to see less time devoted to building a beautiful bridge and more time devoted to limiting the negative impact to our existing neighborhood.

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### **Comment 5**

Coming north on Hayden south of Pinnacle Peak (from Thompson Peak to Pinnacle Peak) there are traffic lights on various cross streets to slow the traffic to allow for ingress and egress to the neighborhoods. The presentation does not show any traffic lights north of Pinnacle Peak. If it is straight run to Happy Valley with no traffic lights north of the bridge, Miller will become a high speed roadway and it will be impossible to enter or exit the communities north of Park View. This is particularly true since the roadway curves north of Park View and fast moving traffic will be a hazard for those coming onto Miller from Juan Tabo and Whispering Wind. A traffic light needs to be placed at Park View (the north end of the bridge) to slow the traffic down as it enters the neighborhoods north of Park View.

Aesthetically, we prefer precedent image 1 & 2 and Alternative A.

Please respond to my query regarding a traffic light.

### **Comment 6**

As a resident of Los Portones that backs onto the Rawhide wash, we are very concerned by both the visual and noise implications of this project in both the construction phase and the outcome of this then becoming a major thoroughfare. The proposed project will greatly affect our standard of living and quality of life, as well as having a negative impact on the value of our property. Therefore, given all of the above, we oppose the execution of this project.

### **Comment 7**

WE like Option B for design ....all the rest looks great

### **Comment 8**

Fully support the project.

### **Comment 9**

Many people are wondering and the information is not listed, will there be a traffic light located at Miller Road and Happy Valley Road?

### **Comment 10**

Bridge design Alternative A

### **Comment 11**

In addition to my previous comments I also have the following:

1. Have alternate designs for the bridge been considered? Why does it have to be 10 feet above the bed?
2. I do not have the benefit of a topographic map but why can't the roadway, where it crosses the wash be constructed on reinforced concrete culverts thus reducing the profile of the bridge?



## Attachment 1

With that in mind can I get a copy of the topographic survey and information on the 100 year flood elevation?

### **Comment 12**

The Miller road expansion project looks like it should be beautiful and you have great ideas . One of our favorite images was the animals and river bottom rocks. Our biggest concern is the speed people will be driving at and the intersection at Miller and Happy Valley Road. Currently Happy Valley traffic is somewhat busy, however this will increase volume. We live at Hayden and Pinnacle Peak. When traveling west from Pima to Hayden on Happy Valley Road making a left turn (southbound) will become dangerous as there is no left turn lane and we see this is an issue at present. Further the increased volume of traffic at Pinnacle Peak going East and West between Miller and Pima will have to be widened to accommodate this traffic. What are your plans for this? Current, traffic on Hayden between Happy Valley and Pinnacle Peak moves much faster than the 35 mph posted. At night we hear people racing on these streets all the time. This will not be slow moving traffic. Over a year ago a Lambo and BMW were racing @145 mph and killed a woman at Williams and Hayden. My husband was a witness. These are neighborhoods and we need to be concerned about the volume of traffic and velocity. Thank you.

### **Comment 13**

We are extremely pleased that this project is finally happening, & that there will be an additional South/North driving option. We like each of the design/architecture options & have no preference as to which is finally chosen. We appreciate all of the information you have been providing regarding this project, especially in the past 6 months. May I repeat, "we are thrilled this project is finally happening". Thank you for the ability to express our opinion.

### **Comment 14**

I appreciate the well produced an informative Virtual Meeting. Thank you! I have two comments:

1. While I understand the connection between Pinnacle Peak and Happy Valley has been planned for some time, I have serious questions about the need and wisdom of completing the extension at this time. The only benefit gained by the extension, as things currently stand, is to direct traffic to Happy Valley Road. While there has recently been some improvement to Happy Valley Road to the West of Miller, Happy Valley Road to the East of Miller remains two lanes with no bike path or sidewalks and is in no way ready to safely absorb the traffic using Pinnacle Peak Rd without putting bikers and pedestrians currently using Happy Valley at high risk. Happy Valley is also crossed by three major washes, creating a thoroughfare for wildlife and challenges during storms. I could not support this project without knowing how the City plans to mitigate the impact on wildlife and potential for flooding. Finally, the area of Miller Rd to be impacted and all of Happy Valley between Scottsdale and Pima is single family residential, and the increased traffic will have a detrimental impact on their quality of life and potentially property values. There may come a day when there's a need for Miller to extend further to the North, so a connector makes sense, but I do not believe this is that day.
2. Should the plan go forward, I liked the ""wildlife flipbook"" design with river rock.

## Attachment 1

### Comment 15

While the aesthetics look beautiful (Very D.C. Ranch), I have a hard time believing that the noise levels will not be significantly impacted with the new road. Given how very close some of our homes are to the new road, and that many of us recently purchased in this area for the quiet, will there be trees and other vegetation strategically placed to block/muffle any of the new road noise?

### Comment 16

I am on the HOA Board of LaVista and we have many residents concerned about the noise generated by 22,000 vehicles daily. We believe you should construct sound walls between the road and our development. Thank you. [REDACTED]

### Comment 17

The designs are all Scottsdale-dazzling so I don't have a preference there, just want to urge staff to move the entire project along. Turning left (southbound) from Juan Tabo onto Scottsdale Road is taking your life into your hands! And my husband is one of those scary drivers just saying... 🤪

### Comment 18

I oppose the Miller Road connection/bridge from Pinnacle Peak road to Happy Valley due to this connection will increase vehicle traffic, cycling traffic, and pedestrian traffic into the Pinnacle Peak II and Pinnacle Peak East neighborhoods. An increase in vehicle traffic will also increase noise pollution, air pollution, and will provide easy access to criminal activity.

### Comment 19

I have lived at this address for over 20 years. I CANNOT WAIT for this project to be completed!!! I will no longer need to make the dangerous left turn onto Scottsdale road to go South from Juan Tabo. Please hurry, lives are at stake.

### Comment 20

I watched and listened to the virtual meeting. My concerns are as follows:

1. Although my understanding of the meeting communicated there is no need for sound abatement regarding this bridge, roadway and walkway, I disagree completely. Sound and light noise carries through the wash area likened to a megaphone. We would expect some sort of sound abatement to be included in this project.
2. Regarding the natural vegetation, we have two mature ironwood trees, that are high and outside the current natural water flow area, that have been tagged. We are hoping that this is merely an identification/inventory marking system. Those trees are maintained by us and have always been since we moved here in 2002. They provide shade and beauty to our yard. Boxing them and replanting them elsewhere would impact our property negatively.
3. Regarding adding 1 to 3 blocks to the height of our wall, that is fine. What about the view fence that is on top of the existing wall? Will that be replaced or modified?

Thank you for your time and consideration.

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### **Comment 21**

I watched your video thank you. However it does not seem to address that fact that homes on the West side of the project, which all have view fences, do not seem to have a clear indication of what our views will be. Having a big bridge is not appealing so appreciate that thought and consideration will be given to more vegetation in the wash and more noise abatement as well, as the bridge does not seem to have any

### **Comment 22**

As a resident of Pinnacle Reserve 2, I support the project and I am excited for the additional access from Miller Road. Turning left from E. Juan Tabo Rd onto Scottsdale Rd is challenging during times of high traffic, having an alternate route via Miller Rd to the Hayden/101 interchange will be much more convenient.

### **Comment 23**

Between Los Portones townhomes and Miller Road south of Rawhide wash, I'd like to see a raised wall and additional dripped vegetation to reduce noise and trespassing to the private property. Our present wall is only ~3' high.

### **Comment 24**

Ladies and Gentlemen,

My wife and I whole heartedly support the project for the Miller Road extension/completion. There is no question that this project should reduce the amount of traffic that has to 'divert' to Scottsdale Rd or Pima Rd to continue their trek north.

Thank you,

[REDACTED]  
[REDACTED]

### **Comment 25**

Where exactly is the bridge going to be built? Is it on the corner of Miller and Pinnacle Peak or is it further north on Miller? The presentation stated that there will be no noise barriers since they did a study on this. How can this be decided when no traffic has started on the roads?

### **Comment 26**

I appreciate the sharing of information and for the ability to provide input.

I should start by saying that I never understood the reason why the road north of the wash was built as 4 lanes; it seemed like overbuild, but had not questioned ever since it was already there when I moved into the area in 2007.

While I understand the need for the construction of a bridge for flood management, I fail to see the need for it to be 4 lanes. Scottsdale and Pima roads may be at capacity but unlike them, the new

## Attachment 1

expansion seems to be much much closer to residences that in any section on Scottsdale and Pima roads.

Due to the high probability of increased noise pollution and safety in this area, I feel that a higher volume could still be handled by the existing roads and a much reduced volume; much less than the 22k/day presented, in the expansion could be handled by other ways. The entire length of the project, or just the bridge could be reduced to 2 lanes; another way is to limit the traffic to only personal vehicles (no buses other than school transportation, no rideshare vehicles, no trade vehicles, no trucks and no heavy equipment transportation); lastly I would prefer setting a speed limit no to exceed 35 miles per hour through the entire length between Pinnacle Peak and Happy Valley roads.

Thank you again for your consideration

### **Comment 27**

As a nearby resident (Jomax and the Rawhide Wash) and active participant in community affairs, I am pleased that both the Flood Mitigation project and the Miller Road extension are finally coming to fruition, even if should have been done 20 years ago. I actively participated in the Rawhide Wash Flood Mitigation project and I am quite pleased with the current plans and design for this Miller Road project. Your design elements, both structural and landscaping, are sound and reflective of the natural environment. Great work and let's move this along BEFORE we have one of those nasty 100 year flood events. Thanks.



### **Comment 28**

I am in full support of this long-awaited project! The volume of overflow traffic that travels on Hayden Rd between Pinnacle Peak and Happy Valley Rd is insane! The cars travel too fast and for a residential access road, it has become dangerous! This Miller Road access would not only lessen the traffic on Pima and Scottsdale Rd but also reduce the traffic on Hayden Rd between Pinnacle Peak and Happy Valley Rd. The design looks beautiful! I am glad that you will be including a sidewalk and bike lanes.

### **Comment 29**

The current Miller provides patio access to many residents. Will there be some shoulder space along side of the sidewalk the can accommodate truck parking. These is the only access for many homes for landscapers, tree trimmers etc. I have no access other than through the house because the home are attached

### **Comment 30**

I would hope the there can be enough landscape added to buffer some of the noise. Surprising result of some noise study. Is this able to be revisited after the road opens????

### **Comment 31**

I applaud the project but one significant safety concern that appears overlooked. The project calls for a bike lane to link Pinnacle Peak up to Happy Valley. This will lead to a significant increase in bike traffic (a

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very good and healthy thing to encourage) but once at Happy Valley and going east there is no bike lane until you get to just east of Hayden road. Any improvements of Miller Road SHOULD include creation of a bike lane (bidirectional) in this section of Happy Valley. I would think there would be massive liability for the city to link Miller up to Happy Valley without appropriate consideration for safety of cyclists and motorists on Happy Valley. Please consider improvements to Happy Valley bike lane as part of this project.

**Comment 32**

My home backs up to Miller Road....north of Pinnacle Peak Road

I am concerned about this road opening to Happy Valley- noise levels, safety, lighting, etc.

Please inform me on how myself, and neighbors, will be protected from these variables.



**Comment 33**

When is the water expected to run from the North???? Will most end up in the smaller wash on west side of Miller road???? The Rawhide project is suppose to relieve us of flood insurance Will this project potentially change that for some of the adjacent homes????

**Comment 34**

New concern....not wanting walking and biking path directly behind my property....for my protection , and safety.

Please explain.....and ..>>>>>.path can be on opposite side...(east side of Miller) ..where residential property is not directly present.

Awaiting response.....



**Comment 35**

Has a Environmental impact study been done ? If so who did the study ? Where are the impact study documents located ? How can the general public review them ?

Concerned Homeowner..

**Comment 36**

The residents of Pinnacle Reserve do not want this connection from Pinnacle to Happy Valley. We currently enjoy a safe and quiet walking area, which many of us use daily. This project will make our neighborhood less safe.

This project will add thousands of cars daily to our quiet neighborhood, and not to mention two years of living in a construction zone. I can think of 14 million better ways to spend the money, and I really hope city of Scottsdale will re-consider this project that almost nobody wants.

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Please contact me if you have any questions.

Respectfully,

[REDACTED]

### **Comment 37**

We are concerned about the following:

1. If there is an estimated 22,000 cars/day traveling over Miller by Pinnacle Peak, how is the noise going to be controlled. Not only the noise level, but what about our privacy?
2. Since there are trails on the West side of Miller, I would not want any trails on the east side of Miller. People walk and jog on the the small amount of road that is there now & you hear their conversations & see them passing by.
3. I'm concerned about the amount of lights along Miller Road. I would highly object to bright lights along the roadway in addition to headlight.

### **Comment 38**

As I walked my neighborhood of Pinnacle Peak Reserve this morning, I wanted to add these comments to ones I have already submitted. Once you connect Miller at Park View Lane, our neighborhood will have no safe sidewalks to use for dog walking, jogging and biking. Miller will be a main road with 22,000 cars a day. Juan Tabo which is only 2 lanes will also become a main road once drivers figure out that Happy Valley can not support 22,000 cars a day. Our neighborhood only has 9 feet of combined sidewalk and landscaped area. The bike lane shouldn't count because that is hardly safe to walk in with distracted and speeding drivers on 2 lane roads. Show me other neighborhoods built around the time of ours that have the same setbacks/buffers. Even 100th Street over by FLW which was built before Pinnacle Peak Reserve has wide sidewalks and wide landscaped areas on both sides. I believe when our neighborhood was built, the City did not actually think this bridge would ever be built. That I exactly what we have been told every single year since we built our house until last year when we got the information that retaining walls were being built and to our surprise, so was the bridge. This might be not be a big deal to you. The bridge is costing millions but people in Pinnacle Peak Reserve are really paying the price. There will be no safe place for us to be once this road goes through. Please reconsider your master plan and your current plan to include the growth of the City which has changed dramatically since that was conceived. You have the chance to make a better choice for this corridor. If you go forward with your current plan, you are just avoiding the next big problem which is Happy Valley and possibly Juan Tabo. Come up with a plan that encompasses that and it will be more successful than this expensive bandaid you are proposing now.

### **Comment 39**

To whom it may concern:

I am a homeowner in Los Portones Townhomes who is going to be dramatically affected by the development and construction of the Miller Road Project.

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While there have been suggestions and signs posted for almost 3 decades since these homes were built regarding extending Miller Rd to Happy Valley Rd., the scope of this project is significantly larger than a simple bridge over the wash.

While we have enjoyed a very quiet, tranquil and relatively private setting from our patio for over 11 years with (maybe) 50-100 cars per day passing on the current road. The ""major"" expansion of the street and addition of walkways (Equestrian????? ... not one horse seen on this road .... EVER!) will completely destroy that solitude and privacy.

By my estimation, the walkway will be approximately 30' from my patio, the passage of your projected 20k cars per day, noise/light pollution will have a dramatic effect on my current way of living.

Unless you have lived in a community backed up to a ""major"" thoroughfare, you will not know the challenges with noise levels, visual disruption of cars going by all day/night and light pollution affecting our view of the beautiful night sky in Arizona.

With that said, I question why there is not going to be a sound barrier (wall) of some level provided to separate the street and walkway from my view. I am one of about 22 homes directly affected by this project and there will be consequences of loss of value in the resale of our homes as a result. What plans or compensation will be provided to help isolate/secure our homes from the additional pedestrian/auto traffic? A landscape ""buffer"" will not suffice!

I look forward to your response

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Comment 40**

I am so excited to see that the City is moving forward on this project. I bought my house in Pinnacle Reserve 22 years ago and at that time the salesperson was touting this project which influenced my purchase. Getting out on Scottsdale Rd from Juan Tabo has become increasingly difficult and dangerous and I'm not getting any younger! The residents of the area should not be surprised that this project is coming to fruition...there have been two lanes of travel in each direction in the community for the 22 years I have lived here. It sounds as if the City has put a lot of thought into the landscape as well as the beauty of the bridge. Thank you so much for all your hard work! [REDACTED]-Resident of Beautiful Scottsdale for 47 years

**Comment 41**

The Miller Rd. Extension plan is a bad plan for the community of Pinnacle Peak Reserve. The city's plan for extending Miller Rd is a horrible example of negligence and oversight by the city planners to consider the safety and do anything to protect the pedestrians and homeowners of Pinnacle Peak Reserve, nor is

## Attachment 1

the road Miller terminates at (Happy Valley Rd.) adequate to safely receive this volume of traffic. You are creating a bottleneck, a funnel of traffic, and Pinnacle Peak Reserve is at the narrow end of the funnel. How do you plan to connect 8ft separated sidewalks and 8ft. multi-use trails, to the skinny 4 ft sidewalks that are on both sides of Miller Rd Between Happy Valley Rd and Park View lane? Nothing is being done to keep the pedestrians in Pinnacle Peak Reserve safe. We are going to become Road-Kill by your design. Your presentation also elaborates on how this was "the plan" back in 1997 because there are "4-lanes" in our community. Obviously, the city failed to plan correctly 24-years ago or more, and didn't expect Miller Rd to become a "Major Corridor", the sidewalks are not separated from the road and are too narrow. 24-years ago no-one predicted 35,000 cars or 22,000 cars, or whatever the estimate is today, of traffic on Miller Rd., if you did, you did a lousy job planning for it, designing our neighborhood without separating the sidewalks from the roadway, building narrow sidewalks and narrow bike lanes, inadequate buffers and lack of setbacks between the homes and the road. This amount of traffic was not in the plan and now you're trying to sell it like it was. Look at every neighborhood south of here on Hayden Rd. all the way to South Scottsdale, ours is the narrowest with the skinniest sidewalks directly adjacent to the road, and no setbacks to the home lot lines, very poor planning indeed, but now piece it together because it's all you've got to work with, or is it? Last month the planners stated in a hidden flood mitigation presentation on the Rawhide Wash website at Maricopa.gov that the amount of daily traffic will be 35,000 cars per day. Now in your most recent presentation you state the traffic through our community will be 22,000 cars per day, you are trying to down play the amount of traffic, it does not make it any more appealing and obviously your studies and numbers are grossly inaccurate. The numbers of cars per day you show on Pima Rd and Scottsdale Rd are per lane, per day. Does that mean the 22,000 cars per-lane per-day so there will be 88,000 cars through Pinnacle Peak Reserve on Miller Rd??? Either way, it's a death sentence for many pedestrians who will get run down in the bike lanes and on the sidewalks. At least, at the very least the city needs to put roundabouts and or speed bumps throughout Miller Rd in both directions between Park View Lane and Happy Valley Rd. Even better yet, divert Miller Rd and build it elevated all the way to Happy Valley Rd. and keep the nightmare of all the traffic out of our community, run it behind Pinnacle Reserve east through the Rawhide Wash Desert area, plenty of places to connect it to Happy Valley, and north of Happy Valley Rd. rename Miller Rd. "Pinnacle Reserve Rd." which has no addresses on it by the way. I also heard in the presentation that there was a noise study done and no further effort will be required to contain traffic noise. That is very deceptive? The bridge is planned to be 10ft. above ground, that means the cars on the bridge will be at the roof level of our homes a stone's throw from the bridge with nothing to block the traffic noise and there will be a lot of noise that will be heard miles away, just like we can hear all the traffic on Scottsdale Rd from our home, and Scottsdale isnt elevated 10 ft. above ground. Extreme noise for the homes with property lines point blank backing up directly to a road with 35,000 cars per day, now its 22,000 cars per day, or is that per lane making it 88,000 cars per day? Who knows what to believe, in fact I don't believe or trust any of you, and your statement of no noise barriers are necessary? Fiction to make this appear much better than it will really be. Another misleading false statement. The noise will be horrible, presently we can hear the traffic from Scottsdale Rd, day and night, from our homes along Miller Rd. Harley's, hot rods, sports cars, motorcycles, and stuff that doesn't even sound like it has wheels or belongs on the road. Crazy town drag strip out there, and on Pinnacle Peak Rd, we don't want that in our quiet community. But you are creating that for us, right? You plan on dumping all that traffic onto Happy Valley Rd, a 2-lane narrow Rd.??? You need to widen Happy Valley Rd, the road that will receive all that traffic, making it prepared and adequate to handle all



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that traffic, and build a bridge over Rawhide Wash on Happy Valley Rd before you put more traffic onto it. What happens when it floods and Happy valley is barricaded??? What happens when there is an accident on Scottsdale at or near Happy Valley Rd. Traffic mayhem and chaos. Presently when there is an accident on Scottsdale or Pima Rd and those roads are closed, cars are scurrying through Pinnacle Peak Reserve like rats in a maze trying to find a way out, often hundreds of cars. Again, no improvements to Happy Valley Rd equals more bad planning by the city, complete lack of planning, just look the other way and ignore the obvious immanent requirements, right? Seems to me the road Miller will terminate into should be adequately prepared prior to extending Miller Rd to bring 35000 cars per day, instead of onto a 2-lane road that floods and in barricaded at Rawhide Wash. Not a good plan at all. Your plan completely disregards the safety of the pedestrians and homeowners in our community, Pinnacle Peak Reserve. If you have to, buy out a row of houses on the east or west side of Miller Rd and plow them to make the road wider, separate and build wider sidewalks and ensure a safe corridor for those of us that live here instead of throwing us under the bus so you can complete your plan congratulate each other on what a great job your mutual admiration society has done together. I do not applaud you in any way. In the short run, it may cost more money to demo a row of houses, or run the bridge the entire way to Happy Valley Rd east of Pinnacle Peak Reserve East, in the long run it is a much more aesthetically appealing cohesive design similar with other neighborhoods to the south, and those that will be built to the north of us I am sure, and ... it will save pedestrians lives and keep cars out of backyards, and not devastate our neighborhood with traffic and noise. Anyone that drives along Miller Rd will see a cohesive design, instead of saying, gee this community sure got screwed and the city obviously went cheap and didn't plan well in this community, which is truly the case. Your planners seem more interested and focused on decorating the bridge, city council members have stated they are "advocating for the trees and wild animals". The trees and wild animals don't vote, don't pay taxes and are not homeowners whos' property values will plummet making their homes hard to sell due to the increase in traffic, noise and crime. If you build the road extension to the east of Pinnacle Reserve East, or terminate the project entirely, the homeowners, taxpayers, animals and the trees will all be happy! I also read recent studies questioning whether the Arizona Phoenix metro areas will someday become uninhabitable due to increase in heat, this because of urban development, and you are the planners creating that one community, one road and shopping center, and giant nationwide insurance buildings at a time. Year after year we are seeing record number days above 100 degrees, hotter temps earlier in the year, hotter temps staying later in the year, increase in high temps, warmer winters, little or no rain, all the signs are there, but we look the other way and ignore the obvious. Scottsdale will become one big heat island. We all see the effects that carbon emissions and climate change has on our environment, and is occurring all over the world. Land development, more cars, more traffic all contribute to increase in temperature, and unfortunately until something drastic happens, and we are past the point of no return, we will not change, but then it will be too late. Your plans are permanent, the effects are permanent. I request you change your plan, modify it, divert it, or better yet, terminate it entirely.

### **Comment 42**

Good afternoon,

Put quite simply, the tax paying residents of this zip code do not want this road put in and we had been told in the past during HOA meetings attended by the City of Scottsdale that it was highly unlikely that

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the project would ever be funded to the associated costs of building the land bridge. It's unnecessary and will devalue both our property values as well as our quality of life. It seems like the wants and needs of commuters are being put above the desires of homeowners, who again pay taxes in this zip code to fund these projects. I also believe that many of the current projections for increased traffic flow will be outdated since the post Covid world will have much more work from home opportunities and there will be less traffic in general. Specifically speaking to the Nationwide building on Hayden and 101 being underutilized and not housing the same number of office workers as had originally been planned.

There are many other available options to help individuals gain access to shopping, etc. For starters, why doesn't the city complete the sidewalk that runs along side Scottsdale Road from Juan Tabo to Pinnacle Peak?

I will plan to call in and speak further in detail at the meeting on May 20th.

Sincerely,

[REDACTED]

### **Comment 43**

Very excited about the prospect of having safer way out of Pinnacle Reserve subdivision. As the committee probably knows it's very dangerous pulling out from Juan Tabo Rd due to the increase in residences north of Happy Vally Rd...this is a much needed access to Pinnacle Peak. and the 101. Thank you,

[REDACTED]

### **Comment 44**

I have been a resident of Pinnacle Reserve for the past 24 years. One of the main factors in choosing this community was the privacy that it provided by not having traffic congestion and noise flow through the community. I have many concerns with the addition of the bridge over the Rawhide wash and the improvements for flood control. These two projects will have negative unintended consequences that are not being addressed within the current scope of the projects.

Having traffic flow between Happy Valley Road and Pinnacle Peak Road on Miller Road will have the following negative unintended consequences.

The Pinnacle Reserve community is being divided in half. It will not be local neighborhood traffic anymore.

Going for a walk along Miller Road will become increasingly more of a hazard for local residents with the increased traffic flow. In the project area you are proposing 8' wide sidewalks with a landscaping area as a gap before you transition to the street. The transition to our sidewalks at Parkview lane will essentially create a bottleneck as you transition from 8' sidewalk to a 5' wide sidewalk. People currently have to step into the street when passing each other while walking their dogs or walking with children. This will become a higher risk for accidents once the bridge and traffic are in place. What are the proactive steps

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that the City of Scottsdale will be taking to ensure that our sidewalks are as safe as the sidewalks in the project areas?

Crossing Miller road on foot will also become problematic. Crossing Miller Road from Pinnacle Reserve 1 and Pinnacle Reserve 2 with only one crosswalk at the far north end at Happy Valley Road. Currently you can cross the street safely at the south end near Parkview lane as well without jay walking. What are the proactive steps that the City of Scottsdale will be taking to address this issue?

Noise abatement, is discussed in the project area, but there is no mention of any noise abatement in my neighborhood where the need is greater because the homes are closer to the street than the homes that are in the project development area. Why doesn't my neighborhood receive the same consideration when it comes to noise abatement? What are the proactive steps that the City of Scottsdale will be taking to address this issue?

Will there be a north bound left turn lane on Miller Road to Parkview lane?

Will there be a west bound left turn lane on Happy Valley Road to Miller Road?

Another concern is the crime rate will go up. Most likely, property crime. What proactive measures are being taken to address these types of issues? It also seems that where ever there is a bridge sooner or later you will have trash and transit population. We have already had issues with homeless people along the current trail system. Who is going to clean up the trash along the new trails that are being built? Who is going to maintain the trees and plants?

Bike paths through the community will also create additional traffic and people that we currently do not have. No longer will it be a local traffic only neighborhood.

Currently, our H.O.A. is responsible for all of the tree trimming, landscape maintenance and trash pickup along Miller Road between Happy Valley Road and Parkview Lane. With the new inflow of traffic there will be more trash. Over time we will have additional costs to our maintenance areas because of the additional traffic.

Why is the North/South road alignment Miller Road instead of Hayden Road where it should be?

When is Miller road going north of Happy Valley scheduled for construction?

The possible construction of a bridge and road cutting through the neighborhood was not disclosed when I purchased my home. I feel that we were not asked if we wanted or needed the bridge. We did not have a voice in the decision making process.

I am not in favor of this project. It seem that my only choice now is to move from my home of the past 24 years or adjust to more noise, more traffic, more crime and more trash. This project is making my neighborhood less private, less desirable, with more noise and congestion.

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### **Comment 45**

the traffic on happy valley rd after Miller is connected will be horrendous as will the noise and added pollutions. the traffic coming down happy valley westbound towards scottsdale rd today is already too much and cars are driving in excess of the posted speed limits by at least 15 to 25 mph over., this project is not a good solution , it simply funnels more traffic into a developed neighborhood area.

### **Comment 46**

Nice Job!

My vote: Keep it simple. Bridge Style: Alternative A- Ranch Style. River Rock veneer. Cap stone on pedestrian safety wall.

Thank you,



### **Comment 47**

I am looking forward to this project being completed as it will give our community easier access going south without having to deal with the heavy traffic on Scottsdale Rd. I like the idea of adding decoration to the bridge whether it is river rock or rock veneer and decorative railings. I think that makes Scottsdale so much more interesting than just plain concrete and iron rails. Thank you for all your hard work!

### **Comment 48**

Where to start? Ideally, this project never should have been brought to fruition, but that is moot. I am very concerned about the probable noise impact on my home & neighborhood. You state that noise walls are probably not indicated at this time, but according to your own projections, traffic on Miller Road will probably increase by nearly 50%. With this projected increase, along with "normal" vehicular traffic, truck traffic will most certainly increase as well, and with it, increased noise. I see that you are proposing some sort of landscaping around the bridge, itself, but sound walls along the length of Miller Road are esthetically and practically a poor choice. I would strongly recommend planting of oleander would provide a more attractive result, and ultimately, a natural sound and safety barrier. A nearby example of this would be the installation of oleander along Pinnacle Peak by the Scottsdale Country Club golf course. In addition, numerous locations along some of the Interstate highways have successfully used such installations in medians rather than walls, guard rails, or cable systems. I have further concerns over the planned pedestrian/horse trail on the west side of Miller Road. I have lived here for 27 years, and as yet, have never seen a horse/rider along Miller Road. Also, I believe there is already an existing such trail on the east side of Miller Road, therefor eliminating the need for a second such trail. Thank you for your attention.

### **Comment 49**

I am one of approximately 25 neighbors in the Los Portones neighborhood who own homes along the west side of Miller Rd north of Pinnacle Pk. We are a gated community and currently enjoy a quiet and secure environment. The "back yard" areas are the primary outside spaces for our homes. These areas have a low wall that isolates us from Miller Rd. The current arrangement has been adequate for the light residential traffic, but would be inadequate for a thoroughfare such as currently exists on Miller Rd

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south of Pinnacle Pk. The projected traffic flow of 22000 vehicles per day will completely change the quiet and secure existence we currently enjoy.

The project presentation of April 23rd states there are no additional plans for noise mitigation adjacent to our community. I had stated in an earlier email to your office that "I hope the construction plan would include some type of barrier for security and noise abatement for me and my neighbors". In my conversation in February with Mr. Meinhart, I stated that a solid wall was, in my opinion, the only way to properly address the issue. I have reviewed the current plan and continue to believe there is no other way to preserve our quiet and secure environment without a wall.

The presentation also shows a plan for a multi use trail along the west side of the new construction (south of the wash). There is currently no trail either beyond the Miller Rd/PinnaclePk Rd intersection or north of Rawhide Wash. I suspect a trail of this short duration would be of little use to anyone. I propose that the space/property and financial resources be better utilized for construction of a barrier wall. I'm sure our community would be much better served.

Thank you for listening to my concerns regarding this issue.

### **Comment 50**

I am on the west side of Miller Road.....north of Pinnacle Peak.

A MAJOR concern.....noise and protection.

Cement wall.....how far from residence? How high? Maintaining it?  
and / or tree/ bush blockage

Walking path.....not to be close to my residence 😬.....protection / safety for myself and neighbors.

PLEASE catch me up with protection supportive plans 😊

### **Comment 51**

1) Why is multiuse trail needed? It doesn't connect to other trails at either north or south end. I have never seen an equestrian in the 6 years of living in the area. It is also too close too Los Portones community to the west. I would much rather money be spent to provide both visual and sound screening to the residential areas on either side of Miller Road.

2) the results of the noise study should be shared with the community. what is the forecasted level during high traffic times? How much will landscaping as buffer reduce it by? What is the targeted noise level in residential communities? Is there a plan to do actual measurements to increase buffer as needed?

3) I am not a fan of mesh screening being used along the bridge as I think it limits views. would rather see options B or C, although I think C might require more maintenance. shouldn't there be higher protection between the traffic and the walkway along the bridge (vs. the outer perimeter on the wash side)? concern with items being kicked up by tires on the roadway as very few people reduce their speed to 35 mph on Miller Road before Pinnacle Peak Road.

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### **Comment 52**

To whom it may concern,

When my husband and I first decided that this is where we will want to spend most of our lives, and create most of our memories with our two children, the deciding factor was the beautiful backyard. This backyard of ours has been a family hotspot for tons of small lovely gatherings where we can enjoy the elements presented each season, and the neighbors in our vicinity have also had wonderful small gatherings, with a priority of maintaining appropriate levels of noise. When paved, this road will cause a lot of commotion that will ruin this beautiful quietness and serenity. The idea of building a wall between the road and the wash would ruin the serenity and environment of the backyard. The only possible way to pave this wall and try to maintain the essence of this backyard is by creating a wall from Oleander trees, or something of the sort. One selling factor when we first bought this house was the backyard, and it has been a staple in many of the memories we've made. Another selling factor was the fact that this is a double-gated neighborhood. If a wall isn't erected to keep the noise and the lights from passing cars out, the idea of having trails leading from the road into the backyard completely ruins the safety provided by the gates. These concerns have been corroborated throughout many of the neighbors that I have spoken with. These are crucial parts of all of our lives, and the most I can do is hope that the City of Scottsdale keeps the citizen's best interest at mind. Privacy, safety and beauty are our upmost concerns.

### **Comment 53**

We purchased our home in December 2020. Our back fence faces Miller and we are very disappointed to learn that a four lane through street will now be 20 feet from our quiet back yard. Although I know we cannot stop this project from going through, I request that the city impose a lower speed limit on that portion of the road that is going through quiet neighborhoods between Happy Valley and Pinnacle Peak.

Currently traffic on Scottsdale Rd and Pima Rd have 45-50 MPH speed limits but traffic is flying at speeds up to 60+ MPH.

Hayden Rd between Happy Valley and Pinnacle Peak has a 40 MPR speed limit. I ask that this extension have a 40 MPR limit between Happy Valley and Pinnacle Peak too.

### **Comment 54**

City of Scottsdale - Miler Road Expansion  
Erin Walsh - Project Administrator  
Jeremy Richter - Project Manager

I have been a long time resident of Los Portones since 1992. My townhome is one of the 25 homes that are situated along the west side of Miller Rd, north of Pinnacle Peak.

I have seen a lot of change and development over the years. Far gone are the days of looking out my kitchen window and viewing the fireworks displays from Rawhide Western Village and the Scottsdale Princess. What was once zoned as one and a half acre lots east of my backyard, which warranted paying

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a higher lot premium for the spectacular views of nature and wildlife, has been rezoned more than once to include Miller road expansion and far more density of homes.

After viewing the proposal more than once, my major concerns regarding the road expansion are factors of noise abatement, increased security risk, placement of lights, and ascetics. I would like to know more specifics on who, what, and how this specialized company conducted their research to determine that a sound wall was not warranted. I see no need for an additional trail on the west side of Miller Road. Sidewalks on both sides and the already marked trail on east side of Miller is more than enough access to the Rawhide Wash. It is my understanding that half of the Rawhide Wash is part of Los Portones property. I would like to see a "Wall of Oleander" in place of the proposed trail on the west side of Miller Road. There is already a "Wall of Oleander" at Pinnacle Peak Country Club on Pinnacle Peak and Pima Road, which acts as a sound buffer, provides additional security and defuses light from passing traffic.

Thank-you for listening to my concerns regarding these issues. I will look forward to your response and being kept informed.

Sincerely,

[REDACTED]

May 7, 2021

### **Comment 55**

Three comments:

Pinnacle Peak area (lived here since 1976) was planned by Jerry Nelson with the explicit requirement of low lighting. I am very concerned about what is being planned for the Miller extension.

Plantings on the west side of the extended road for ascetics as well as sound control.

Absolutely no need for a trail on the west side of Miller since there is already a designated and posted trail on the east side of Miller.

### **Comment 56**

Overall, the project designs and exhibits look reasonable. Each is pleasing in its own right and I have no preference for any one. I would suggest for all of them steel cables always looks much better the rebar. Smooth river rock facade is more appropriate for a wash flow area. Concerned about bridge maintenance though. Scottsdale has not done a good job on maintaining appearances for wash/ NAOS bridges. The bridge over the NAOS just south of Happy Valley on Miller Rd looks terrible. Don't think it has ever been repainted since installation even though HOA has requested numerous times. City always claims, ""No money.""

Also concerned about the quality and status of the section of Happy Valley Rd to the east between Miller and Hayden Rds. This used to be a dirt road and was only paved for dust mitigation. It is listed as a Major Collector, but it is still a narrow two lane across the wash. Minimum width, no sidewalks, no bike lanes, full of dips that flood with any decent rain. It is heavily used between Pima and Scottsdale Rds. What is going to be done about this? I'm afraid when this project is completed, many more cars will be dumped at the Miller/Happy Valley intersection with an extremely poor east boundary outlet.

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### **Comment 57**

I have reviewed all of the materials for this project, and I still have one, probably obvious, question: Are there plans to install a traffic light at Miller Road and Happy Valley Road to handle the increase in traffic when this project is completed? No light is mentioned anywhere, and without one, there will be a traffic nightmare at that intersection. I understand that it might not be within the geographic scope of this project, but if it is planned it should at least be mentioned to alleviate resident concerns.

I am impressed by the design options and depth of planning. I have a couple of small comments: First, when you are considering using rebar or other, less visually obvious barriers along the bridge, please consider their visibility at night to rapidly moving cars. I am all in favor of using the least obtrusive materials, as long as safety is assured. And last, please no snakes. We have bobcats and mountain lions in this area, please consider depictions of those. Thank you.

### **Comment 58**

The expansion of Miller Rd will absolutely ruin the quality of life for residents in Los Portones and the surrounding communities.

When I heard about the expansion, I thought it would continue the single lane it currently is up to Happy Valley. Then, when I read more it would be two lanes in each direction headed to an essential dead end on Happy Valley!?!? Why????

All this is going to encourage is people to get off of Scottsdale Rd when it is crowded and just shift the traffic/noise to a new area. Same thing for people going north.

We have a very large wash here that is home to many desert species. When you add what is basically a highway adjacent to the wash, the wildlife will be impacted negatively. Plus, who wants to take a peaceful walk in the wash when traffic is zooming by? Who wants to hear all of the traffic sitting at home?

The homes that are located in the Pinnacle Peak to Happy Valley stretch are bearing the brunt of this expansion and our home values will likely fall as a quiet road (residents only) turns into a four lane highway to service people who are looking to avoid Scottsdale Rd and Pima Rd traffic.

Please reconsider the design and keep it 1 lane in each direction. Traffic will increase, but it will not be the free-for-all noise and traffic it will turn into.

Also, consider the materials used for the road. Can you use noise-absorbing materials?

We have owned our home overlooking the wash since 2005 and this 4 lane expansion plan ruins all that we appreciate about having a home overlooking a peaceful wash.

Thank you.



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### **Comment 59**

Concerned about vehicle noise with significant increase in daily traffic up to 22,000/day - recommend reassessment of noise analysis one year after completion to determine if noise reduction structures are warranted. In addition to vehicular traffic, will now have foot, bike, horse traffic which also brings noise.

Concerned about wildlife - explanation in FAQ lacked depth of strategies to ensure desert animals are protected. Already we have coyotes and bobcats in our neighborhood because of the new constructions pushing them out of the wash and surrounding desert.

Concerned about flooding in the wash due to new construction even with new culvert - wash floods and overflows into backyards during monsoon season already.

Landscaping dense enough to inhibit view of new roadway, increased traffic, and people/animals on multi-use path on the west side of Miller Road is appreciated to maintain some privacy of backyards.

### **Comment 60**

I live in La Vista neighborhood near the back gate that backs up to Miller road by the wash. I am extremely upset by this project. How do you expect to handle the noise and even potential of unwanted visitors in our neighborhood with 20,000 cars a day in the area? How will people be able to safely walk or ride bikes anymore? This is an absolutely horrific plan.

### **Comment 61**

As excited as I am to see some much needed infrastructure begin here in North Scottsdale I just don't see how this is a sensible solution. Pinnacle Peak is full of traffic delays heading Westbound with no discussion of widening it to a 4 lane however the city is connecting Miller to Happy Valley? I see near accidents almost daily from the Safeway and Sprouts shopping centers, no solutions. We don't even have a sidewalk along Pinnacle Peak to get our family safely to the local park! I hope Scottsdale considers its priorities and the effect Miller will have on home values.

### **Comment 62**

Amazing the noise study doesn't indicate mitigation is required. Many homes along that stretch are going to be negatively impacted! Without walls the home values will be negatively impacted! PLEASE consider limiting speed to 40 or less to reduce noise impact on surrounding homes and this native area used for recreation!!!!!!

██████████

### **Comment 63**

As a resident who runs or walks along the Miller road wash daily, I ask that you please preserve as much of the natural landscape and feel of the wash as possible. Having multi use paths over the bridge as planned will keep this as a useful thoroughfare to those who enjoy the beauty of this area of Scottsdale. Please make the bridge something that blends into the surrounding area as much as possible and allows for free movement of people and wildlife. If possible, please leave the surrounding area of wash/paths to the southwest untouched to preserve space for wildlife and to allow residents to continue using the full space and to be able to still get to E Los Portones from Miller Rd.

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### **Comment 64**

I didn't hear anything in the presentation addressing changes in the connection of Miller at Happy Valley. Is the stop sign going to remain? Are traffic lights going to be installed to manage the increased traffic flow? Street lights? What about Happy Valley? It already carries more traffic than it is designed for, especially construction traffic trying to bypass Pinnacle Peak. How will it be able to carry more traffic on such a narrow road where there are stretches with no improvements?

### **Comments 65**

First, I do not believe the project is worth all the expense. That being said, I do not see any value in putting hiking/horse paths on both sides of Miller road. Especially south of the wash. There is no horse traffic any where near Pinnacle Peak Road. One walking path on the east side of the street beside sidewalks even sounds excessive.

I am also concerned on the effect of the changes to the wash and the effect it will have on the smaller wash running in back of my home in Los Portones. This does not seem to be addressed in any of the descriptions I have read.

### **Comment 66**

We elected the present Council to slow down/stop more expansion of urban Scottsdale. Please stop destroying desert.

### **Comment 67**

This project is necessary to ease congestion on Scottsdale Rd, which should long ago have been improved to six lanes to support the growth already approved by Scottsdale and Cave Creek. I have seen many collisions by people living in the communities around there as they try to turn south onto Scottsdale Rd and this bridge would allow them a better option.

### **Comment 68**

I think this will draw much more east/west traffic down Pinnacle Peak and Happy Valley which will have a negative impact on those that have homes along the corridor.

### **Comment 69**

Recommend sound and noise abatement barriers be included along both sides of Miller Road beginning at Pinnacle Peak Rd and extending to a point at least North of Los Portones' Townhomes on the West and to a point immediately west of E. Starla Dr on the East. [REDACTED] Los Portones Townhomes.

### **Comment 70**

It will be nice if it eases some of the traffic on Scottsdale Road that has gotten terrible.

As a biker, thanks for including the bike lane!

### **Comment 71**

I understand the Miller road expansion and don't object in concept. However, Miller road from Pinnacle Peak to Thompson Peak is highly residential and has become like the Indianapolis speedway for those

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North of us looking for the fastest route to the 101. Pima road is just as nice but has speed cameras, so people choose Miller. Scottsdale road hasn't been expanded and improved enough so people choose Miller. It's as if the city is intentionally trying to divert traffic down Miller without giving residents in the area the same traffic protections as those along Pima. If you do this expansion, we need speed cameras and the speed limit should be reduced from 45 to 35 between Pinnacle Peak and Thompson Peak to protect residents.

### **Comment 72**

Delighted, badly needed. Nice looking drawing of road. Right now function is needed to handle existing traffic needs.



### **Comment 73**

Not only is this extension overdue but it should also be extended north to Dynamite as originally plated

### **Comment 74**

I have real concern with the amount of cars projected to be on this road according to your reports. The drivers already ignore speed limits on Miller which can be hazardous. There is a need for speed bumps in this area as it is.

The new traffic patterns are just not worth the money assigned to build a bridge necessary to prevent flood issues and allow for access.

There are already enough roads to take the traffic in a, neighborhood friendly, safe transit.

I am opposed to the building of this thru way and believe that this money can be spent more effectively elsewhere.

### **Comment 75**

We live in Sonoran Hills off of N. Miller Road (I just realized that I have been wrongly calling it N. Hayden Road since we moved here!) and our children attend Cave Creek Unified School District (Languages Programs) so our commute is north on N. Miller Rd., west on Pinnacle Peak Rd., then north on Scottsdale Rd., back and forth twice or more, every weekday. The expansion of N. Miller Road would allow us to avoid the intersection of Pinnacle Peak and Scottsdale Rd.

Wouldn't it make more sense to call this an extension of N. Hayden Road ?

# SCOTTSDALE TRANSPORTATION COMMISSION REPORT

**To:** Transportation Commission  
**From:** Susan Conklu, Senior Transportation Planner  
**Subject:** 70<sup>th</sup> Street Neighborhood Bikeway  
**Meeting Date:** May 20, 2021



## ITEM IN BRIEF

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

**Purpose:** Provide an update on the 70<sup>th</sup> Street Neighborhood Bikeway.

### Background:

In summer 2019 city of Scottsdale successfully applied for funding from Maricopa Association of Governments (MAG) Design Assistance Program for the 70<sup>th</sup> Street Neighborhood Bikeway.

Transportation staff selected from MAG's On-Call Consultant list, choosing Harrington Planning + Design as the primary consultant, with TY-LIN International Group and Traffic Research and Analysis as their subconsultants. The project is 100 percent federally funded with no required local match.

The project follows a 2.5-mile corridor along 70<sup>th</sup> Street from Continental Drive/Roosevelt Street on the Scottsdale/Tempe border to 2<sup>nd</sup> Street in Old Town. This is the longest bike route in the area, but is not easily identifiable to bicyclists, especially newer or less experienced riders.

This is the first of several planned Neighborhood Bikeways, which are typically found on streets with traffic volumes of under 2,000 vehicles per day (vpd) and residential speeds. Often, bikeways contain connections that can only be made by bike or as a pedestrian. They are typically found on the ¼-mile network through neighborhoods but feature destinations such as parks, schools, libraries, community centers, religious centers, medical facilities, and connect to the rest of the bikeway network. These are considered low-stress bike routes for a wide range of users compared to bike lanes along busier streets. These corridors typically have shared lane markings (sharrows) or bike lanes depending on traffic volumes, and can include signage, traffic calming, and enhanced crossings at major streets.

### Update:

The study included 5 segments that were characterized by the width of the existing right-of-way and adjacent types of land use, shown in Figure 1. These include single-family homes, multi-family homes, and commercial uses. Segment 3 features an alley that was previously studied for bike improvements.

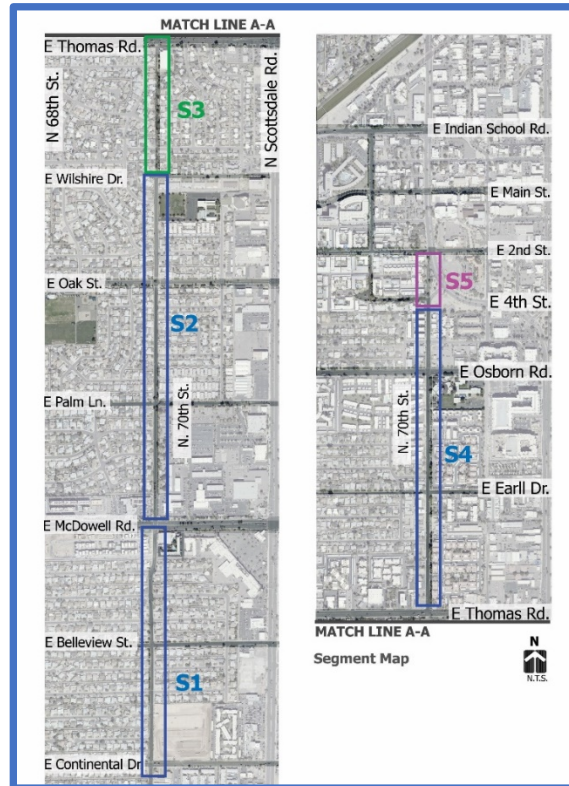


Figure 1

Based on existing conditions, traffic volumes, public feedback, and parking usage, there are two primary concepts for staff to consider for future improvements including sharrows and bike lanes along the corridor. A shared use path is proposed for the alley portion, but an on-street option around this area can be considered. Potential design elements include wayfinding signage, traffic calming devices, improved ADA connections, and intersection crossing enhancements. One of the goals is to preserve on-street parking in the corridor.

Transportation staff provided an update to the Paths and Trails Subcommittee meeting at the December 4, 2019 meeting. Two virtual open house meetings were held to gain feedback from the public in November 2020 and March 2021. A project webpage was created and includes the virtual open house materials: [City of Scottsdale - 70th Street Neighborhood Bikeway Study \(scottsdaleaz.gov\)](https://scottsdaleaz.gov)

### Next Steps:

Staff are currently reviewing the final Project Assessment Report. Depending on feasibility, elements from either concept may be used or the level of improvements may be phased in over time. Future design and construction will require prioritization of the concepts and segments. In addition to identifying funding, Transportation staff will consider options for low-cost, near-term improvements which are low-impact on the neighborhood. As the project moves forward there will be additional public outreach and updates to the project webpage.

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

# 70<sup>th</sup> Street Neighborhood Bikeway Study

Transportation Commission  
May 20, 2021

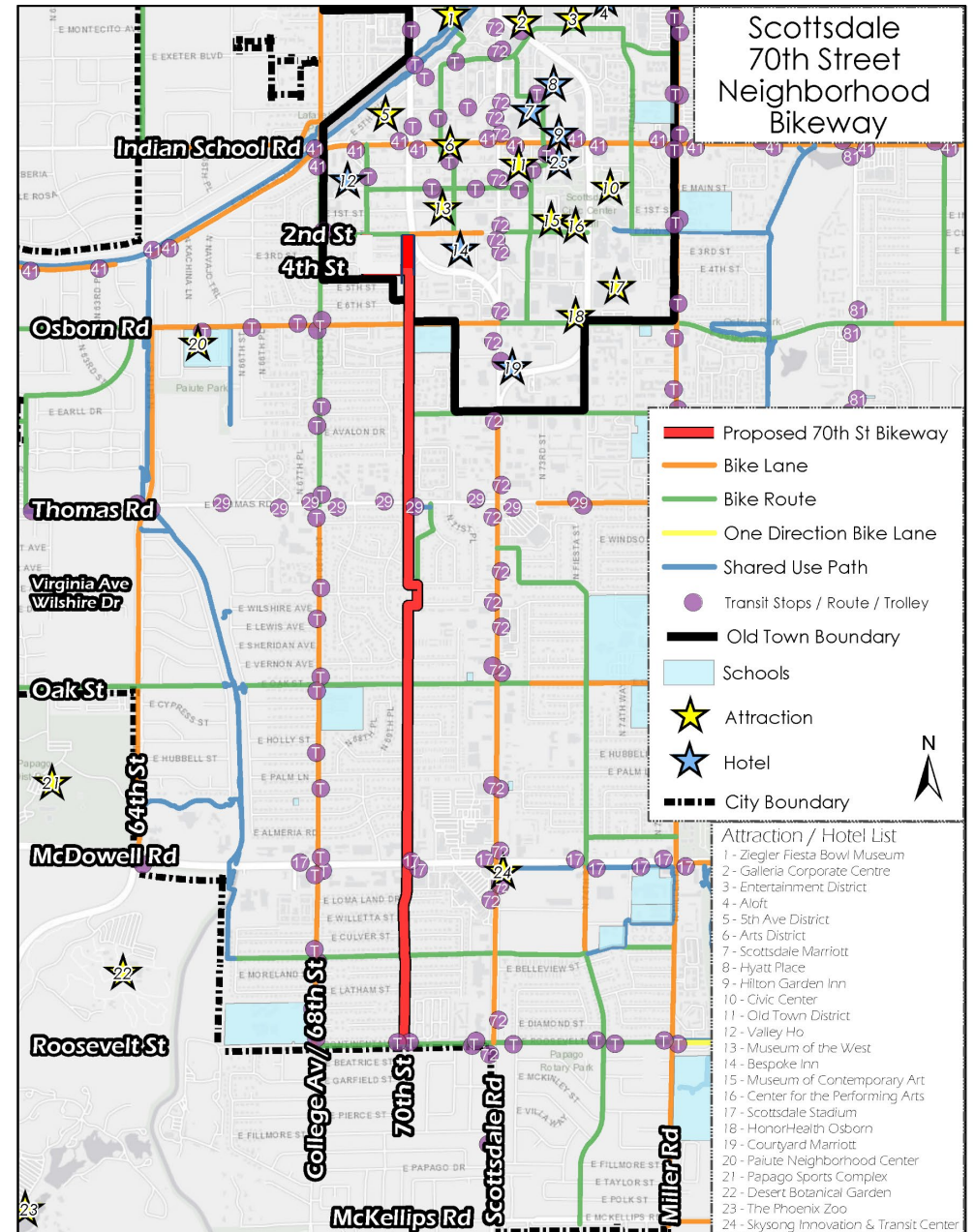
# Background

- City of Scottsdale applied for funding from Maricopa Association of Governments (MAG) Design Assistance program in summer 2019
- Selected from MAG's on-call consultant list
  - Harrington Planning + Design, T.Y.Lin International Group, and Traffic Research & Analysis



# Project Area

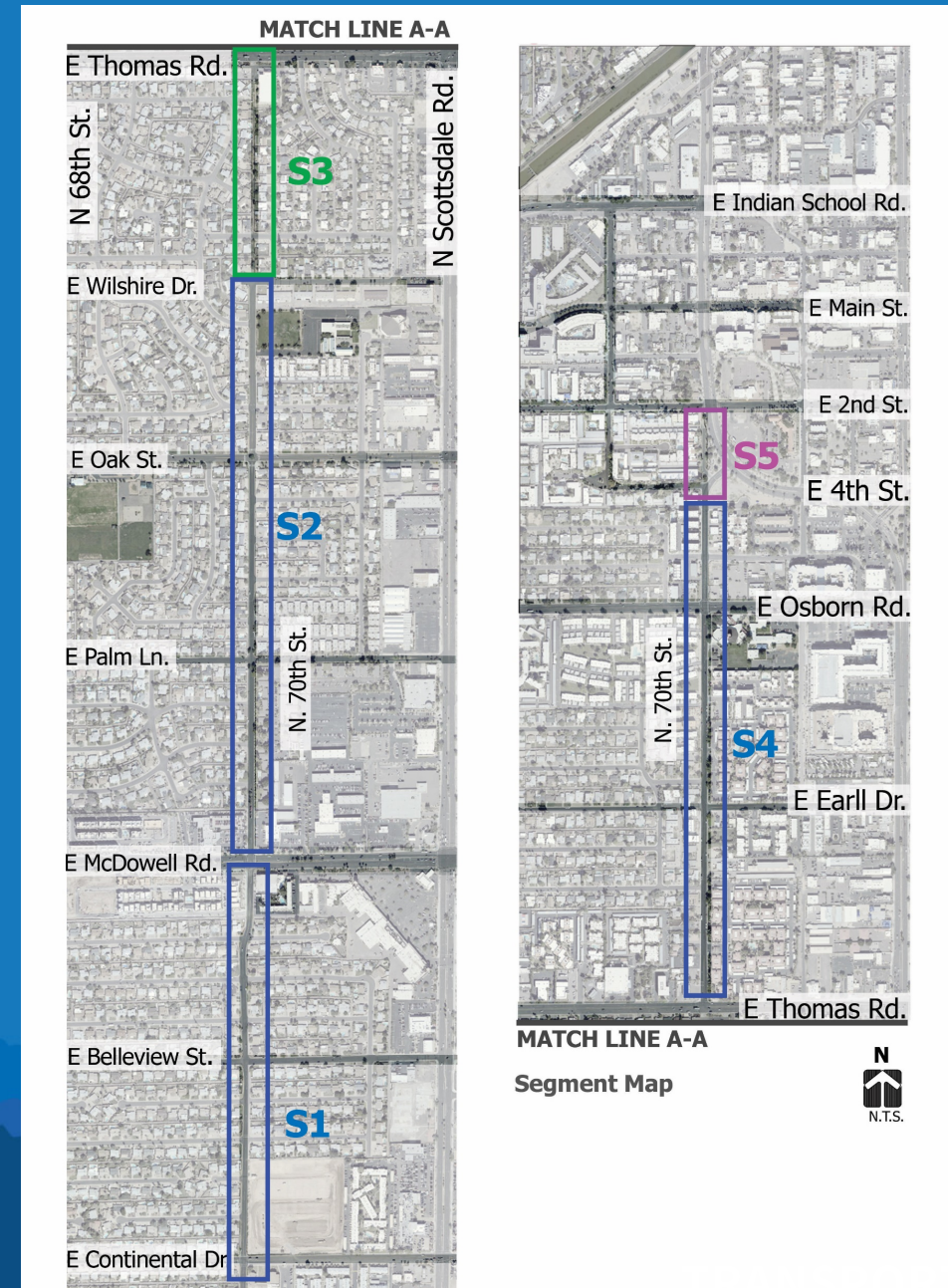
- 2.5-mile corridor along 70<sup>th</sup> Street from Continental Drive/Roosevelt Street to 2<sup>nd</sup> Street in Old Town
- Low stress route – ¼-mile network
- Will link several residential areas in southern Scottsdale and Old Town
- Destinations
- Will connect to several existing and upcoming bikeways





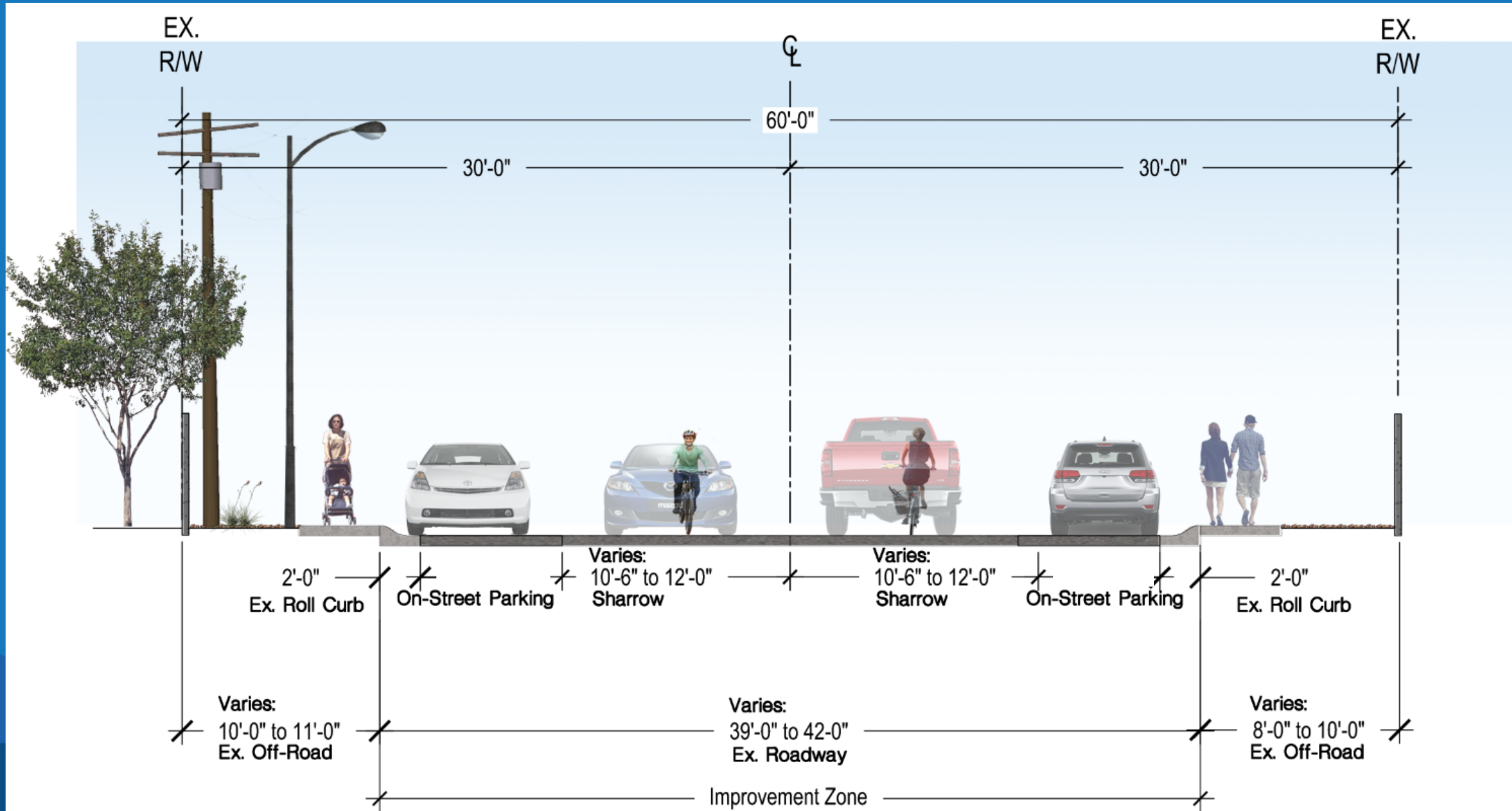
# Project Segments

- The study divided the corridor into 5 segments, characterized by the width of existing right-of-way and the adjacent types of land use.
  - Single-family homes
  - Multi-family homes
  - Commercial
- Segment 3 – alley path

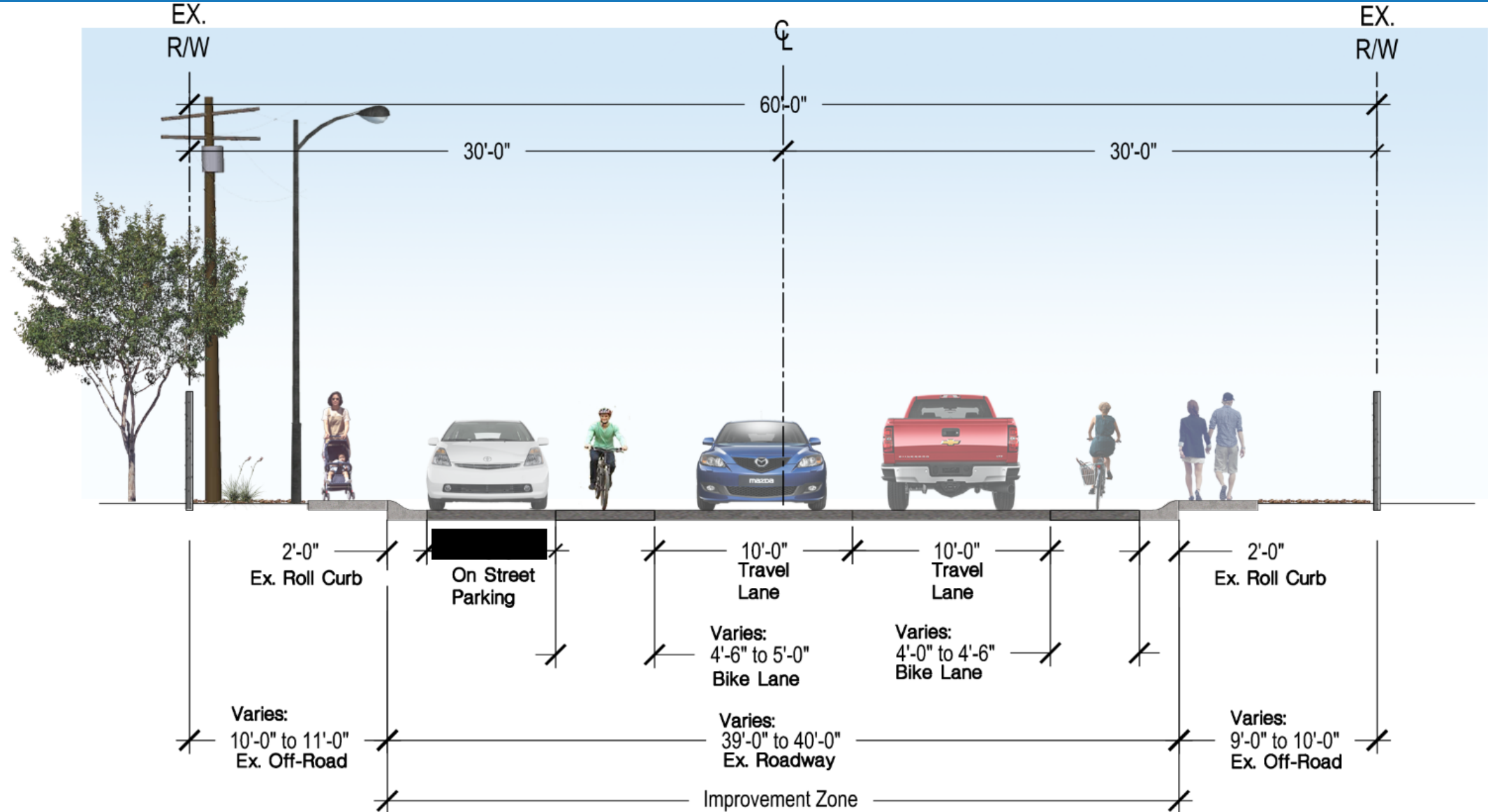


SCOTTSDALE

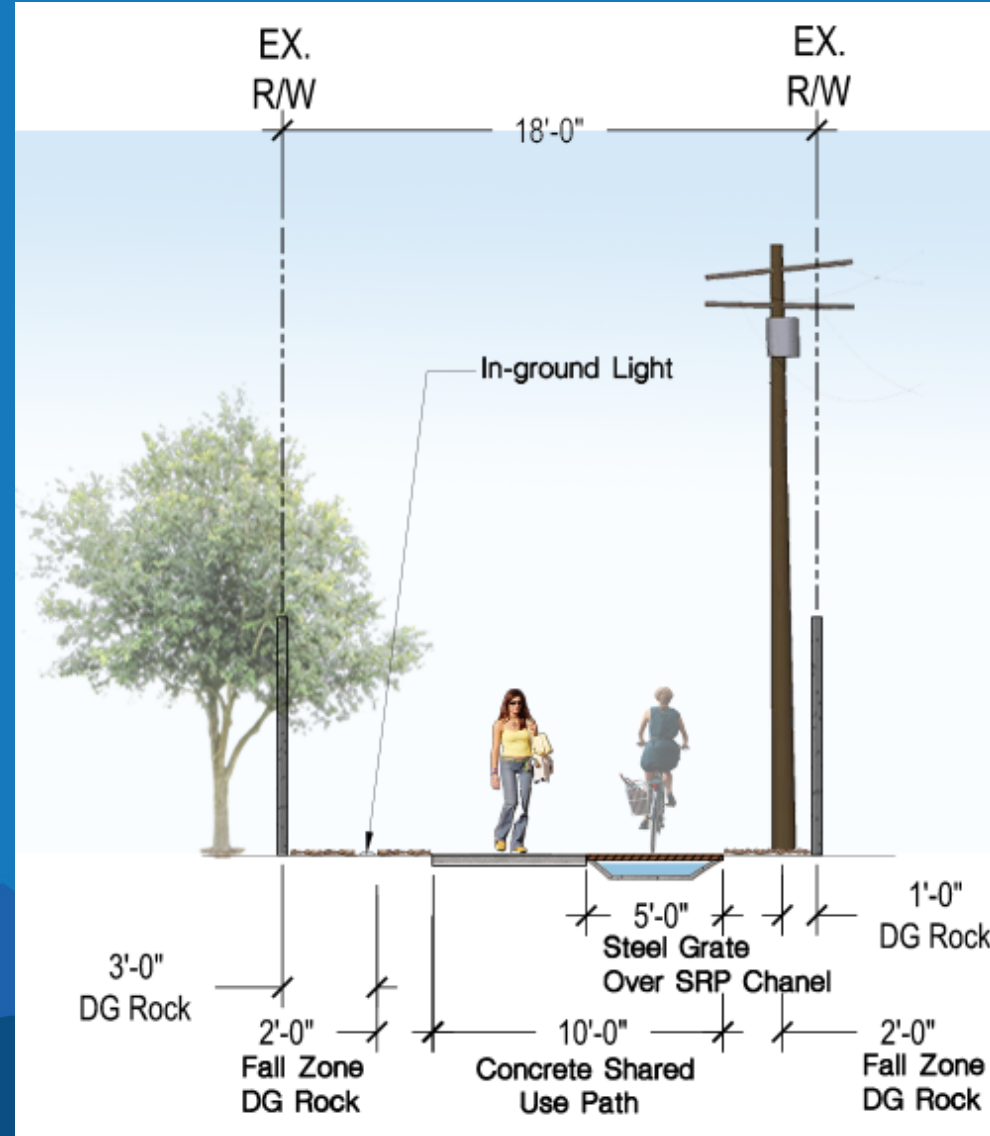
# Proposed Typical Sections Along Roadway - Sharrow



# Proposed Typical Sections Along Roadway - Striped Bike Lane



# Proposed Typical Sections Along Alleyway - Shared Use Path



# Concepts and Potential Design Elements

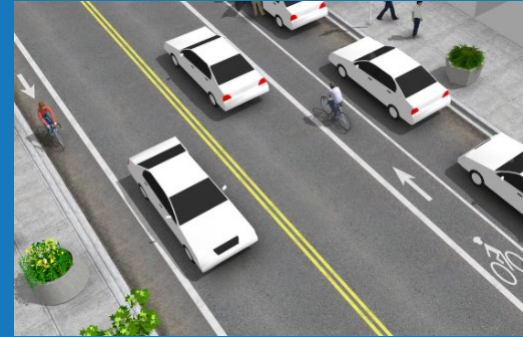
## Sharrow and Striped Bike Lane



Sharrow with one side on-street parking



Sharrow with on-street parking on both sides



Striped Bike Lane with one side on-street parking

## Wayfinding Sign



Wayfinding for bikeway

## Traffic Calming Devices



Speed feedback sign



Speed cushion



Traffic circle



Median splitter island

# Virtual Open Houses

- Meeting #1: November 16 – 30, 2020
  - Questionnaire – over 160 responses
  - Email feedback – 8 residents
- Meeting #2: March 8 – 18, 2021
  - General comment card – 11 responses
- Key Issues:
  - Connectivity and more options for biking
  - Reducing automobile speed
  - Separation from motor vehicles
  - Signal timing and detection for bicyclists
  - Safety along the alley path

# Next Steps

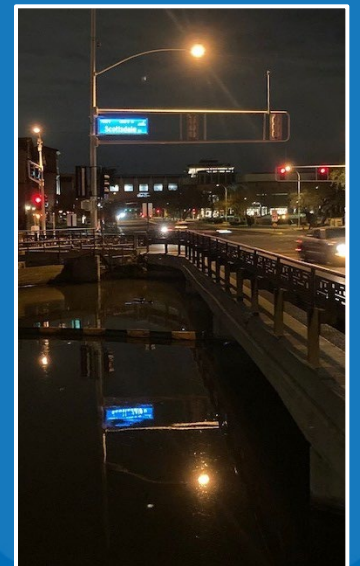
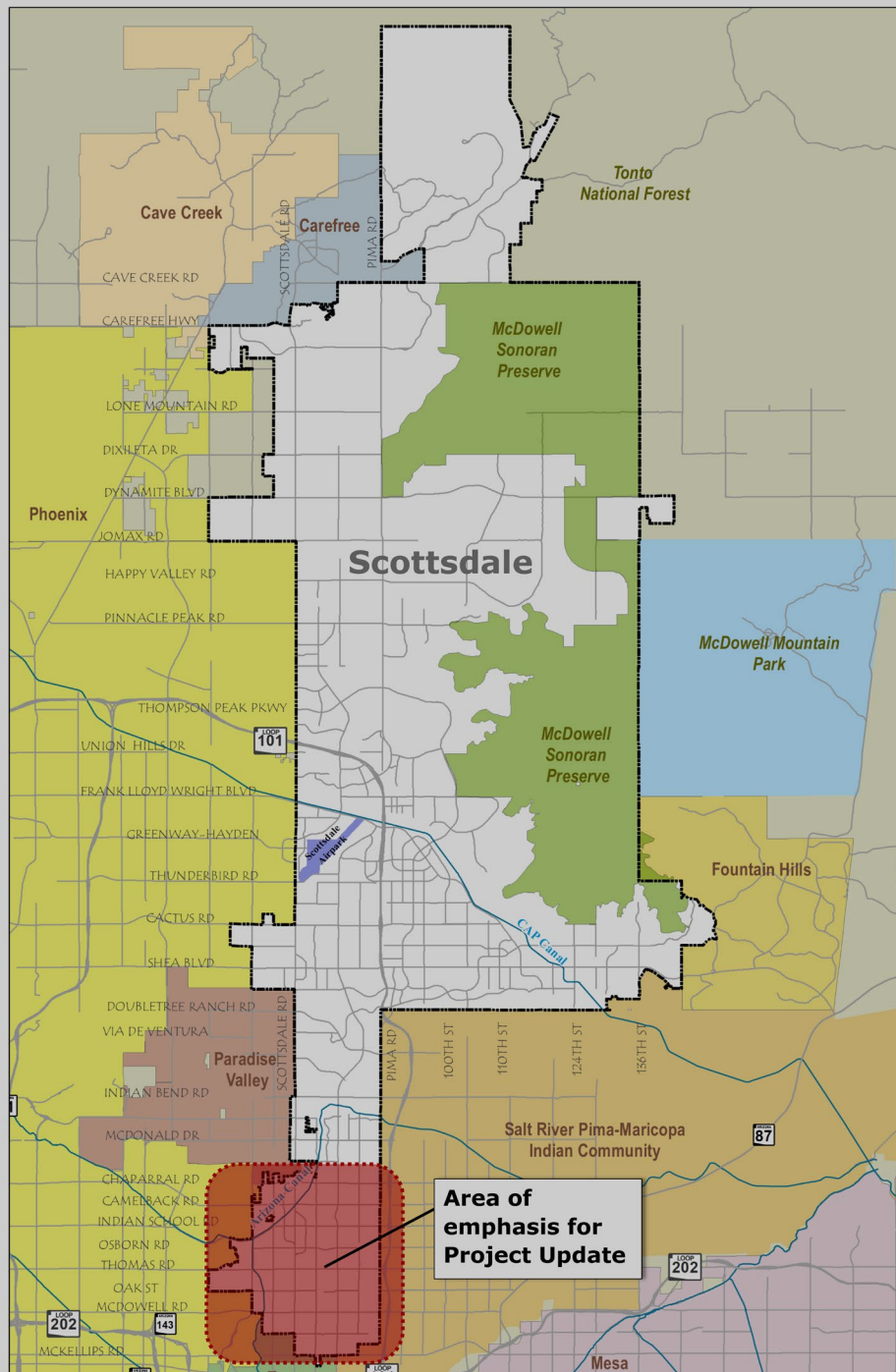
- Final Project Assessment Report
- Future design and construction
  - Prioritize concepts and segments
    - Consider options for low-cost, low-impact near-term improvements
  - Identify funding
  - Additional public outreach

# Discussion



# Projects and Programs Update

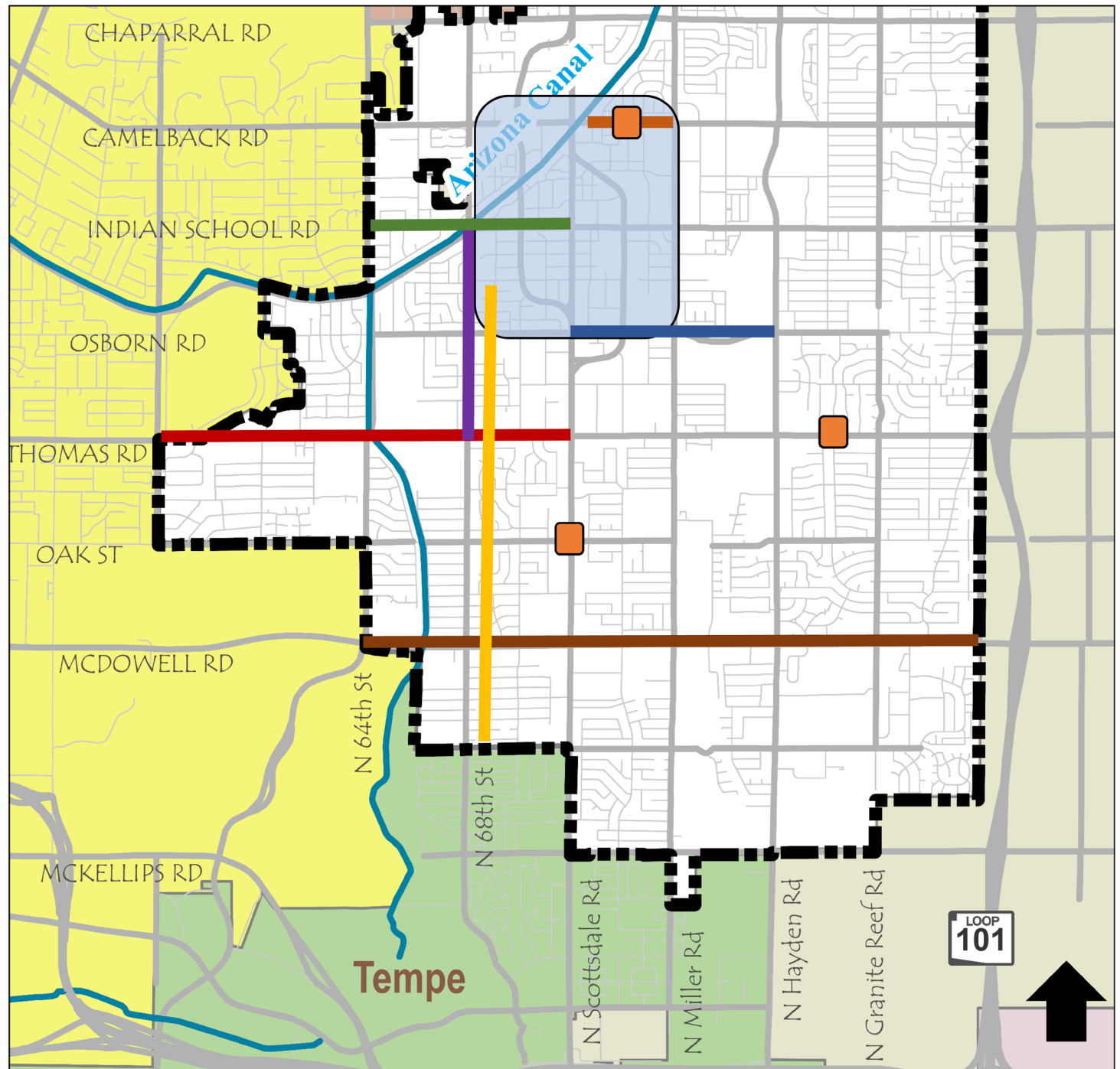
Transportation Commission– May 20, 2021



# Transportation Projects (South Area)

-  70th Street Neighborhood Bikeway
-  Old Town Bike Master Plan
-  McDowell Road
-  Thomas Road
-  Osborn Road
-  68th Street
-  Indian School Road (Complete)
-  Camelback Road
-  HAWKS

- Oak/Scottsdale Rd. (complete)
- 86th St./Thomas Rd.
- Saddlebag/Camelback Rd.



## Maintenance Projects (South Area)



**Paving Projects**

1. 68<sup>th</sup> Street – Camelback to Chaparral (adding buffered bike lanes – through bike program funds)
2. McDowell – Miller to Hayden
3. Indian School – Pima Road



**Alley Maintenance Program (ongoing)**

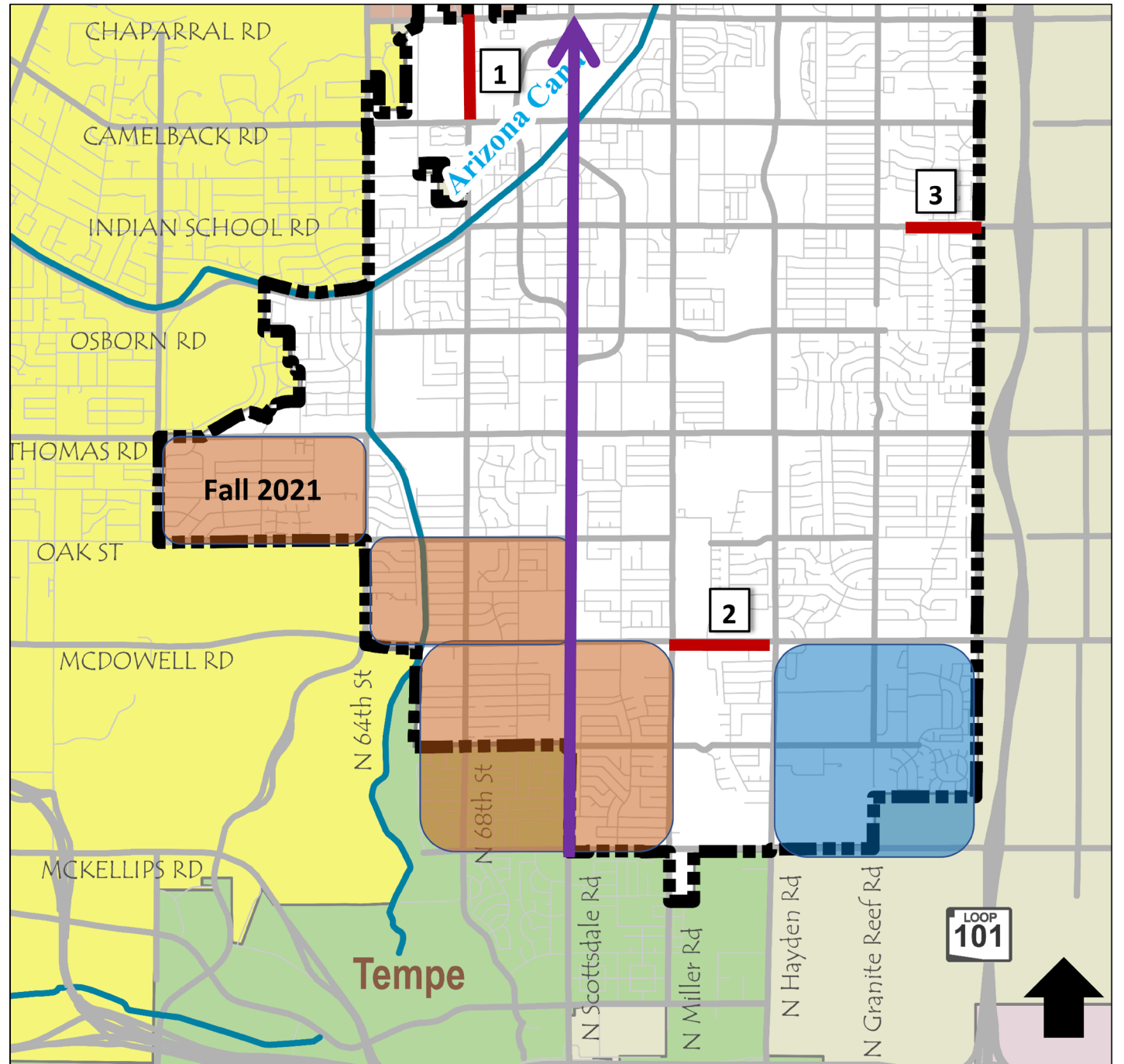


**Street Light Conversion Program (ongoing)**



**Lighted Intersection Street Signs**

**(Camelback/Scottsdale Rd - first intersection completed)**



# TENTATIVE FUTURE AGENDA ITEMS

Rev.5-13-2021

## TRANSPORTATION COMMISSION

### MEETING DATE: June 17, 2021

### REPORTS/PRESENTATIONS DUE June 10

- **Approval of Meeting Minutes** ..... Action  
*Approval of Regular meeting minutes May 20, 2021*
- **Old Town Bicycle Master Plan** ..... Action  
*Presentation of the Old Town Bicycle Master Plan recommendations – Susan Conklu, Senior Transportation Planner*
- **Research Performed on Cool Pavement** .....Presentation and Discussion  
*Presentation on research performed on cool pavement and locations where it is used around Scottsdale – ASU Professors Jennifer Vanos, PhD and Ariane Middel, PhD*
- **Other Transportation Projects and Programs Status** .....Information  
*Status of projects and programs – Mark Melnychenko, Transportation & Streets Director*
- **Commission Identification of Future Agenda Items**.....Discussion  
*Commissioners may identify items or topics of interest for future Commission meetings*

### MEETING DATE: July 15, 2021

### REPORTS/PRESENTATIONS DUE July 8

- **Approval of Meeting Minutes** ..... Action  
*Approval of Regular meeting minutes May 20, 2021*
- **Other Transportation Projects and Programs Status** .....Information  
*Status of projects and programs – Mark Melnychenko, Transportation & Streets Director*
- **Commission Identification of Future Agenda Items**.....Discussion  
*Commissioners may identify items or topics of interest for future Commission meetings*

### FUTURE ITEMS:

- **Loop 101 Mobility Project**.....Presentation and Discussion  
*Kristin Darr, consultant*
- **Impact on Parking**.....Presentation and Discussion  
*Latest parking study, Walter Brodzinski, Right-Way Supervisor*
- **November 2018 Sales Tax Projects**.....Presentation and Discussion  
*Status of Projects funded by November 2018 Additional Sales Tax*
- **Assist Business’ during CIP Construction**.....Presentation and Discussion  
*Discussion on working with local business’ during Capital Improvement Projects – Dave Lipinski, City Engineer*
- **Urban Air Mobility** .....Presentation and Discussion  
*Discuss Urban Air Mobility as Mode of Transportation*
- **Smart City**.....Presentation and Discussion  
*Discussion on the City’s participation in Smart City applications.*
- **Pedestrian Crossing Policy** ..... Action  
*Draft policy for Commission review – Sam Taylor, Traffic Engineer*
- **Median Opening Analysis**.....Presentation and Discussion  
*Reviewing data for “pork Chop” median openings compared to standard median openings – David Smith, Traffic Engineer Senior*
- **New Project Development** .....Presentation and Discussion  
*Project development and how it ties in with Transportation – Phil Kercher, Traffic Engineer & Ops Manager*
- **Vacant Land** .....Presentation and Discussion

*Impact on areas and traffic with new buildings created – Phil Kercher, Traffic Engineer & Ops Manager*

- **Study and Results from Truck Platooning** .....**Presentation and Discussion**  
*Update on Study and Results from Truck Platooning*
- **Sidewalk Conditions**.....**Presentation and Discussion**  
*Update condition of sidewalks within the city*
- **Electric Car Movement**.....**Presentation and Discussion**  
*Presentation on electric car movement – Hong Huo, Traffic Engineer Principal*
- **Shea and 124<sup>th</sup> Street Underpass** .....**Presentation and Discussion**  
*Update on underpass – Greg Davies, Transportation Planner Senior or David Meinhart, Transportation Planning Manager*
- **Downtown Trolley**.....**Presentation and Discussion**  
*Update on trolley usage – Ratna Korepella*
- **General Plan Update**.....**Presentation and Discussion**  
*Update on general plan – Erin Perreault*
- **Bus Ridership and the Transit System**.....**Presentation and Discussion**  
*Update on bus ridership and the Transit System – Ratna Korepella*
- **Transportation Action Plan** ..... **Action**  
*Presentation of the Transportation Action Plan recommendations - presented by David Meinhart*
- **Transit System Evaluation Recommendations**..... **Action**  
*Presentation of the Transit Plan Evaluation Recommendations – Ratna Korepella*
- **Bicycle and Related Devices Ordinance** ..... **Action**  
*Presentation of the amended Bicycle and Related Devices Ordinance – Susan Conklu, Senior Transportation Planner*
- **Clever Devices Application on buses** .....**Presentation and Discussion**  
*Discussion of the status of the Clever Devices application that will provide computer aided dispatch a vehicle locator system*
- **Update on MAG Prop 400E** .....**Presentation and Discussion**  
*Update on MAG Prop 400E – MAG staff*
- **Pilot Locations of Cool Pavement**.....**Presentation and Discussion**  
*Discussion on potential high impact pilot locations – Shayne Lopez, Paving Manager*
- **Approval and Funding Process of Projects Related to the Transportation Action Plan...Presentation and Discussion**  
*Discuss the approval and funding process of projects related to the Transportation Action Plan– David Meinhart, Transportation Planning Manager*

## **PATHS & TRAILS SUBCOMMITTEE**

**MEETING DATE: June 1, 2021**

**REPORTS DUE May 25, 2021**

- **Approval of Meeting Minutes** ..... Action  
*Approval of Regular meeting minutes of April 6, 2020*
- **Arizona Canal Public Art**.....Information  
*Update on the proposed public art along the Arizona Canal Path – Susan Conklu, Senior Transportation Planner*
- **Path Counter Data**.....Information  
*Update on the path counter data for pedestrians and bicyclists – Susan Conklu, Senior Transportation Planner*
- **Green Bike Lane Markings**.....Information  
*Overview of green markings in bike lanes – staff*
- **Other Transportation Projects and Programs Status**.....Information  
*Status of projects and programs – Susan Conklu, Senior Transportation Planner*
- **Subcommittee Identification of Future Agenda Items**.....Discussion  
*Subcommittee members may identify items or topics of interest for future Subcommittee meetings  
Planner*

**MEETING DATE: August 3, 2021**

**REPORTS DUE July 27, 2021**

- **Approval of Meeting Minutes** ..... Action  
*Approval of Regular meeting minutes of June 1, 2021*
- **Transportation Action Plan**  
*Review draft Bikeways, Trails and Pedestrian elements - Susan Conklu, Senior Transportation Planner*  
Information
- **Other Transportation Projects and Programs Status**.....Information  
*Status of projects and programs – Susan Conklu, Senior Transportation Planner*
- **Subcommittee Identification of Future Agenda Items**.....Discussion  
*Subcommittee members may identify items or topics of interest for future Subcommittee meetings*

**MEETING DATE: October 5, 2021**

**REPORTS DUE September 28, 2021**

- **Approval of Meeting Minutes** ..... Action  
*Approval of Regular meeting minutes of August 3, 2021*
- **Other Transportation Projects and Programs Status**.....Information  
*Status of projects and programs – Susan Conklu, Senior Transportation Planner*
- **Subcommittee Identification of Future Agenda Items**.....Discussion  
*Subcommittee members may identify items or topics of interest for future Subcommittee meetings*

### **FUTURE ITEMS:**

- **Bicycle Education Program** ..... Presentation and Discussion  
*Update on Laws and Education – Susan Conklu, Senior Transportation Planner*
- **Bike Month Recap**..... Presentation and Discussion  
*Information on Bike Month – Susan Conklu, Senior Transportation Planner*
- **Scooters** ..... Presentation and Discussion  
*Update on Scooter Regulation – Susan Conklu, Senior Transportation Planner*
- **Wayfinding**..... Presentation and Discussion  
*Update on Wayfinding – Susan Conklu, Senior Transportation Planner*
- **Vision Zero**..... Presentation and Discussion  
*Information on Vision Zero (Tempe) – Susan Conklu, Senior Transportation Planner*
- **Equestrian Connectivity** ..... Presentation and Discussion  
*Panel – Susan Conklu, Senior Transportation Planner*
- **Access to Indian Bend Wash** ..... Presentation and Discussion  
*Better access and how the Parks Dept. can assist. – Susan Conklu, 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*