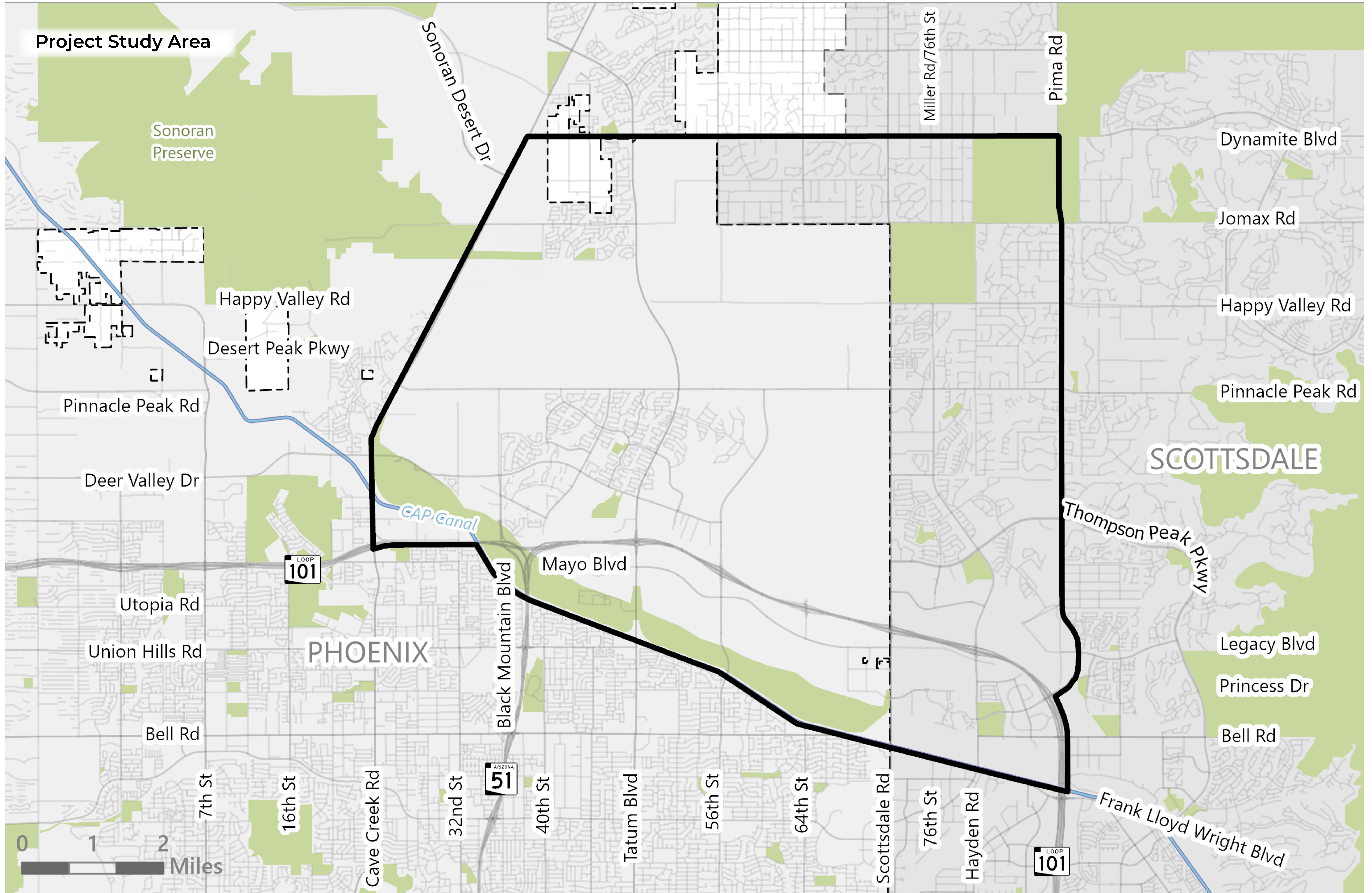


PROJECT DESCRIPTION/PURPOSE

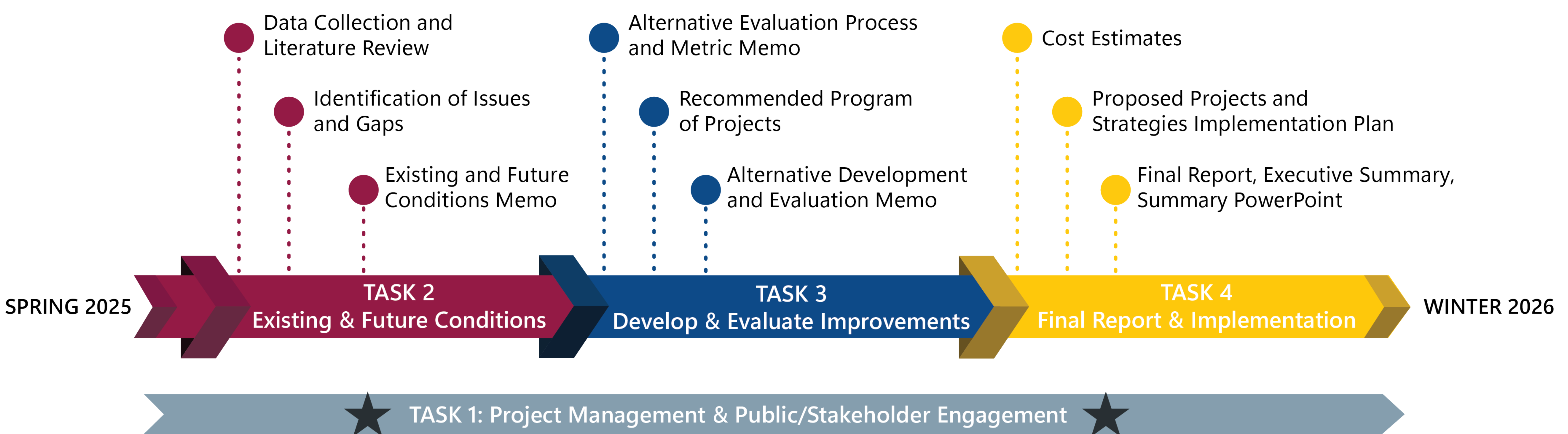
The Northeast Valley Transportation Planning Study (Study) - led by the Maricopa Association of Governments (MAG) and in partnership with the cities of Phoenix and Scottsdale - is designed to assess the capacity and connectivity of existing and planned transportation networks and compare them to forecasted travel demand through 2050 in the Study Area (see map below). This analysis will be used to prioritize currently planned projects and identify additional multimodal projects or strategies needed to address gaps in the area's future transportation network. The process features four key tasks and opportunities for public and stakeholder engagement, including Open House Meetings at major milestones.

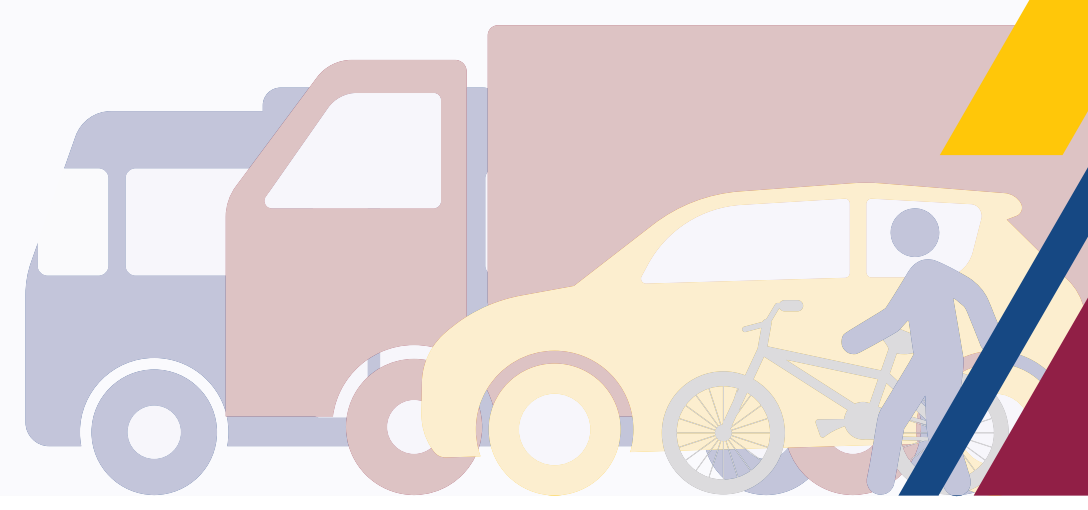


LEGEND

- Study Area
- City of Phoenix
- Unincorporated Maricopa County
- Canal
- Park/Open Space
- City of Scottsdale
- Roadway

PROJECT SCHEDULE

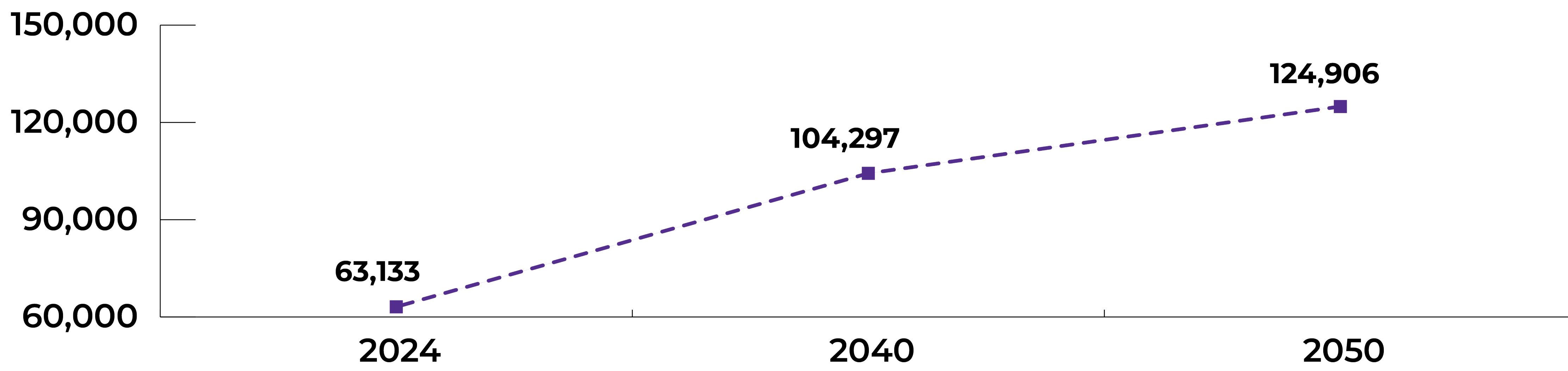




POPULATION PROJECTIONS

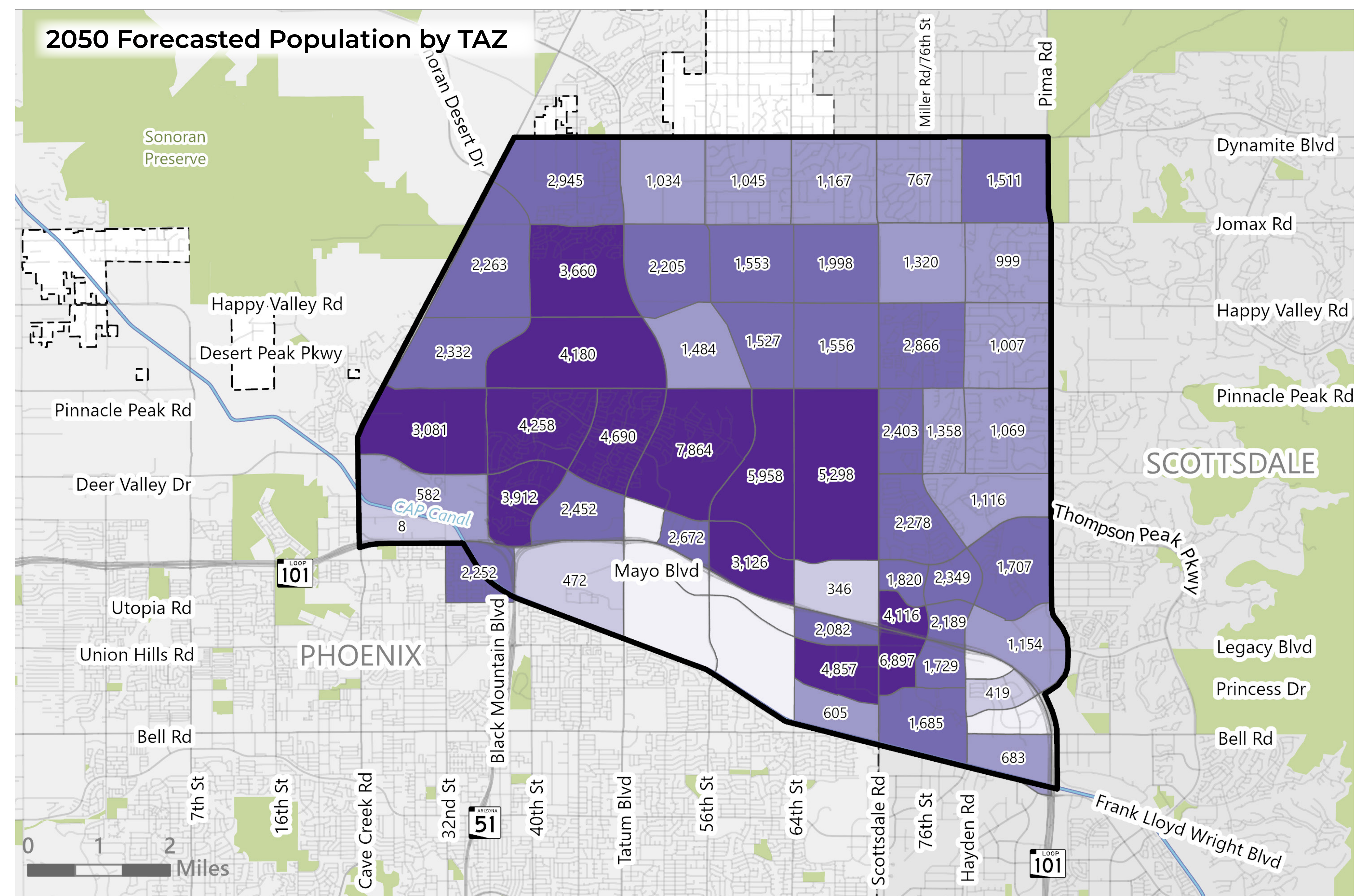
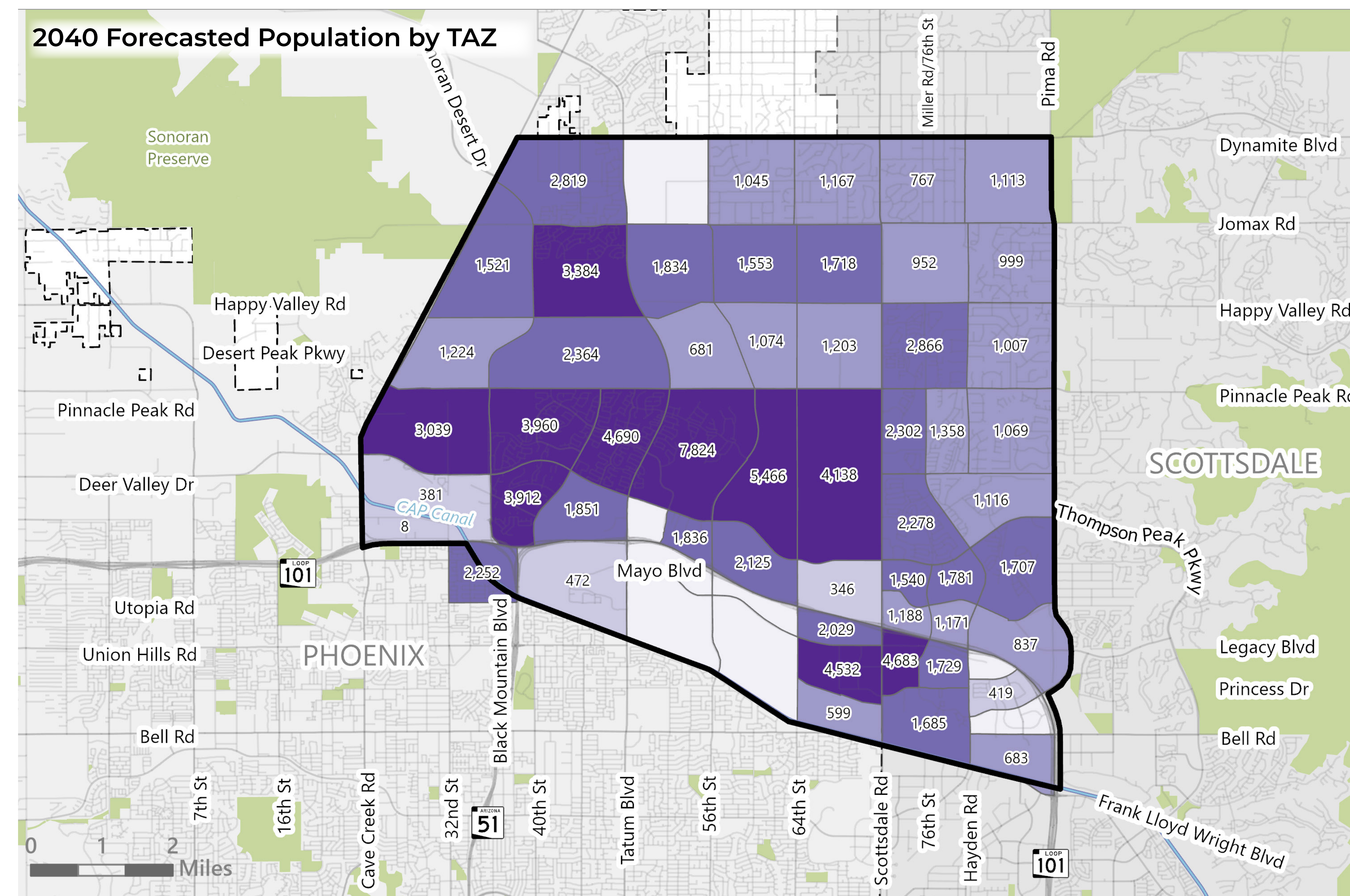
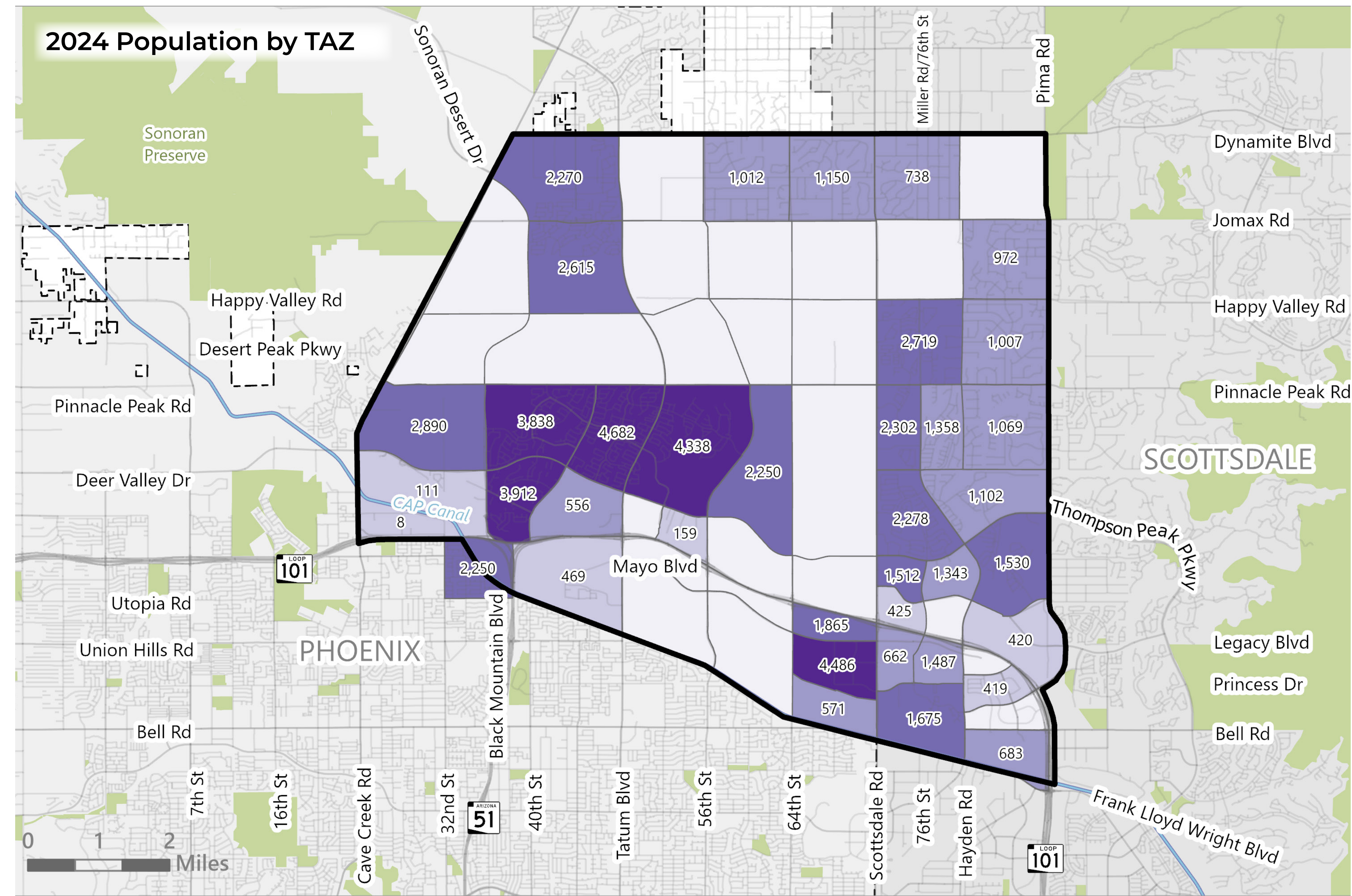
Traffic Analysis Zones (TAZs) are small spatial geographies used in transportation modeling to analyze travel patterns and forecast future demand across multimodal networks by projecting population, today and in the future. They help planners estimate future population growth and residential density, which informs decisions about transportation infrastructure and development patterns. By analyzing TAZs, communities can better anticipate where travel demand will increase and plan accordingly.

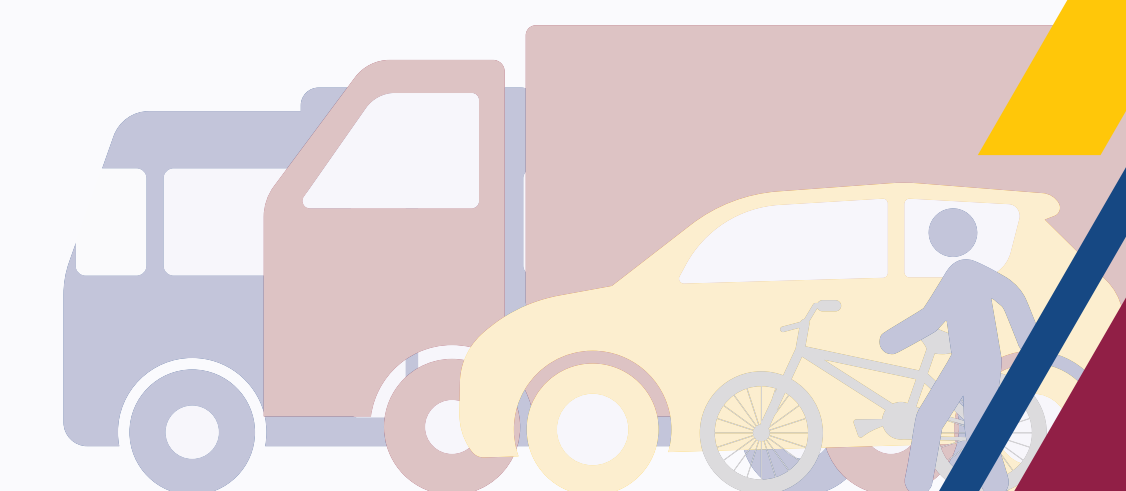
STUDY AREA POPULATION



LEGEND

- Study Area
- Park/Open Space
- City of Phoenix
- City of Scottsdale
- Unincorporated Maricopa County
- Roadway
- Canal
- Forecasted Population by TAZ**
- 0
- 1-1,000
- 1,001-2,500
- 2,501-5,000
- > 5,000

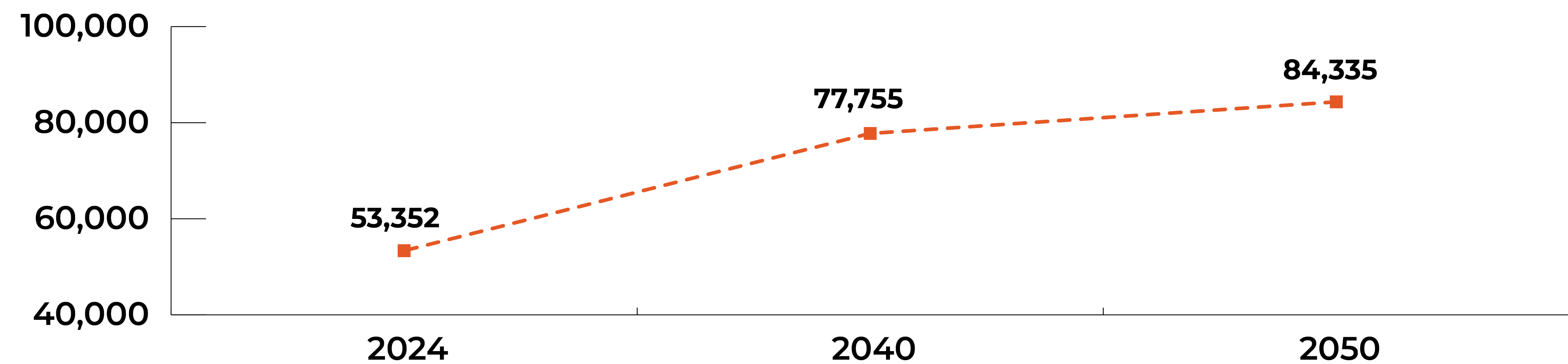




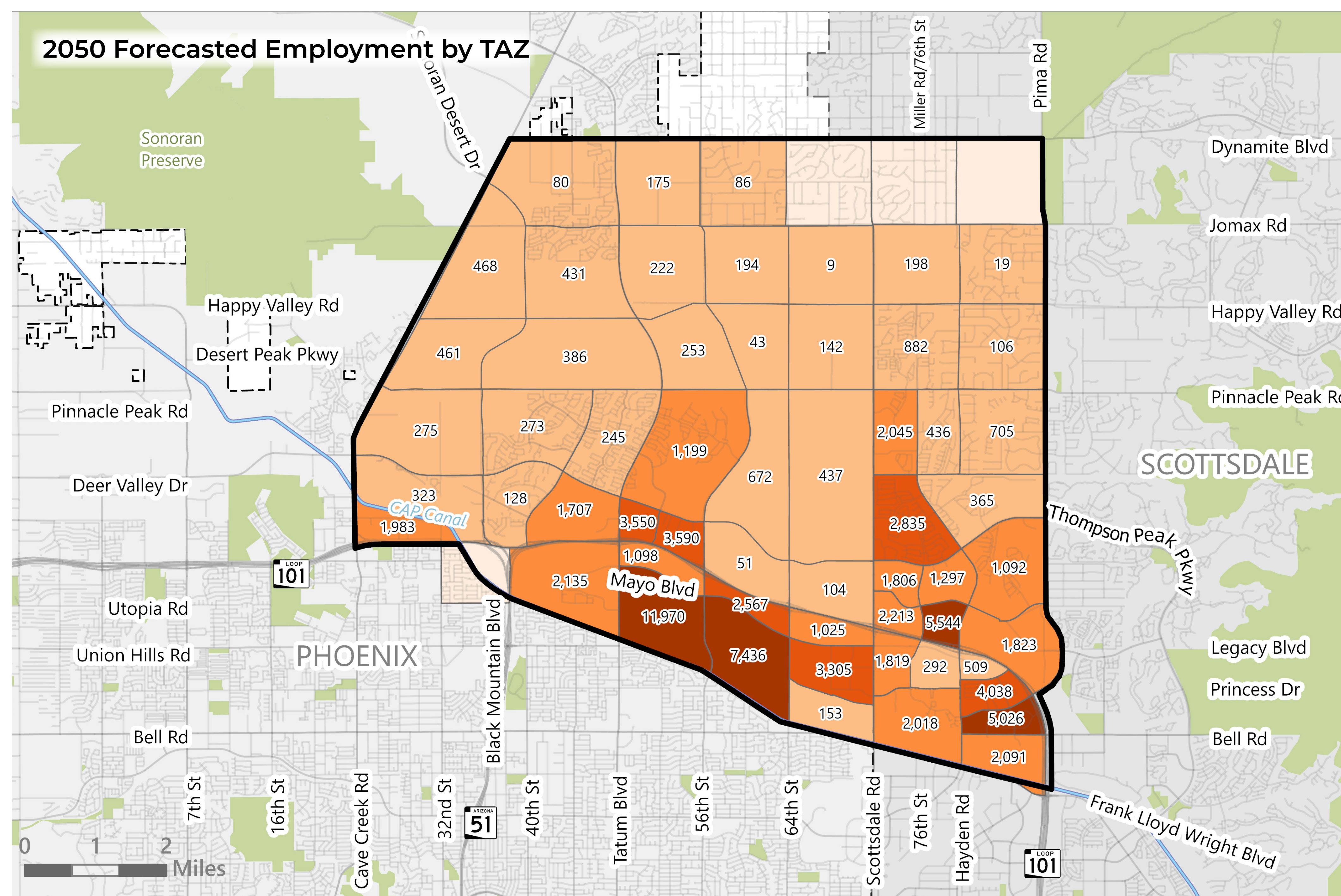
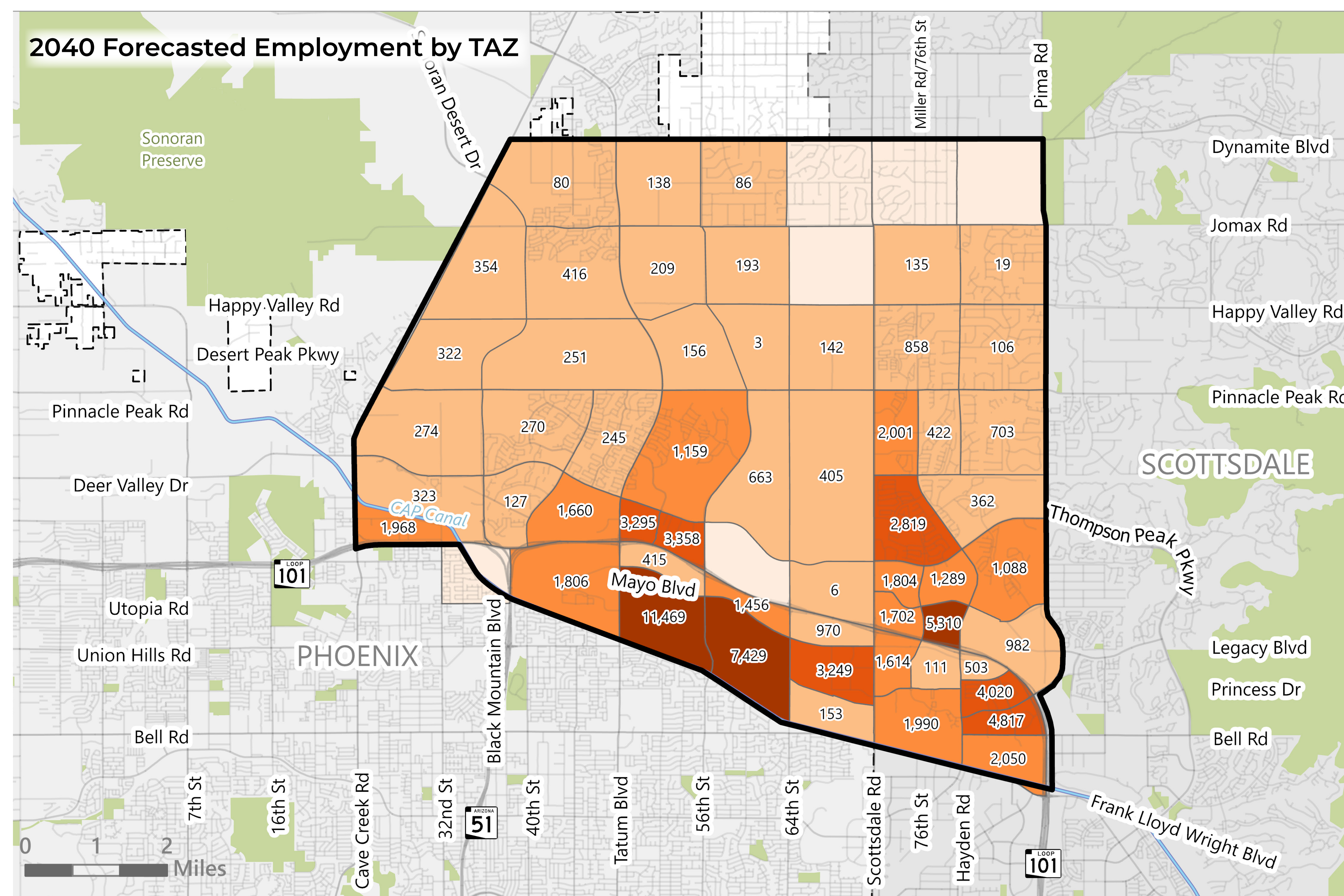
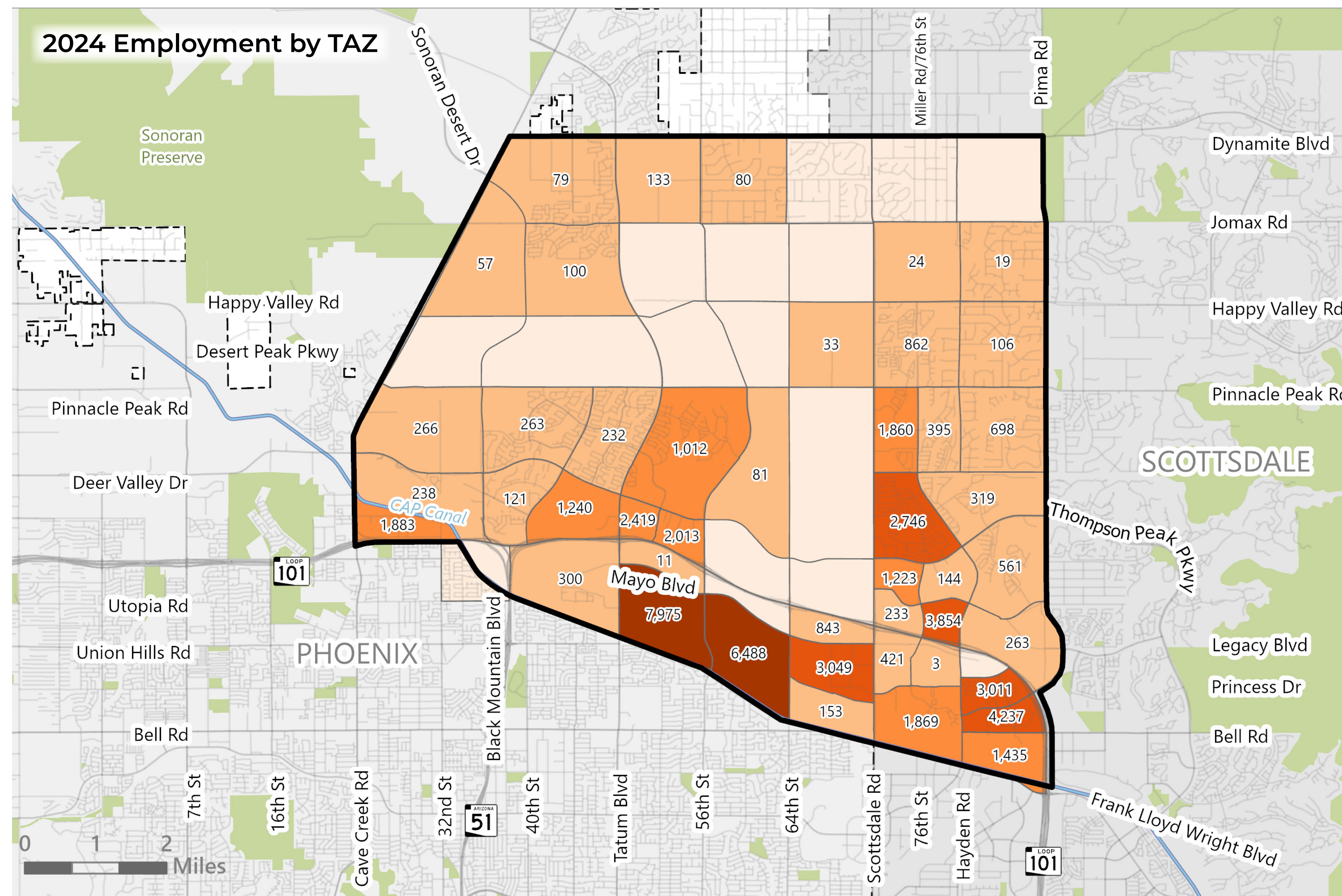
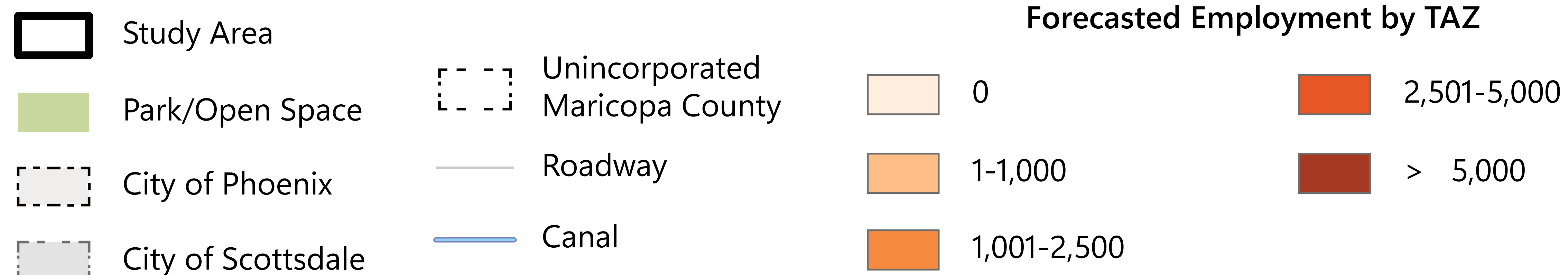
EMPLOYMENT PROJECTIONS

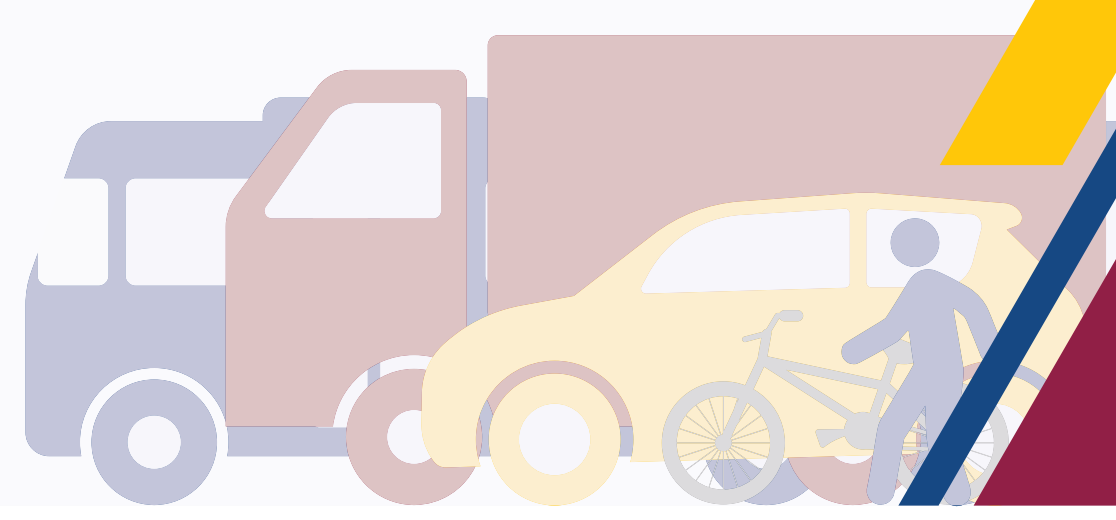
Traffic Analysis Zones (TAZs) are small spatial geographies used in transportation modeling to analyze travel/commuting patterns and forecast future demand by projecting the number of jobs, today and in the future. Employment forecasts by TAZ help planners anticipate job growth, identify areas of increased employment density, and guide long-term transportation investments.

STUDY AREA EMPLOYMENT



LEGEND





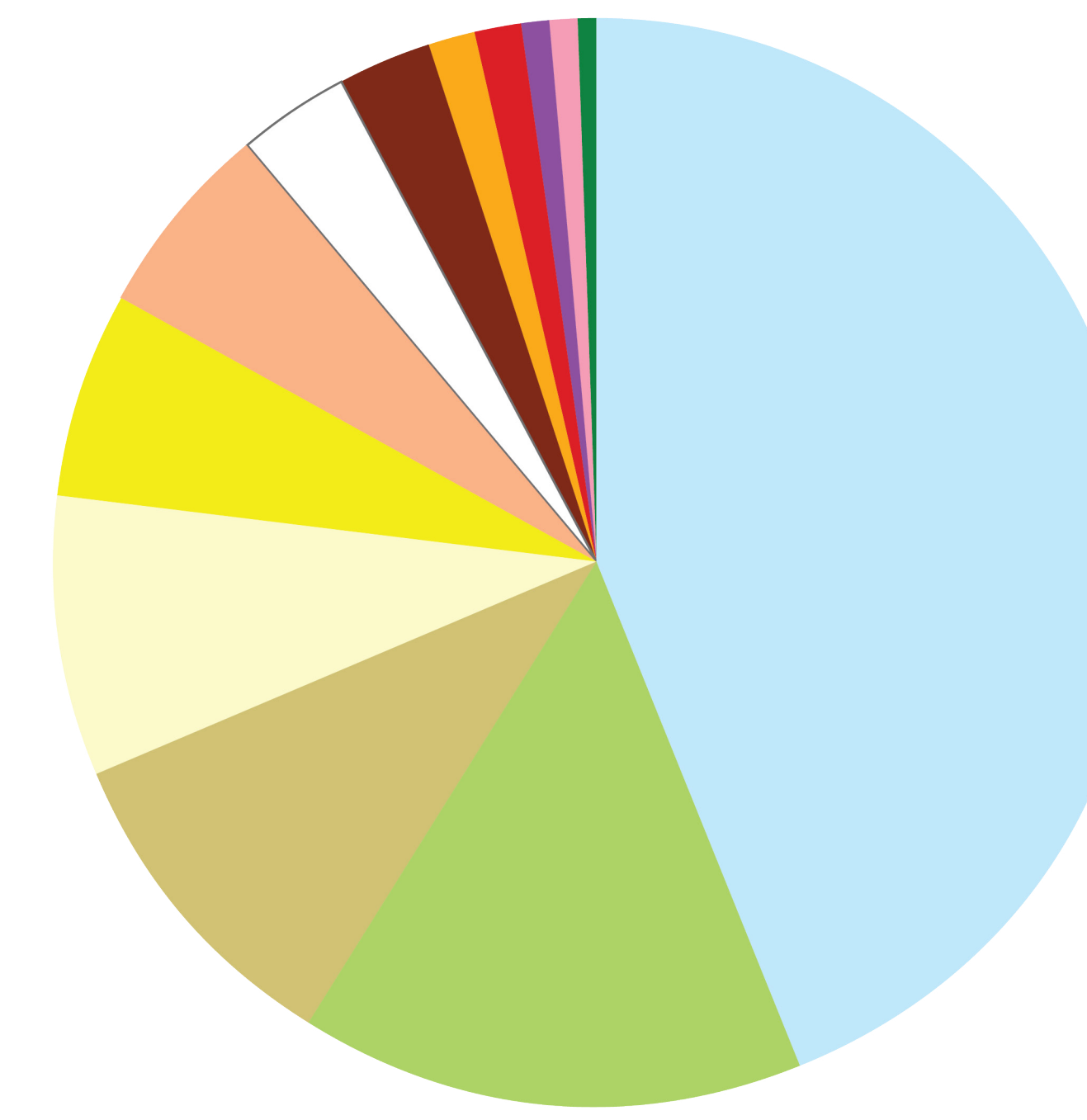
EXISTING VS FUTURE LAND USE

Land use refers to how land is currently utilized or planned to be used in the future, encompassing categories such as residential, commercial, industrial, recreational, agricultural, and open space. It plays a critical role in transportation planning by helping identify where people live, work, and travel, and by guiding infrastructure investments that support community needs and growth.

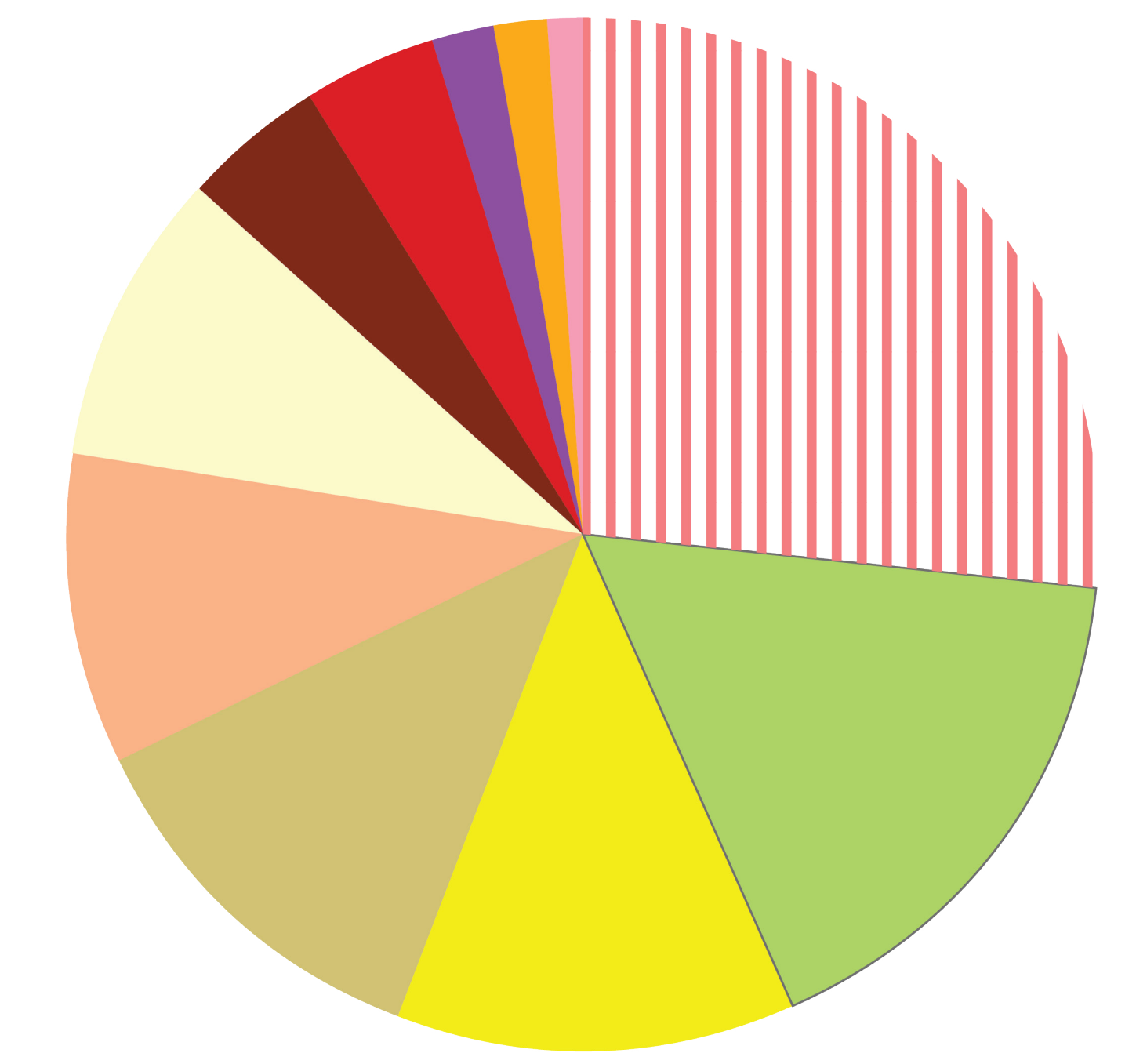
Existing land use data for the region is provided by the Maricopa Association of Governments (MAG), offering a standardized regional view of how land is currently being used, including the locations of homes, businesses, schools, parks, open space, and other facilities. Future land use information is also provided by MAG, but is sourced from local municipalities and other planning agencies through quarterly coordination. These projections rely on general plans, zoning regulations, and long-term development strategies to help anticipate and plan for regional growth.

When land use and transportation systems work together smoothly, our communities thrive. By making sure new homes and workplaces are connected by reliable roads and infrastructure, we help people get where they need to go with less hassle and more choices. Proper planning keeps traffic moving, supports growth, and makes our neighborhoods better places to live.

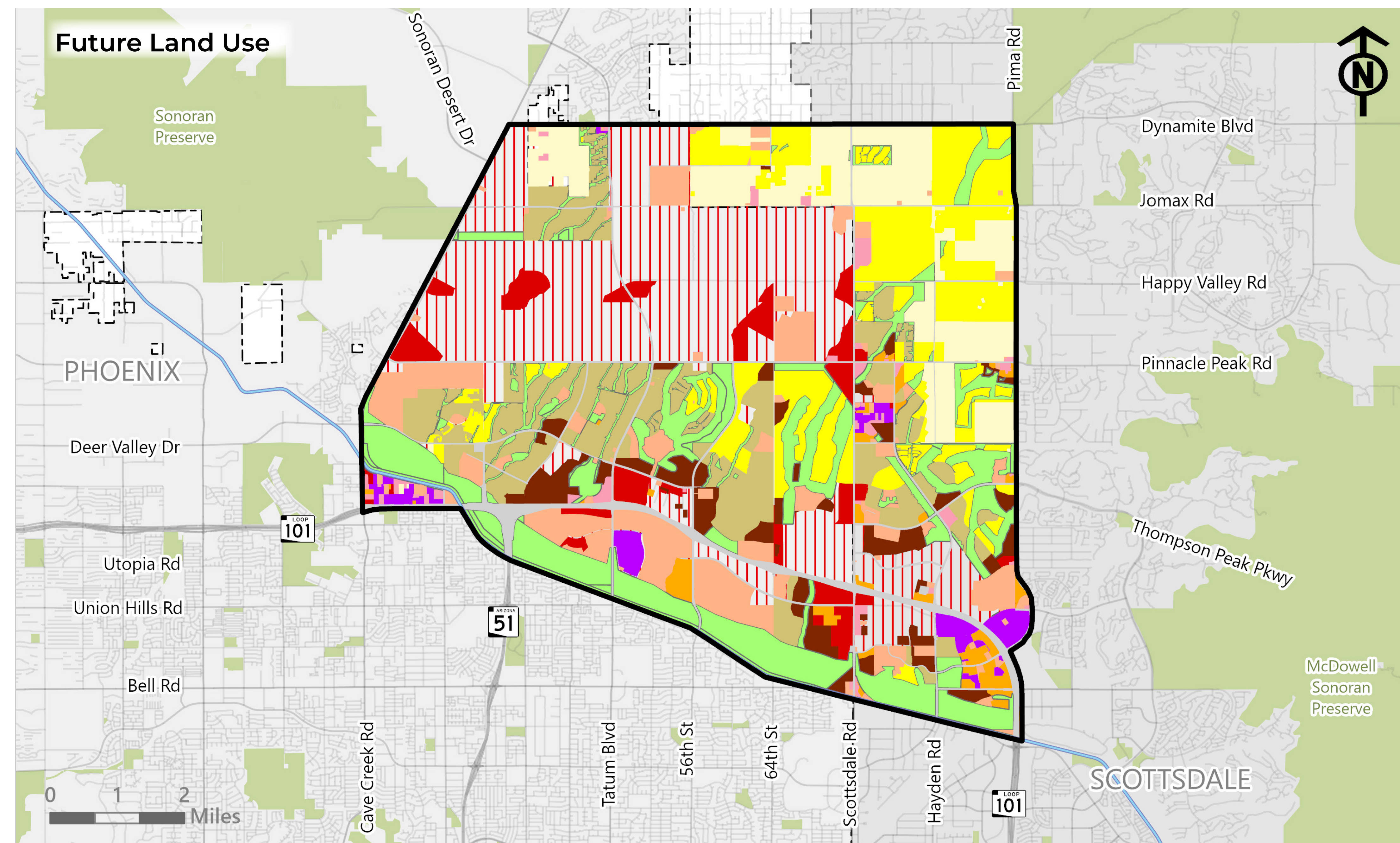
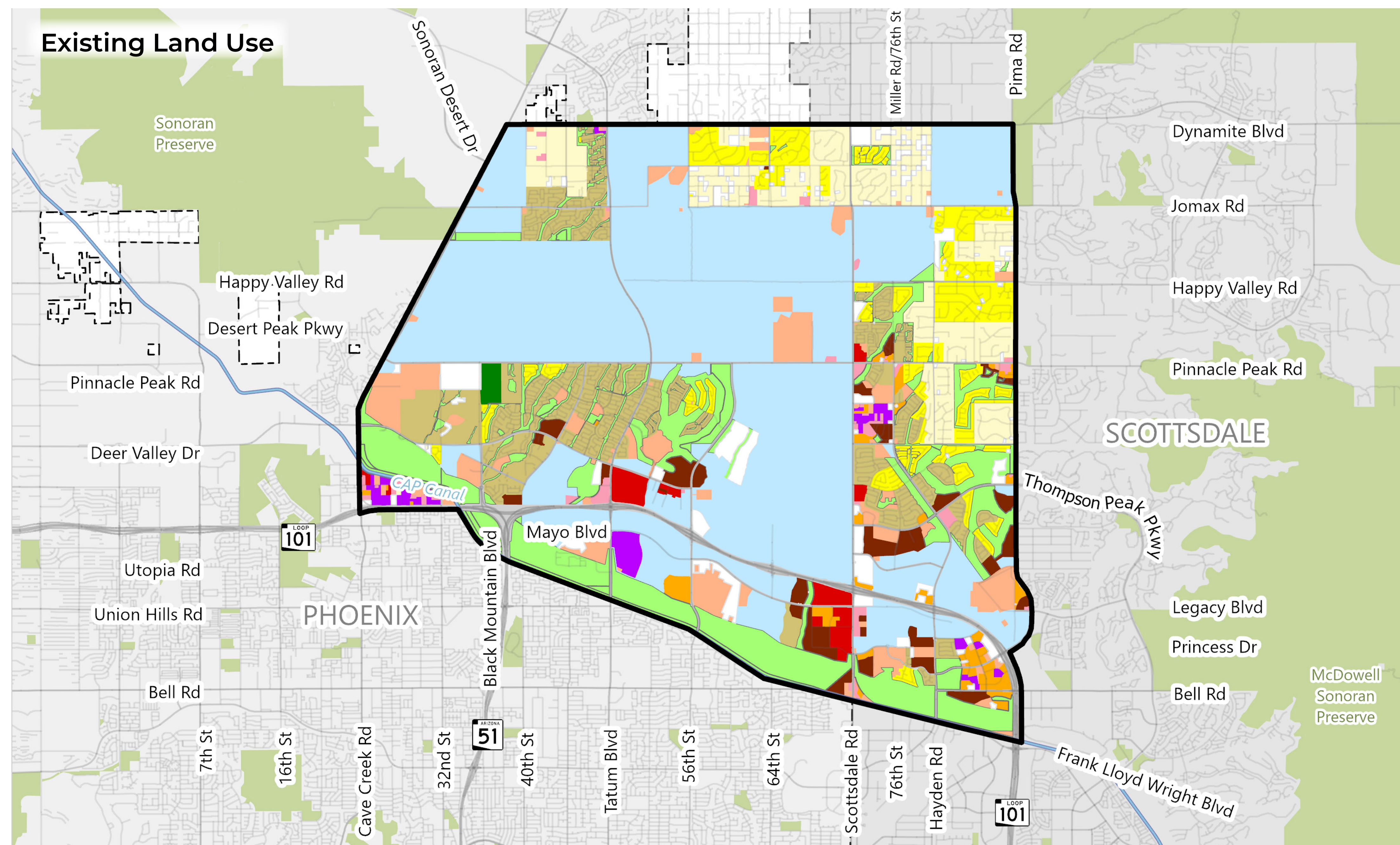
Existing Land Use



Future Land Use



- | | | |
|----------------------------|------------------------------|-----------------|
| Mixed Use | Single Family Medium Density | Commercial High |
| Vacant State Trust | Other/Public Employment | Industrial |
| Open Space | Vacant | Commercial Low |
| Single Family High Density | Multi Family | Agriculture |
| Single Family Low Density | Office | |

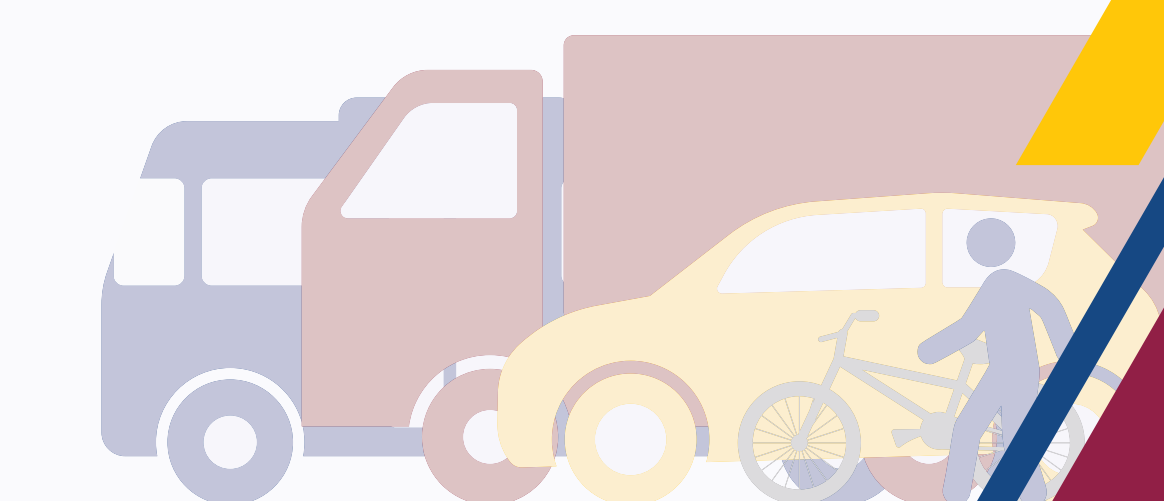


Study Area	Roadway	Existing Land Use		
Park/Open Space	Canals	Agriculture	Office	Single Family High Density
City of Phoenix		Commercial High	Open Space	Vacant
City of Scottsdale		Commercial Low	Other/Public Employment	Vacant State Trust
Unincorporated Maricopa County		Industrial	Single Family Low Density	
		Multi Family	Single Family Medium Density	

Source: MAG, City of Phoenix, City of Scottsdale, Maricopa County

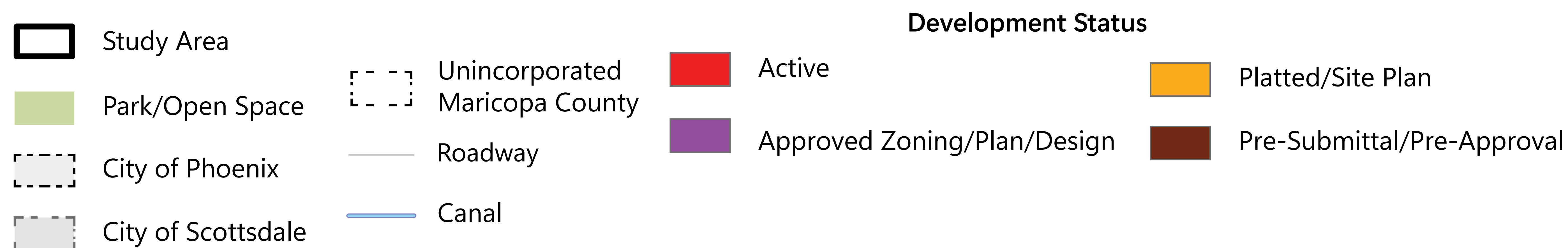
Study Area	Unincorporated Maricopa County	Future Land Use		
Park/Open Space	Roadway	Commercial High	Multi Family Residential	Single Family Low Density
City of Phoenix	Canals	Commercial Low	Office	Single Family Medium Density
City of Scottsdale		Industrial	Open Space	Single Family High Density
		Mixed Use	Other/Public Employment	

Source: MAG, City of Phoenix, City of Scottsdale, Maricopa County



DEVELOPMENTS

Monitoring the status of development projects - whether proposed, approved, or under construction - is essential for effective transportation planning. This information allows planners to anticipate future travel demand, align infrastructure investments with growth, and ensure that roads and other transportation infrastructure/services are prepared to support new development. By integrating development data into transportation studies, communities can make informed decisions that improve mobility, reduce congestion, and support sustainable growth. In total, there are 59 known developments identified, spanning over 21 square miles and representing 45% of the Study Area.



NUMBER OF DWELLING UNITS IN DEVELOPMENT

55,417 TOTAL UNITS

24,391 SINGLE FAMILY UNITS

26,874 MULTI-FAMILY UNITS

SQUARE FEET OF NON-RESIDENTIAL USES IN DEVELOPMENT

10,553,896 sq.ft. RETAIL

2,237,321 sq.ft. EDUCATIONAL

9,271,810 sq.ft. MEDICAL

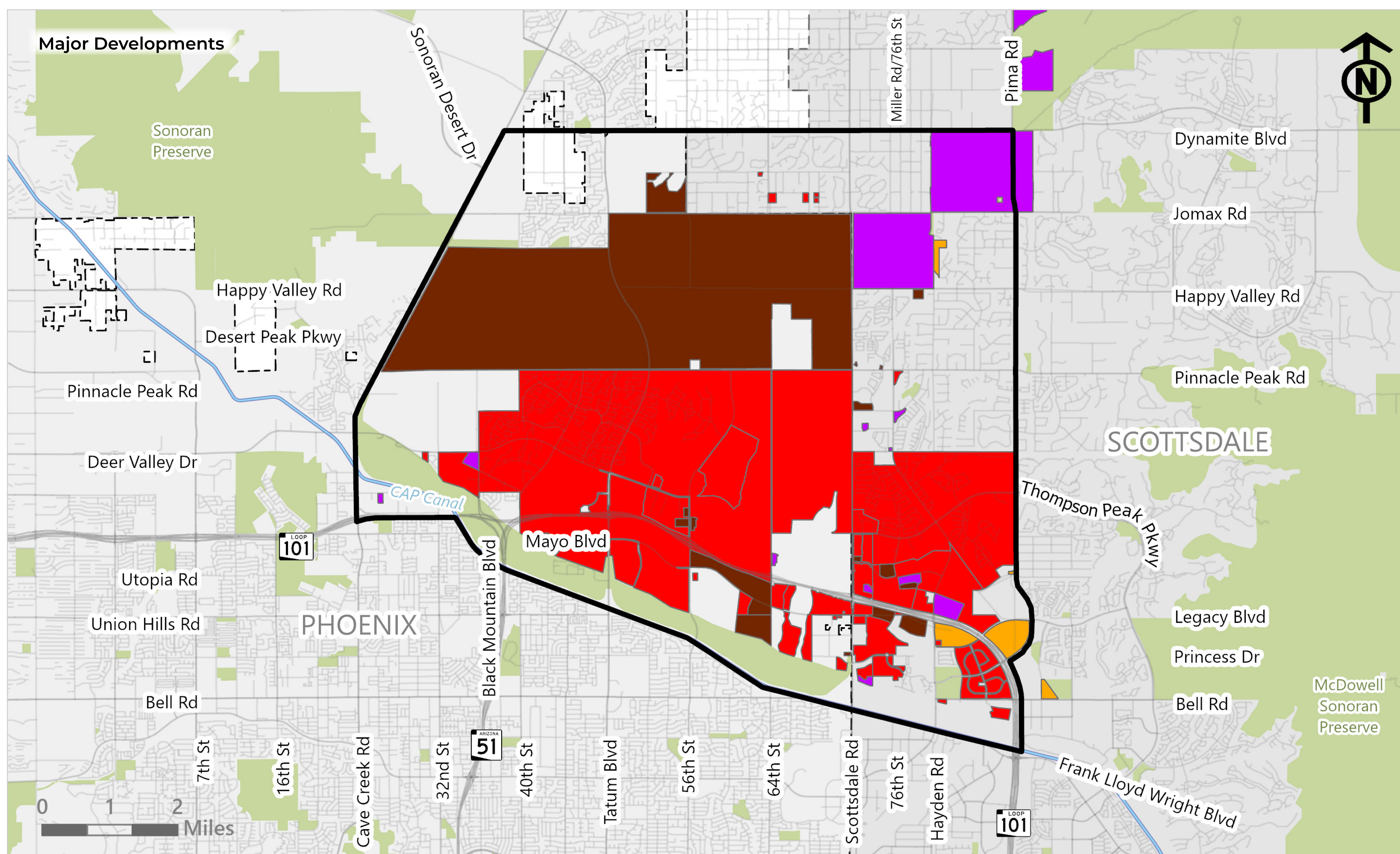
40,788 sq.ft. PUBLIC

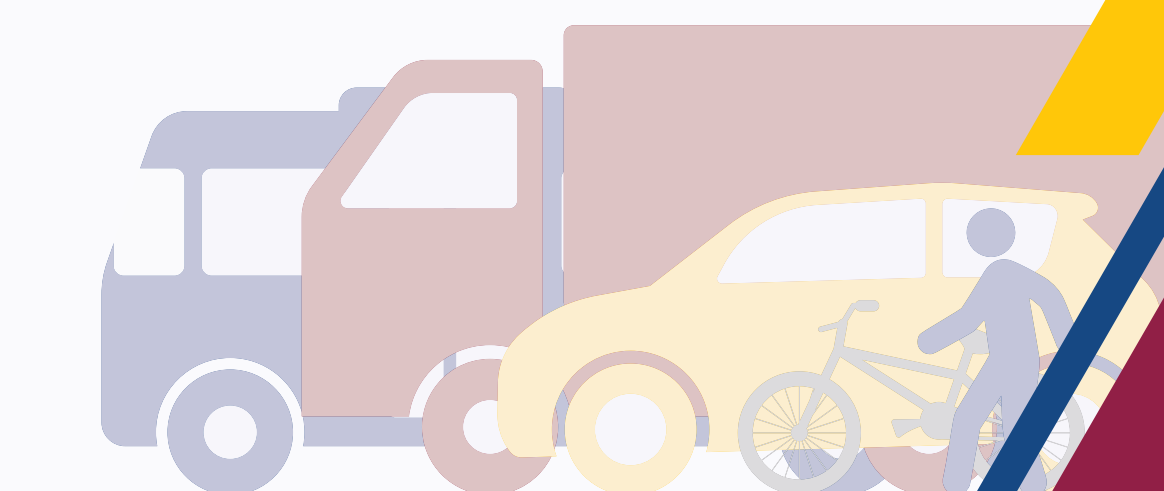
3,212,028 sq.ft. HOTEL

7,552,658 sq.ft. INDUSTRIAL

14,526,940 sq.ft. OFFICE

272,623 sq.ft. OTHER



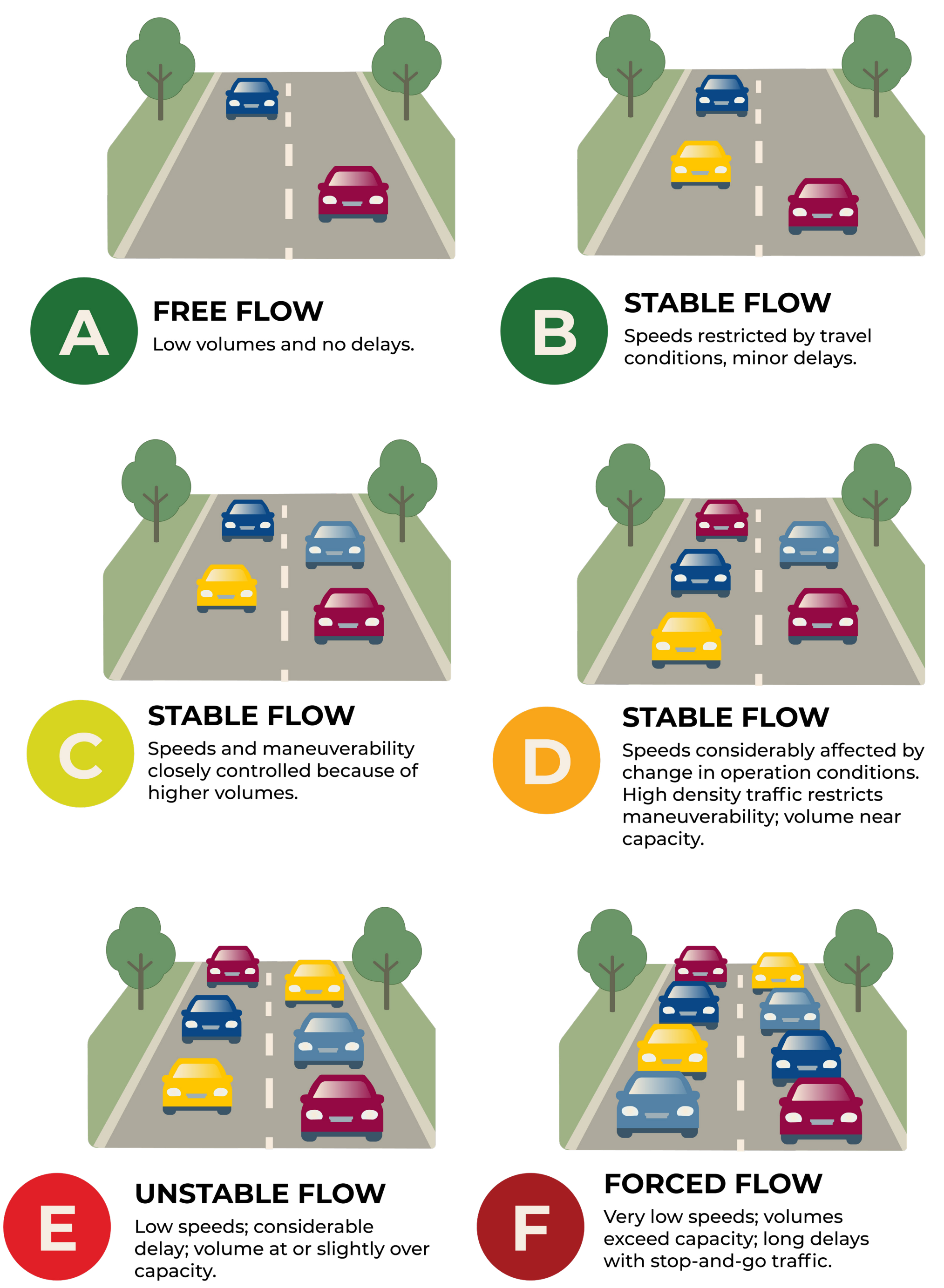


2024 TRAFFIC CONDITIONS

Level of Service (LOS), graded from A to F, evaluates traffic flow quality during these peak periods to identify areas needing improvements for safety, efficiency, and future growth.

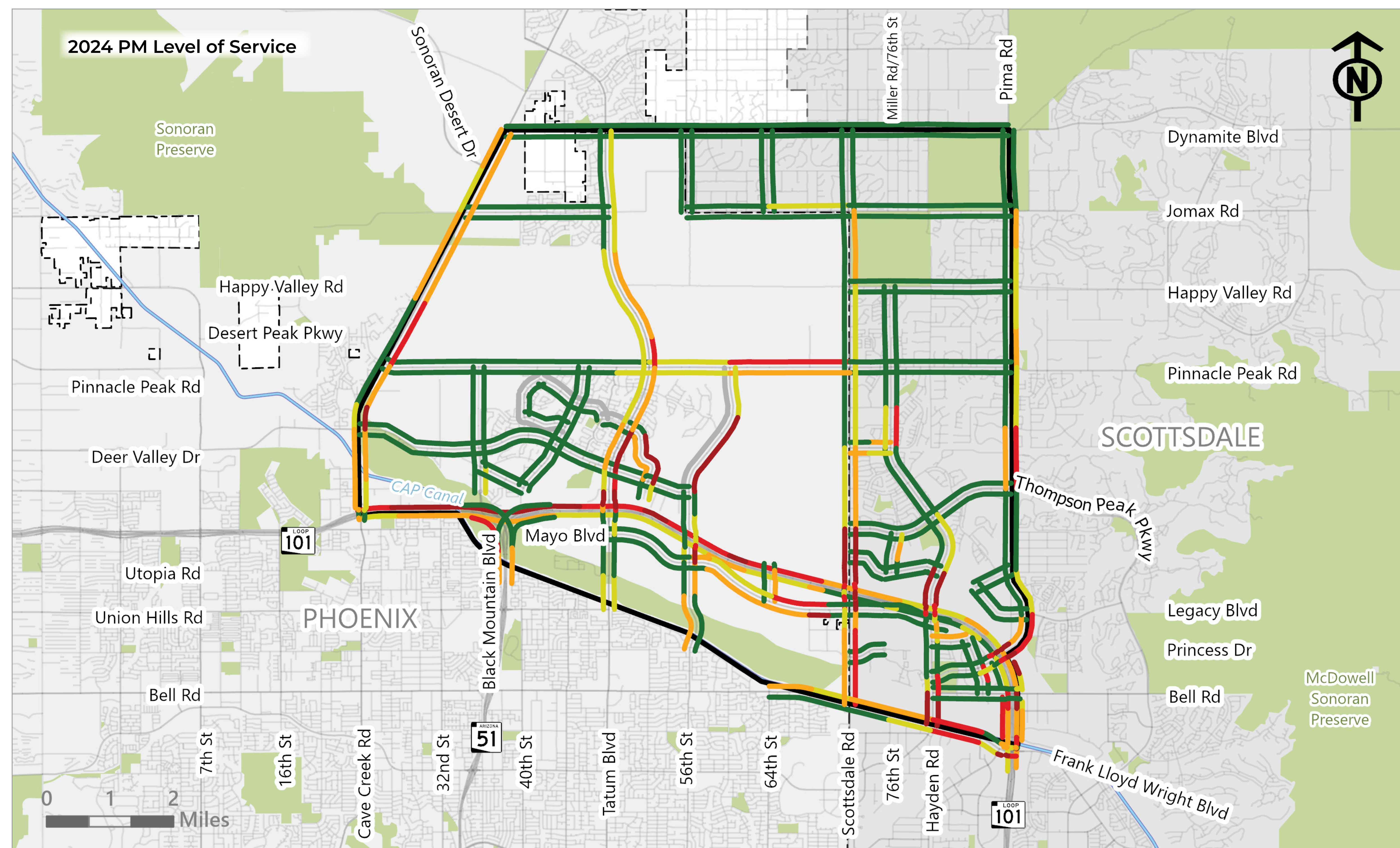
Visualizing LOS helps highlight the most challenging conditions faced by drivers and transit users. These statistics are essential for transportation planning because they provide a clear, data-driven foundation for decision-making by helping to understand current conditions, anticipate future needs and prioritize investments.

LEVEL OF SERVICE



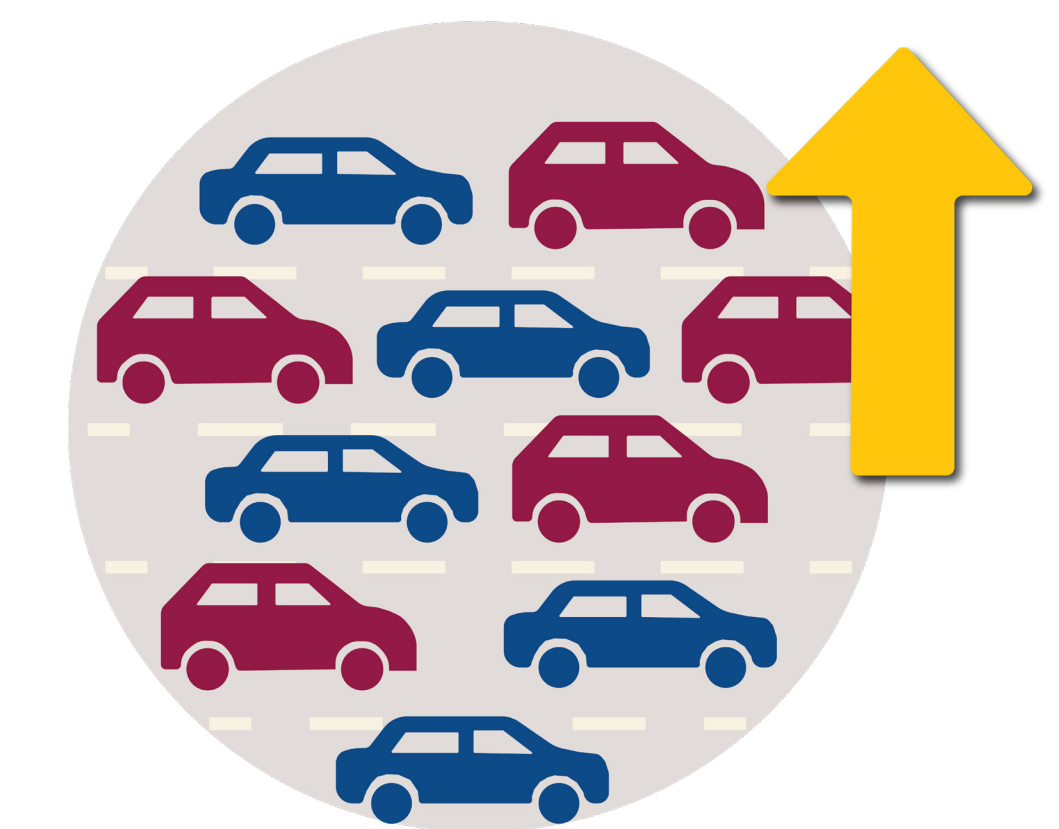
2024 PM Level of Service

Study Area	City of Scottsdale	Canal	A-B	E
Park/Open Space	Unincorporated Maricopa County		C	F
City of Phoenix	Roadway		D	N/A



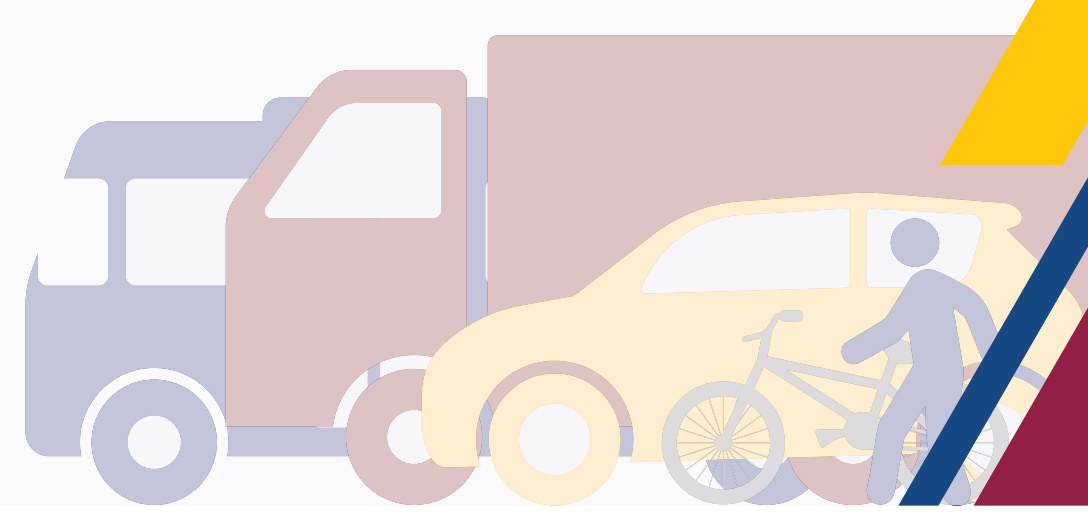
PEAK PERIOD LEVEL OF SERVICE

The number of vehicles traveling through a roadway segment during the busiest time periods of the day.



PEAK PERIODS

- A.M. COMMUTE: 6-9 AM
- P.M. COMMUTE: 2-6 PM



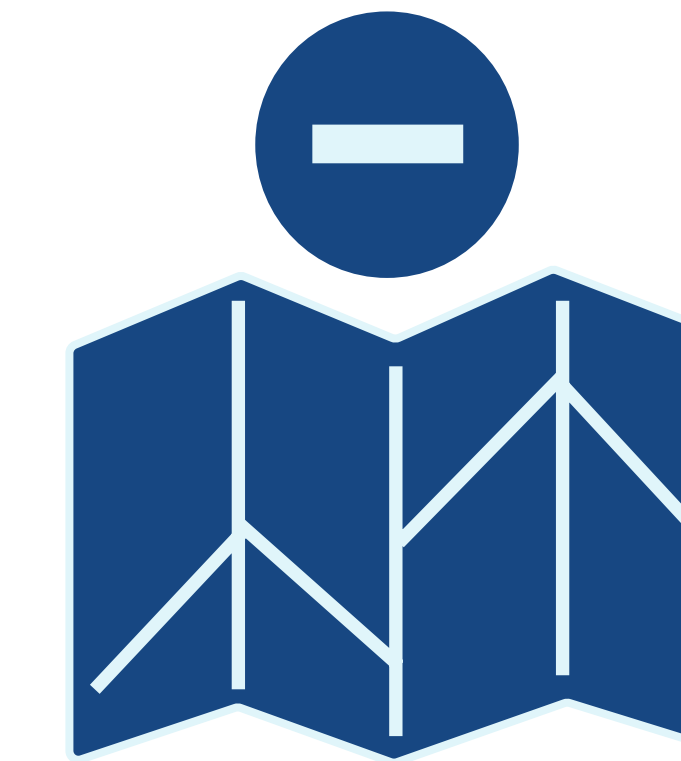
2040 TRAFFIC CONDITIONS

As part of a comprehensive transportation planning study, it is essential to evaluate how the transportation system will perform in the future under different scenarios. Two key concepts used in this analysis are the “No Build Network” and the “Build Network”.

The No Build network represents the future transportation system without any major improvements or changes. It assumes that existing infrastructure remains largely unchanged. This scenario provides a baseline for understanding how traffic conditions may evolve if no additional investments are made while population/employment continues to increase as development occurs.

In contrast, the Build network includes proposed transportation improvements, such as new roadways, added lanes, intersection upgrades, or other planned infrastructure changes. This scenario reflects the vision for a more efficient and resilient transportation system, designed to accommodate future growth, improve safety, and enhance mobility.

NO BUILD NETWORK

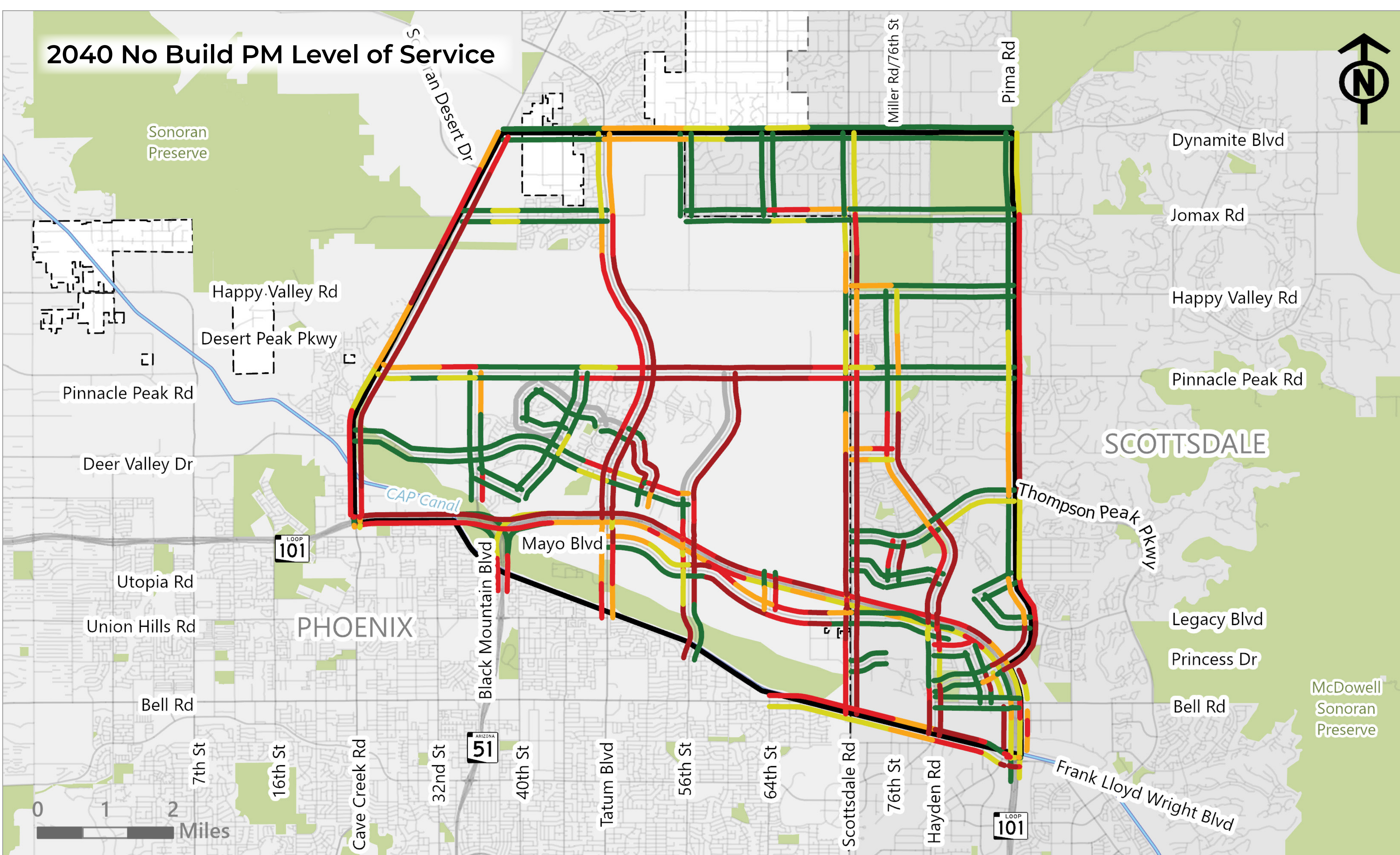


Future network without proposed improvements

BUILD NETWORK

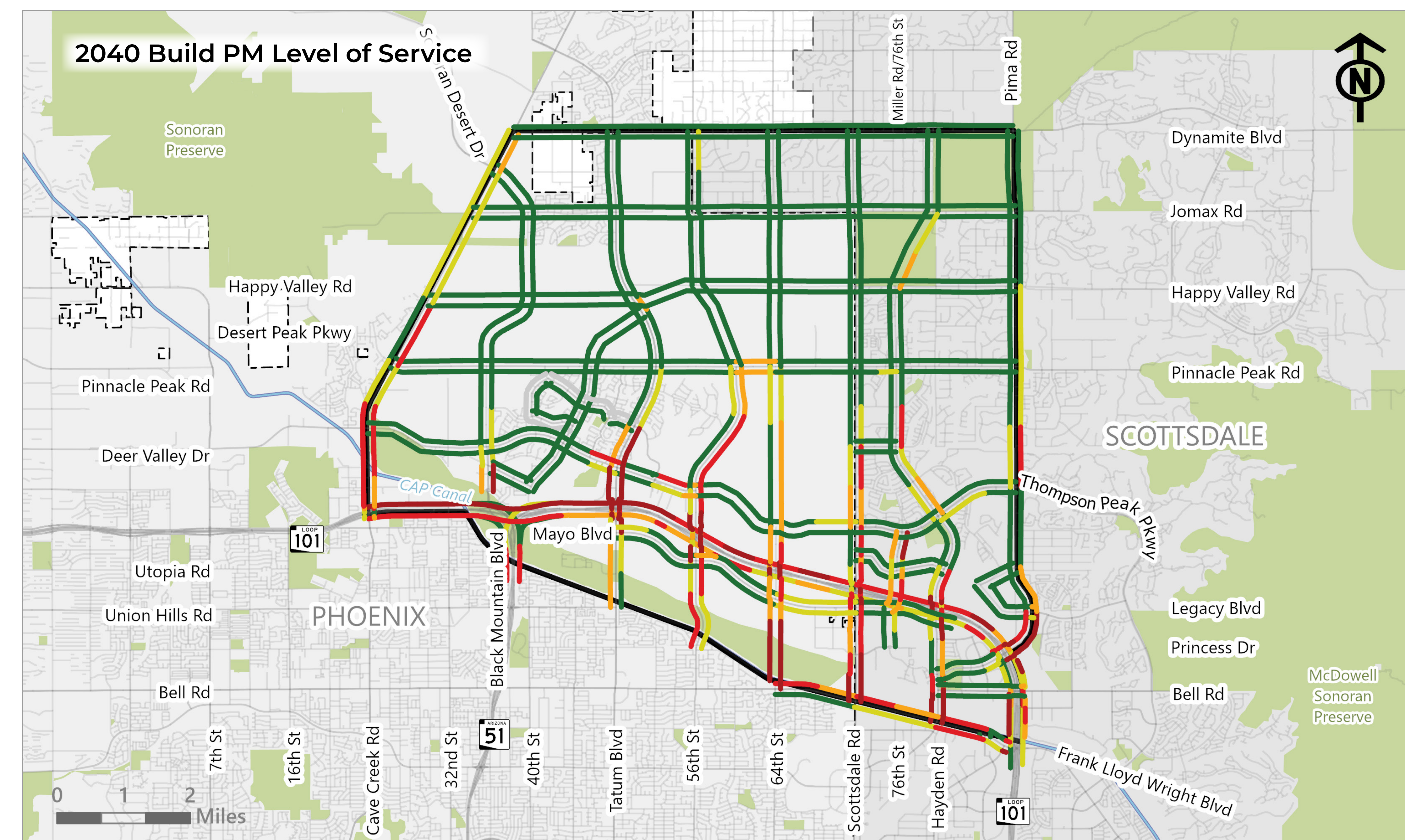


Future network with proposed improvements



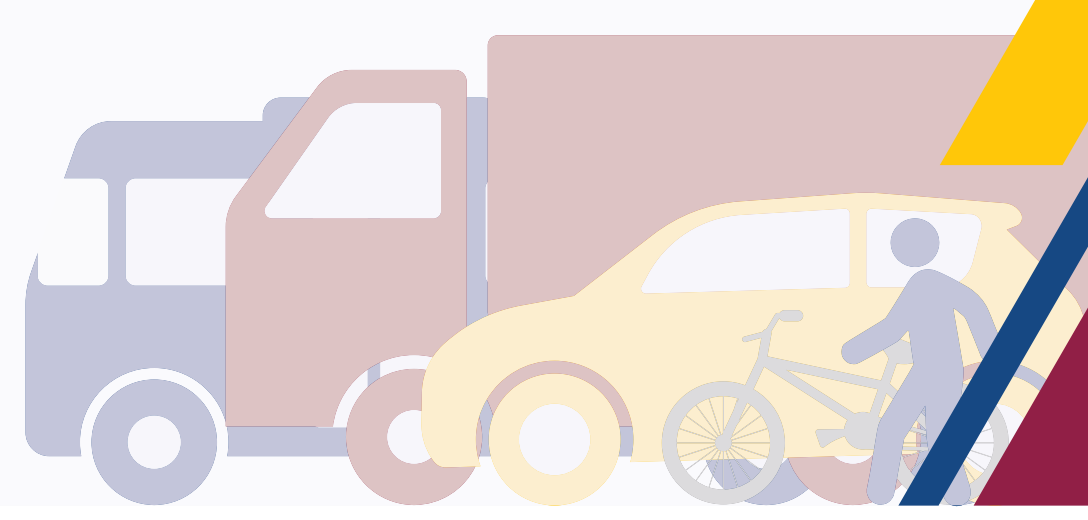
Study Area	Unincorporated Maricopa County	2040 No Build PM Level of Service	
Park/Open Space	Roadway	A-B	E
City of Phoenix	Canal	C	F
City of Scottsdale		D	N/A

Source: MAG, City of Phoenix, City of Scottsdale, Maricopa County



Study Area	Unincorporated Maricopa County	2040 Build PM Level of Service	
Park/Open Space	Roadway	A-B	E
City of Phoenix	Canal	C	F
City of Scottsdale		D	N/A

Source: MAG, City of Phoenix, City of Scottsdale, Maricopa County



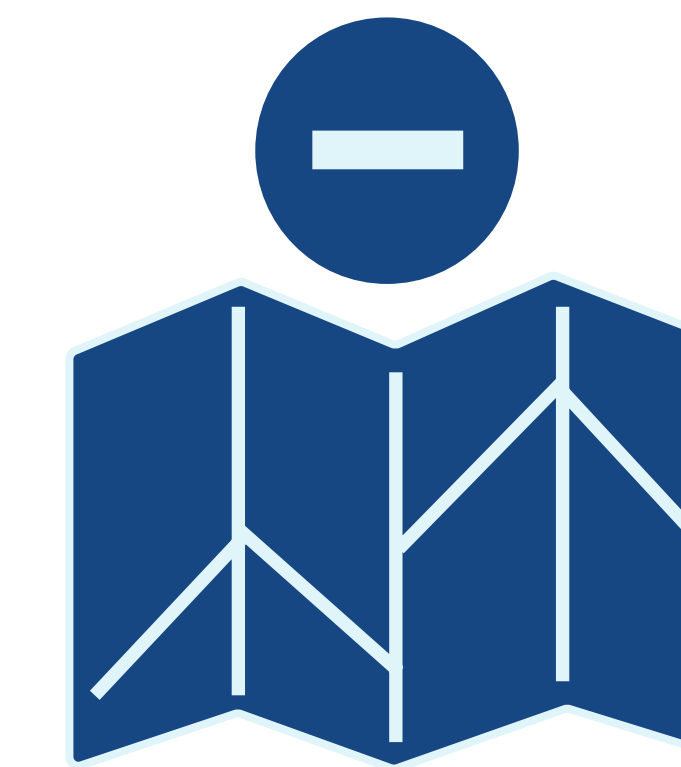
2050 TRAFFIC CONDITIONS

As part of a comprehensive transportation planning study, it is essential to evaluate how the transportation system will perform in the future under different scenarios. Two key concepts used in this analysis are the “No Build Network” and the “Build Network”.

The No Build network represents the future transportation system without any major improvements or changes. It assumes that existing infrastructure remains largely unchanged. This scenario provides a baseline for understanding how traffic conditions may evolve if no additional investments are made while population/employment continues to increase as development occurs.

In contrast, the Build network includes proposed transportation improvements, such as new roadways, added lanes, intersection upgrades, or other planned infrastructure changes. This scenario reflects the vision for a more efficient and resilient transportation system, designed to accommodate future growth, improve safety, and enhance mobility.

NO BUILD NETWORK

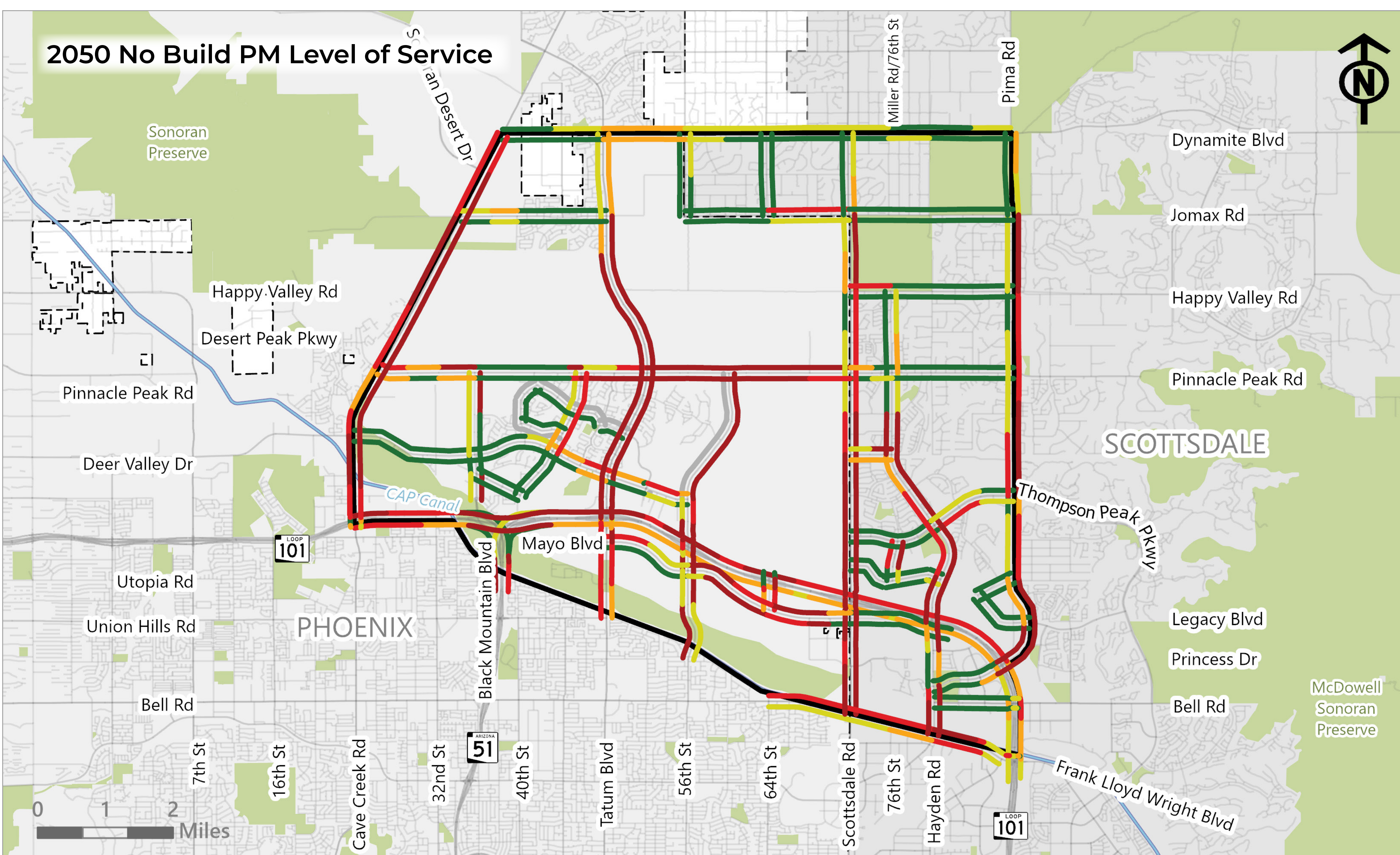


Future network without proposed improvements

BUILD NETWORK

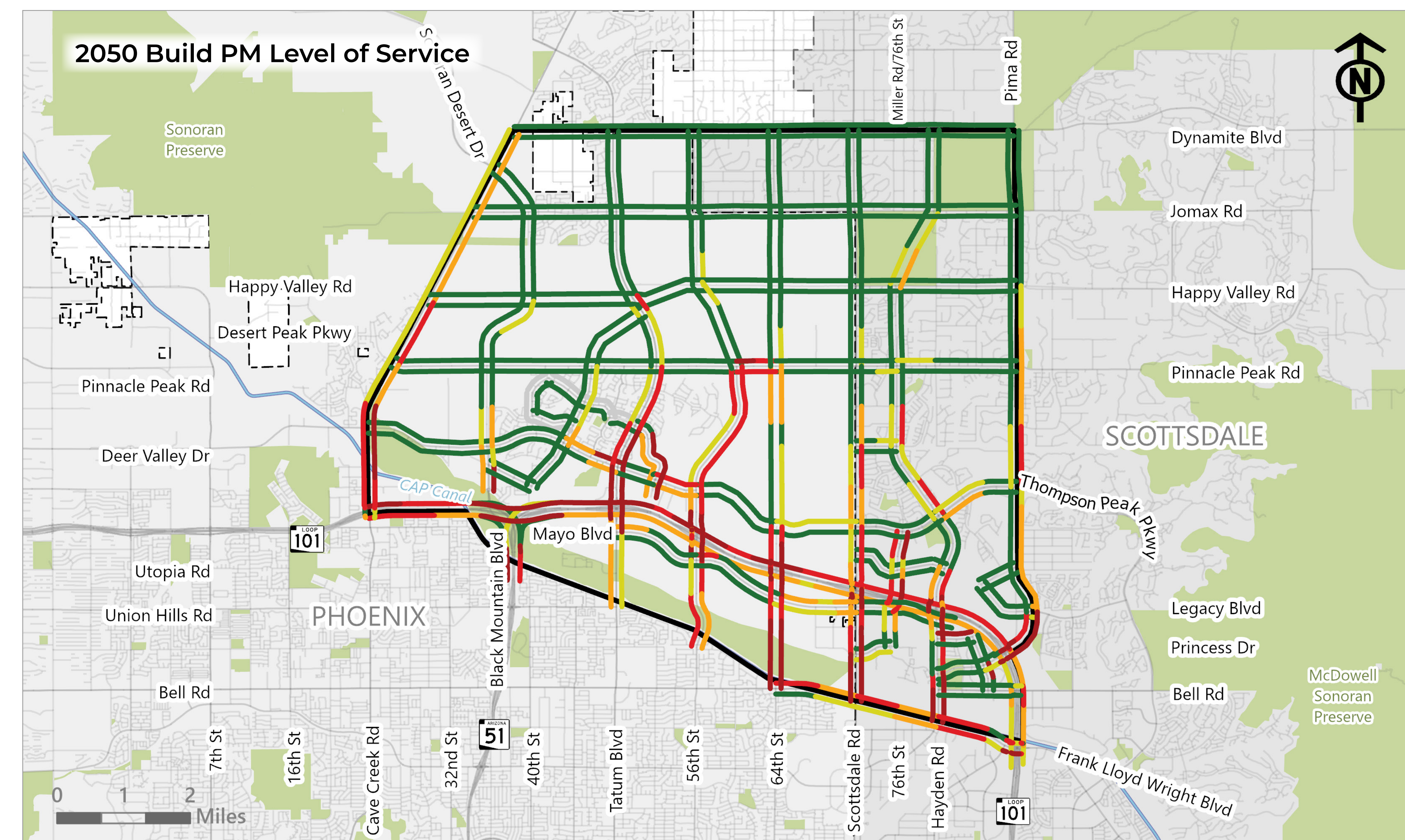


Future network with proposed improvements



Study Area	Unincorporated Maricopa County	A-B	E
Park/Open Space	Roadway	C	F
City of Phoenix	Canal	D	N/A
City of Scottsdale			

Source: MAG, City of Phoenix, City of Scottsdale, Maricopa County



Study Area	Unincorporated Maricopa County	A-B	E
Park/Open Space	Roadway	C	F
City of Phoenix	Canal	D	N/A
City of Scottsdale			

Source: MAG, City of Phoenix, City of Scottsdale, Maricopa County