



**SCOTTSDALE TRANSPORTATION COMMISSION
Notice and Agenda**

Date: Thursday, February 17, 2022

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	Kerry Wilcoxon, Commissioner
Karen Kowal, Commissioner	VACANT
B. Kent Lall, Commissioner	

Public Comment

Spoken comment is being accepted on both agendized and non-agendized 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 – January 20, 2022
- [Proposed Fiscal Year 2023 Transportation CIP](#)----- Presentation, Discussion and Action**
Discuss FY23 Transportation CIP Funds – Dave Meinhart, Transportation Planning Manager
- [Miller Road Bridge and Flood Control Project](#)-----Presentation, Discussion and Possible Action**
Update on the Miller Road Bridge and Flood Control Project – Jeremy Richter, Project Manager
CPM
- [Other Transportation Projects and Programs Status](#)----- Information**

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



DRAFT SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING MINUTES**

Thursday, January 20, 2022

Meeting Held Electronically and Remotely

CALL TO ORDER

Chair Iacovo called the regular meeting of the Scottsdale Transportation Commission to order at 5:15 p.m. She thanked staff and attendees for their diligence in continuing to attend the remote meetings since the onset of the pandemic. Kyle Lofgren, Staff Coordinator, announced that Commissioner Yates submitted his resignation effective today.

ROLL CALL

PRESENT: Pamela Iacovo, Chair
Don Anderson, Vice Chair
Karen Kowal
B. Kent Lall
Mary Ann Miller
Kerry Wilcoxon

STAFF: Susan Conklu, Senior Transportation Planner
Ratna Korepella, Transit Manager
Dave Meinhart, Transportation Planning Manager
Mark Melnychenko, Transportation & Streets Director
Kyle Lofgren, Staff Coordinator

PUBLIC COMMENT

Two written comments from the same individual were included in the agenda packet and posted online.

1. APPROVAL OF MINUTES

There were no modifications.

VICE CHAIR ANDERSON MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON DECEMBER 16, 2021 AS PRESENTED.

COMMISSIONER MILLER SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

2. APPROVAL OF THE TRANSPORTATION COMMISSION ANNUAL REPORT

Chair Iacovo stated that the report serves as a synopsis and summary of the Commission's actions and accomplishments over the past year. She noted that Vice Chair Anderson and Commissioner Lall have been reappointed to the Paths and Trails Subcommittee. All Commissioners completed the online ethics training. Selection of officers took place, with Chair Iacovo retaining the Chair position and Commissioner Anderson retaining the Vice Chair position. The bylaws were reviewed and no significant issues were identified. Significant future work products recommended for approval to City Council include the Transportation Action Plan (TAP).

COMMISSIONER MILLER MOVED TO APPROVE THE TRANSPORTATION ANNUAL REPORT. COMMISSIONER KOWAL SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

3. PROJECT DEVELOPMENT AND TRANSPORTATION

Phil Kercher, Traffic Engineer & Ops Manager, gave a review of the development process, including case types: General Plan; rezoning use permit, Development Review Board and abandonments.

Each case follows a six-step process:

1. Preapplication meeting
2. Case submittal
3. Case review
4. Public hearing
5. Construction documents/plan submittal
6. Construction

The site plan review process determines factors regarding: Major streets; minor streets; intersection and driveway locations; internal driveway layouts; parking; traffic impacts and street lighting. For each project, the following steps and/or areas of focus may be required: transit; bicycle/pedestrian/trails; traffic impact study; traffic impact mitigation; case stipulations, and public hearings. A review of the caseload statistics was provided.

Most undeveloped property is located in the northern portion of the City as Arizona State Land Trust property with existing zoning designations. State land is typically auctioned when there is interest and competition in development. Most require some level of master planning.

Commissioner referred to signal timing and use of dual left-turn lanes and asked whether the City conducts evaluations on moving counts when reviewing an application. Mr. Kercher affirmed that a thorough review of traffic impact studies occurs as part of the development process.

Vice Chair asked whether the City supplies the developer with traffic statistics to assist in the traffic impact study process. Mr. Kercher said this varies depending on the level of study required. For standard studies, the developer will collect data themselves. The City may assist with providing data for smaller studies as a cost mitigator in some cases. The City does provide signal timing and collision data. If there are existing recent studies available for a specific area, the City will provide that information, if relevant. These may include traffic volumes.

Chair asked how existing traffic levels in the transportation network affect requirements of the site acceptance plan. Mr. Kercher said level of traffic is the main consideration; that is how much traffic is being generated and what mitigation will be required. This mostly impacts intersections in terms of signal requirement, restriction or turn lanes.

Chair asked how familiar developers are with the requirements for stipulations. Mr. Kercher said this varies depending on the magnitude of the application. Many developers and zoning attorneys who do significant business in Scottsdale are well-acquainted with the requirements. Typically smaller one-time projects require more direction in terms of requirements. In response to a question from Chair, Mr. Kercher stated that very few site plans are approved upon first submittal. Typically, projects go through three review cycles prior to the public hearing phase.

4. PUBLIC TRANSIT UPDATE

Ratna Korepella, Transit Manager, provided a brief overview of the existing transit system, including regional fixed routes; express routes; Scottsdale Trolleys and paratransit. Dunn Transportation has been chosen as the new contractor to operate the City's Trolley service. Service Link has been chosen as the new bus stop maintenance contractor. The City's Bus Stop Improvement program continues to update, refurbish and install amenities at the City's bus stop locations. She reviewed bus cleaning protocols. A timeline of ridership levels, rider demographics and purpose of usage were discussed with a particular focus on the effects of the pandemic.

The following adjustments to the system are being made, based upon resident input and/or staff identification of needs:

- Adding service on Camelback Road to address the gap between 68th Street and Miller Road
- Continuing to leverage the full functionality of Clever Devices
- Filling staffing needs
- Building a strong foundation in maintaining and operating the existing system

Commissioner asked whether there has been consideration to offer the community the opportunity to sponsor a bus stop via advertising to fund upkeep and maintenance. Ms. Korepella stated that historically, the City Council has not supported these types of advertisements.

Commissioner inquired as to impacts to the budget from the significant decrease in ridership levels. Ms. Korepella stated that CARES funding provided approximately \$2.2 million in funding, which has been applied towards any losses. Lottery funding has also contributed. \$3.4 million in additional funding has been received from ARPA for trolley services, which will be used to fund the service over the next one to two years. Mark Melnychenko, Transportation & Streets Director, added that with the federal funding, the City was able to move existing City funds to accommodate needs in the department.

Commissioner cited the significant decrease in ridership and asked what methods people had turned to meet their transportation needs. Ms. Korepella said she did not have access to data regarding the transportation choices being made by individuals in the face of the pandemic. Mr. Melnychenko noted that similar reductions are seen in cities throughout the Valley, including a 40 percent reduction in rail ridership and 50 to 50 per cent reduction in bus ridership. The City is doing what it can to encourage confidence by ensure that cleaning protocols are at optimum levels and the existing system is being maintained.

In response to a question from Chair, Ms. Korepella stated that Scottsdale City buses are maintained by the Scottsdale Fleet Department.

5. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Mr. Melnychenko provided a brief overview of projects and programs:

- Maintenance update
- Emergency response
- Pavement management
- Ongoing coordination items
- Paving management

Commissioner asked if there have been challenges in filling open positions. Mr. Melnychenko acknowledged challenges in some instances, as there have been fewer applicants than in previous years.

6. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

Mr. Melnychenko stated that over the coming months, there will be overview presentations regarding various divisions of the Department, such as ITS and Planning.

7. ADJOURNMENT

With no further business to discuss, being duly moved by Vice Chair Anderson and seconded by Commissioner Wilcoxon, the meeting adjourned at 6:58 p.m.

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

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: Capital Improvement Plan for Fiscal Year 2022-2023 Budget
Meeting Date: February 17, 2022

Action: Recommend City Council's approval of the Transportation Capital Improvement Plan.

Purpose:

Present recommended list of Transportation and Streets Department capital project additions for fiscal years 2022-2023 through 2026-2027 (FY 23-27).

Information:

Each year the City Council adopts a five-year Capital Improvement Plan (CIP) as part of the annual budget adoption process. Only the first year of the CIP is funded, with the following four years serving as a forecast of future capital project budget needs. In addition, the Transportation and Streets CIP is adjusted to match the funding levels programmed by the Maricopa Association of Governments (MAG) in their annual update of the Arterial Life Cycle Program (ALCP).

The primary sources of funding for transportation capital projects are the City's 0.2% Transportation Privilege Tax, the Regional 0.5% Transportation Sales Tax (Proposition 400), and Federal grants. Scottsdale voters passed Question 1 in November 2018, which authorized the city to collect an additional 0.1% Transportation Privilege Tax for a period of 10 years. The priority use of this temporary funding source is to ensure the availability of the 30% local match required for ALCP roadway corridor improvements.

The first step in the annual CIP process, per State law, is the re-budgeting of projects not completed during the current fiscal year, unless they have been terminated or deferred by the City Council. The second step is determining whether existing projects have appropriate budgets and whether new sources of funding (grants, developer contributions, etc.) have become available to reduce the use of City funds. After these steps have been taken, a combination of projects that have been previously reviewed, but not funded in the current fiscal year, and new projects are identified for consideration and prioritization.

The Transportation and Streets Department's project priorities were reviewed at the Transportation Commission's November 2021 meeting. Since last November, a citywide review process culminated in a recommendation to the City Manager. The City Manager's recommendation is then presented to the City Council as part of the proposed budget, which considers the input of the department and the Transportation Commission.

The City Manager's recommendations are provided below through a series of tables.

Recommendations:

Table 1 includes standalone, non-ALCP transportation projects that are recommended for re-budgeting to allow for their completion. These projects are not requesting funding changes in FY 23-27.

<u>PROJECT</u>	<u>DESCRIPTION</u>	<u>TOTAL</u>
68 th : Indian School to Thomas	Bike lanes (grant)	\$0.9M
98th North of McDowell Mtn.	Half-street completion	\$1.3M
Buffered Bike Lane Installation	Buffered bike lanes on various streets	\$1.2M
Goldwater Blvd Underpass	South of Chaparral Road	\$3.0M
Illuminated Street Signs	Scottsdale Road corridor	\$1.2M
Indian Bend Wash at Chaparral	Underpass (grant)	\$2.1M
Indian Bend Wash Path Renovation	Phase I reconstruction	\$2.1M
ITS Infrastructure/Network	Video detection/upgrades (grant)	\$3.5M
Old Town Pedestrian Improvements	Sidewalks, ADA access, path link	\$3.5M
Old Town Streetlights	Replace existing	\$3.2M
Osborn Road Complete Street	Bike/ped and roundabout (grant)	\$7.8M
Pedestrian Crossing Improvements	Enhanced crossing treatments	\$1.4M
PM-10 Dirt Road Paving	Dust mitigation (grant)	\$4.7M
Shared-Use Path Signage	Path wayfinding	\$0.8M
Slurry/Milling Unpaved Alleys	Paving dirt alleys	\$1.2M
Thomas Road: 56th to 73rd	Bike lanes, ADA access, signals (grant)	\$4.8M

Table 2 includes projects to be re-budgeted at the amounts programmed in MAG's FY 2022 Arterial Life Cycle Program. The year listed in Table 2 refers to the expected year for full construction to be underway.

<u>PROJECT</u>	<u>DESCRIPTION</u>	<u>YEAR</u>	<u>TOTAL</u>
Raintree Dr: Scottsdale to Hayden	New collector street connection	2022	\$40.0M
Redfield Rd: Raintree to Hayden	Restriped collector street	2022	\$0.4M
Shea Blvd: Loop 101 to 136th	Multiple intersections, ITS	2022	\$14.2M
Pima: Pinnacle Peak to Happy Valley	6-lane complete street	2022	\$30.0M
Happy Valley: Pima to Alma School	4-lane complete street	2022	\$23.6M
Hayden/Miller: Pinnacle to Happy Valley	4-lane complete street	2022	\$15.6M
Scottsdale: Jomax to Dixileta	4-lane complete street, roundabout	2022	\$23.8M
Pima Rd: McDowell to Via Linda	4-lane complete street (SRPMIC grant)	2022	\$33.2M
Hualapai: Hayden to Pima	4-lane complete street	2023	\$10.7M

Table 2 (continued): ALCP Projects for Re-budget (project total)				
<u>PROJECT</u>	<u>DESCRIPTION</u>	<u>YEAR</u>	<u>COST</u>	
Frank Lloyd Wright/Loop 101	Diamond interchange	2023	\$4.0M	
Raintree/Loop 101	Modify existing interchange	2023	\$1.2M	
Raintree: Hayden to Loop 101	4-lane complete street	2023	\$6.2M	
Pima: Happy Valley to Jomax	4-lane complete street	2023	\$22.2M	
Carefree Highway	4-lane complete street	2024	\$11.4M	
Pima: Dynamite to Las Piedras	4-lane complete street	2024	\$19.9M	
Miller Rd at Loop 101	4-lane complete street	2024	\$3.0M	
Scottsdale: Dixileta to Carefree	4-lane complete street	2025	\$16.9M	
Pima: Jomax to Dynamite	4-lane complete street	2025	\$11.7M	
Pima: Las Piedras to Stagecoach	4-lane complete street	2026	\$25.9M	
Scottsdale: Thompson Peak to Pinnacle	6-lane complete street (Phase II)	2026	\$8.7M	
Scottsdale: Pinnacle Peak to Jomax	4 to 6-lane complete street	2026	\$2.6M	
Hayden/Loop 101	Interchange improvements	2026	\$19.4M	

Table 3 identifies the unfunded projects that have been prioritized by staff for potential inclusion in the FY 23-75 Capital Improvement Plan. The list includes:

- Recurring projects that address capital maintenance needs;
- Recurring projects that are smaller in scale (typically <\$250,000) and can be designed and built in two fiscal years or less;
- Previously reviewed standalone projects (typically >\$250,000) that were not funded in the current fiscal year or were not included in the FY 22-26 CIP (shown in *italics*); and,
- New standalone project requests that are being reviewed for the first time (shown in **bold**).

A key focus for this year's ranking was capital maintenance for both recurring and new projects. All of the projects reviewed with the Transportation Commission in November 2021 are being recommended for inclusion in the new 5-Year CIP, with the exception of one grant request that was not recommended for funding by the Maricopa Association of Governments.

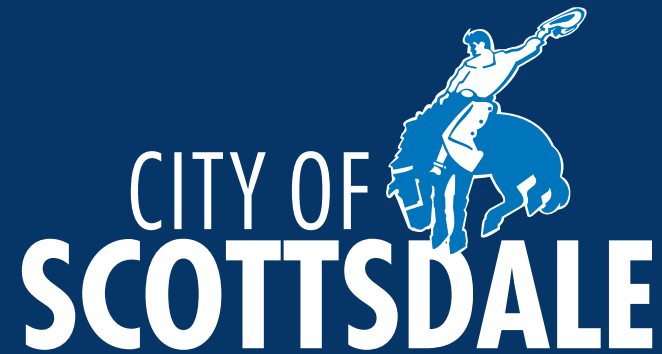
Table 3: Project Recommendations

<u>PROJECT</u>	<u>DESCRIPTION</u>	<u>1-YR COST</u>	<u>5-YR COST</u>
Trolley Vehicle Purchase	Replacement vehicles; no City funds	-	\$4.45M
Pavement Overlay Program	Pavement restoration	\$6.55M	\$32.75M
Pavement Overlay Program (increase)	Pavement restoration	\$2.60M	\$13.00M
ADA Transition Plan Implementation	Ramps, driveways, bus stops, gaps	\$0.30M	\$1.50M
Illuminated Street Signs	Expansion of pilot program citywide	\$1.07M	\$5.36M
Pavement Overlay - Alleys	Pavement restoration	\$0.50M	\$2.50M
Streetlight Replacement	Equipment/upgrades	\$0.20M	\$1.00M
Scottsdale Rd Signal Detection System Upgrade	Improved automation (grant request)	\$1.49M	\$1.49M
Flashing Yellow Arrow Pilot	Improved automation (grant request)	\$0.83M	\$0.83M
Central Arizona Project Canal Path	Scottsdale to Northsight (grant request)	\$2.71M	\$2.71M
Roadway Capacity/Safety Improvements	Turn bays, crossings	\$0.90M	\$4.50M
Traffic Signal Construction	Replacements/upgrades/new signals	\$0.60M	\$3.00M
Bikeways Program	Path repair, gaps, striping	\$0.40M	\$2.00M
Transit Stop Improvements	Replacement and new shelters/pads	\$0.30M	\$1.50M
Sidewalk Improvements	Repairs, gaps	\$0.20M	\$1.00M
Trail Improvement Program	Install and/or renovate unpaved trails	\$0.20M	\$1.00M
Neighborhood Traffic Mgmt. Program	Traffic calming devices and striping	\$0.20M	\$1.00M
Buffered Bike Lanes - Phase II	Extension of current project (4 years)	\$0.40M	\$1.60M
Pedestrian Crossing Improvements - Phase II	Extension of current project (5 years)	\$0.35M	\$1.75M
<i>Goldwater/Highland Intersection</i>	Roundabout, ped access, drainage	-	\$2.95M
<i>Alma School: Jomax to Quail Track</i>	Intersection and roadway widening	-	\$4.32M
<i>Materials Yard at Pima and 88th Street Phase I</i>	Enclose equipment storage area		\$1.47M
<i>Materials Yard at Pima and 88th Street Phase II</i>	Enclose signals storage area	-	\$1.79M

Next Steps:

The proposed FY 2022-23 through FY 2026-27 CIP will receive public and City Council review prior to adoption of the Tentative Budget and CIP in May 2022.

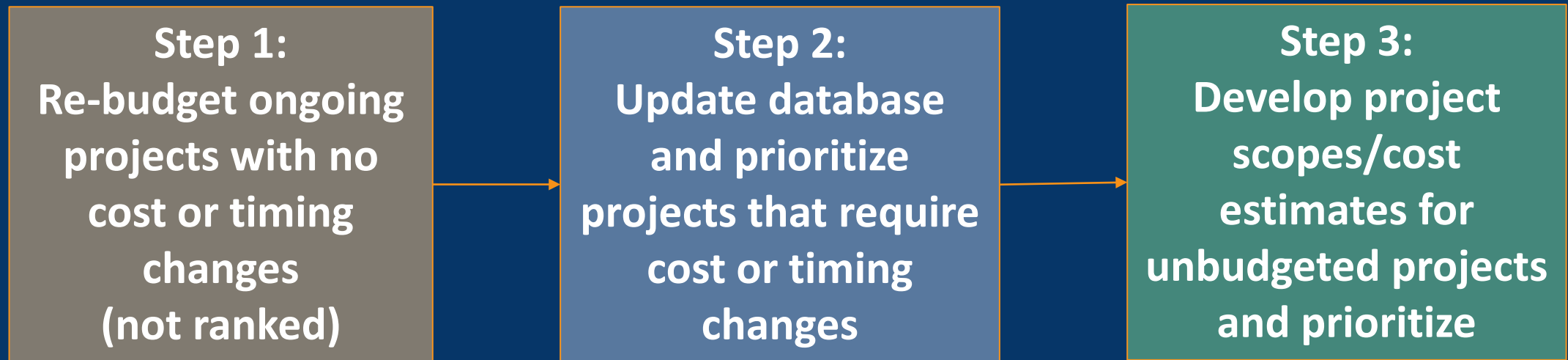
Contact: Dave Meinhart, 480-312-7641, dmeinhart@scottsdaleaz.gov



Capital Improvement Plan Recommendations Fiscal Year 2022-2023

Transportation Commission
February 17, 2022

Public Works Division CIP Prioritization Process



- January/March 2021 – review by City Manager’s Executive Team
- April/June 2021 – review and adoption by City Council

Current Transportation Projects Recommended for Re-Budget in FY 23

- 16 non-Arterial Life Cycle Program (ALCP) projects
 - 7 projects include grant funds
- 22 ALCP projects
 - Projects must also be reprogrammed annually by Maricopa Association of Governments

Projects Recommended for Budget Adjustments or Recommended but not Funded in Fiscal Year 2021-2022 (FY 22)

- No significant budget or timing adjustments this fiscal year
- One project recommended in FY 22-26 CIP but not in adopted FY 22 budget
 - Goldwater/Highland Intersection Improvements

Projects Recommended for New Funding

<u>PROJECT</u>	<u>DESCRIPTION</u>	<u>1-YR COST</u>	<u>5-YR COST</u>
Trolley Vehicle Purchase	Replacement vehicles; no City funds	-	\$4.45M
Pavement Overlay Program	Pavement restoration	\$6.55M	\$32.75M
Pavement Overlay Program (increase)	Pavement restoration	\$2.60M	\$13.00M
ADA Transition Plan Implementation	Ramps, driveways, bus stops, gaps	\$0.30M	\$1.50M
Illuminated Street Signs	Expansion of pilot program citywide	\$1.07M	\$5.36M
Pavement Overlay - Alleys	Pavement restoration	\$0.50M	\$2.50M
Streetlight Replacement	Equipment/upgrades	\$0.20M	\$1.00M
Scottsdale Rd Signal Detection System Upgrade	Improved automation (grant request)	\$1.49M	\$1.49M
Flashing Yellow Arrow Pilot	Improved automation (grant request)	\$0.83M	\$0.83M
Central Arizona Project Canal Path	Scottsdale to Northsight (grant request)	\$2.71M	\$2.71M
Roadway Capacity/Safety Improvements	Turn bays, crossings	\$0.90M	\$4.50M
Traffic Signal Construction	Replacements/upgrades/new signals	\$0.60M	\$3.00M

Orange denotes “Y” projects that are programmed annually

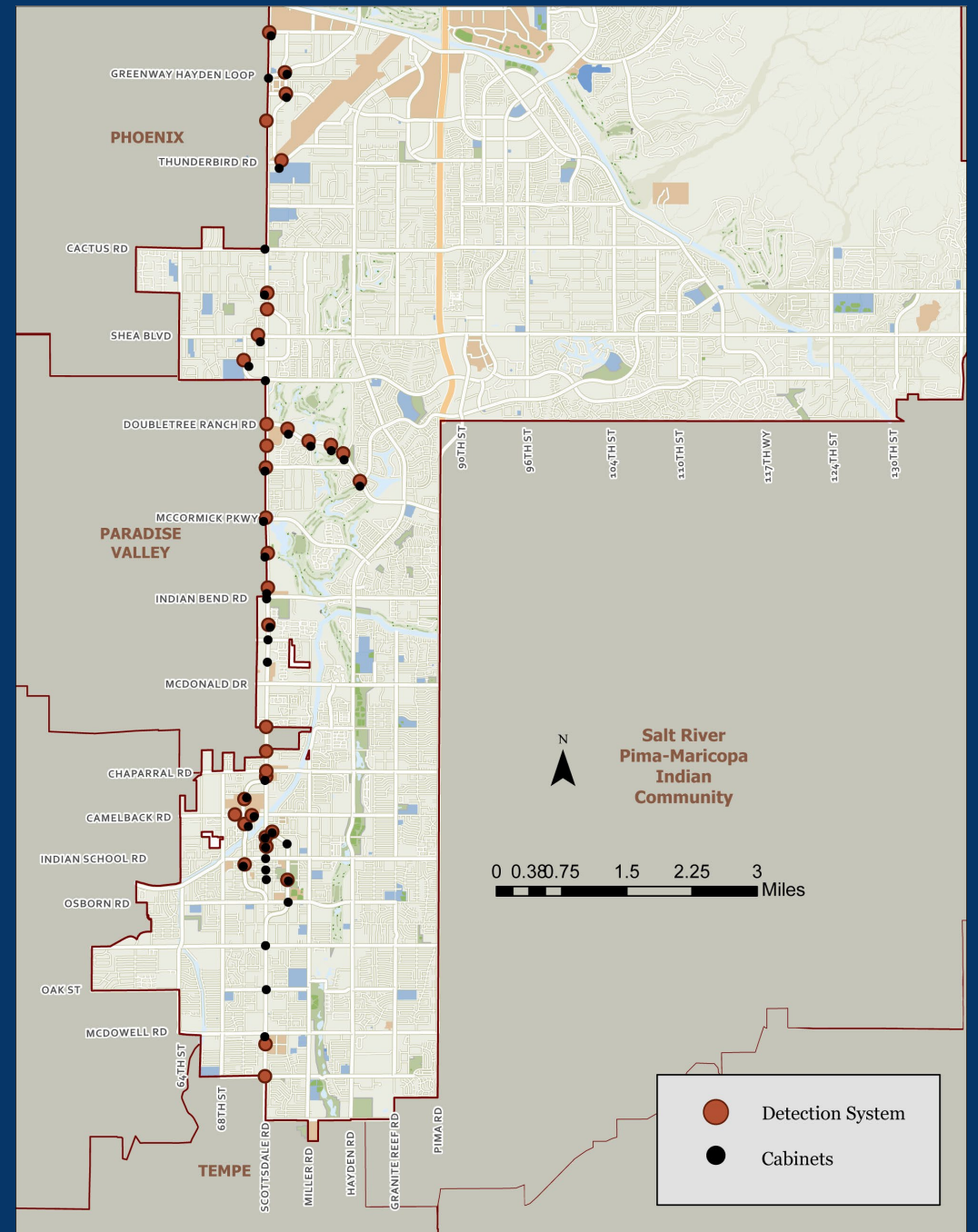
Projects Recommended for New Funding (continued)

<u>PROJECT</u>	<u>DESCRIPTION</u>	<u>1-YR COST</u>	<u>5-YR COST</u>
Bikeways Program	Path repair, gaps, striping	\$0.40M	\$2.00M
Transit Stop Improvements	Replacement and new shelters/pads	\$0.30M	\$1.50M
Sidewalk Improvements	Repairs, gaps	\$0.20M	\$1.00M
Trail Improvement Program	Install and/or renovate unpaved trails	\$0.20M	\$1.00M
Neighborhood Traffic Mgmt. Program	Traffic calming devices and striping	\$0.20M	\$1.00M
Buffered Bike Lanes - Phase II	Extension of current project (4 years)	\$0.40M	\$1.60M
Pedestrian Crossing Improvements - Phase II	Extension of current project (5 years)	\$0.35M	\$1.75M
Goldwater/Highland Intersection	Roundabout, ped access, drainage	-	\$2.95M
Alma School: Jomax to Quail Track	Intersection and roadway widening	-	\$4.32M
Materials Yard at Pima and 88th Street Phase I	Enclose equipment storage area	-	\$1.47M
Materials Yard at Pima and 88th Street Phase II	Enclose signals storage area	-	\$1.79M

Orange denotes “Y” projects that are programmed annually

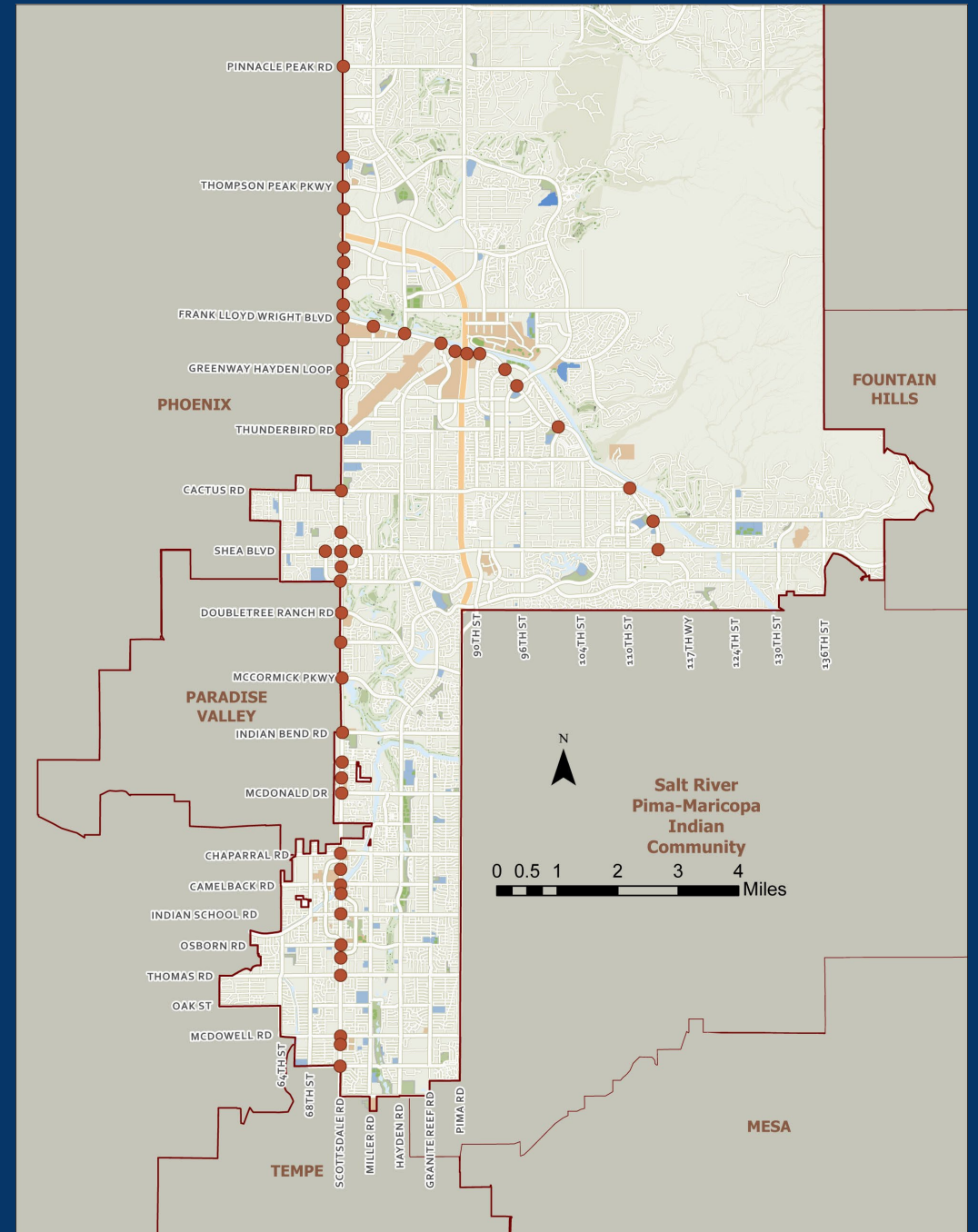
Signal Detection System Upgrade

- Total budget = \$1.46M
 - Grant = \$1.37M
 - City = \$0.93M



Flashing Yellow Arrow Pilot

- Total budget = \$0.83M
 - Grant = \$0.77M
 - City = \$0.06M



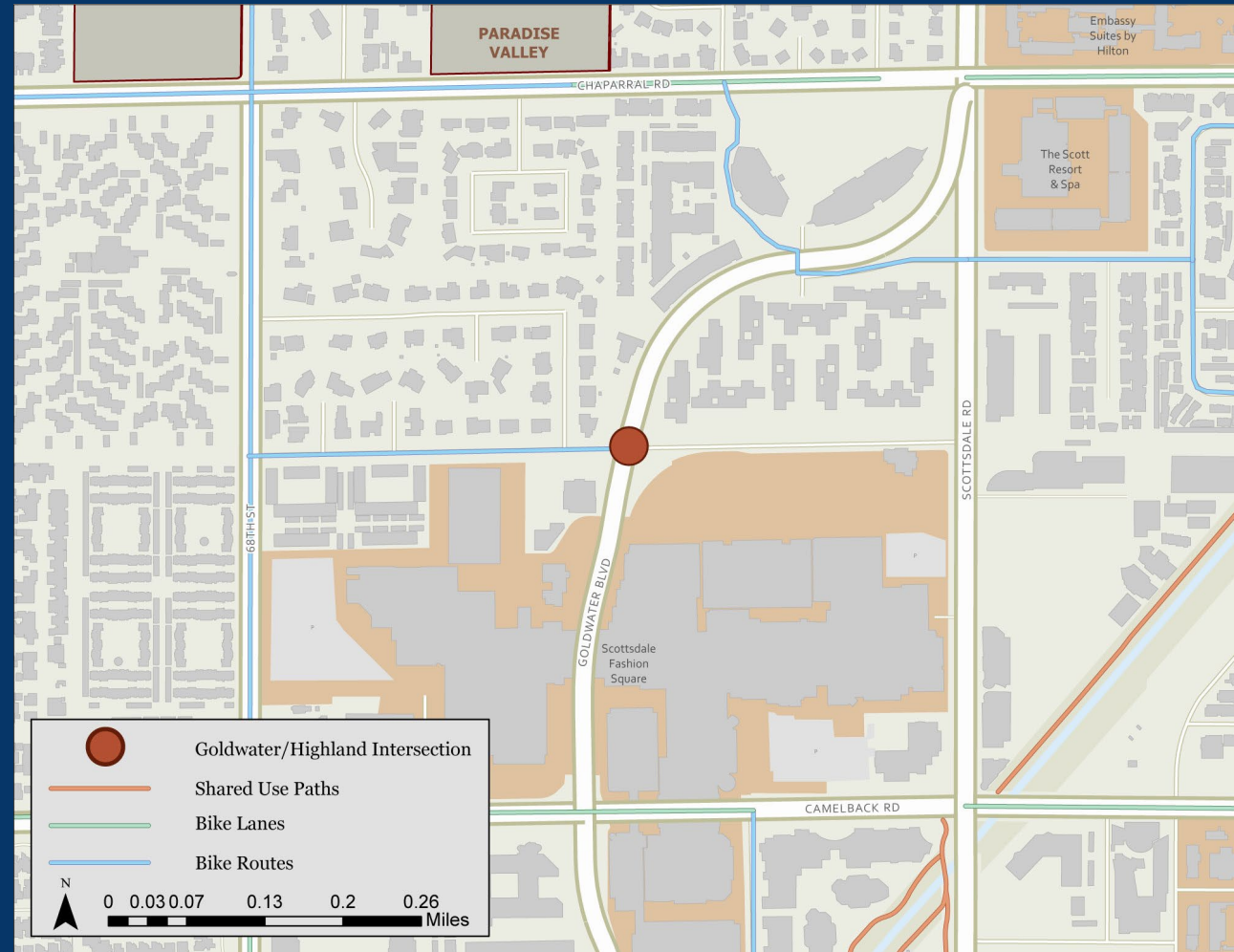
Central Arizona Project Canal Path – Scottsdale Road to Northsight Boulevard

- Total budget = \$2.71M
 - Grant = \$2.37M
 - City = \$0.34M



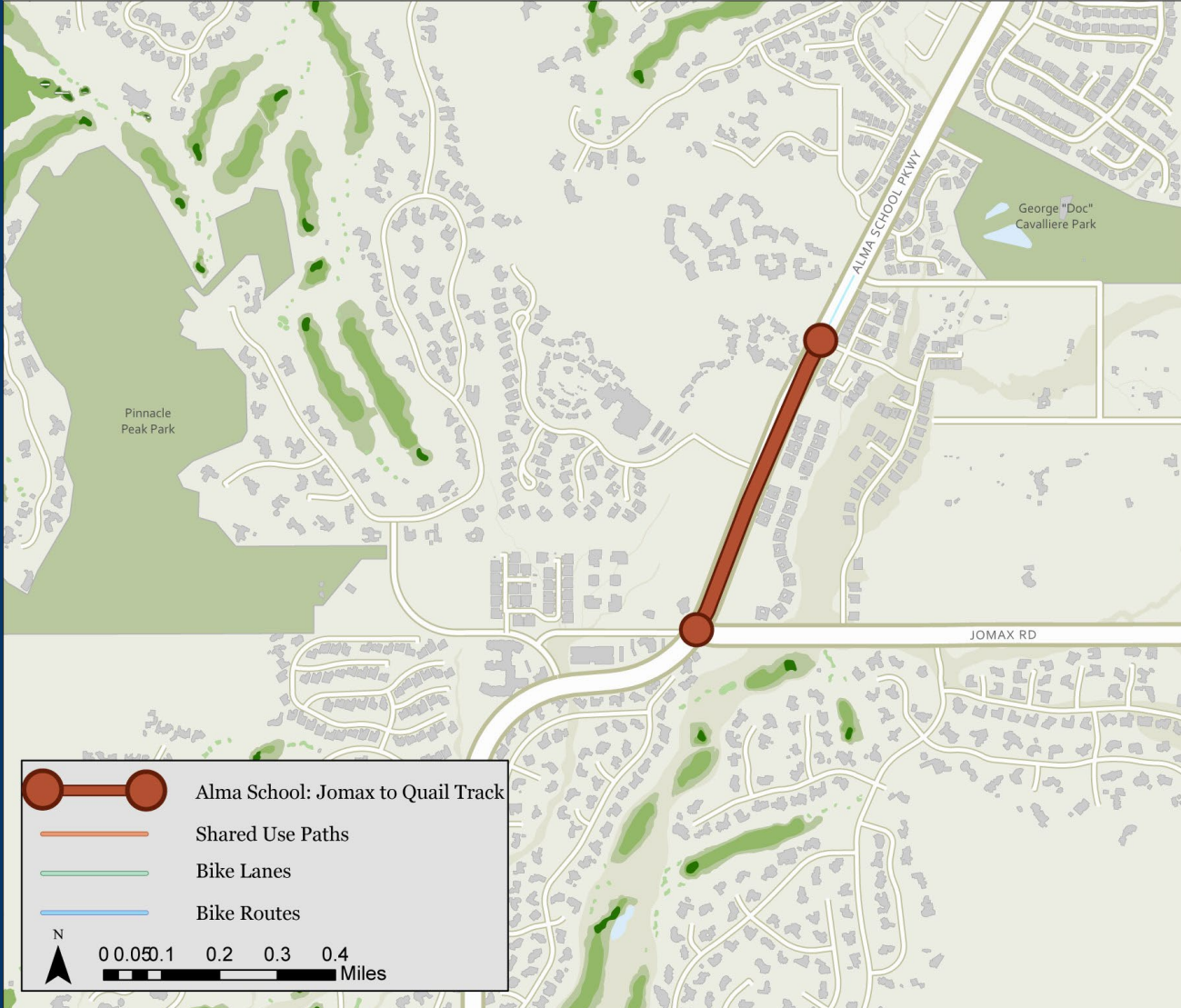
Goldwater/Highland Intersection

- Total budget = \$2.95M
 - City = \$2.95M



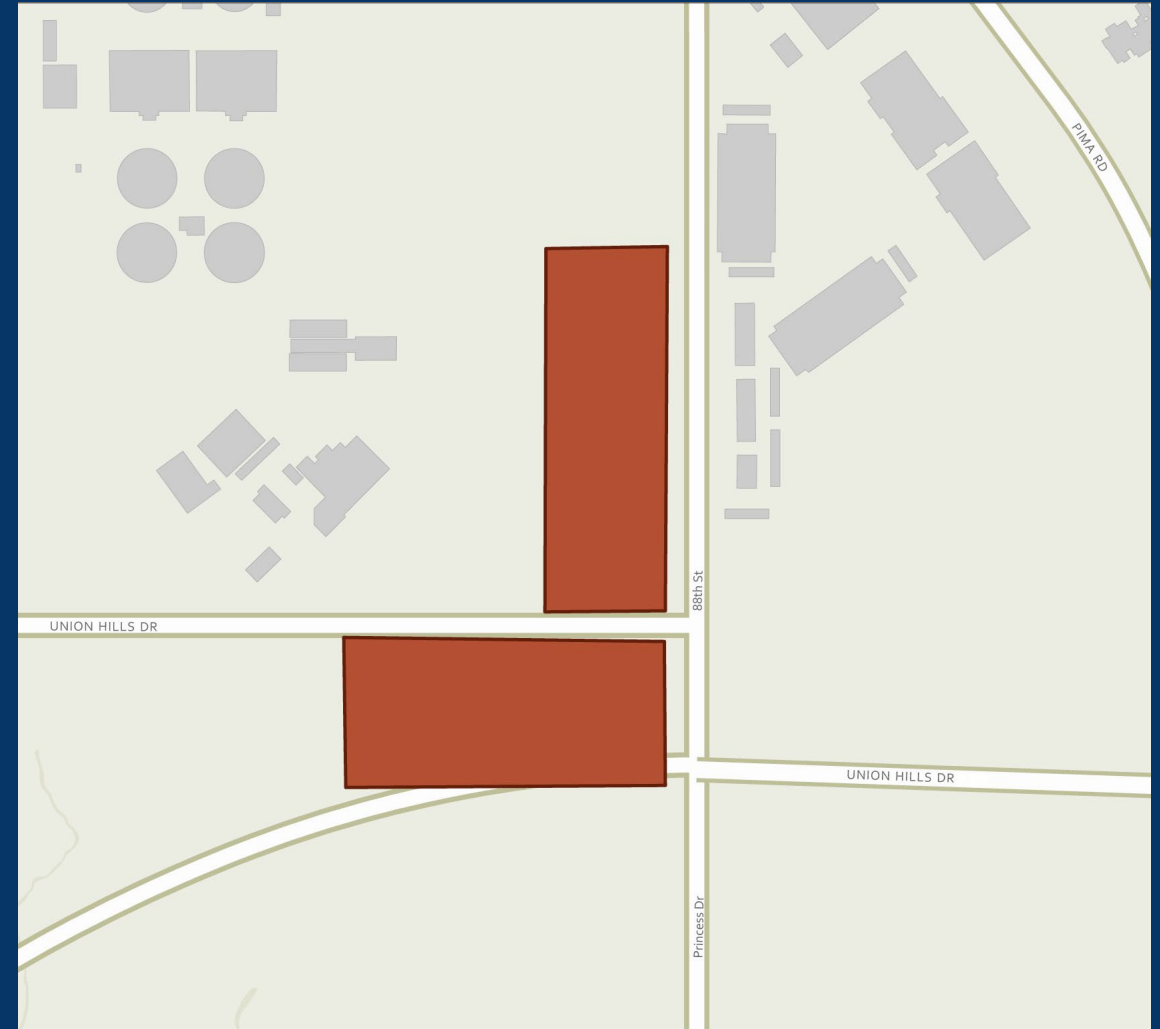
Alma School Parkway: Jomax Road to Quail Track Drive

- Total budget = \$4.76M
 - City = \$4.76M



Materials Yard – Phases I and II

- Total budget = \$3.26M
 - Phase I = \$1.47M
 - Phase II = \$1.79M
- City = \$3.26M



- Requested Action:

Recommend that the City Council approve the Transportation and Streets Department's proposed Fiscal Year 2022-23 Capital Improvement Plan Budget

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Jeremy Richter, Project Manager
Subject: Miller Rd: Pinnacle Peak Rd to Happy Valley Rd
Meeting Date: February 17, 2022

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

Purpose:

Provide the Transportation Commission with background and schedule 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. A summary of public feedback and actions taken in response to public comments 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 sidewalks with landscaped buffers on either side of the street. Completion of the connection 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.

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.

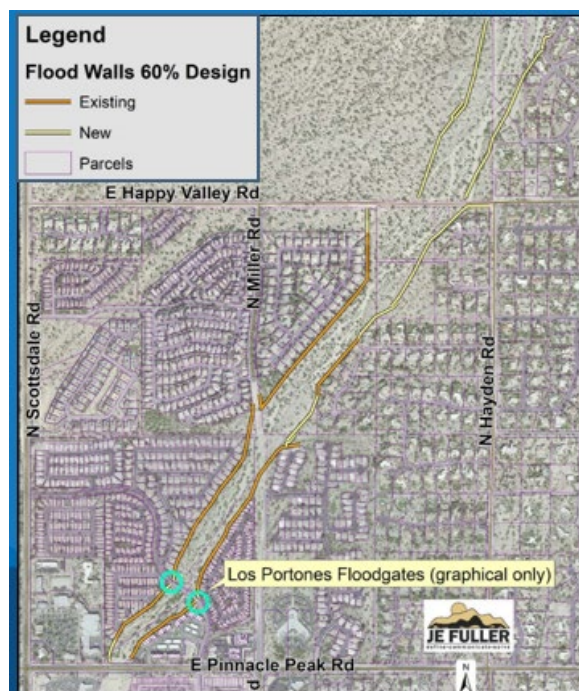


Figure 1

City plans for connecting Miller Road between Pinnacle Peak and Happy Valley have been in place since the adoption of the 1984 Scottsdale Foothills General Plan, which was developed after land north of Deer Valley Road was annexed into the city. 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 2001 General Plan, 2008 Transportation Master Plan and 2016 Transportation Master Plan. It is also included in the draft Transportation Action Plan, which was approved by the Transportation Commission in December 2021. 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 to support the city's long range roadway plans.

In addition to the various plans approved by the city over the years, the city provided public notification of the intent to complete the road by posting signs near the south and north banks of the Miller Road/Rawhide Wash intersection identifying the future connection of Miller Road between Pinnacle Peak and Happy Valley Roads over 5 years ago.

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.

Project Design and Construction Schedule:

April 2021	Advertised 21SQ017 "Request for Statements of Qualifications for Construction Manager at Risk (CMAR) for Miller Rd: Pinnacle Peak Rd to Happy Valley Rd"
June 2021	Selected Haydon Building Corp as the Construction Manager at Risk (CMAR)
July 2021	Selected Haydon Building Corp as the Construction Manager at Risk (CMAR) and awarded a preconstruction services contract in the amount of \$179,119.00.
July 2021	Entered into construction services contract with Haydon Building Corp in the amount of \$755,047.39 for materials only procurement of long lead time materials in order to meet the City of Scottsdale's Water Resources Department seasonal restrictions for water transmission main outage and relocation in winter 2021/2022.
November 2021	Entered into construction services contract with Haydon Building Corp to construct city waterline utility relocations in the amount of \$1,601,417.32.
December 2021	Construction started on waterline utility relocations and is due to be complete by March 2022.
January 2021	The engineering team submitted 75% complete roadway plans to the city.
March 2022	The engineering team to submit 100% complete roadway plans to the city.

April 2022	Anticipated Development Review Board hearing, and City Council award of construction services contract for the roadway.
May 2022	Roadway construction to begin.
Spring 2023	Construction complete and road open to traffic.

Public Outreach Update:

Since the Transportation Commission Miller Road: Pinnacle Peak Rd to Happy Valley Rd Project update on May 20, 2021, city staff has hosted 5 additional public meetings with the individual adjacent HOAs to provide project overview, details about the project specific to their HOA's frontage within the project, answer resident questions and gather resident feedback & concerns regarding project design elements. City staff presented to the following meetings with adjacent HOAs:

Los Portones Townhomes Board	July 28, 2021
Los Portones Townhomes HOA	August 1, 2021
La Vista HOA	August 3, 2021
Pinnacle Reserve HOA	August 4, 2021
Los Portones HOA	August 31, 2021

These meetings were in addition to the virtual public meeting hosted on the city's website from April 26, 2021 to May 7, 2021.

The city also has a project website: This is the cornerstone of all project communication. All newsletters, mailings and signage directed interested parties back to the website. Website headings include:

- Project Summary
- Project History
- Community Outreach (including the hosting of the Virtual Public Meeting)
- Exhibits
- Tentative Project Schedule
- Frequently Asked Questions

Project Exhibits:

Below in an aerial context roll plot of the overall project updated January 2022 (Figure 2), typical cross sections for the bridge over Rawhide Wash and at street locations north and south of the wash (Figures 4 and 5) and typical cross section at the bridge location (Figure 6).



Figure 3

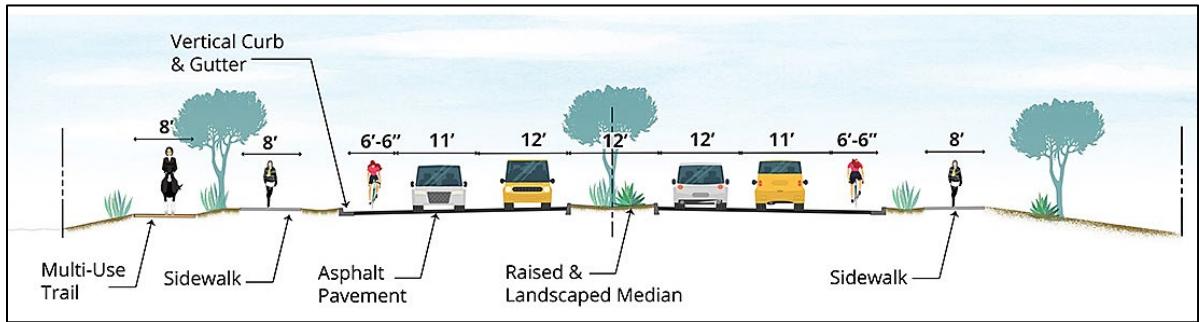


Figure 4

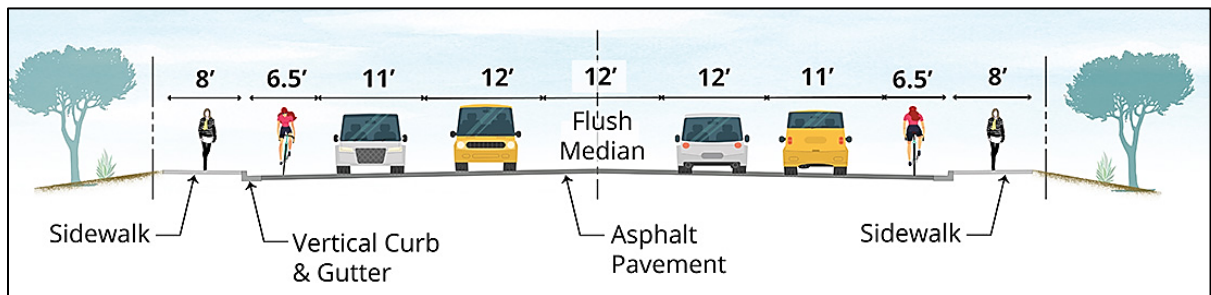


Figure 5

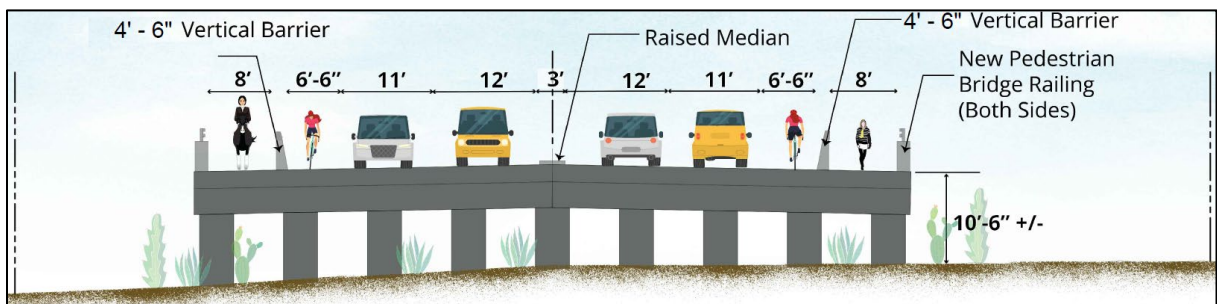


Figure 6

Summary of Community Concerns & Responses:

Below is a summary of the major design-related concerns raised by the adjoining neighborhoods if the project is to be completed and the city's responses:

Speed: Residents are concerned about potential safety impacts from excessive speeding. Staff is using the following approaches to address this:

The new roadway will be posted at a 35-mph speed limit, which is 10-15 miles per hour lower than the majority of 4-lane streets in the northern part of the city.

Staff is using the more recent standard of 11' driving lanes. Many sections of roadway in the surrounding area were constructed when the standard width was 12'. Combined with bike lanes throughout the corridor, the narrower lanes generally result in slower driving speeds.

Speeding is best addressed by enforcement. Staff will monitor actual driving speeds on the roadway after it is in service. The Police Department will provide enhanced enforcement if speeding becomes an issue.

Roundabouts/Traffic Calming: Some residents have requested roundabouts at the Juan Tabo or Parkview intersections in order to calm traffic speeds.

Roundabouts are used as traffic control devices at intersections where traffic control is warranted, not specifically as speed control devices. Traffic engineering standards consider roundabouts if certain criteria are met, including a general balance of traffic volumes on the major and minor street approaches. Anticipated volumes do not warrant roundabouts for traffic control at these locations. Also, per the city's Neighborhood Traffic Management Policy, the city does not install traffic calming devices on streets that do not have direct residential frontage. After the road is in service staff will monitor traffic volumes and accident data to determine the need for any additional traffic control devices.

Cut through traffic: The Pinnacle Reserve HOA has expressed interest in gating the East Juan Tabo Road entry to prevent "cut through" traffic on Juan Tabo.

The city does not gate public streets. It is possible for residents to request the abandonment of their streets and convert them to private tracts. This requires City Council approval and would result in the HOA assuming liability and responsibility for maintenance.

Happy Valley Road: Some residents have expressed concern that Happy Valley Road will not have the capacity to handle the additional traffic once the Miller Road connection is completed.

Traffic Engineering staff has evaluated traffic patterns and analyzed how patterns will change when the new roadway is in service. This analysis determined that additional pavement width should be added to Happy Valley Road to allow for a westbound to southbound left turn lane, which will increase intersection capacity and reduce delay. This modification to Happy Valley Road has been added to the design plans. In addition, a 3-way stop sign will be installed at this intersection when the bridge connection is completed.

Noise: One of the most frequent concerns we have heard is additional noise from a busy roadway.

Future roadway noise analysis projections are based on noise modeling, which the design consultant performed for this project. The consultant completed the analysis in accordance with the City of Scottsdale Roadway Noise Abatement Policy (dated April 2011) and the Federal Highway Administration's (FHWA) approved Traffic Noise Model version 2.5 (TNM 2.5), which predicts noise levels at the spot where houses are located. Model results show that no houses in the area are expected to experience an increase of 15 decibels or a peak hour noise level of 64 decibels, which are the thresholds where mitigation is considered according to the city's Roadway Noise Abatement Policy.

While noise walls are not recommended, the city is committed to taking reasonable measures to mitigate roadway noise, including:

Asphalt driving surface on top of the bridge: Asphalt driving surfaces are considerably quieter than typical concrete bridge top driving surfaces.

Protected sidewalks: Protected sidewalks are pedestrian sidewalks located on the outside edges of the bridge, with a concrete vehicle barrier wall between the sidewalk and the traffic lanes. By placing these barrier walls adjacent to the traffic lanes, the reduction in traffic noise in

the surrounding area is significantly enhanced. A 54-inch tall wall immediately adjacent to the traffic lanes can achieve a greater reduction in noise than a 10-foot wall at the edge of the right of way. The protected sidewalk also provides increased safety for pedestrians, equestrians and cyclists using the bridge.

Low profile: The design keeps the bridge as low as possible while being consistent with the need for flood flows to pass underneath.

Privacy: Residents adjacent to the roadway or the wash have expressed concern about drivers and pedestrians being able to see into their back yards.

The design team has added landscape screening where feasible to help alleviate this. Early plans included an unpaved trail on the west side of the roadway adjacent to the Los Portones Townhomes subdivision. The design team has now moved that trail to the east side of the roadway to allow for increased available area for landscape planting. The design team also moved the sidewalk on the west side of the road to back of curb to allow for a wider, continuous landscape buffer for the Los Portones neighbors.

Some residents requested a wall of oleander be planted behind their homes to help screen the roadway from their view. While the design will include heavy landscaping, the choice of plants is restricted to native and drought tolerant plants on the city's approved plant list for the ESL area. Some residents requested that the city replace view fencing with solid block walls. The project will not provide block walls as this is not warranted by the noise study and the Roadway Noise Abatement Policy standards.

Staff Recommendation:

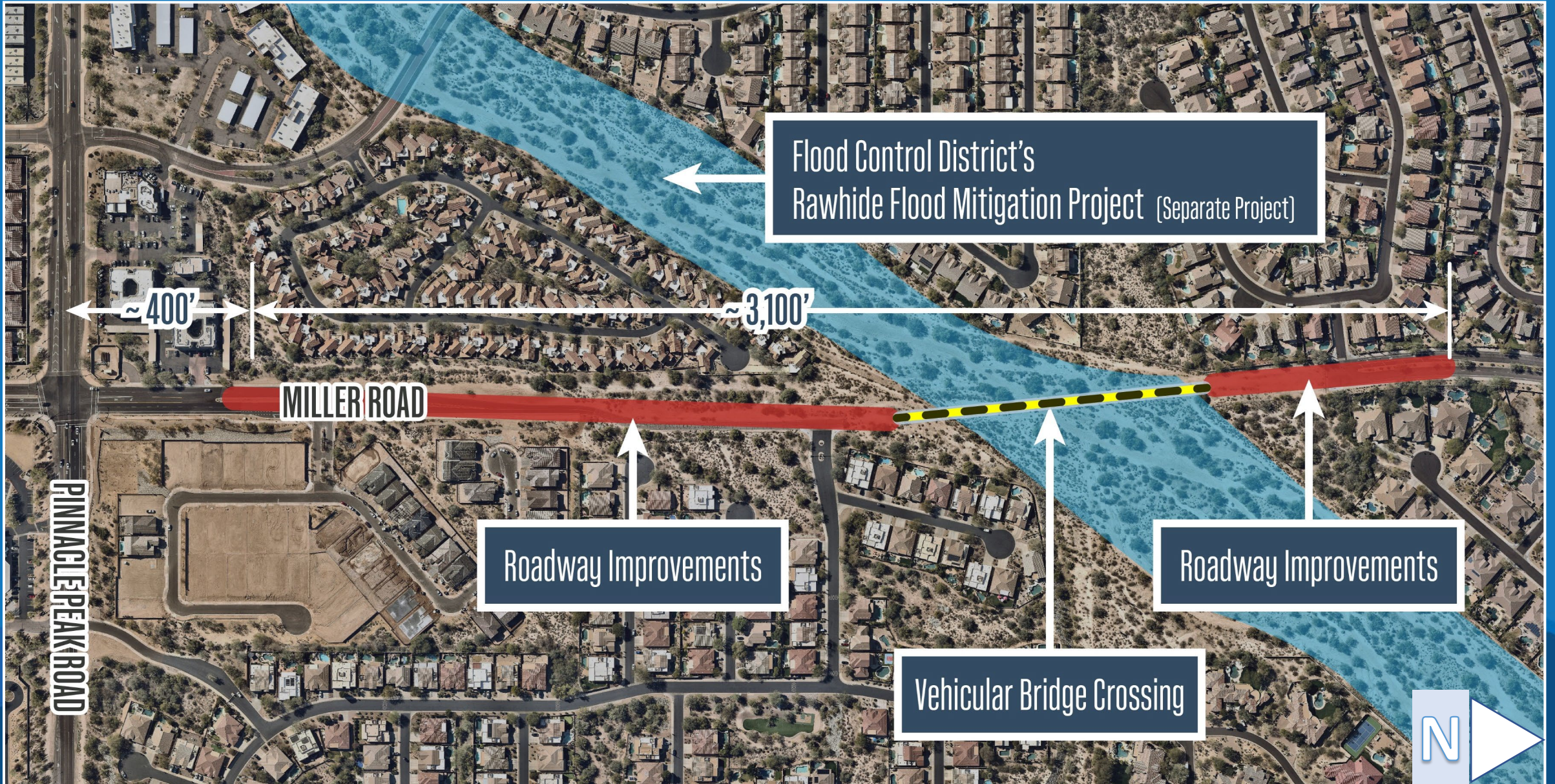
Complete the final design of the Miller Road improvement project as described and continue forward to construction.

Contact: Jeremy Richter, 480-312-7869, jrichter@scottsdaleaz.gov

Miller Road - Pinnacle Peak Rd to Happy Valley Rd

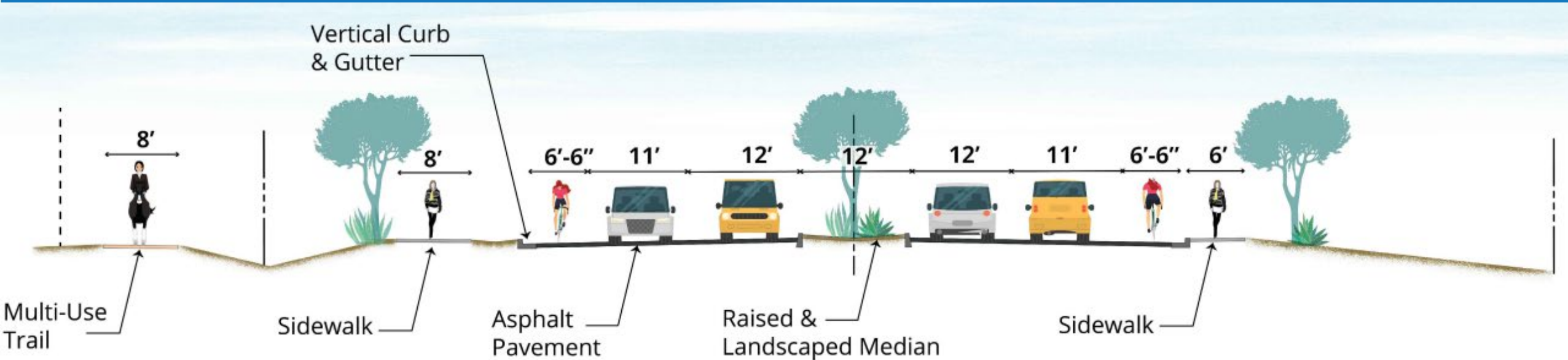
Transportation Commission – Feb 17, 2022

Project Corridor Limits



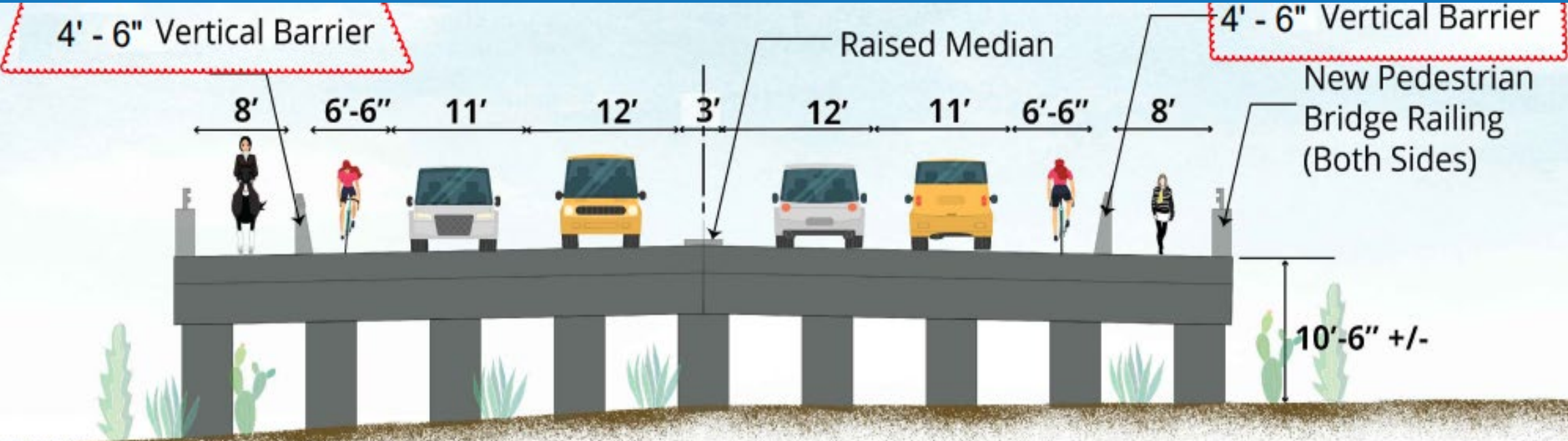
Proposed Roadway Improvements

Typical cross section Adele Court to bridge – looking south



Proposed Roadway Improvements

Typical cross section on the bridge



Project Coordination

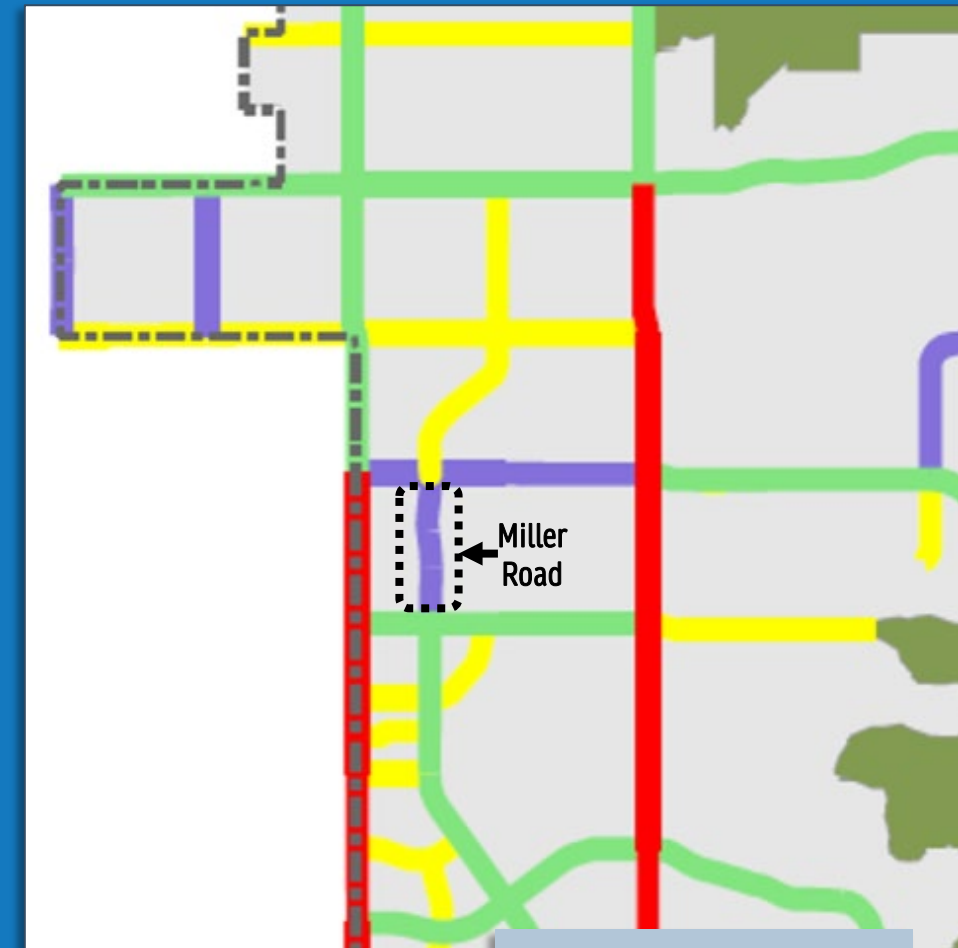
Rawhide Wash Project

- Flood control project builds flood walls and other improvements to keep flows in Rawhide Wash
- Projects are managed by two different agencies
- Coordination between the two projects avoids removing and rebuilding portions of the flood control project



Project History

- Completion of the Miller/Hayden alignment across the Rawhide Wash has been in the city's long-range plans since 1984
- Planned as major collector



**2016
Transportation
Master Plan**



Public Outreach

- Project Website
- Virtual Open House
- HOA meetings (in person)
 - Los Portones Townhomes Board
 - Los Portones Townhomes HOA
 - La Vista HOA
 - Pinnacle Reserve HOA
 - Los Portones HOA
- Field meeting with residents
- Extensive e-mail correspondence

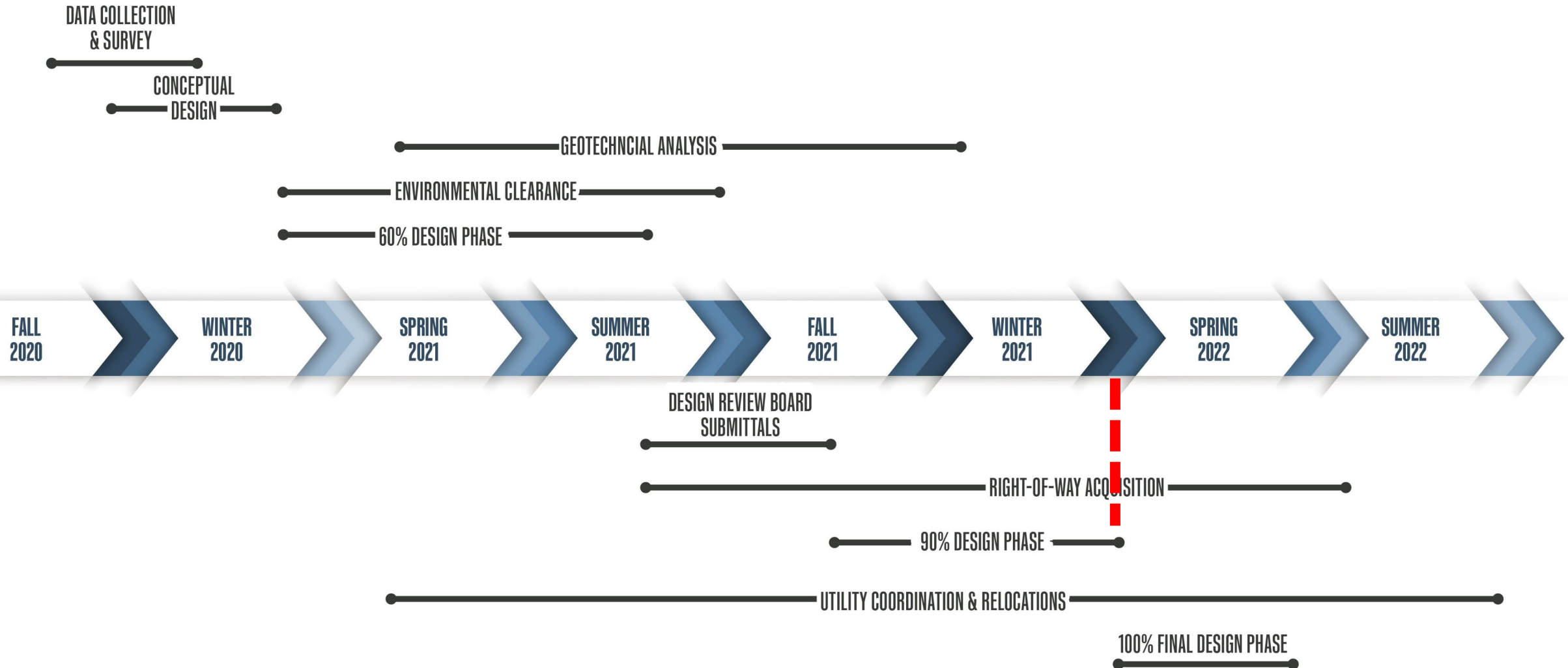
Community Concerns and Design Responses

- Speed Limits
 - Post at 35 mph (lower than most 4-lane streets)
- Roundabouts/Traffic Calming
 - Side street volumes do not warrant roundabouts for traffic control
 - Traffic calming devices not used on streets without residential driveway frontage
 - Will monitor and coordinate with police regarding speed and potential east/west cut through traffic
- Happy Valley Road capacity
 - Westbound left turn bay and all way stop will be added
 - Need for signal will be monitored

Community Concerns and Design Responses

- Noise and bridge profile
 - Noise wall is not recommended
 - Study based on 2040 forecasted traffic volumes
 - 54-inch barrier included on bridge adjacent to curb; asphalt paving included on bridge deck (neither required for bridge design)
 - Bridge will be as low as possible while meeting flood control needs
- Privacy for homes without solid walls (Los Portones Townhomes)
 - Trail relocated to east side of road
 - Sidewalk on west side narrowed to 6' and moved back of curb
 - Creates wider landscape buffer

Design Process and Schedule



Project Schedule

Project construction is expected to take about 16 months to complete.

**Construction Begins
January 2022**

**Waterline Relocations
January - April 2022**

**Miller Road Bridge
April 2022 - February 2023**

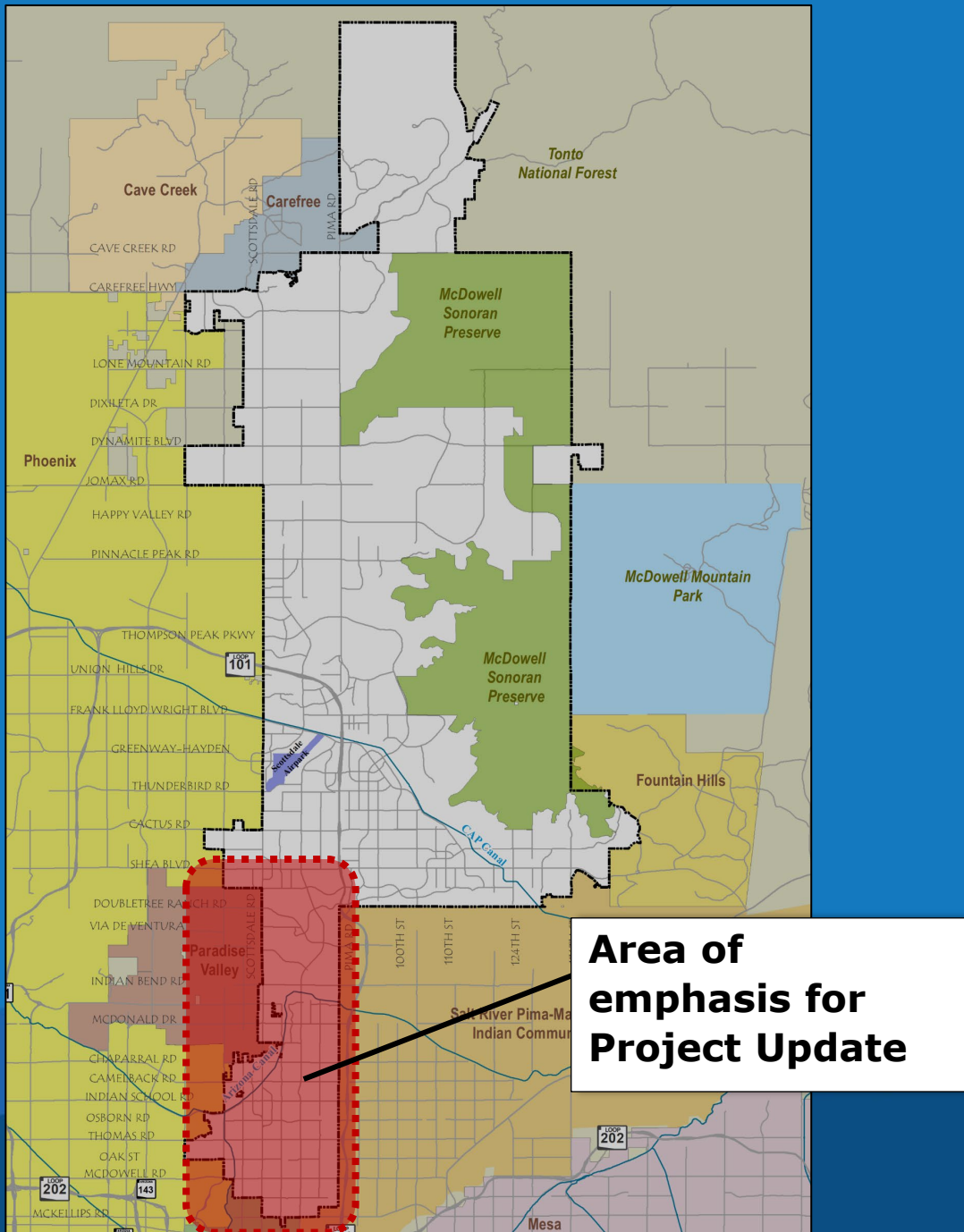
**Miller Road to include improvements at the
Pinnacle Peak and Happy Valley intersections
November 2022 - February 2023**

**Punchlist & Final Completion
March - April 2023**

Discussion and Possible Action

Projects and Programs Update

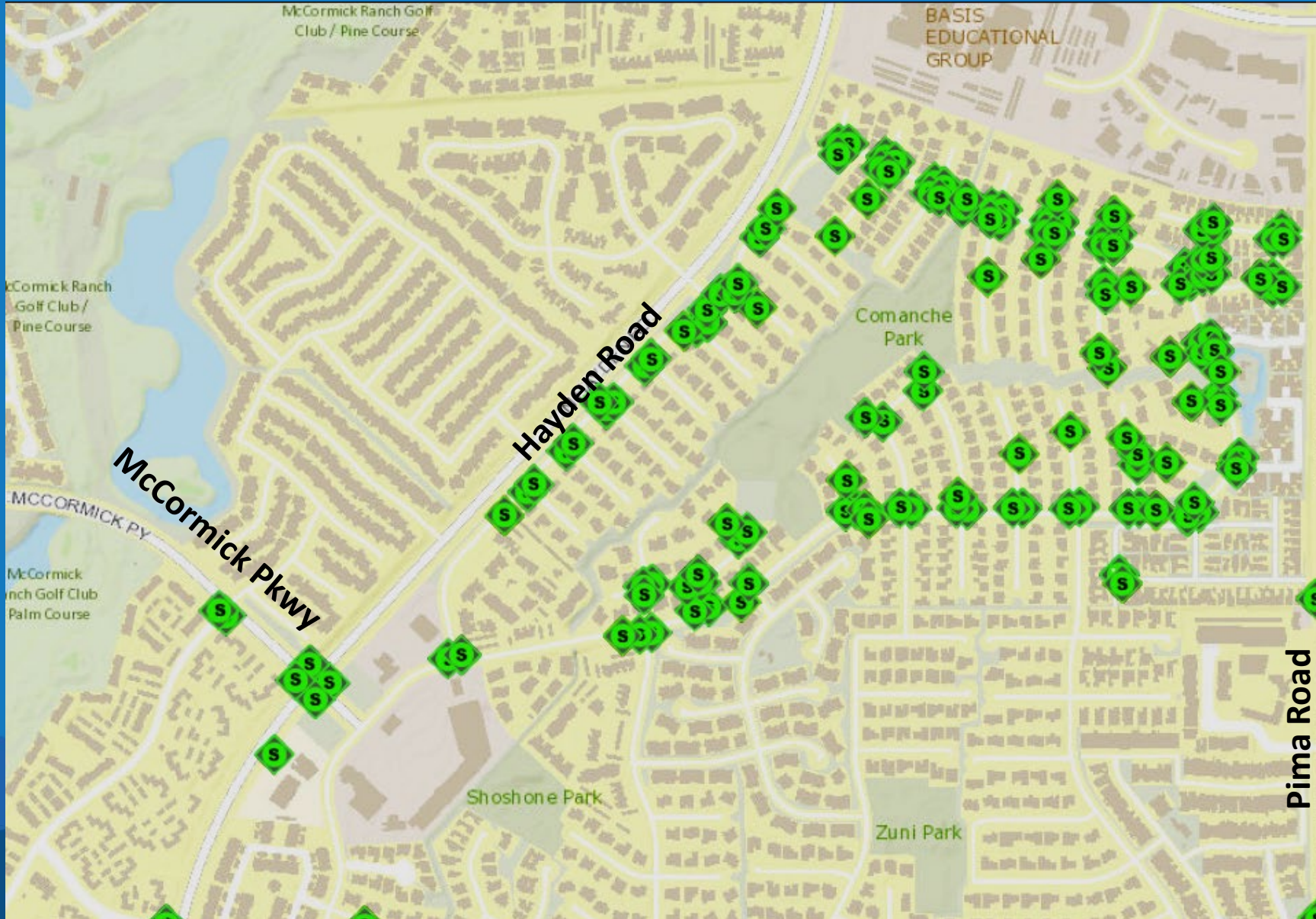
Transportation Commission– February 17, 2022



- Concrete and accessibility upgrades in McCormick Ranch (Paving Section)
- Street lighting and signal progress (ITS Section)
- Creative partnerships

Examples of addressing goals from the Draft TAP on system upgrades/maintenance, filling in network gaps and maximizing resources.

ADA Ramps in McCormick Ranch



- 103 ADA ramp upgrades.
- Micro-surface slurry seal Spring '22

ADA Upgrades to Greenbelt



Connectivity & Accessibility

- 2 new ramps for greenbelt path connections

Gaps in Pedestrian Network



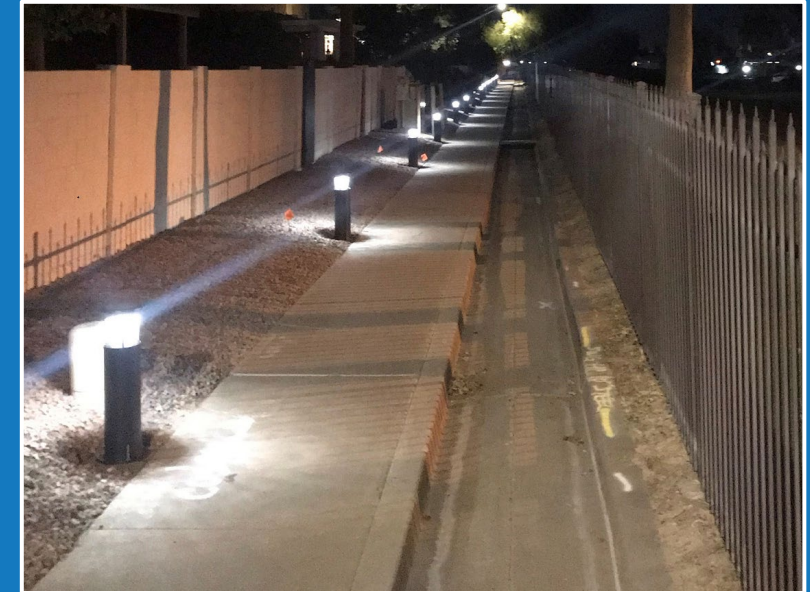
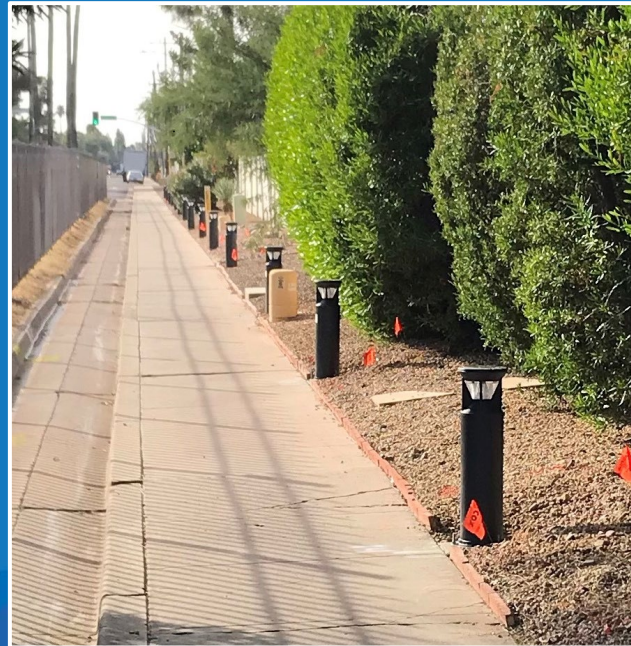
New ADA ramps and sidewalk connections at several residential intersections.

Update on Streetlight Projects

- Finished **1461** Pole inspections and replaced **80** failed poles on residential and collector streets south of Indian School Rd.
- Identified **85** poles to be replaced within the next 2-5 years. The project will continue and finish citywide pole inspections and replacement in the next 5 years.
- Adopted LED as streetlight standard to reduce energy consumption. Replaced **391** HPS lights with LED luminaires.



Solar Bollard Light Installation



Traffic Signal Progress

Signal work completed since 7/1/2021:

- Finished annual preventative maintenance at **185** traffic signals.
- Completed **711** Traffic Signal Workorders for trouble calls/repairs.
- Replaced **6** signal knockdown poles.
- Finished **2 Ped** pole construction for ADA improvements.
- Implemented signal retiming and coordination plans for **110** signal intersections in the south area.
- Assisted on McDowell Improvement project.
- Assisted with illuminated street name sign replacement along Scottsdale Rd.

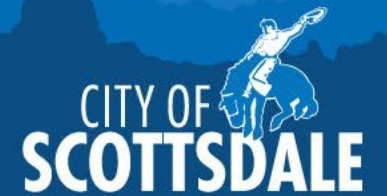


Creative Partnerships

- Parks & Recreation allow our vendors to 'stage' paving material/equipment in an unused lot for the treatment season (March-May). In exchange our micro seal vendor performs a free treatment to a nearby municipal parking lot. The hope is to have this arrangement twice a year.
- Streets staff assist Tourism and Events with banner installation.
- Right-of-Way, ITS, Maintenance and PD work closely on logistics for Waste Management Open and other events.



Thank you. Questions?



TENTATIVE FUTURE AGENDA ITEMS

Rev.02-10-2022

All Items Subject to Change

TRANSPORTATION COMMISSION

MEETING DATE: March 17, 2022

REPORTS/PRESENTATIONS DUE March 9

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes February 17, 2022
- **Proposition 400 Extension**.....**Information**
*Information on Proposition 400 and the newly adopted Regional Transportation Plan – MAG Staff (*or Dave Meinhart, Transportation Planning Manager)*
- **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: April 21, 2022

REPORTS/PRESENTATIONS DUE April 13

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes March 17, 2022
- **Cost Implications on CIP Projects**.....**Presentation and Discussion**
Discussion on costs during CIP projects and how it can be addressed– Dave Meinhart, Transportation Planning Manager
- **Roundabout Education**.....**Presentation and Discussion**
Discuss benefits of Roundabouts and how success is evaluated – Phil Kercher, Traffic Engineer & Ops Manager
- **Speed Limit Study Update Project**.....**Presentation and Discussion**
Present Traffic Engineering’s recent effort to update speed limit studies in Scottsdale- Phil Kercher, Traffic Engineering and Ops Manager and Kiran Guntupalli, Traffic Engineer Principal
- **Commission Identification of Future Agenda Items**.....**Discussion**
Commissioners may identify items or topics of interest for future Commission meetings

FUTURE ITEMS:

INFORMATION ITEMS

- **Urban Air Mobility****Information**
Information on Urban Air Mobility as Mode of Transportation
- **Electric Car Movement**.....**Information**
Information on the electric car movement – Hong Huo, Traffic Engineer Principal
- **Shea and 124th Street Underpass****Information**
Update on underpass – Susan Conklu, Senior Transportation Planner
- **Utilities Causing Project Delays**.....**Information**
Update on the delay’s utility projects and how they are holding up project schedules and budgets- Mark Melnychenko, Transportation & Streets Director
- **Federal Highway Administration’s Safety Countermeasures**.....**Information**
Update on the FHWA’s new safety countermeasures for pedestrians and bicycles – Dave Meinhart, Transportation Planning Manager

TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES

- **Loop 101 Mobility Project.....Presentation and Discussion**
Discuss USA’s Transportation Research Department regarding connected vehicle technology -Kristin Darr, consultant and Mark Melnychenko, Transportation & Streets Director
- **Impact on Parking.....Presentation and Discussion**
Latest parking study, Walter Brodzinski, Right-Way Supervisor
- **Smart City.....Presentation and Discussion**
Discussion on the City’s participation in Smart City applications as well as ITS strategic plan and ITS vehicle detection – Hong Huo, Traffic Engineer Principal
- **Alternate Modes of Transportation.....Presentation and Discussion**
Discuss alternative modes of transportation including electric bicycles, scooters, and pedestrian improvements – Susan Conklu, Senior Transportation Planner
- **Bus Stop Lighting.....Discussion**
Discuss future plans to light bus stop shelters – Ratna Korepella, Transit Manager
- **Expanding Maintenance Needs.....Presentation and Discussion**
Maintenance of current infrastructure – Mark Melnychenko, Transportation & Streets Director
- **Noise Walls.....Presentation, Discussion and Possible Action**
Discuss noise wall locations, including FHWA DBE levels – Mark Melnychenko, Transportation & Streets Director
- **Linking the Five-Year Paving Plan to Restriping Efforts.....Presentation and Discussion**
Discussion around linking the five-year paving plan and restriping along with the Transportation Action Plan (TAP) – Shayne Lopez, Paving Manager
- **2020 Traffic Volume and Collision Manual..... Presentation and Discussion**
Summarize the information in the recently published 2020 Traffic Volume and Collision Manual – Kiran Guntupalli, Traffic Engineer Principal and Parker Murphy, Traffic Engineer
- **No Engine Braking Ordinance Update.....Presentation and Discussion**
Discuss the recently approved no engine braking ordinance and its application -Phil Kercher, Traffic Engineering and Ops Manager and Walt Brodzinski, Right-of-Way Manager
- **Sensagrate Pilot Project.....Presentation and Discussion**
Discuss Sensagrate Pilot Project in Scottsdale and how the results can be utilized – Darryl Keeton, Sensagrate
- **Leading Pedestrian Interval Policy.....Presentation and Discussion**
Discuss Leading Pedestrian Interval Policy and how the city applies it – Hong Huo, Traffic Engineer Principal

PATHS & TRAILS SUBCOMMITTEE

MEETING DATE: April 5, 2022

REPORTS/PRESENTATIONS DUE March 28

- **Approval of Meeting Minutes Action**
Approval of Regular meeting minutes of February 1, 2022
- **Bike Lane Safety Measures Presentation and Discussion**
Information on how bike lanes improve safety – Susan Conklu, Senior Transportation Planner
- **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
- **Subcommittee Identification of Future Agenda Items.....Discussion**
Subcommittee members may identify items or topics of interest for future Subcommittee meetings

FUTURE ITEMS:

INFORMATION ITEMS

- **Federal Highway Administration’s Safety Countermeasures.....Information**
Update on the FHWA’s new safety countermeasures for pedestrians and bicycles – Dave Meinhart, Transportation Planning Manager
- **Vision Zero.....Information**
Information on Vision Zero (Tempe) – Susan Conklu, Senior Transportation Planner

TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES

- **Access to Indian Bend WashPresentation and Discussion**
Better access and how the Parks Dept. can assist. – Susan Conklu, Senior Transportation Planner
- **Path and Trail Gap AnalysisPresentation and Discussion**
Information on gaps in the citywide path and trails network – Greg Davies, Senior Transportation Planner
- **Equestrian ConnectivityPresentation and Discussion**
Panel – Susan Conklu, Senior Transportation Planner
- **Pavement RestripingPresentation and Discussion**
Information on the coordination of re-paving and re-striping – Dave Meinhart, Transportation Planning Manager



McDowell Sonoran Preserve
7447 E. Indian School Rd. Ste. 300
Scottsdale, AZ 85251
480-312-7275

Date: November 19, 2021

To: Mark Melnychenko, Transportation Director

From: Kroy Ekblaw, Preserve Director

Re: McDowell Sonoran Preserve Commission Recommendation to the Transportation Commission and City Council regarding redesignation of a section of 128th Street south of Jomax

Mark:

At the McDowell Sonoran Preserve Commission (MSPC) November 18, 2021 meeting, the McDowell Sonoran Preserve Commissioners unanimously approved a recommendation be forwarded to the Transportation Commission and Scottsdale's City Council to amend the Transportation Action Plan as follows:

Amend the designation of a ¼ mile long section of 128th Street (See graphic w/highlight), from its current designation of “Minor Collector” to a new designation as “Emergency Access Only” where it passes through Scottsdale’s McDowell Sonoran Preserve.

The MSPC offers the following supporting considerations:

- This alignment of 128th Street bisects this wildlife corridor between Maricopa County's McDowell Mountain Regional Park and southern portion of the City of Scottsdale's McDowell Sonoran Preserve, to the south, and the Tonto National Forest to the north.
 - A key objective of the Preserve is to protect habitat and species diversity, which is aided by continuity of habitat and connectivity to the greatest possible extent. Transportation corridors are a contributing factor to habitat fragmentation and animal mortality.
- In 2015, the McDowell Sonoran Preserve Commission made a similar recommendation but there was concern about the lack of connectivity to Dynamite. Since that time, 118th Street has been constructed which now allows consideration of redesignating this portion of 128th Street through the Preserve.
- A path designation would add usage to this corridor that would further impact wildlife movement in this sensitive corridor and therefore, is not recommended.
 - There already exists a north south trail that closely parallels the 128th Street alignment that will accommodate pedestrians during normal Preserve hours of Sunrise to Sunset.

The MSPC proposes a future joint meeting with the Transportation Commission, when the funding is available, to discuss this Emergency Access way on 128th Street and the future widening of Rio Verde Drive corridor and to discuss design detailing options for the wildlife corridor considerations including but not limited to the following conceptual elements:

- Utilize appropriate wildlife crossing structure(s) or similar design elements to sensitively address wildlife crossing needs including the appropriate all-weather access design for emergency usage
- Emergency-only gate access for police and fire
- Installation of waterline per the City of Scottsdale Water Plan

Johnson, Ruth

From: McDowell Sonoran Preserve Commission
Sent: Tuesday, September 7, 2021 5:19 AM
To: Johnson, Ruth
Subject: McDowell Sonoran Preserve Commission Public Comment (response #355)

McDowell Sonoran Preserve Commission Public Comment (response #355)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	McDowell Sonoran Preserve Commission Public Comment
URL:	https://www.scottsdaleaz.gov/boards/mcdowell-sonoran-preserve-commission/public-comment
Submission Time/Date:	9/7/2021 5:19:11 AM

Survey Response

COMMENT	
Comment:	The McDowell preserve is one of the most important assets of the City of Scottsdale. Citizens have voted multiple times to purchase and to protect it from intrusion by both commercial and development interests. 128th St is an unnecessary intrusion into the connection between the preserve's northern and southern portions. The current status of the street should never be improved and should only remain as an emergency access, if it remains viable at all. Please do not allow this incursion to our preserve to improved in any way. In fact, I would like it to be abandoned altogether.
Comments are limited to 8,000 characters and may be cut and pasted from another source.	
PLEASE PROVIDE YOUR NAME:	
First & Last Name:	William Dehn
AND ONE OR MORE OF THE FOLLOWING ITEMS:	
Email:	bill.dehn@gmail.com
Phone:	(720) 560-3564
Address:	11209 E Cavedale DR

Example: 3939 N. Drinkwater Blvd, Scottsdale 85251

Johnson, Ruth

From: McDowell Sonoran Preserve Commission
Sent: Monday, September 6, 2021 10:26 PM
To: Johnson, Ruth
Subject: McDowell Sonoran Preserve Commission Public Comment (response #354)

McDowell Sonoran Preserve Commission Public Comment (response #354)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	McDowell Sonoran Preserve Commission Public Comment
URL:	https://www.scottsdaleaz.gov/boards/mcdowell-sonoran-preserve-commission/public-comment
Submission Time/Date:	9/6/2021 10:25:02 PM

Survey Response

COMMENT	
Comment:	Please do not vote for new more dense development in areas that have not previously been slotted for that purpose. There are and were reasons the areas have been zoned the way they are now and we don't need more impact on the roads, water and electric with higher density. Please do not change these for emergency density and not consider the impact for the future of our resources.
Comments are limited to 8,000 characters and may be cut and pasted from another source.	
PLEASE PROVIDE YOUR NAME:	
First & Last Name:	Diana Krasnow
AND ONE OR MORE OF THE FOLLOWING ITEMS:	
Email:	dkrasnow@cox.net
Phone:	(480) 516-6099
Address:	10031 N. 76th Pl.
Example: 3939 N. Drinkwater Blvd, Scottsdale 85251	

Johnson, Ruth

From: Paul Basha <pebasha@gmail.com>
Sent: Monday, September 6, 2021 9:10 PM
To: Johnson, Ruth
Cc: Ekblaw, Kroy
Subject: Letter for Preserve Commission for 9 September Meeting
Attachments: Preserve Commission for 9 September regarding 128th Street.pdf

 External Email: Please use caution if opening links or attachments!

Hello Ruth and Kroy,

Attached is a letter I wrote to the Preserve Commission regarding the 128th Street issue. I posted it to the Preserve Commission website. However, because paragraph separation is lost, it is difficult to read.

Perhaps you could distribute my pdf letter to the Commission? It is otherwise identical to what I posted. If you cannot, I understand.

Unfortunately, I have a prior commitment Thursday evening, so I cannot watch or speak at the meeting.

Warm regards to you both!

Best Wishes to the Browns and the Royals.

Paul
(480) 330-6087

Johnson, Ruth

From: McDowell Sonoran Preserve Commission
Sent: Monday, September 6, 2021 8:17 PM
To: Johnson, Ruth
Subject: McDowell Sonoran Preserve Commission Public Comment (response #353)

McDowell Sonoran Preserve Commission Public Comment (response #353)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	McDowell Sonoran Preserve Commission Public Comment
URL:	https://www.scottsdaleaz.gov/boards/mcdowell-sonoran-preserve-commission/public-comment
Submission Time/Date:	9/6/2021 8:16:08 PM

Survey Response

COMMENT	
Comment:	<p>6 September 2021 McDowell Sonoran Preserve Commission Cynthia Wenstrom, Chair Laurie LaPat-Polasko, Vice Chair Stephen Coluccio Mark Hackbarth Marsha Lipps Kerry Olsson Jeffrey Smith RE: 9 September 2021 Commission Meeting, Item 6 Members of the McDowell Sonoran Preserve Commission The agenda for your 9 September meeting includes Item 6: "LETTER FROM MPSC CHAIR TO TRANSPORTATION COMMISSION" The description of this item indicates that the topic is information, discussion, and possible action regarding a potential letter from McDowell Sonoran Preserve Commission Chair Wenstrom to the Transportation Commission. The topic of the potential letter is identified as the status of 128th Street from north of Ranch Gate Road to Jomax Road. The current Transportation Master Plan includes 128th Street as a minor collector for its entire length from Tom's Thumb Trailhead to Dynamite Boulevard. The segment of north of Ranch Gate Road to Jomax Road is included. Right-of-way for 128th was dedicated to the City of Scottsdale prior to the Preserve acquisition in this vicinity. Therefore, a public right-of-way exists for 128th Street from north of Ranch Gate Road to Jomax Road with the Preserve both west and east of this right-of-way. 128th Street from north of Ranch Gate Road to Jomax Road was a specific topic of discussion when the 2016 Transportation Master Plan was prepared. The 2016 Transportation Master Plan</p>

was discussed at a City Council Study Session dated 12 April 2016. The recommendation of the Transportation Commission and the Transportation Department at this meeting was for 128th Street to not exist in the Preserve. The pertinent page of the marked agenda for 12 April 2016, Council Work Study Session, Item 1, Transportation Master Plan, "City of Scottsdale Transportation Master Plan 2016, Transportation Commission Recommendation 2-4-2016", is pdf page 23, document page 19, Figure 18. The yellow line indicating 128th Street as a minor collector clearly ends both north and south of the Preserve. The current Council-approved 2016 Transportation Master Plan in Figure 8 on page 9 includes the yellow line indicating a minor collector through the Preserve, from Tom's Thumb Trailhead to Dynamite Boulevard, including from north of Ranch Gate Road to Jomax Road. The 12 April 2016 Council Work Study Session approved meeting minutes on page 2 states, in part, "The Council provided direction to: ... Make improvements to 128th Street and keep it open to all traffic, including construction traffic, until the completion of development projects or until improvements are made to 118th Street." The 2016 Transportation Master Plan was subsequently approved by the City Council at their regular meeting of 5 July 2016. The direction of the City Council was accomplished, 128th Street between north of Ranch Gate Road to Jomax Road was open for traffic. Further improvements to 118th Street were completed. The subject completion was the connection of 118th Street from Jomax Road to Dynamite Boulevard, during August 2019 to January 2020. Thereby, per the City Council direction, 128th Street no longer must remain open. The conditions of the City Council to retain 128th Street until 118th Street was improved have been satisfied. Therefore 128th Street no longer needs to exist in the Preserve. Some maintain that the paved road must remain always available in the event of an emergency. However, the 2016 Transportation Master Plan accommodated emergency means of access. Figure 8 on page 9 of the approved 2016 Transportation Master Plan designates Ranch Gate Road between 118th Street and 128th Street, and Jomax Road between Alma School Parkway and 118th Street, "... to be constructed as one motor vehicle lane and one bicycle lane per direction with raised landscaped medians". Figure 3 on page 5 of the 2016 Transportation Master Plan depicts the "Generalized Street Cross Section of a One Lane Arterial or Local Collector". This diagram is contrasted with Figure 4 on page 5 of the 2016 Transportation Master Plan which depicts the "Generalized Street Cross Section of a Major Collector". Figure 3 has a raised landscaped median while Figure 4 has a center two-way left-turn lane. Figure 3 has one motor vehicle lane per direction while Figure 4 has two motor vehicle lanes per direction. Importantly, the bicycle lane in Figure 3 is noticeably wider than in Figure 4. This is intentional. The 2016 Transportation Master Plan

recognized the presence of the Preserve. The Preserve restricts street availability in the area north of the Tom's Thumb Trailhead, south of Jomax Road, east of 118th Street, and west of the Preserve. The Preserve boundary south of Dynamite Boulevard is approximately the 122nd Street alignment; then south of Jomax Road, the boundary curves east to approximately the 134th Street alignment. Because of the Preserve; Ranch Gate Road between 118th Street and 128th Street; and Jomax Road between Alma School Parkway and 118th Street; the 2016 Transportation Master Plan included an atypical cross-section. The intention was that in the event of an emergency, each of these two street segments could be used for two directions of motor vehicle travel on either side of the raised median. During normal circumstances, there would be one wide motor vehicle lane and one wide bicycle lane. During emergencies, police officers could direct traffic to use two lanes on either side of the median. (128th Street, between Tom's Thumb Trailhead and Ranch Gate Road, was also intended to be constructed to this atypical cross-section: a wide motor vehicle lane and a wide bicycle lane. Unfortunately, this roadway was constructed as an 11-foot motor vehicle lane and a 4-foot bicycle lane on either side of the raised landscaped median.) The right-of-way for 128th Street, from north of Ranch Gate Road to Jomax Road, bounded by the Preserve on both sides, is a legacy of pre-Preserve planning. The assumption before the Preserve was conceived and acquired, was that all this property would be developed as private homes and potentially private commercial businesses. Prior to the Preserve, Dynamite Boulevard was planned to be a six-lane major arterial for its entire length in Scottsdale. Also prior to the Preserve, Happy Valley Road, east of Alma School Road, was planned as a four-lane minor arterial curving south, then north to become 118th Street as a four-lane minor arterial to connect to Dynamite Boulevard. In the 2016 Transportation Master Plan, both of these streets were downsized: Dynamite Boulevard, east of Pima Road, to a four-lane minor arterial, and the 118th Street extension of Happy Valley Road to a one-lane-per-direction minor collector. Because the Preserve exists, this land remains in its natural state for perpetuity. It will never be developed, and therefore wide roads are unnecessary for these never-to-exist homes and businesses. Dynamite Boulevard and the 118th Street extension of Happy Valley Road were both down-sized in recognition of this non-development. 128th Street from north of Ranch Gate Road to Jomax Road, should also be similarly down-sized from a minor collector to a gated, unpaved emergency access only. There is no longer, and never will be, a transportation need for 128th Street connecting Ranch Gate Road and Jomax Road. If this right-of-way had not existed when the Preserve acquired the adjacent land, no one would propose a paved road through the Preserve. No one is suggesting that a paved road should be

constructed for the one-half-mile between the Lost Dog Wash and Ringtail trailheads. Private residences exist in close proximity to both trailheads. The closest roads connecting 124th and 128th streets are Via Linda – one-half-mile south and Shea Boulevard – one-mile south. The City of Scottsdale is littered with cars and roads. Fortunately, we have a Preserve that consists of more than one-third of our land area. This is good and should remain. We only have one Preserve – fortunately this one Preserve is very large. The Preserve should be sacrosanct – devoid of motor vehicles and paved roads. Allowing a gated and unpaved emergency access is a compromise. Even this facility should not exist. Typically, public safety is paramount. Whenever an emergency occurs, the importance of human life requires public safety vehicles and personnel to respond. A gated and unpaved roadway provides this access. If an emergency occurs, such as a wildfire in the Preserve, or a blockage on Dynamite Boulevard, between 118th and 128th streets, the police can open the 128th Street emergency access for traffic. If an expedited evacuation becomes necessary, police can direct people to use the previously described emergency four lanes on Ranch Gate Road and Jomax Road. Dozens of private gated communities exist throughout Scottsdale. When police or fire responders require access, they unlock the gates and have motor vehicle access. The same would occur for 128th Street from north of Ranch Gate Road to Jomax Road, from either the north or the south. Alternatives are available for unusual and emergency situations that do not require a permanent road through the Preserve. Merely because the access may be needed for some emergencies in the future, the access should not be continuously present for perpetuity. A minimum of five neighborhoods in north Scottsdale apparently have only one access: 96th Place, south of Dynamite Boulevard, is approximately one mile with only one access, serving approximately 70 homes. 136th Street, north of Larkspur Drive, is approximately three-quarter mile with only one access, serving approximately 60 homes. 132nd Street, north of Via Linda, is approximately one-half mile long with one access, serving approximately 130 homes. 136th Street, south of Shea Boulevard, is more than one mile long with one access, serving approximately 110 homes. 124th Street, south of Mountain View Road, is a two-square-mile neighborhood of approximately 100 homes served by only one intersection. None of these neighborhoods appear to have emergency or alternative access. An emergency access can be provided of 128th Street, from north of Ranch Gate Road to Jomax Road. Also, a separate bicycle trail is proposed, and is unnecessary. Bicyclists should only be on mountain bikes and can use the same unpaved travelway used by emergency vehicles. The fewer the disruptive scars to the Preserve, the better. The width of the emergency access should be a maximum of 22 feet from edge to edge. The narrower the disruptive

scars to the Preserve, the better. Critically, the portion of the Preserve that is being considered for a permanent and ever-present paved minor collector road, is the only connection and a narrow connection between the portion of the Preserve north of Dynamite Boulevard and the portion of the Preserve south of Tom's Thumb. This connection is vital for both fauna and flora. Animal travel throughout the expanse is essential for the health of the Preserve – no other options exist. Human travel can occur elsewhere – other paved road options exist. In the 128th Street in the Preserve circumstance, the sanctity of the Preserve should be preserved. Motor vehicles should be subordinate, and completely absent unless necessary for emergency circumstances. A gated, unpaved emergency access, without a separate bicycle facility, on 128th Street from north of Ranch Gate Road to Jomax Road is sufficient, and the most that should be accepted. Paul E. Basha, Licensed Professional Engineer in Washington, Arizona, and Nevada. Internationally Certified as a Professional Traffic Operations Engineer

Comments are limited to 8,000 characters and may be cut and pasted from another source.

PLEASE PROVIDE YOUR NAME:

First & Last Name:	Paul E Basha
--------------------	--------------

AND ONE OR MORE OF THE FOLLOWING ITEMS:

Email:	pebasha@gmail.com
Phone:	(480) 330-6087
Address:	7333 East Chaparral Ro

Example: 3939 N. Drinkwater Blvd, Scottsdale 85251

Johnson, Ruth

From: McDowell Sonoran Preserve Commission
Sent: Monday, September 6, 2021 4:44 PM
To: Johnson, Ruth
Subject: McDowell Sonoran Preserve Commission Public Comment (response #352)

McDowell Sonoran Preserve Commission Public Comment (response #352)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	McDowell Sonoran Preserve Commission Public Comment
URL:	https://www.scottsdaleaz.gov/boards/mcdowell-sonoran-preserve-commission/public-comment
Submission Time/Date:	9/6/2021 4:43:18 PM

Survey Response

COMMENT	
Comment:	<p>This is to voice our opinion that 128th Street through the Preserve should not be open to general traffic for the following reasons: 1. Not needed and serves no purpose (former Transportation department head Paul Basha agreed). The reality is most people who live in the area between Ranch Gate and the Preserve will want to go south west and therefore will take Ranch Gate to Happy Valley. Very few if any will want to go out of their way to get to Dynamite unless they want to go North West (unlikely). The few that do want to do that can just as easily take 118th street. There will be VERY few that want to go east on Dynamite. 2. Emergency Need. Making it an emergency route satisfies any concern police and fire have, but again the reality is they will use Jomax, 118th Street, and Ranch Gate because the fire station is on Alma School, and police stations, and coverage areas, are to the west and generally south, so even that need is weak. 3. Difficult terrain. The terrain in that area is difficult to deal with so culverts will be required, very expensive for any road but especially for one that won't be used much. 4. Cost to the City. The city will have to pay the entire cost to pave the road, install culverts, etc. because there is no developer that will build adjacent to the road on either side because both sides are Preserve. NO Preserve funds can or should be used to pave it because it would not be an improvement for the Preserve. This is a HUGE issue as the city does not have the money to do it. While</p>

	they may be able to get outside funds to help, there are far more pressing needs.
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Comments are limited to 8,000 characters and may be cut and pasted from another source.

PLEASE PROVIDE YOUR NAME:

First & Last Name:	Charles J Pospisil
--------------------	--------------------

AND ONE OR MORE OF THE FOLLOWING ITEMS:

Email:	chipop2016@gmail.com
--------	--

Phone:	(480) 236-2065
--------	----------------

Address:	6835 E MORNING VISTA LN
----------	-------------------------

Example: 3939 N. Drinkwater Blvd, Scottsdale 85251

Johnson, Ruth

From: McDowell Sonoran Preserve Commission
Sent: Monday, September 6, 2021 1:00 PM
To: Johnson, Ruth
Subject: McDowell Sonoran Preserve Commission Public Comment (response #351)

McDowell Sonoran Preserve Commission Public Comment (response #351)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	McDowell Sonoran Preserve Commission Public Comment
URL:	https://www.scottsdaleaz.gov/boards/mcdowell-sonoran-preserve-commission/public-comment
Submission Time/Date:	9/6/2021 12:58:34 PM

Survey Response

COMMENT	
Comment:	We are against opening up 128th Street to general traffic for several reasons. It is not needed and really serves no purpose. Any emergency will still use Jomax. It is very difficult terrain and would be very expensive and not make sense. Cathie and Michael
Comments are limited to 8,000 characters and may be cut and pasted from another source.	
PLEASE PROVIDE YOUR NAME:	
First & Last Name:	Ernst
AND ONE OR MORE OF THE FOLLOWING ITEMS:	
Email:	caternst@cox.net
Phone:	(480) 515-1540
Address:	36452 N. 105th Place
Example: 3939 N. Drinkwater Blvd, Scottsdale 85251	

Johnson, Ruth

From: Seth Rosenberg <sr2az@cox.net>
Sent: Monday, September 6, 2021 12:26 PM
To: City Council
Cc: Transportation Commission; McDowell Sonoran Preserve Commission; 'Protect Our Preserve'
Subject: 128th Street traffic

⚠ External Email: Please use caution if opening links or attachments!

The case for keeping 128th Street through the Preserve closed to general traffic (but open to emergency vehicles) is both rational and reasonable and I support the move to deny access to general traffic through the Preserve on said street. Thank You. / Seth (Scottsdale, 85255)

Seth Rosenberg
Personal e-mail a/c
Off: 480-248-8640

Johnson, Ruth

From: cathie ernst <caternst@cox.net>
Sent: Monday, September 6, 2021 12:27 PM
To: Transportation Commission; McDowell Sonoran Preserve Commission; City Council
Subject: 128th Street

⚠ External Email: Please use caution if opening links or attachments!


We are against opening up 128th Street to general traffic for several reasons. It is not needed and really serves no purpose. Any emergency will still use Jomax.

It is very difficult terrain and would be very expensive and not make sense.

Michael Weiner
Cathie Ernst

Johnson, Ruth

From: kjmduke <kjmduke@aol.com>
Sent: Tuesday, September 7, 2021 12:18 PM
To: McDowell Sonoran Preserve Commission
Subject: 128 th street

 External Email: Please use caution if opening links or attachments!

128 th street should not be open to general traffic.
Kevin and Mary Pat McCarthy. Scottsdale residents Sent from my iPad

Johnson, Ruth

From: McDowell Sonoran Preserve Commission
Sent: Wednesday, September 8, 2021 11:39 AM
To: Johnson, Ruth
Subject: McDowell Sonoran Preserve Commission Public Comment (response #356)

McDowell Sonoran Preserve Commission Public Comment (response #356)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	McDowell Sonoran Preserve Commission Public Comment
URL:	https://www.scottsdaleaz.gov/boards/mcdowell-sonoran-preserve-commission/public-comment
Submission Time/Date:	9/8/2021 11:37:56 AM

Survey Response

COMMENT	
Comment:	Please do not allow 128th Street through the Preserve to be open to general traffic. This is unnecessary and a real danger to our wildlife. Thank you.
Comments are limited to 8,000 characters and may be cut and pasted from another source.	
PLEASE PROVIDE YOUR NAME:	
First & Last Name:	Diane Wine
AND ONE OR MORE OF THE FOLLOWING ITEMS:	
Email:	dlw0101@gmail.com
Phone:	(480) 488-0808
Address:	9792 E Monument Dr Scottsdale
Example: 3939 N. Drinkwater Blvd, Scottsdale 85251	

Johnson, Ruth

From: McDowell Sonoran Preserve Commission
Sent: Wednesday, September 8, 2021 11:39 AM
To: Johnson, Ruth
Subject: McDowell Sonoran Preserve Commission Public Comment (response #356)

McDowell Sonoran Preserve Commission Public Comment (response #356)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	McDowell Sonoran Preserve Commission Public Comment
URL:	https://www.scottsdaleaz.gov/boards/mcdowell-sonoran-preserve-commission/public-comment
Submission Time/Date:	9/8/2021 11:37:56 AM

Survey Response

COMMENT	
Comment:	Please do not allow 128th Street through the Preserve to be open to general traffic. This is unnecessary and a real danger to our wildlife. Thank you.
Comments are limited to 8,000 characters and may be cut and pasted from another source.	
PLEASE PROVIDE YOUR NAME:	
First & Last Name:	Diane Wine
AND ONE OR MORE OF THE FOLLOWING ITEMS:	
Email:	dlw0101@gmail.com
Phone:	(480) 488-0808
Address:	9792 E Monument Dr Scottsdale
Example: 3939 N. Drinkwater Blvd, Scottsdale 85251	

Johnson, Ruth

From: Ekblaw, Kroy
Sent: Thursday, September 9, 2021 7:54 AM
To: Johnson, Ruth; Melnychenko, Mark
Subject: FW: Please protect our animals.

From: Schilling, Bethany <BSchilling@Scottsdaleaz.gov>
Sent: Tuesday, September 07, 2021 8:45 AM
To: Terri Foley <terri.foley06@gmail.com>
Cc: City Council <CityCouncil@scottsdaleaz.gov>; Ekblaw, Kroy <Kekblaw@scottsdaleaz.gov>; Hamilton, Scott <shamilto@scottsdaleaz.gov>
Subject: RE: Please protect our animals.

Good Morning Ms. Foley,

Thank you for reaching out to City Council with your support to close 128th Street. This is currently on the agenda for the McDowell Sonoran Preserve Commission public hearing on September 9th, 2021. I have the McDowell Sonoran Preserve Commission Staff Representatives Kroy Ekblaw and Scott Hamilton cc'd on this email to ensure they are aware of your comment.

Very Respectfully,

Bethany Schilling
Management Assistant to the Mayor and City Council
Office of Mayor David D. Ortega
3939 N. Drinkwater Blvd
Scottsdale, AZ 85251
Phone: 480.312.7977
Email: bschilling@scottsdaleaz.gov

From: Terri Foley <terri.foley06@gmail.com>
Sent: Monday, September 6, 2021 12:45 PM
To: City Council <CityCouncil@scottsdaleaz.gov>
Subject: Please protect our animals.

⚠ External Email: Please use caution if opening links or attachments!

I and many individuals live in North Scottsdale to enjoy nature and the animals that we share our days, property and lives with. It was brought to my attention on Next Door that there is a need for the council to intervene and get a corridor of travel for the animals.

128th Street North of McDowell Mountains. It was communicated that 118th St will be a new permanent road. Construction trucks for Storyrock will be required to use 128th street until the construction is completed. This creates a safety hazard for animals and potentially humans alike.

Your consideration of this request is greatly appreciated.

Have a wonderful Day
Theresa Foley
26655 N 79th Street
Scottsdale

--

Terri Foley
Gentle Touch Therapies
Therapies for You and Your Animals

PO Box 28245
Scottsdale AZ 85255
Cell: 480.495.3312
terri.foley06@gmail.com
www.beyondtouch.net

Johnson, Ruth

From: Ekblaw, Kroy
Sent: Thursday, September 9, 2021 7:54 AM
To: Johnson, Ruth; Melnychenko, Mark
Subject: FW: 128th St thru Preserve

From: Schilling, Bethany <BSchilling@Scottsdaleaz.gov>
Sent: Tuesday, September 07, 2021 8:46 AM
To: Chip Pospisil <chipop2016@gmail.com>
Cc: City Council <CityCouncil@scottsdaleaz.gov>; Ekblaw, Kroy <Kekblaw@scottsdaleaz.gov>; Hamilton, Scott <shamilto@scottsdaleaz.gov>
Subject: RE: 128th St thru Preserve

Good Morning Mr. Pospisil,

Thank you for reaching out to City Council with your support to close 128th Street. This is currently on the agenda for the McDowell Sonoran Preserve Commission public hearing on September 9th, 2021. I have the McDowell Sonoran Preserve Commission Staff Representatives Kroy Ekblaw and Scott Hamilton cc'd on this email to ensure they are aware of your comment.

Very Respectfully,

Bethany Schilling
Management Assistant to the Mayor and City Council
Office of Mayor David D. Ortega
3939 N. Drinkwater Blvd
Scottsdale, AZ 85251
Phone: 480.312.7977
Email: bschilling@scottsdaleaz.gov

From: Chip Pospisil <chipop2016@gmail.com>
Sent: Monday, September 6, 2021 4:46 PM
To: City Council <CityCouncil@scottsdaleaz.gov>
Subject: 128th St thru Preserve

⚠ External Email: Please use caution if opening links or attachments!

This is to voice our opinion that 128th Street through the Preserve should not be open to general traffic for the following reasons:

1. Not needed and serves no purpose (former Transportation department head Paul Basha agreed). The reality is most people who live in the area between Ranch Gate and the Preserve will want to go south west and therefore will take Ranch Gate to Happy Valley. Very few if any will want to go out of their way to get to Dynamite unless they want to go North West (unlikely). The few that do want to do that can just as easily take 118th street. There will be VERY few that want to go east on Dynamite.
2. Emergency Need. Making it an emergency route satisfies any concern police and fire have, but again the reality is they

will use Jomax, 118th Street, and Ranch Gate because the fire station is on Alma School, and police stations, and coverage areas, are to the west and generally south, so even that need is weak.

3. Difficult terrain. The terrain in that area is difficult to deal with so culverts will be required, very expensive for any road but especially for one that won't be used much.

4. Cost to the City. The city will have to pay the entire cost to pave the road, install culverts, etc. because there is no developer that will build adjacent to the road on either side because both sides are Preserve. NO Preserve funds can or should be used to pave it because it would not be an improvement for the Preserve. This is a HUGE issue as the city does not have the money to do it. While they may be able to get outside funds to help, there are far more pressing needs.

Sincerely,

Charles J. Pospisil

480-236-2065

6835 E. Morning Vista Ln

Johnson, Ruth

From: Ekblaw, Kroy
Sent: Thursday, September 9, 2021 7:54 AM
To: Johnson, Ruth; Melnychenko, Mark
Subject: FW: 128th Street - Preserve

From: Schilling, Bethany <BSchilling@Scottsdaleaz.gov>
Sent: Tuesday, September 07, 2021 8:46 AM
To: MICHAEL HUSAR <mahusar@aol.com>
Cc: City Council <CityCouncil@scottsdaleaz.gov>; Ekblaw, Kroy <Kekblaw@scottsdaleaz.gov>; Hamilton, Scott <shamilto@scottsdaleaz.gov>
Subject: RE: 128th Street - Preserve

Good Morning Mr. Husar,

Thank you for reaching out to City Council with your support to close 128th Street. This is currently on the agenda for the McDowell Sonoran Preserve Commission public hearing on September 9th, 2021. I have the McDowell Sonoran Preserve Commission Staff Representatives Kroy Ekblaw and Scott Hamilton cc'd on this email to ensure they are aware of your comment.

Very Respectfully,

Bethany Schilling
Management Assistant to the Mayor and City Council
Office of Mayor David D. Ortega
3939 N. Drinkwater Blvd
Scottsdale, AZ 85251
Phone: 480.312.7977
Email: bschilling@scottsdaleaz.gov

From: MICHAEL HUSAR <mahusar@aol.com>
Sent: Monday, September 6, 2021 10:25 PM
To: City Council <CityCouncil@scottsdaleaz.gov>
Subject: 128th Street - Preserve

External Email: Please use caution if opening links or attachments!

All,

I respectfully ask that you not allow the 128th Street alignment through the Preserve to be used by the general public, A road here will hurt our animals. It will be very expensive to build. It is not needed.

Thanks,
Michael Husar
2151 E. Sand Hills Rd
Scottsdale, AZ 85255

Johnson, Ruth

From: Ekblaw, Kroy
Sent: Thursday, September 9, 2021 7:54 AM
To: Johnson, Ruth; Melnychenko, Mark
Subject: FW: Gooseneck

From: Schilling, Bethany <BSchilling@Scottsdaleaz.gov>
Sent: Tuesday, September 07, 2021 8:51 AM
To: John Rodwick <johnrodwick@gmail.com>
Cc: City Council <CityCouncil@scottsdaleaz.gov>; Ekblaw, Kroy <Kekblaw@scottsdaleaz.gov>; Hamilton, Scott <shamilto@scottsdaleaz.gov>
Subject: RE: Gooseneck

Good Morning Mr. Rodwick,

Thank you for reaching out to City Council with your support to close 128th Street. This is currently on the agenda for the McDowell Sonoran Preserve Commission public hearing on September 9th, 2021. I have the McDowell Sonoran Preserve Commission Staff Representatives Kroy Ekblaw and Scott Hamilton cc'd on this email to ensure they are aware of your comment.

Very Respectfully,

Bethany Schilling
Management Assistant to the Mayor and City Council
Office of Mayor David D. Ortega
3939 N. Drinkwater Blvd
Scottsdale, AZ 85251
Phone: 480.312.7977
Email: bschilling@scottsdaleaz.gov

From: John Rodwick <johnrodwick@gmail.com>
Sent: Tuesday, September 7, 2021 8:14 AM
To: City Council <CityCouncil@scottsdaleaz.gov>
Subject: Gooseneck

⚠ External Email: Please use caution if opening links or attachments!

I am writing to ask that you keep 128th safe for wildlife and for it to be only for emergency use

here are the reasons

Thank you

John Rodwick

- 1. Not needed and serves no purpose (former Transportation department head Paul Basha agreed). The reality is most people who live in the area between Ranch Gate and the Preserve will want to go south west and therefore will take Ranch Gate to Happy Valley. Very few if any will want to go out of their way to get to Dynamite unless they want to go North West (unlikely). The few that do want to do that can just as easily take 118th street. There will be VERY few that want to go east on Dynamite.**
- 2. Emergency Need. Making it an emergency route satisfies any concern police and fire have, but again the reality is they will use Jomax, 118th Street, and Ranch Gate because the fire station is on Alma School, and police stations, and coverage areas, are to the west and generally south, so even that need is weak.**
- 3. Difficult terrain. The terrain in that area is difficult to deal with so culverts will be required, very expensive for any road but especially for one that won't be used much.**
- 4. Cost to the City. The city will have to pay the entire cost to pave the road, install culverts, etc. because there is no developer that will build adjacent to the road on either side because both sides are Preserve. NO Preserve funds can or should be used to pave it because it would not be an improvement for the Preserve. This is a HUGE issue as the city does not have the money to do it. While they may be able to get outside funds to help, there are far more pressing needs.**

Johnson, Ruth

From: Ekblaw, Kroy
Sent: Thursday, September 9, 2021 7:53 AM
To: Johnson, Ruth; Melnychenko, Mark
Subject: FW: TIP plan meeting // Closing of 128th street

From: Schilling, Bethany <BSchilling@Scottsdaleaz.gov>
Sent: Tuesday, September 07, 2021 9:19 AM
To: Scott Haines <scott.haines@gmail.com>
Cc: City Council <CityCouncil@scottsdaleaz.gov>; Ekblaw, Kroy <Kekblaw@scottsdaleaz.gov>; Hamilton, Scott <shamilto@scottsdaleaz.gov>
Subject: RE: TIP plan meeting // Closing of 128th street

Good Morning Mr. Haines,

Thank you for reaching out to City Council with your comments regarding 128th Street. This is currently on the agenda for the McDowell Sonoran Preserve Commission public hearing on September 9th, 2021. The link below contains the agenda for the meeting with a link to submit public comment. I have the McDowell Sonoran Preserve Commission Staff Representatives Kroy Ekblaw and Scott Hamilton cc'd on this email to ensure they are aware of your comment.

McDowell Sonoran Preserve Commission Agenda:

<https://www.scottsdaleaz.gov/Assets/ScottsdaleAZ/Boards/Preserve/agendas-minutes/2021-agendas/09-09-22-regular-meeting-notice-agenda.pdf>

Very Respectfully,

Bethany Schilling
Management Assistant to the Mayor and City Council
Office of Mayor David D. Ortega
3939 N. Drinkwater Blvd
Scottsdale, AZ 85251
Phone: 480.312.7977
Email: bschilling@scottsdaleaz.gov

From: Scott Haines <scott.haines@gmail.com>
Sent: Tuesday, September 7, 2021 8:57 AM
To: City Council <CityCouncil@scottsdaleaz.gov>
Subject: TIP plan meeting // Closing of 128th street

 **External Email: Please use caution if opening links or attachments!**

I came across the following post and response on Nextdoor with the request to support the closing of 128th street to provide native wildlife a corridor to the McDowell Mountains preserve.

In short, part of the due diligence I conducted in the eventual purchase of my primary residence off of 118th and Ranch Gate Rd was based upon that not happening, having spoken to representatives with the City of Scottsdale back in July of 2020, so I was surprised to see this ask. My question is two-fold:

1. Is this not the case? That discussion of closing 128th is in fact on the table?
2. It is not clear to me how best to voice my objection if this is in fact under review.

Regards,

~ Scott

Johnson, Ruth

From: Ekblaw, Kroy
Sent: Thursday, September 9, 2021 7:53 AM
To: Johnson, Ruth; Melnychenko, Mark
Subject: FW: 128th Street through the Preserve

FYI

From: Schilling, Bethany <BSchilling@Scottsdaleaz.gov>
Sent: Tuesday, September 07, 2021 1:32 PM
To: Linda Tucker <tuckita105@gmail.com>
Cc: City Council <CityCouncil@scottsdaleaz.gov>; Ekblaw, Kroy <Kekblaw@scottsdaleaz.gov>; Hamilton, Scott <shamilto@scottsdaleaz.gov>
Subject: RE: 128th Street through the Preserve

Good Afternoon Mr. & Mrs. Tucker,

Thank you for reaching out to City Council with your comments regarding 128th Street. This is currently on the agenda for the McDowell Sonoran Preserve Commission public hearing on September 9th, 2021. I have the McDowell Sonoran Preserve Commission Staff Representatives Kroy Ekblaw and Scott Hamilton cc'd on this email to ensure they are aware of your comment.

Very Respectfully,

Bethany Schilling
Management Assistant to the Mayor and City Council
Office of Mayor David D. Ortega
3939 N. Drinkwater Blvd
Scottsdale, AZ 85251
Phone: 480.312.7977
Email: bschilling@scottsdaleaz.gov

From: Linda Tucker <tuckita105@gmail.com>
Sent: Tuesday, September 7, 2021 1:28 PM
To: City Council <CityCouncil@scottsdaleaz.gov>
Subject: RE: 128th Street through the Preserve

⚠ External Email: Please use caution if opening links or attachments!

September 7, 2021
7324 N Del Norte Drive Scottsdale AZ 85258

Dear Scottsdale City Council,

RE: 128th Street through the Preserve

Here we go again! We have a Master Plan that was approved in 2016. It's working for this area unless the city approves developing more homes on the borderline of the Preserve. If the previous city council, which the citizenry worked so hard to remove, hadn't approved so many density increases in this area, we would not be having this conversation at all!

Most of us remember the lightening spiked fires that burned in the McDowells for over a month before so many homes were built behind Troon Mountain and into the McDowells.

City residents paid their tax dollars to PRESERVE THE PRESERVE. That means, NO PAVED ROADS IN THE PRESERVE!

The terrain is very rugged and the city will have to pay the entire cost to pave the road and install culverts, etc. There is no developer that will build adjacent to the road on either side because both sides are Preserve. NO Preserve funds can or should be used to pave it because it would not be an improvement to the Preserve. This is a HUGE issue as the city does not have the money to do it. While the city maybe able to get outside funds to help, there are more pressing needs.

Sincerely, Linda and Lawrence Tucker

Johnson, Ruth

From: Ekblaw, Kroy
Sent: Thursday, September 9, 2021 7:55 AM
To: Johnson, Ruth; Melnychenko, Mark
Subject: FW: 128th St

From: Schilling, Bethany <BSchilling@Scottsdaleaz.gov>
Sent: Tuesday, September 07, 2021 8:40 AM
To: cachegr1@aol.com
Cc: City Council <CityCouncil@scottsdaleaz.gov>; Ekblaw, Kroy <Kekblaw@scottsdaleaz.gov>; Hamilton, Scott <shamilto@scottsdaleaz.gov>
Subject: RE: 128th St

Good Morning Mr. Davis,

Thank you for reaching out to City Council with your comments regarding 128th Street. This is currently on the agenda for the McDowell Sonoran Preserve Commission public hearing on September 9th, 2021. I have the McDowell Sonoran Preserve Commission Staff Representatives Kroy Ekblaw and Scott Hamilton cc'd on this email to ensure they are aware of your comment.

Very Respectfully,

Bethany Schilling
Management Assistant to the Mayor and City Council
Office of Mayor David D. Ortega
3939 N. Drinkwater Blvd
Scottsdale, AZ 85251
Phone: 480.312.7977
Email: bschilling@scottsdaleaz.gov

From: cachegr1@aol.com <cachegr1@aol.com>
Sent: Sunday, September 5, 2021 7:17 AM
To: City Council <CityCouncil@scottsdaleaz.gov>
Subject: 128th St

⚠ External Email: Please use caution if opening links or attachments!

Please keep 128th street north of the McDowell Mountain Rd open for the animals to travel from the southern portion to the northern portion of the preserve. As you know that 118th St. Is the new permanent Rd.

Thank you,
Shirley Wolf
14332 E Bobwhite Way
Scottsdale 85262

[Sent from the all new AOL app for Android](#)

Johnson, Ruth

From: Ekblaw, Kroy
Sent: Thursday, September 9, 2021 7:55 AM
To: Johnson, Ruth; Melnychenko, Mark
Subject: FW: 128th street

-----Original Message-----

From: Schilling, Bethany <BSchilling@Scottsdaleaz.gov>
Sent: Tuesday, September 07, 2021 8:42 AM
To: Cathy <cathy@azparsons.com>
Cc: City Council <CityCouncil@scottsdaleaz.gov>; Ekblaw, Kroy <Kekblaw@scottsdaleaz.gov>; Hamilton, Scott <shamilto@scottsdaleaz.gov>
Subject: RE: 128th street

Good Morning,

Thank you for reaching out to City Council with your support to close 128th Street. This is currently on the agenda for the McDowell Sonoran Preserve Commission public hearing on September 9th, 2021. I have the McDowell Sonoran Preserve Commission Staff Representatives Kroy Ekblaw and Scott Hamilton cc'd on this email to ensure they are aware of your comment.

Very Respectfully,

Bethany Schilling
Management Assistant to the Mayor and City Council Office of Mayor David D. Ortega
3939 N. Drinkwater Blvd
Scottsdale, AZ 85251
Phone: 480.312.7977
Email: bschilling@scottsdaleaz.gov

-----Original Message-----

From: Cathy <cathy@azparsons.com>
Sent: Sunday, September 5, 2021 11:26 AM
To: City Council <CityCouncil@scottsdaleaz.gov>
Subject: 128th street

 External Email: Please use caution if opening links or attachments!

Please close to allow animals safe passage north and south to Preserve safely.
Thank you.

Important message from me

Johnson, Ruth

From: Ekblaw, Kroy
Sent: Thursday, September 9, 2021 7:55 AM
To: Johnson, Ruth; Melnychenko, Mark
Subject: FW: Closing 128th Street for the Preserve animals migration

From: Schilling, Bethany <BSchilling@Scottsdaleaz.gov>
Sent: Tuesday, September 07, 2021 8:38 AM
To: James H Davis <jimdavisestancia@gmail.com>
Cc: City Council <CityCouncil@scottsdaleaz.gov>; Ekblaw, Kroy <Kekblaw@scottsdaleaz.gov>; Hamilton, Scott <shamilto@scottsdaleaz.gov>
Subject: RE: Closing 128th Street for the Preserve animals migration

Good Morning Mr. Davis,

Thank you for reaching out to City Council with your support to close 128th Street. This is currently on the agenda for the McDowell Sonoran Preserve Commission public hearing on September 9th, 2021. I have the McDowell Sonoran Preserve Commission Staff Representatives Kroy Ekblaw and Scott Hamilton cc'd on this email to ensure they are aware of your comment.

Very Respectfully,

Bethany Schilling
Management Assistant to the Mayor and City Council
Office of Mayor David D. Ortega
3939 N. Drinkwater Blvd
Scottsdale, AZ 85251
Phone: 480.312.7977
Email: bschilling@scottsdaleaz.gov

From: James H Davis <jimdavisestancia@gmail.com>
Sent: Saturday, September 4, 2021 5:06 PM
To: City Council <CityCouncil@scottsdaleaz.gov>
Subject: Closing 128th Street for the Preserve animals migration

⚠ External Email: Please use caution if opening links or attachments!

I support closing N 128th St. With 118th Street now designated as a permanent street, we don't need 128th Street and the wild animals do. Please fulfill the prior commitment to close 128th Street.

Jim Davis

It will help with traffic on Happy Valley, and provides access to construction in that area. I understand it is close to the preserve, but so is Happy Valley. The animals in this area do not stay exclusively in the Preserve; they are also in all our neighborhoods around here. Perhaps it may be better to lobby for reasonable speed limits and enforcement of the ones we have in place.

Johnson, Ruth

From: Ekblaw, Kroy
Sent: Thursday, September 9, 2021 7:58 AM
To: Johnson, Ruth; Melnychenko, Mark
Subject: FW: Traffic Study/N 128th St

From: Schilling, Bethany <BSchilling@Scottsdaleaz.gov>
Sent: Friday, September 03, 2021 2:43 PM
To: Gisela Dahm <giseladahm@gmail.com>
Cc: City Council <CityCouncil@scottsdaleaz.gov>; Ekblaw, Kroy <Kekblaw@scottsdaleaz.gov>; Hamilton, Scott <shamilto@scottsdaleaz.gov>
Subject: RE: Traffic Study/N 128th St

Good Afternoon Ms. Dahm,

Thank you for reaching out to City Council with your support to keep 128th Street open. This is currently on the agenda for the McDowell Sonoran Preserve Commission public hearing on September 9th, 2021. I have the McDowell Sonoran Preserve Commission Staff Representatives Kroy Ekblaw and Scott Hamilton cc'd on this email to ensure they are aware of your comment.

Very Respectfully,

Bethany Schilling
Management Assistant to the Mayor and City Council
Office of Mayor David D. Ortega
3939 N. Drinkwater Blvd
Scottsdale, AZ 85251
Phone: 480.312.7977
Email: bschilling@scottsdaleaz.gov

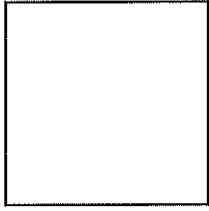
From: Gisela Dahm <giseladahm@gmail.com>
Sent: Friday, September 3, 2021 11:03 AM
To: City Council <CityCouncil@scottsdaleaz.gov>
Subject: Traffic Study/N 128th St

 **External Email: Please use caution if opening links or attachments!**

I support keeping N 128th St open. It will help with traffic on Happy Valley, and provides access to construction in that area. I understand it is close to the Preserve, but so is Happy Valley. The animals in this area do not stay exclusively in the Preserve; they are also in all our neighborhoods around here. Perhaps It may be better to lobby for reasonable speed limits and enforcement of the ones we have in place.

Gisela Dahm

Troon Ridge Estates II



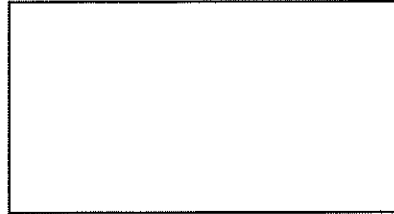
Begin forwarded message:

From: COGS--Coalition of Greater Scottsdale
<cogs@cogsaz.net>

Subject: September Newsletter

Date: August 31, 2021 at 3:42:24 PM PDT

COGS strongly supports the November vote
FOR the General Plan 2035
[View this email in your browser](#)



URGENT TIMING ON THIS: Replacing the 2016 Transportation Master Plan.

There is VERY LIMITED TIME TO SEND YOUR OPINION!!!

Input on how the city can improve traffic flow, bicycle and pedestrian safety, and transportation over the next 10 years and other questions are being evaluated as Scottsdale develops its Transportation Action Plan. In efforts to guide the city's transportation priorities, programs, and funding over the next decade, the city is seeking feedback from Scottsdale residents, business owners, and people who work in the city.

An online questionnaire will be available until Friday, Sept. 3 at [ScottsdaleAZ](https://polco.us/n/res/vote/scottsdale-az/scottsdale-transportation)
<https://polco.us/n/res/vote/scottsdale-az/scottsdale-transportation> The city link will provide an overview of Scottsdale's current transportation infrastructure and direction for the city's transportation future for at least the next 10 years TAP@scottsdaleaz.gov. Feedback will be used to shape the goals, policies, and performance measures for each of the city's transportation elements including street, transit, trail, bikeways and pedestrian and transit implementation program.

Once completed and approved by the City Council, this will replace the current Transportation Master Plan, approved in 2016. Participating in this online feedback provides an opportunity for people to opt-in to similar opportunities from the city of Scottsdale in the future via the city's online feedback portal. *Upon completing the questionnaire, provide an email address. Responses remain confidential.*

SEPTEMBER HOT ISSUES:

128th Road through the Preserve—Temporary or Permanent?

COGS readers who follow McDowell Sonoran Preserve news will recall when inside the boundaries was designated as a temporary road access for construction UNTIL the 118th Street is completed--It is now completed. Councilwomen Whitehead went into action when they learned that some of the city staff were promoting 128th Street permanently open in violation of our Preserve. The McDowell Sonoran Commission will have this item on their September 2nd agenda. They will (no doubt) write a letter to the Transportation Commission chairman to update on the significance of the corridor and will advocate that the Transportation Commissioners recommend an Arterial Designation only for 128th Street in the proposed 2021 Transportation Master Plan.

District at 9400 Shea Blvd Case 6 GP 2019 and 16 ZN 2019

City Council received multiple e mails from Scottsdale Ranch and other area homeowners complaining that their HOA Board "approval" of this project is not an accurate reflection of homeowner opinions. The homeowners cited failure of the HOA Board to poll about the request for an apartment complex. City Council voted 7-0 to continue the hearing to a date in October due to lack of public support and they requested that the developer's team involve more outreach. The proposed project is a request to rezone from the current C-O PCD zoning to mixed use PUD PCD on 11 acres.

Vocal opposition for event street closures in Historic Old Town or Arts District on 5th Avenue

Whenever the city council or commissioners get lonesome for e mails and phone calls from business owners in our Downtown, all they have to do is talk about "closing street events". Our brick and mortar Art District merchants recall all too well the negative impact on their revenue when Marshall Bridge was cheaply rented by the city to art competitors during times when Main Street had non-resident vendors assigned on the street in-front of the merchants predictably blocking their own customers. And of course, the fast-car races and noise barriers that were erected days ahead of time and removed days after. There is support for events in front of our renovated Civic Center and events planned with our business owners and merchants. Please write "Don't hire a consultant to tell our experienced locals what will generate business for us" to those of us who have invested many years in the Scottsdale" –

Contentious City Council Discussion on policies for Old Town held 24 August 2019

City Council members are not in agreement that Old Town (now defined as Chaparral to Osborn and 64th St east to Miller Road) needs council action now for a fresh look at zoning and development guidelines.

2 to 5 motion failed Councilmember Milhaven made a motion to place the amendments to the Old Town Scottsdale policies and regulations on hold until November 2, 2021 General Plan Election. Councilwoman Caputi seconded the Council members Caputi and Milhaven voting support and Mayor Ortega; Vice Mayor and Councilmembers Durham, Littlefield, and Whitehead dissenting.

5 to 2 motion passed Mayor Ortega made a motion to: • Initiate a non-major General Plan amendment to update the 2018 Old Town Character Area Plan; and • Initiate a text amendment to update the Zoning Ordinance Downtown (D), Downtown Overlay (DO), and Planned Development (PBD) districts and other affected sections, as applicable; and • Initiate a text amendment to the Downtown Infill Incentive District; and • Direct staff to update the Scottsdale Urban Design & Architectural Guidelines as necessary. Councilwoman Caputi seconded the motion with Mayor Ortega; Vice Mayor Janik; and Councilmembers Littlefield, and Whitehead voting in the affirmative and Councilmembers Caputi and Durham dissenting. Please read deeper into this COGS Newsletter for the detailed list of staff.

DO YOU HAVE APARTMENT PROJECT FATIGUE ?

The majority of recent e mails to COGS are about a short-term rental problem or about a proposed apartment complex or one under construction.

One of our COGS members has completed incredible research on Scottsdale “multi built, under construction, approved but not yet built and pending approval since 2011! DO NOT INCLUDE complexes of 30 apartments/condo or less. Therefore, true cost is considerably higher.

- 5,172 units completed
- 2,648 units under construction now
- 4,109 units approved but not yet built
- 2,213 units pending approval—city council approves or denies

Our General Plan 2001 encourages a variety of living styles from large acreage (which is disappearing rapidly) to single-family homes to patio homes/condos/apartments. Is there an appropriate balance throughout the city? Are new projects impacting the unique Character Areas Plans the community wrote in the 1980s and 1990s? Is our city's growth being managed?

maintain what makes our neighborhoods and commercial areas special?

Information for your consideration:

- Rent for 2-bedroom apartment/condominium units range from \$1,370 in Scottsdale.
- Does our city have sufficient (federally defined) Affordable Housing?
- Short term rentals decrease the supply of available long-term rentals and sale.
- New stipulations on proposed apartments and condominiums could include that short term rentals will be in the owner's financial plan. State law does not allow cities to dictate—this is only a written developer's deed restriction that travels with the property.
- Short term rentals reduce the city's census number that is tied to state revenue.

IMPORTANT CITY GOVERNMENT RECENT DECISION

Denied 7-0 The Development Review Board denied an HOA request to cut down trees in one of its subdivisions. The trees were part of the development stipulations a decade or more years prior and thus the HOA needed City approval. The impacted residents opposed the loss of so many trees. DRB Chairperson and City Councilwoman advised the HOA to listen to residents and come up with a better plan.

City Council decisions:

Approved 7-0 **Christian Brothers Auto** conditional use permit 8700 E Thomas
Approved 7-0 **Pac 12 Venue Agreement** In years 2022-23-24 Pac 12 Baseball Tournament will be held in Scottsdale. \$75,000/year support comes from the Tourism Budget
Denied 7-0 **Old Town Liquor License** 4439 N. Saddlebag Trail. Council cited failure to comply with Az Department of Liquor License regulations 1,6,8,9,11 and 12. Denial letter is attached. State for their final ruling.

Approved 7-0 **Old Town Bicycle Master Plan** includes details on new street lane markings and bicycle protections upgrades. Presented by Mark Melnychenko, Transportation and Street

Continued 7-0 **District at 9400 Shea Blvd** requested 219-unit apartment complex
continued until October due to lack of public support and a request by the city council for
public outreach.

Approved 6-1 (no vote Milhaven)—to direct the City Manager, City Attorney, and other

staff to speak with their counterparts to construct a framework to address solution homelessness in the East Valley, which would come back to Council for review, and updates as appropriate

5 to 2 (no vote Caputi and Milhaven) approved the following directives to the council to prepare drafts regarding the Old Town policies and develop guidelines

- Focus on areas of transportation, infrastructure, sustainability, and identity of Old Town which includes tourism.
- Focus on open space by including a canal-level park on the only remaining parcel located on the Arizona Canal at Fifth Avenue and Goldwater Boulevard while retaining existing parking.
- Include references to pedestrian connectivity, the tree canopy plan, and the Old Town Necklace.
- Add a section related to alleys that make better use of open space.
- Eliminate the word “metropolitan” from documents.
- Eliminate emphasis on “vertical” development.
- Include provisions for developers to put public art and rock coverage on empty construction to eliminate large open dirt lots.
- Council should review existing rules and follow those rules.
- Integrate bikeways into plan.
- Emphasize ways to invigorate and encourage more public participation in Old Town through street fairs and similar events.
- Look at event ordinance and see if it can be utilized to invigorate Old Town.
- Ensure community input is received on possible revisions to the plan.
- Verify the question of appropriateness of Type 1 going to Type 3, and the necessity of Section 2.5.
- Test the applicability of Planned Block Development (PBD) Overlay District reclassified mixed use to have at least 20% retail/commercial.
- Increase Type 1 classification from 36 feet to 40 feet; Type 2 classification to be at least 52 feet; and Type 3 classification to be 60 feet with a bonus of 12 feet.

COGS suggestion to our Readers: If you have other topics/suggestions that you would like the council to consider, please send it to citycouncil@scottsdaleaz.gov

DEVELOPMENT LAND CASES OF INTEREST

Greenbelt 88 Multi-Use Rezone Project. 3308-3370 and 3388 N. Hayden Road. C 2020. The location is the SW corner of Osborn and Hayden Road (Office Max, McDonald's, Uncle Sal's) . Not included are the separately owned Starbucks, Carl's Jr. and the **Action:** DRB approved by 4-0 (recused Commissioner Barnes, absent Commissioner and sent recommendation to the Planning Commission and City Council which in total height, 288 apartment units and approximately 21,000 square feet of commercial area

Action: Planning Commissioners voted 4 to 3 on August 25th to recommend the approval to the city council. No votes were Commissioners Gonzales, Graham, and **City Council hearing is to be scheduled.** An active neighborhood team presents signatures opposing the now 278-apartment unit project. Their email is SafeguardScottsdale@gmail.com Contact the developer's team with your email at [Hello@Greenbelt88.com](mailto>Hello@Greenbelt88.com) The owner-developer's website with is www.Greenbelt88.com

District at 9400 (see reports in other parts of this newsletter)

Scottsdale & Mountain View 9880 N Scottsdale Road 3 story building modification zoning from hotel to R-5 multi-family residential Case 21-DR-2021

STUDENT CIVIC CONTEST due September 17th

Mayor Ortega invited Scottsdale students to participate in the City's "**We the People Constitution Day**" contest. This contest promotes civic engagement, community and understanding of the principles that guide our participation in this representative government. Entries are due September 17th, which commemorates the formal signing of the Constitution in 1787. Get details at the city website www.ScottsdaleAZ.gov for instructions on how to participate. There will be a celebration in October and **we will include a variety of art projects and essays submitted by children of all ages**

for SRP ELECTRIC CUSTOMERS

Are you an SRP electric customer? They have a terrific program called **SRP**

Home Energy Audit. From your home phone you share appliance information with a contracted company representative. The Home Energy Assessment takes less than 30 minutes if you have inventoried all the appliance age information they requested during the phone call. You do need to make the appointment.

Immediately you receive the report on your computer for review and printing recommendations to make your home more energy efficient. The BONUS is that you receive up to 30 **free** LED light bulbs, faucet aerators, night lights, efficient flow showerheads and if needed--weather stripping. If you are interested go to this link: homeenergyprograms@srpnet.com or call (602) 236-3065.

If you have any questions, please visit srpnet.com/hea

COGS-COALITION OF GREATER SCOTTSDALE

Are you a first-time reader to our COGS E-Newsletter? Check us out at our website www.cogsaz.net. WHO we are (all volunteers). WHAT we do (help in disadvantaged neighborhoods for free). Our previous newsletters and Hot Issues. Our perspective on important city issues. Joining our 14 -year old 501 c4 organization is simple and costs only \$10 per year for your family. Contact us at info@cogsaz.net if you or your neighborhood is a strong advocate on a city issue.

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You are receiving this email because you requested to be kept informed about our city, Scottsdale

Our mailing address is:

COGS --The Coalition of Greater Scottsdale

8924 E Pinnacle Peak Rd Ste G-5 PMB 518

Scottsdale, AZ 85255

[Add us to your address book](#)

Want to change how you receive these emails?
You can [update your preferences](#) or [unsubscribe from this list](#).



Johnson, Ruth

From: kjmduke <kjmduke@aol.com>
Sent: Tuesday, September 7, 2021 12:18 PM
To: McDowell Sonoran Preserve Commission
Subject: 128 th street

⚠ External Email: Please use caution if opening links or attachments!

128 th street should not be open to general traffic.
Kevin and Mary Pat McCarthy. Scottsdale residents Sent from my iPad

Johnson, Ruth





From: Christie@twinsandcompany.com
Sent: Thursday, September 9, 2021 1:12 PM
To: McDowell Sonoran Preserve Commission
Cc: City Council; Transportation Commission
Subject: 128th Street in the McDowell Sonoran Preserve - please don't open to general traffic!


⚠ External Email: Please use caution if opening links or attachments!
Good afternoon,

I feel extremely strongly that 128th Street through the McDowell Sonoran Preserve should not be open to general traffic!

Thank you,

Christie

 **Christine (Christie) Lee Kinchen, PC**
Owner / Associate Broker | **Twins & Co. Realty**
Realtor, ABR, CDPE, CRS, Eco-Broker, GRI, SFR
P: 602-908-TWIN (8946)
E: Christie@TwinsAndCompany.com
  



City of Scottsdale Historic Preservation Commissioner
Top 1% of all Arizona Regional MLS agents by volume in 2020
Innovating + elevating AZ real estate for 22 years
Community activist 🙋

Johnson, Ruth

From: Sara Muth <sara.muth@gmail.com>
Sent: Friday, September 10, 2021 8:55 AM
To: City Council; Transportation Commission; McDowell Sonoran Preserve Commission
Subject: Please Close 128th Street to General Traffic!

⚠ External Email: Please use caution if opening links or attachments!

Good morning,

I strongly feel that 128th Street through the McDowell Sonoran Preserve should not be open to general traffic. It is a critical wildlife corridor **between the northern and southern part of the Preserve. Please help protect our wildlife!**

Thank you,
Sara Muth
Scottsdale, Arizona

Johnson, Ruth

From: Laurens Kusters <laurens.kusters@me.com>
Sent: Thursday, September 9, 2021 8:30 PM
To: McDowell Sonoran Preserve Commission; Transportation Commission; City Council
Subject: Close 128th to general traffic

⚠ External Email: Please use caution if opening links or attachments!

Good afternoon,

I strongly feel that 128th Street through the McDowell Sonoran Preserve should not be open to general traffic.

Thank you!

Laurens Kusters

E-mail: laurens.kusters@me.com

Johnson, Ruth

From: McDowell Sonoran Preserve Commission
Sent: Thursday, November 18, 2021 11:39 AM
To: Ekblaw, Kroy
Subject: McDowell Sonoran Preserve Commission Public Comment (response #359)

McDowell Sonoran Preserve Commission Public Comment (response #359)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	McDowell Sonoran Preserve Commission Public Comment
URL:	https://www.scottsdaleaz.gov/boards/mcdowell-sonoran-preserve-commission/public-comment
Submission Time/Date:	11/18/2021 11:38:13 AM

Survey Response

COMMENT	
Comment:	5 - The McDowell Sonoran Conservancy is fully supportive of redesignating the portion of 128th Street that goes through the McDowell Sonoran Preserve from a local collector to Emergency Access w/Path/trail corridor. The Conservancy appreciates the Commission taking this issue on and supports a recommendation to the Transportation Commission and City Council.
Comments are limited to 8,000 characters and may be cut and pasted from another source.	
PLEASE PROVIDE YOUR NAME:	
First & Last Name:	Justin Owen - CEO
AND ONE OR MORE OF THE FOLLOWING ITEMS:	
Email:	Justin@mcdowellsonoran.org
Phone:	(480) 998-7971
Address:	7729 E Greenway Rd, Scottsdale 85260
Example: 3939 N. Drinkwater Blvd, Scottsdale 85251	

Lofgren, Kyle

From: Parks & Rec
Sent: Monday, February 7, 2022 2:58 PM
Cc: Transportation And Streets Administration
Subject: RE: Parks and Recreation Commission Public Comment

Mr. Eigel:

This was sent to the Parks and Recreation Commission through the Public Comments for Meetings portal. That body does not have Transportation responsibilities/authority, so they would not be able to move this forward. I will send this to the Transportation Department for their review and consideration.

Sincerely ,

To ensure compliance with the Open Meeting Law, recipients of this message should not forward it to other members of the public body. Members of the public body may reply to this message, but they should not send a copy of the reply to other members.

Ruth Johnson

Office Manager, Community Services
City of Scottsdale
(p) 480-312-2304 (f) 480-312-2337
rjohnson@scottsdaleaz.gov



From: WebServices <WebServices@scottsdaleaz.gov>
Sent: Monday, February 7, 2022 2:45 PM
To: Molinari, Nick <nmolinar@scottsdaleaz.gov>; Johnson, Ruth <RJohnson@Scottsdaleaz.gov>; Parks & Rec <Parksrecmail@Scottsdaleaz.gov>; Parks and Recreation Commission <ParksandRecreationcommission@scottsdaleaz.gov>; Kurt Jones <Kbhc1234@gmail.com>; erickurland6@aol.com; maryannmcallen@gmail.com; susan.mcgarra15@gmail.com; tkh0813@hotmail.com; rvq230@cox.net
Subject: Parks and Recreation Commission Public Comment
Importance: Low

Name: David J Eigel
Address: 11775 East Quail Track Drive Scottsdale 85262
Email: hackendiffy1@gmail.com
Phone: (330) 936-7560

Comment:

Hello, I'd like to make a suggestion to build a dedicated two-way smoothly paved bike lane (along the east road right of way on Pima Rd) that is completely separate from the road and would extend from Dynamite to E Stage Coach Pass. Ideally, it would have a partition between the northbound and southbound lanes and be at least as wide as

Pima Rd to handle a large volume of bike traffic. It would be for bikes only, no walkers to reduce the risk of high speed bike collisions. The beauty of this section is there is only one road crossing between the new parking area at the corner of Pima and Dynamite and E Stage Coach Pass. This would be 5 miles each direction and safe from future road crossings due to the Preserve property on the east side. With all of the increasing road traffic it is becoming increasingly dangerous for bikers and often on the weekends there are now very large groups of bikers on this section of Pima Rd. The new parking facility would also link well with this suggestion. The existing 65-85 foot undeveloped road easement on the east side of Pima would ensure no Preserve property is affected. I hope you will consider this concept and welcome any further questions you may have.

128th Street Road Designation

I have been reviewing information regarding the above. Based on the information I have been able to acquire designating 128th is counter to Scottsdale's interests for the following reasons.

First, if designated as a street by the Transportation Department it would bisect the "Gooseneck" area of the Preserve which serves as a wildlife corridor between Maricopa County's McDowell Mountain Regional Park to the south, and the northern region of the Preserve and the Tonto National Forest to the north. It is my understanding that when the Preserve was established this small area was not acquired. Scottsdale did not think it was a priority to use preserve tax dollars to acquire the easement from Transportation at the time. (General Fund). Priority was given to buy land owned by the State and private landowners.

Furthermore, in November 2015 the McDowell Preserve recommended to the Transportation Commission and the City Council to redesignate 128th Street from Ranch Gate to Jomax as an emergency-only access and public path/trail. I fully support this and believe that Preserve tax dollars be used to purchase the easement to protect the corridor in perpetuity.

In addition, since that time 118th Street was built, and Happy Valley Rd is being widened. This sufficiently addresses public safety issues.

Second, it is my understanding that both the Scottsdale police and fire departments do not believe the building of 128th street adds to their ability to be effective in the exercise of their duties. In short, they support gating this dirt road as emergency access only.

Third, if 128th were to be designated it flies in the face of one of the key goals of the McDowell Sonoran Preserve which is continuity of habitat and connectivity to the greatest possible extent. 128th street if developed would result in habitat fragmentation and animal mortality.

Fourth, if this road were required it would be at Scottsdale's expense. This is challenging terrain, and its construction cost would be significant. In addition, it does not serve Scottsdale residents. If developed its use would be for the benefit of Rio Verde.

In conclusion, unless you favor killing animals, not providing wildlife corridors, and spending significant amounts of tax dollars for unsubstantiated reasons it is imperative to preserve the "Gooseneck" area.

Rob Fishman

1/22/22

Lofgren, Kyle

From: Schilling, Bethany
Sent: Monday, January 24, 2022 9:06 AM
To: Seth Rosenberg
Cc: City Council; Lofgren, Kyle
Subject: RE: Public Safety

Good Morning Mr. Rosenberg,

Thank you for reaching out to City Council with your comments on 128th Street. The future plan for 128th Street is included in the Transportation Action Plan that was recommended for Council's approval by the Transportation Commission on December 16th, 2021. There is no date set for this to be heard by Council yet. The link below includes the recommendations discussed by the Transportation Commission at the December 16th, 2021 meeting, information for this item begins on page 5.

Transportation Commission Meeting Minutes: [12-16-21+Regular+Agenda+Packet.pdf \(scottsdaleaz.gov\)](#)

Again, thank you for contacting City Council with your comments. We will make certain your input is included with all public comment should this move forward for council's vote.

Very Respectfully,

Bethany Schilling
Management Assistant to the Mayor and City Council
Office of Mayor David D. Ortega
3939 N. Drinkwater Blvd
Scottsdale, AZ 85251
Phone: 480.312.7977
Email: bschilling@scottsdaleaz.gov

From: Seth Rosenberg <sr2az@cox.net>
Sent: Sunday, January 23, 2022 5:57 PM
To: City Council <CityCouncil@scottsdaleaz.gov>
Subject: Public Safety

⚠ External Email: Please use caution if opening links or attachments!

Mayor Ortega & Members of the City Council:

In the Scottsdale Transportation Action Plan, I would appreciate if you could afford protection to 128th Street as a wildlife corridor by designating it as an emergency access only road. This keeps the road accessible only to those involved in the public safety of our citizens while still providing access to the wildlife in the Preserve. Your affirmative vote in this matter is most appreciated. / Seth Rosenberg

Seth Rosenberg
Personal e-mail a/c
Off: 480-248-8640

Lofgren, Kyle

From: Schilling, Bethany
Sent: Monday, January 24, 2022 9:07 AM
To: Steve Yahner
Cc: City Council; Lofgren, Kyle
Subject: RE: 128th street animal corridor

Good Morning Mr. Yahner,

Thank you for reaching out to City Council with your comments on 128th Street. The future plan for 128th Street is included in the Transportation Action Plan that was recommended for Council's approval by the Transportation Commission on December 16th, 2021. There is no date set for this to be heard by Council yet. The link below includes the recommendations discussed by the Transportation Commission at the December 16th, 2021 meeting, information for this item begins on page 5.

Transportation Commission Meeting Minutes: [12-16-21+Regular+Agenda+Packet.pdf \(scottsdaleaz.gov\)](#)

Again, thank you for contacting City Council with your comments. We will make certain your input is included with all public comment should this move forward for council's vote.

Very Respectfully,

Bethany Schilling
Management Assistant to the Mayor and City Council
Office of Mayor David D. Ortega
3939 N. Drinkwater Blvd
Scottsdale, AZ 85251
Phone: 480.312.7977
Email: bschilling@scottsdaleaz.gov

From: Steve Yahner <steveyahner@cox.net>
Sent: Monday, January 24, 2022 5:48 AM
To: City Council <CityCouncil@scottsdaleaz.gov>
Cc: 'Joyce A. Yahner' <joyceyahner@cox.net>; 'Ruth Dexter' <rdexter627@aol.com>; ddexter944@aol.com; 'Dilip Seth' <dseth50@aol.com>; 'Brian Aungst' <baungst@cox.net>; 'Lynn Dorsett' <carefreelynn@gmail.com>; 'Lee Hubbard' <leehub@msn.com>; loboaz@cox.net; drydirtmusic@gmail.com; 'Eric Hankins' <azhankins@cox.net>; 'Gregory & Shelley Bausch' <ggbausch@gmail.com>; 'Jan Griggs' <jan@jangriggfineart.com>; 'Jennie McDonough' <jen5522@gmail.com>; 'Jim McDonough' <jmcdon35@gmail.com>; jjwolfeusa@yahoo.com; jmg278@aol.com; kelmart@shaw.ca; 'lannie Sater' <satermom@gmail.com>; 'Larry & Fran Smith' <ls@larrysmith.com>; 'Mary Schloz' <mmqcaz@msn.com>; 'michael & Sonja Randall' <randallsonja@gmail.com>; peg.mativi@solutionsstaffing.com; rwhissell@shaw.ca; scott.uelner@gmail.com; 'Shelley Bausch' <shelleybbausch@gmail.com>; smschloz@msn.com; steveyahner@cox.net; tiffuelner@gmail.com; 'Wayne & Jan Griggs' <rscott@sportsradio.com>; 'Wayne & Pam Wesala' <pwwesala@cox.net>
Subject: 128th street animal corridor

 **External Email: Please use caution if opening links or attachments!**

Please protect 128th Street as a wildlife corridor by designating it as an emergency access only road in the Transportation Action Plan.” It would seem to me, if we citizens are going to pay upwards of \$1B to protect 30,000 plus acres for our kids, grand kids, and so on, we should also give the animals a “break” by designating 128th street an emergency access only road and thereby making an animal corridor. I expect all council members to make an the intelligent decision on this matter. Thank, Steve Yahner



February 10, 2022

Mr. Mark Melnychenko, Director
City of Scottsdale
Transportation & Streets
3939 N. Drinkwater Boulevard
Scottsdale, AZ 85251

RE: Request for Speed Limit Study @ Bell Road
Subject: Sportsbook Restaurant/Clubhouse

Dear Mr. Melnychenko,

The Montana Del Sol Board of Directors is aware of the request by the owner for an amendment to the existing TPC Conditional Use Permit to extend the Golf Course and Accessory Uses for a new sportsbook restaurant/clubhouse proposed for the City of Scottsdale property on the corner of Hayden/Bell Roads. The proposed project will be located directly west of the Montana Del Sol community.

The Montana Del Sol residents have several concerns with regards to the proposed expansion.

One of their main concerns is the additional traffic that will be generated by this project. More specifically, their concerns are relative to the posted speed limits along Bell Road, which create a dangerous situation when residents are trying to ingress and egress the community at Bell Road currently. The additional traffic from this project will add to what is already a hazardous road due to the speeds traveled.

Our concerns are not limited to speed and include:

- Children crossing Bell Road to play at the park
- Senior citizens that cross Bell Road as part of a daily exercise regimen or to walk their dogs
- Failure to stop/Roll through stops

The Montana Del Sol Condominium Association Board of Directors, respectfully requests that the City of Scottsdale conduct a speed limit study on Bell Road, between Hayden and the 101 freeway, to address what is already a hazardous situation and ensure that the developer/City planners have adequately addressed any potential liability to the residents of Montana Del Sol as a result of speeds traveled on Bell Road, and the impact of the proposed project on Bell Road, given the combined uses and additional traffic that will be generated.

Sincerely,

Gail Zigler, Community Manager
On behalf of the Board of Directors
Montana Del Sol

cc: Montana Del Sol Board of Directors
City of Scottsdale Traffic Commission
Meredith Tessier, City Planner