

Traffic Engineering
Transportation Department
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2020 Congestion Report

December 2020

**City of Scottsdale
2020 Congestion Report**

Contents

| | |
|--|----|
| Introduction | 1 |
| Intersection and Segment Charts..... | 5 |
| Intersection Levels of Service | |
| Overall – Sorted Alphabetically..... | 15 |
| AM Peak Hour, Sorted by LOS Category..... | 25 |
| Midday Peak Hour, Sorted by LOS Category..... | 33 |
| PM Peak Hour, Sorted by LOS Category..... | 37 |
| AM Peak Hour, Sorted by LOS Category – Arterial & Arterial Intersections Only..... | 41 |
| Midday Peak Hour, Sorted by LOS Category – Arterial & Arterial Intersections Only..... | 45 |
| PM Peak Hour, Sorted by LOS Category – Arterial & Arterial Intersections Only..... | 47 |
| AM Peak Hour, Sorted by LOS Category – Arterial & Arterial Intersections Excluded..... | 49 |
| Midday Peak Hour, Sorted by LOS Category – Arterial & Arterial Intersections Excluded..... | 55 |
| PM Peak Hour, Sorted by LOS Category – Arterial & Arterial Intersections Excluded..... | 59 |
| Corridor Data | |
| Overall – Sorted by Location..... | 63 |
| AM Peak Hour, Sorted by Percent of Posted Speed..... | 67 |
| Midday Peak Hour, Sorted by Percent of Posted Speed..... | 71 |
| PM Peak Hour, Sorted by Percent of Posted Speed..... | 75 |

City of Scottsdale 2020 Congestion Report

Introduction

This document provides traffic congestion evaluations for the City of Scottsdale. Prior versions of this *Congestion Report* were referenced as a *Levels of Service Report*; none have been published in over a decade. This report includes operational measures of individual intersections as well as measures for street corridors. The operational measures are produced through traffic modeling software based on the city's roadway network, representations of traffic signal functions, and regularly collected traffic counts. The resulting delays and other measures are presented in a tabulated format for comparison and future use. This document serves to present the current status of the City of Scottsdale's traffic operations and may function as a screening tool to identify intersections and roadway segments for more detailed evaluation.

Congestion or delay is related to the capacity of the intersection or segment and the number of users using the facility. Traditional Traffic Engineering practice assigns service ratings, termed Level of Service ("LOS"), represented by the letter grades A through F. LOS for vehicular traffic is meant to be representative of ease of use for road users to maneuver, change lanes, maintain speed, etc. LOS service ratings are based on performance measures such as delay, density or serviceability; LOS A represents the best operating conditions and LOS F being poor conditions or over capacity. It is generally preferred to have better LOS for a number of reasons including but not limited to reduced driver anxiety, reduced vehicular consumption and emissions, and time and economic losses.

LOS can be applied to various aspects of transportation including, but not limited to, intersection vehicular operation, segment/highway operation, transit service, pedestrian sidewalk congestion and bicycle operation. Some of these service rating types are useful to the City of Scottsdale while some have less meaning for Scottsdale's transportation characteristics. For example, highways are operated by the Arizona Department of Transportation, Valley Metro operates bus services and pedestrian levels of service are more relatable to cities that have a much higher proportion of pedestrian travel. This report presents intersection LOS as did prior LOS reports.

The City of Scottsdale's arterial roadway network features a grid-like infrastructure with many signalized intersections. Congestion on roads within the city is predominantly influenced by intersections. Intersection vehicular LOS's service measure is based on control delay which is the incurred delay due to conflicting traffic and the traffic control device, such as a traffic signal or a stop sign. Control delay averaged for all vehicles entering the intersection allows an overall LOS for signalized, all-way stop, and roundabout intersections. Intersection LOS rating thresholds are displayed Table 1.

Table 1: Intersection Vehicular Level of Service Thresholds

| LOS | Control Delay per Vehicle | |
|-----|---------------------------|---------------------------|
| | Signalized Intersection | Unsignalized Intersection |
| A | ≤10 seconds | ≤10 seconds |
| B | 10-20 seconds | 10-15 seconds |
| C | 20-35 seconds | 15-25 seconds |
| D | 35-55 seconds | 25-35 seconds |
| E | 55-80 seconds | 35-50 seconds |
| F | >80 seconds | >50 seconds |

As seen in Table 1, LOS ratings differ by type of traffic control, reflecting that it is acceptable for signalized intersections to have longer delays than unsignalized intersections. The City of Scottsdale, like many other jurisdictions, prefers that intersections operate at LOS D or better during the peak hours. The location and character of the intersection may affect what is considered an acceptable LOS. As an example, a driver may have more patience or expect more delay at a stop sign within an urban area at a major street than at a minor street in a suburban area. The difference in expectation demonstrates acceptance of more delay in some circumstances. The City of Scottsdale does not have separate

requirements based on regional character; however, LOS issues are comparatively rare in rural areas compared to urban areas and other concerns over zoning and/or density often occurs before overall LOS reaches critical levels in rural areas.

Intersection LOS ratings are typically evaluated during weekday AM and PM peak hours – associated with peak commuter traffic. Peak hour conditions are often used for analysis when describing current conditions or projecting future conditions. Some circumstances consider other peak hours, such as weekday midday, Saturday midday, Sunday midday and evening peak hours in downtown districts. This report focuses on conditions during the weekday morning, midday and afternoon peak hours, which will be referred to as the AM peak hour, Midday/MD peak hour and PM peak hour, respectively.

While tracking individual delay for every vehicle in all intersection approach lanes at a single intersection is possible, it is not common, and traffic modeling is frequently utilized in efforts to report citywide conditions. The *Highway Capacity Manual* (“HCM”, published by the Transportation Research Board), summarizes empirical data and research into mathematical equations to estimate LOS. The equations include many adjustment factors to assign a theoretical capacity and projects average delay related to counted vehicles and the estimated capacity. The City of Scottsdale currently utilizes the computer software program Synchro analyze LOS at the city’s intersections. Synchro utilizes equations and adjustments as defined in the HCM, as well as its proprietary algorithms that are able to evaluate prevalent conditions in Scottsdale that cannot be evaluated with HCM procedure. Scottsdale’s Synchro models are maintained to represent typical traffic conditions for use in maintenance and future planning of Scottsdale streets. Algorithms and models are not expected to provide perfect estimates of actual traffic conditions; traffic in general also has inherent variance by minute, hour, weekday and season.

Figures 1 through 3 present an overall summary of all evaluated intersections during the analyzed peak hours. The figures show the LOS distribution and a plot of LOS with respect to the average number of stops the average entering vehicle experiences by intersection. The vast majority of evaluated intersections operate at LOS D or better. Average stops per vehicle varied by intersection and peak hour from less than 0.1 up to 0.91. Stops per vehicle and vehicular delay, which is related to LOS, are both desired to be minimized at intersections as much as reasonably possible to reduce aforementioned societal costs. Outputs for individual intersections are tabulated in the *Intersection Levels of Service* sections of this report. An acceptable LOS at an intersection is not necessarily an indication that mitigation measures improvements aren’t needed. Likewise, poor LOS isn’t necessarily an indication that mitigation measures will provide a benefit due to progression, saturation, and other potential limitations. City Transportation staff may review specific intersections for more detailed evaluation and real time observations to determine if any signal parameters need adjustment or for consideration of a capital improvement project. Additional charts with enhanced details are presented in the next section of the report. Note: The Synchro models and data are maintained and provided by Traffic Management Center. The data were collected at different times between 2016 and 2019. The results in this report do not reflect current traffic conditions. Analyses are based on collected data prior to traffic effects due to Covid-19 response; traffic conditions have and continue to vary; this document is intended to present long term typical conditions.

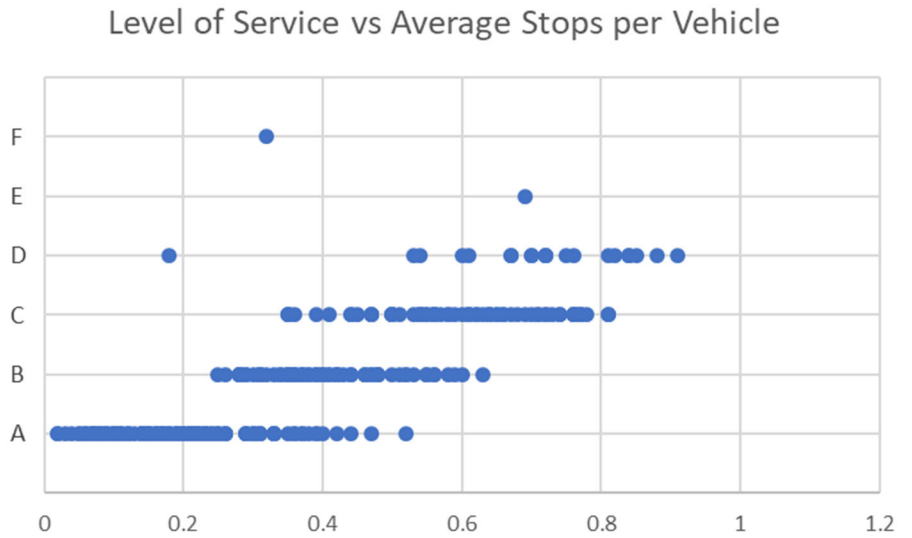
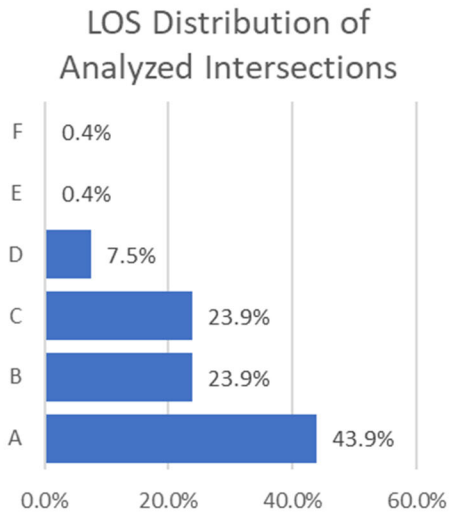


Figure 1: AM Peak Hour LOS Distribution and LOS versus Average Stops per Vehicle

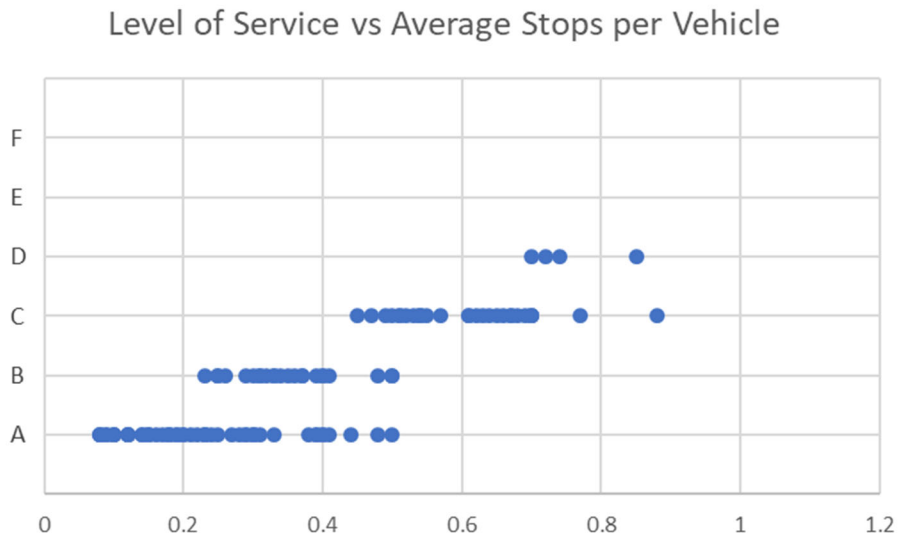
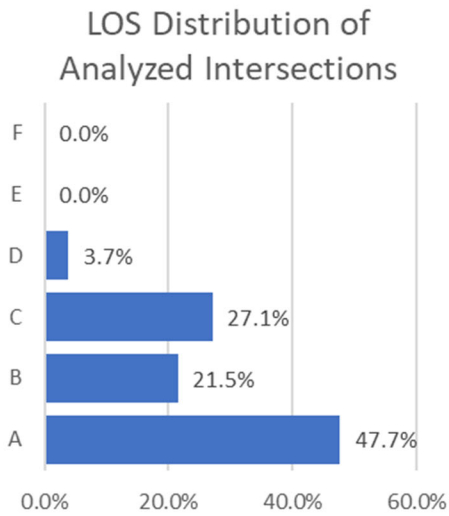


Figure 2: Midday Peak Hour LOS Distribution and LOS versus Average Stops per Vehicle

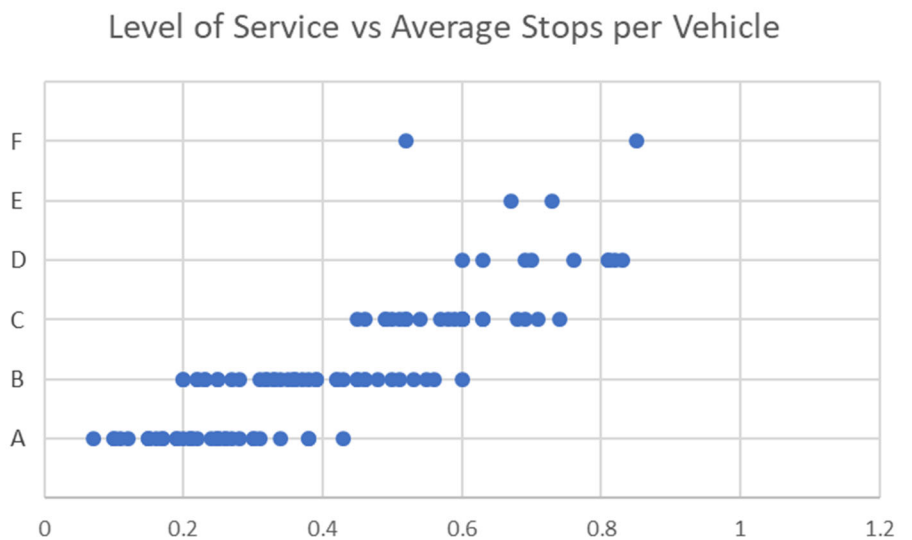
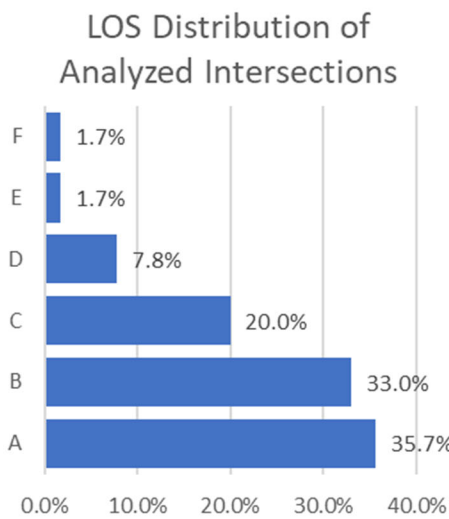


Figure 3: PM Peak Hour LOS Distribution and LOS versus Average Stops per Vehicle

Efforts to optimize individual intersection operations is layered with improving continuous travel along large corridor sections. Optimization of interconnected traffic signal controllers can improve signal progression where a series of signalized intersections are better coordinated to allow vehicles to travel further before being stopped at a traffic signal and reduce instances of vehicle arrival during a red phase. This effort is often referred to as ‘signal progression’ which aims to reduce overall delay though several coordinated intersections rather than preset or uncoordinated, individual intersections. The service measure often used for how well a corridor operates is the average travel speed and its comparison with the posted travel speed. Synchro’s corridor analysis uses intersection operational parameters to predict corridor delays at intersections which are used to estimate average travel speed. The evaluated travel speed is directly related to the speed limit(s) of the roadway and delays experienced at intersections according to the modeling software.

The box and whisker chart in Figure 4 depict the percent of posted speed, that is, the average travel speed divided by average posted speed limit, per corridor and direction for the AM, midday and PM peak hours. A similar but more detailed chart with enhanced details is presented in the next section of the report.

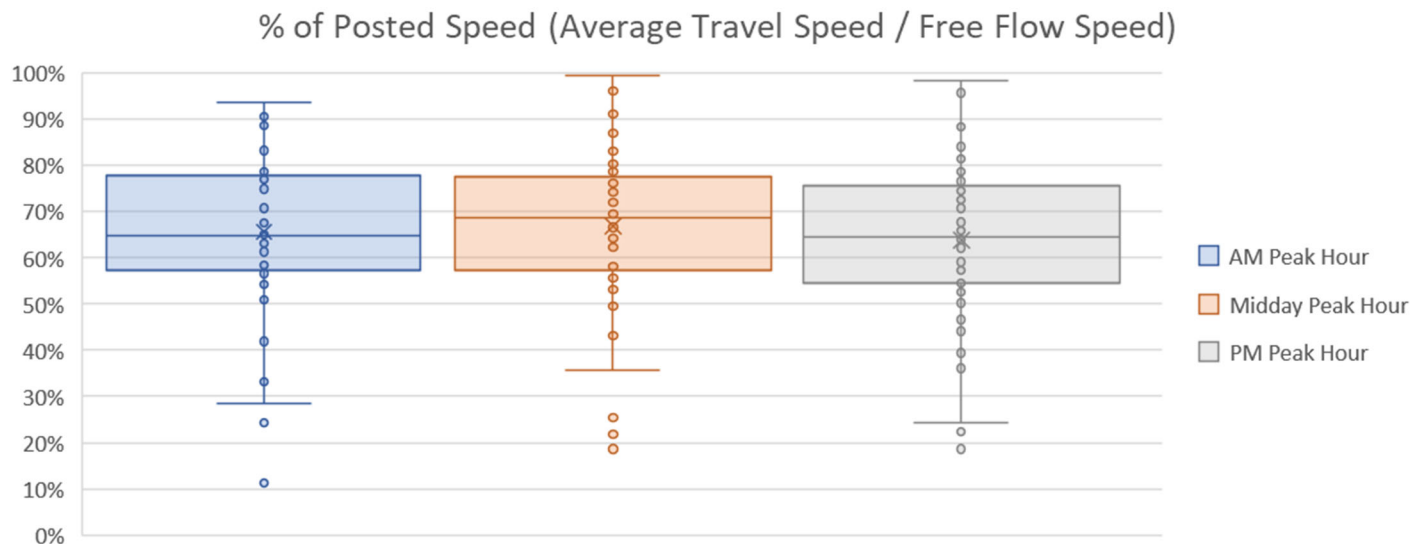


Figure 4: Travel Speed to Posted Speed Percentage per Corridor by Peak Hour

The speeds for the evaluated corridors average 65 percent of the free flow speed during the AM peak hour, 69 percent during the midday peak hour and 64 percent during the PM peak hour. Due to modeling limitations, some corridors that were evaluated to have low-outlying average travel speeds may be less accurate. This can be exaggerated for a shorter corridor that contains a major intersection with heavy delays. Transportation staff can review specific corridors in more detail using real time observations to determine if any improvements may be possible without impacting other corridors. Transportation staff regularly reviews intersection timing for improving traffic flow and overall progression. Individual adjustments are unlikely to have a drastic positive effect on analysis results published herein. As Scottsdale continues to increase in population and employment and additional traffic signals are constructed, average speeds may decrease over time. Outputs for individual corridors are tabulated in the *Corridor Data* sections of this report.

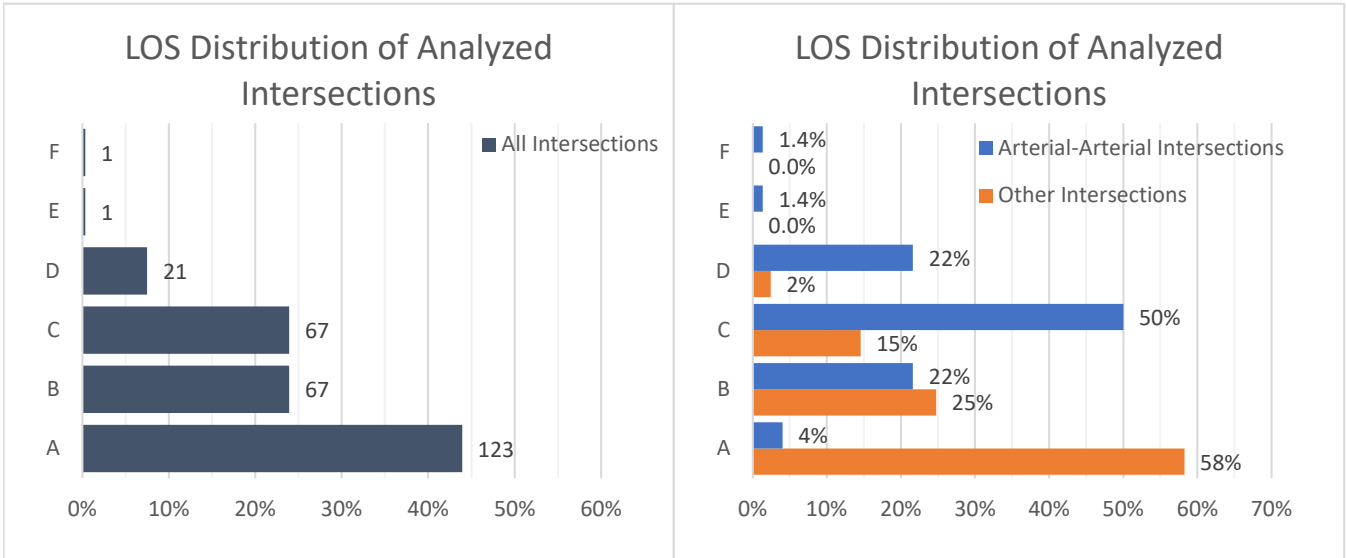
City of Scottsdale
2020 Congestion Report

Intersection and Segment Charts

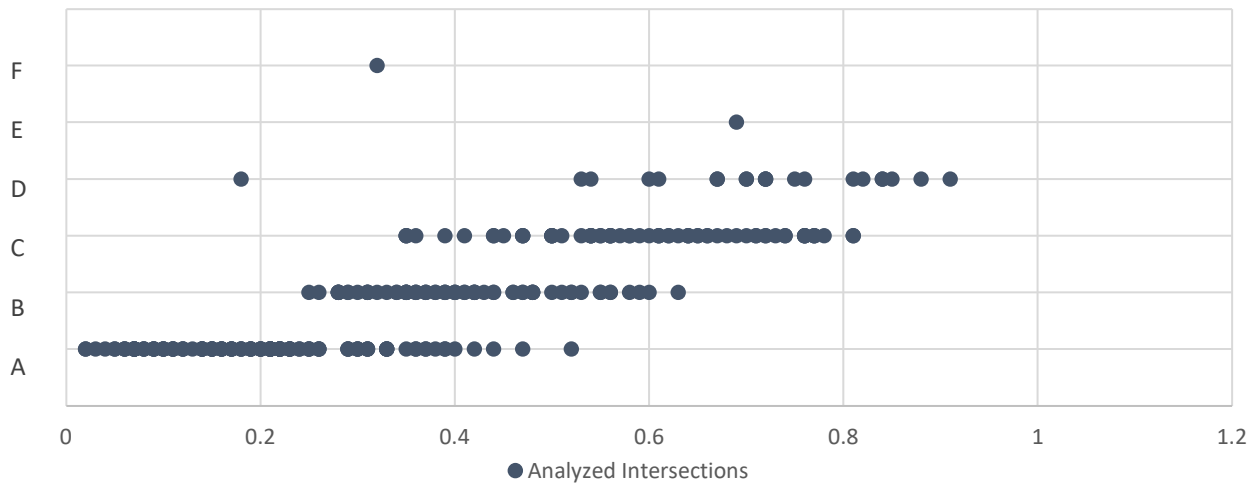
NOTES:

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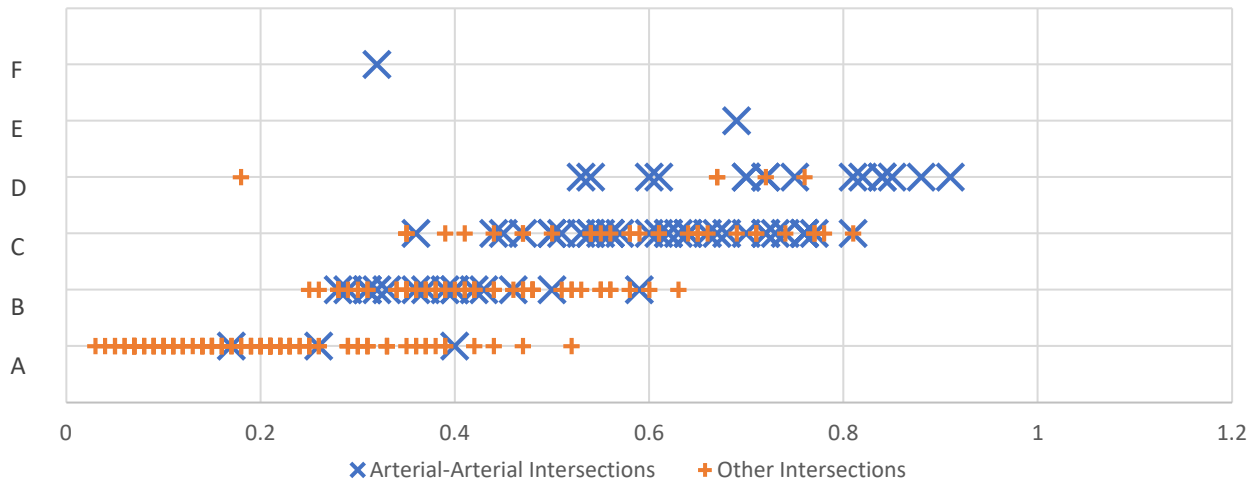
Intersections, AM Peak Hour



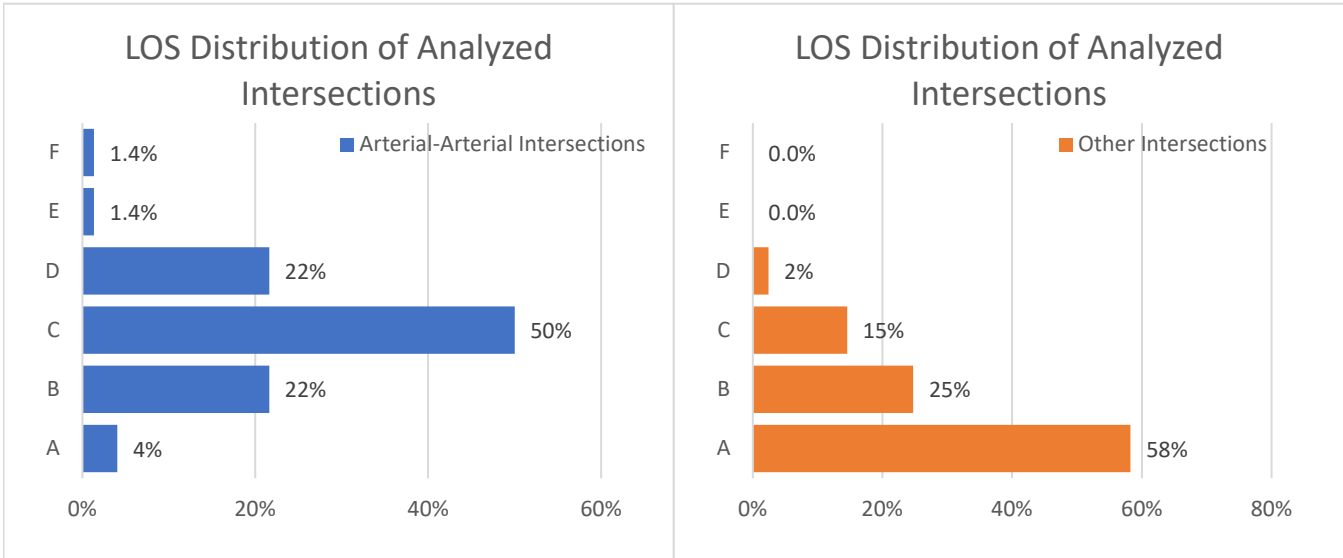
Level of Service vs Average Stops per Vehicle



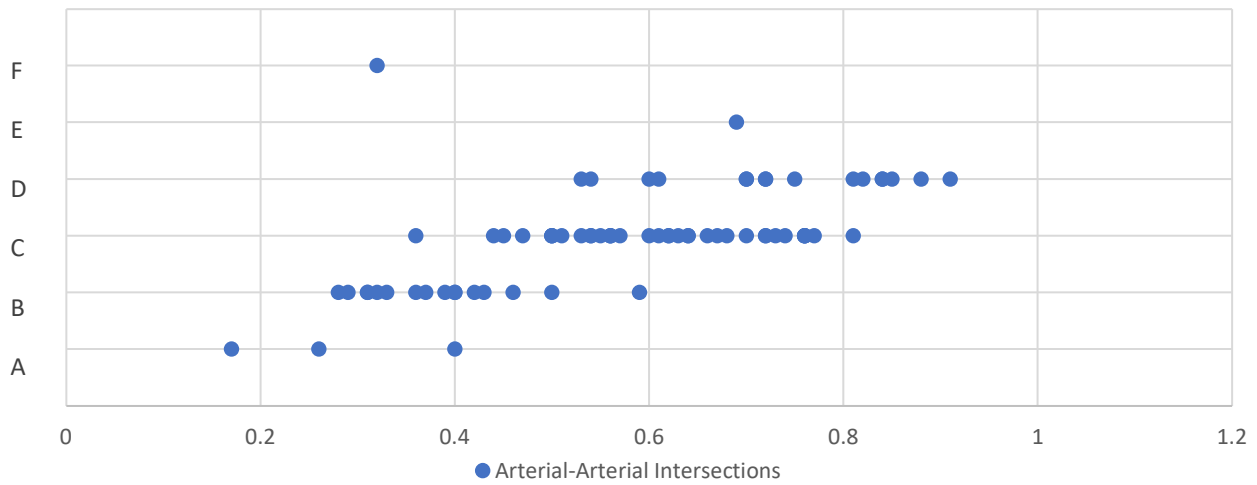
Level of Service vs Average Stops per Vehicle



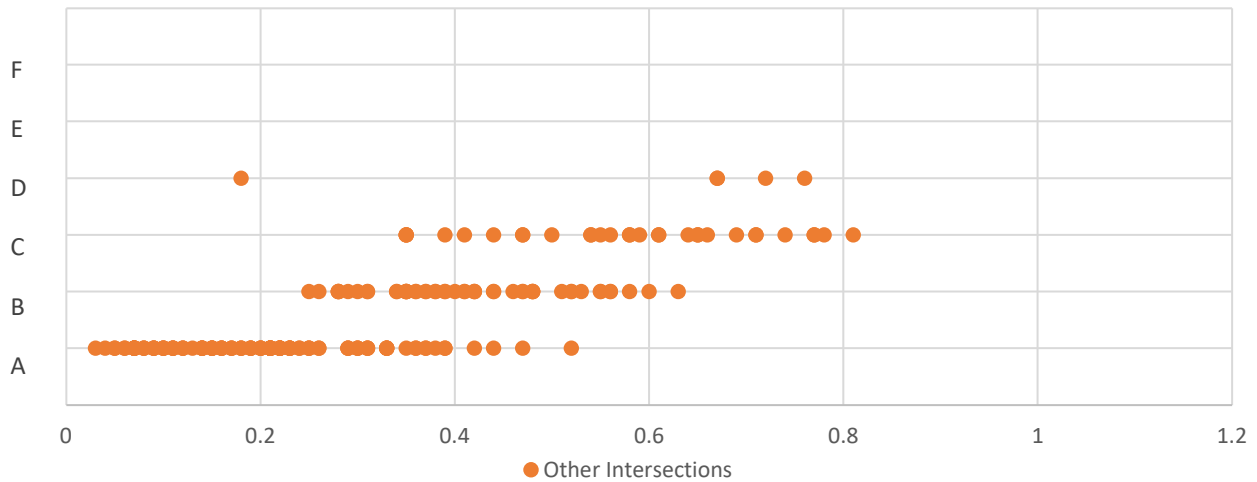
Intersections, AM Peak Hour



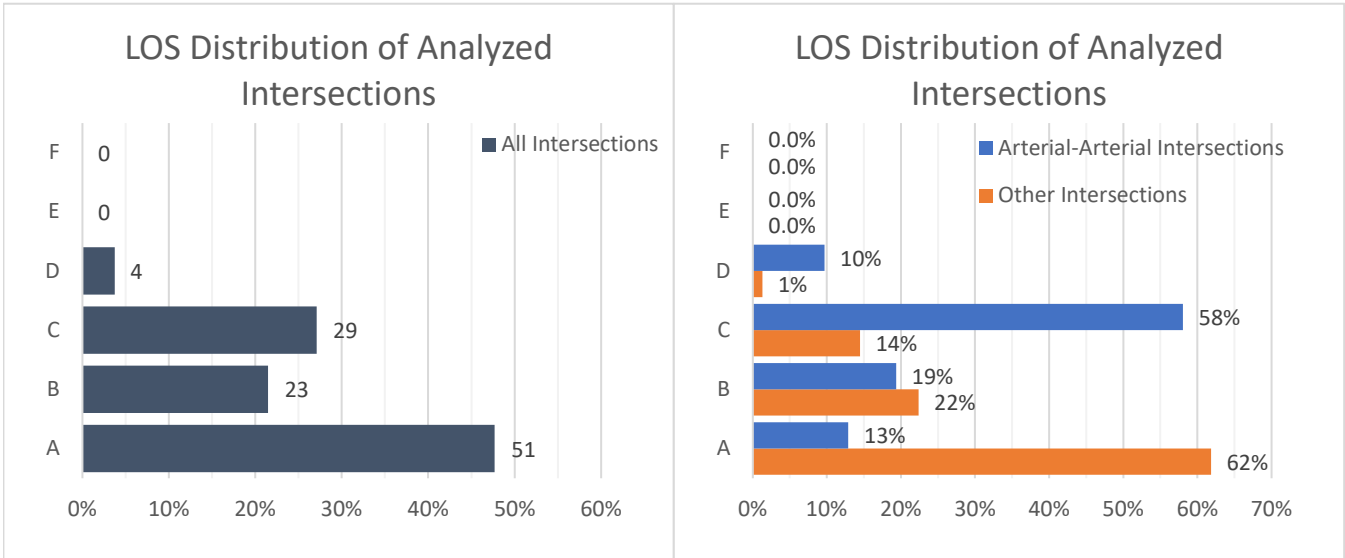
Level of Service vs Average Stops per Vehicle



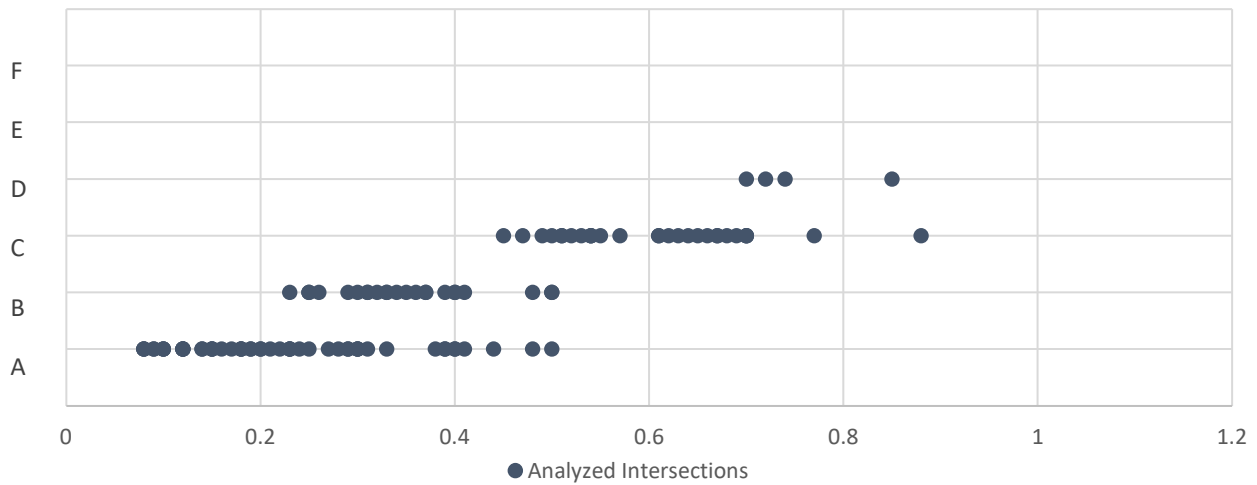
Level of Service vs Average Stops per Vehicle



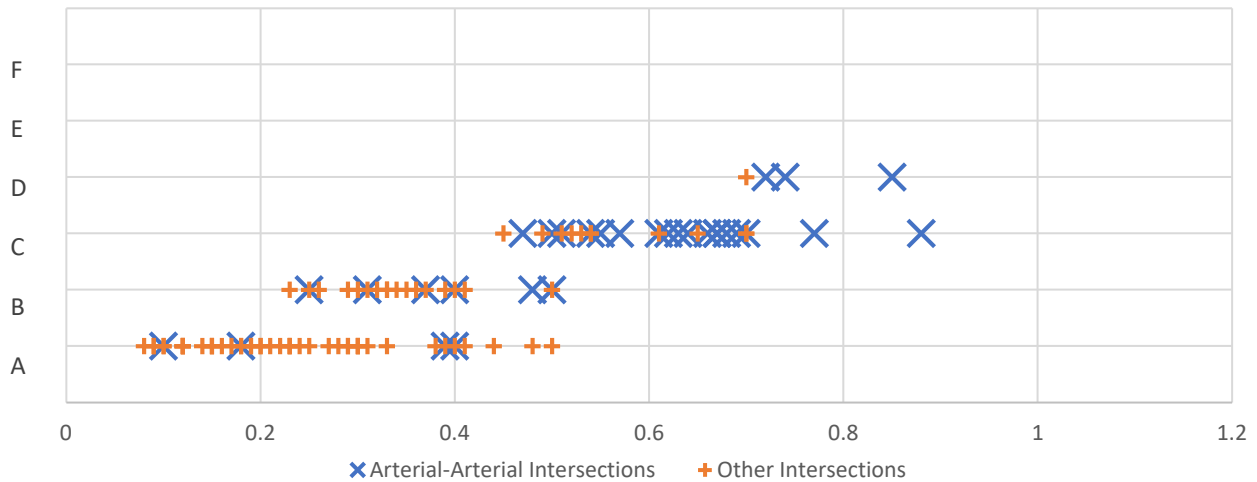
Intersections, MD Peak Hour



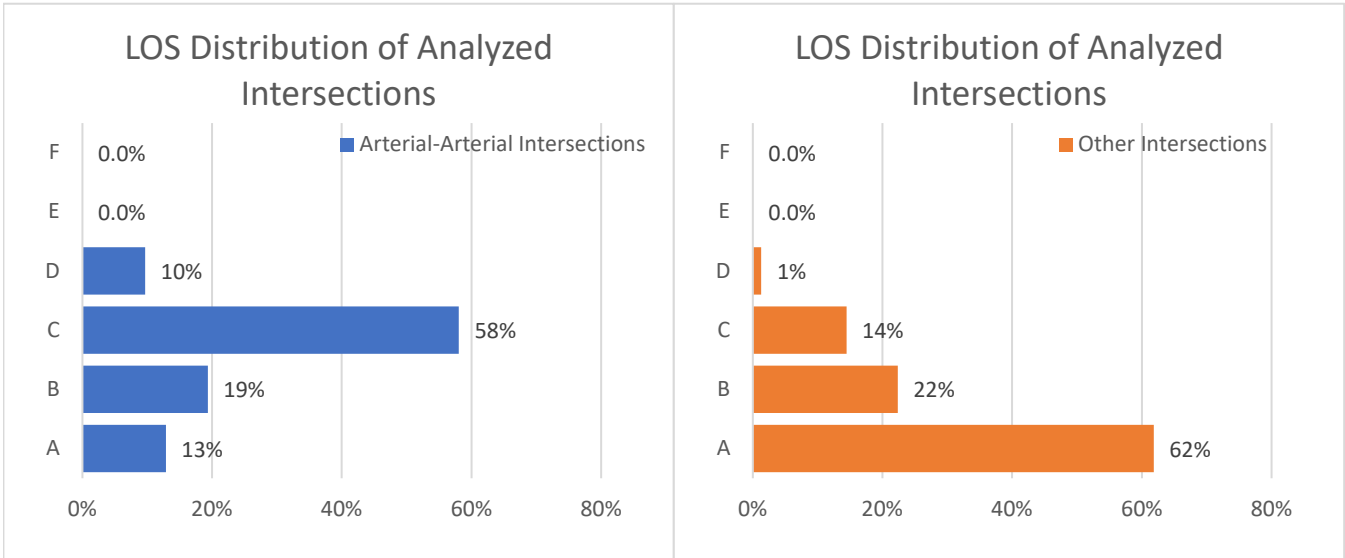
Level of Service vs Average Stops per Vehicle



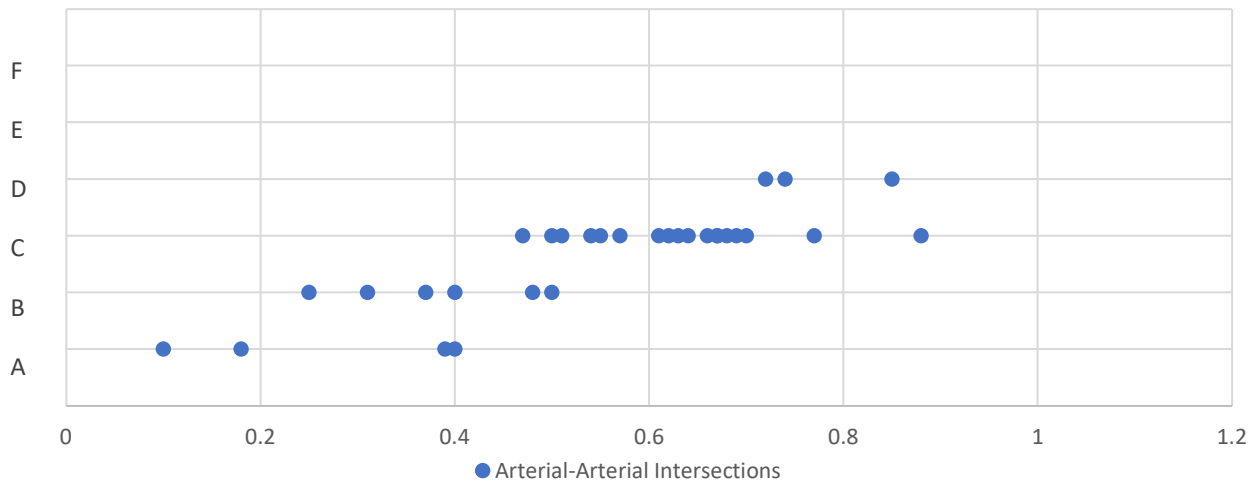
Level of Service vs Average Stops per Vehicle



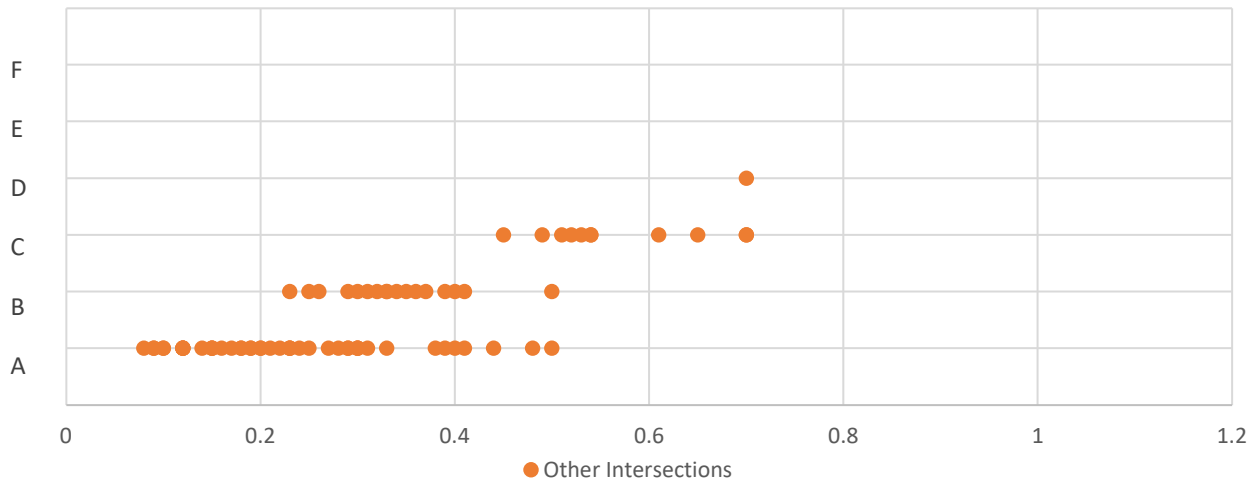
Intersections, MD Peak Hour



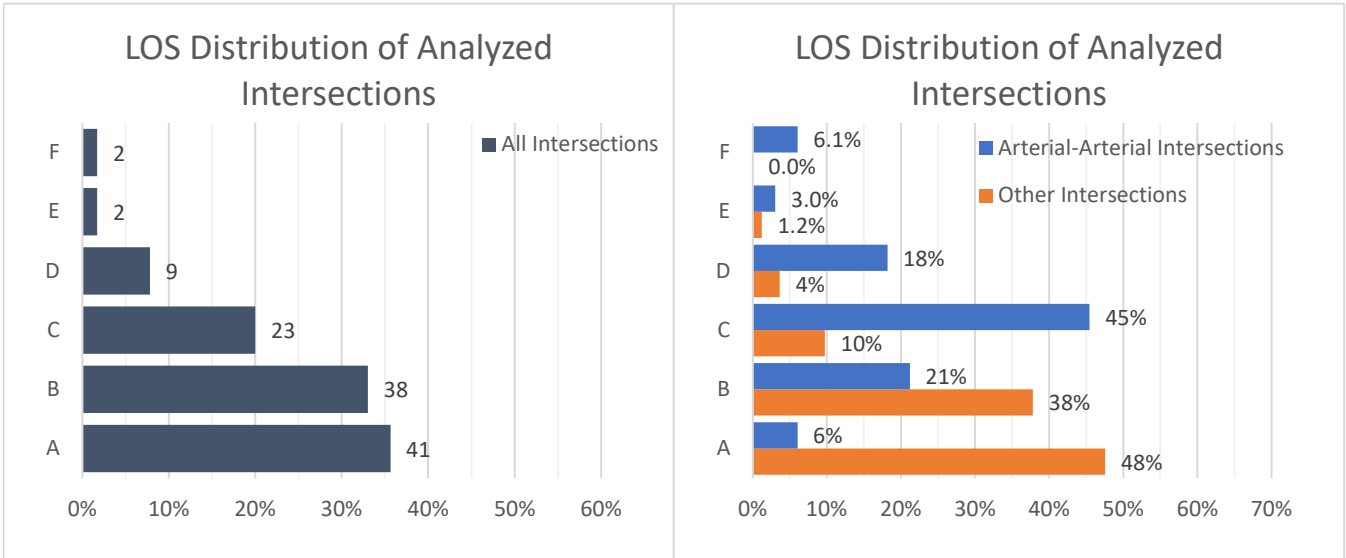
Level of Service vs Average Stops per Vehicle



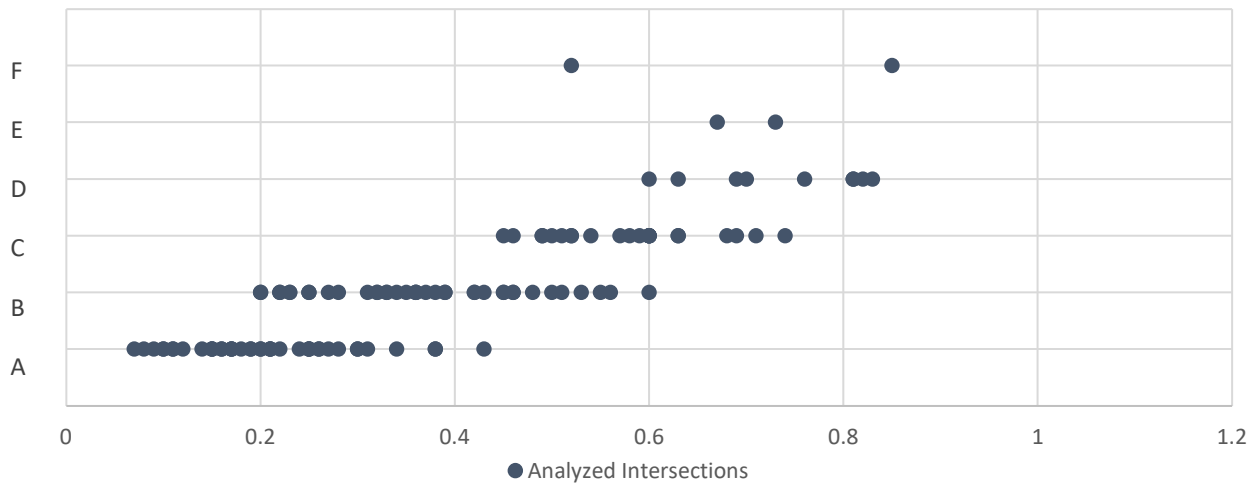
Level of Service vs Average Stops per Vehicle



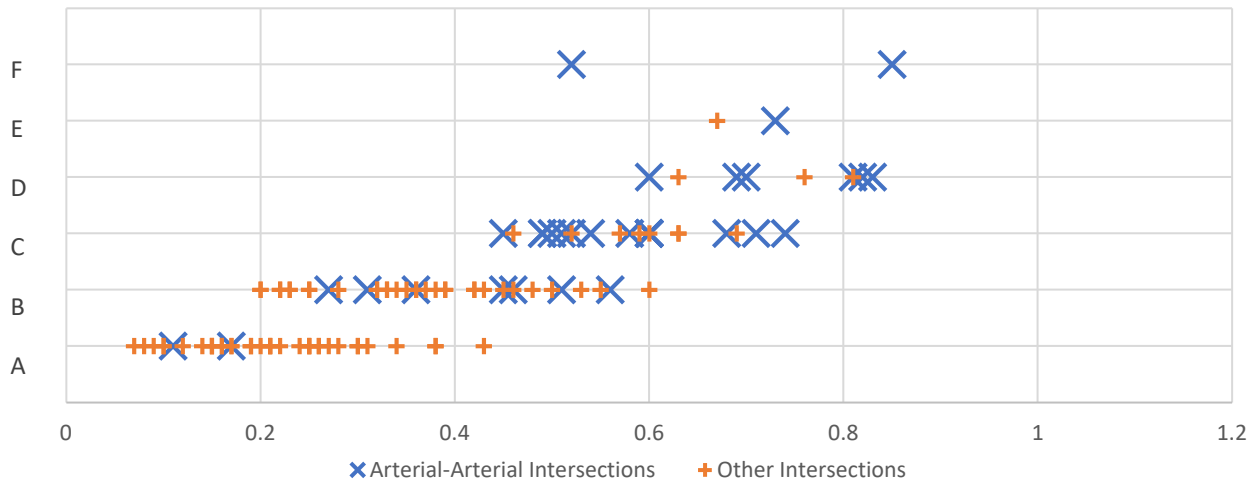
Intersections, PM Peak Hour



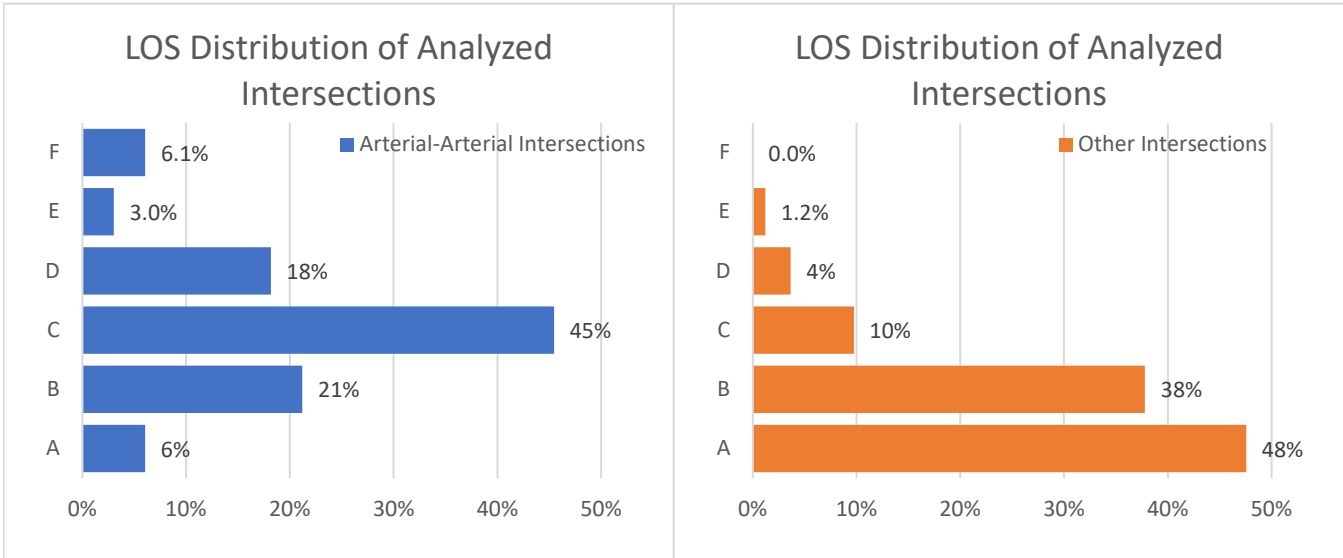
Level of Service vs Average Stops per Vehicle



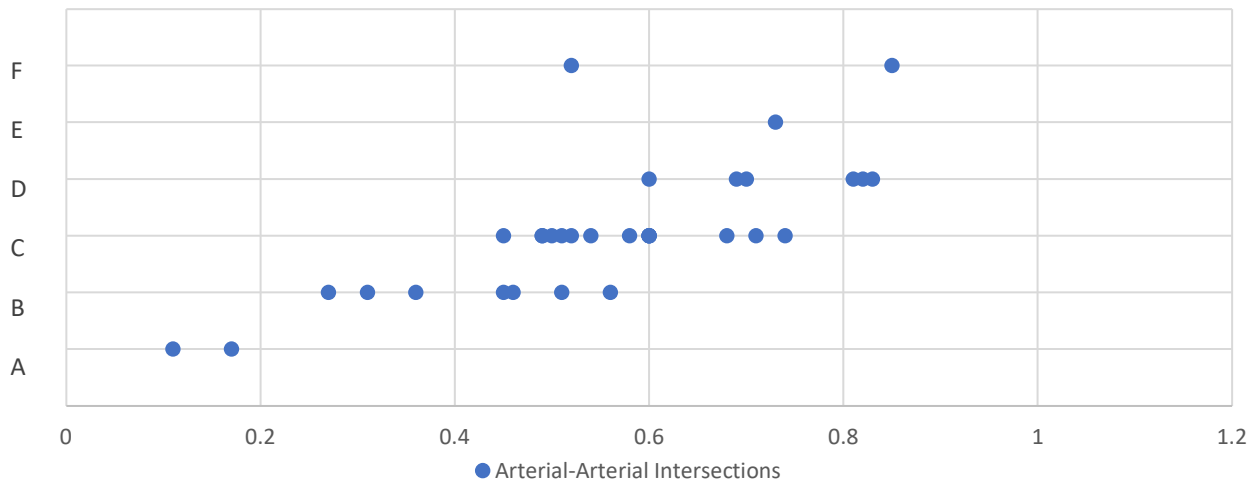
Level of Service vs Average Stops per Vehicle



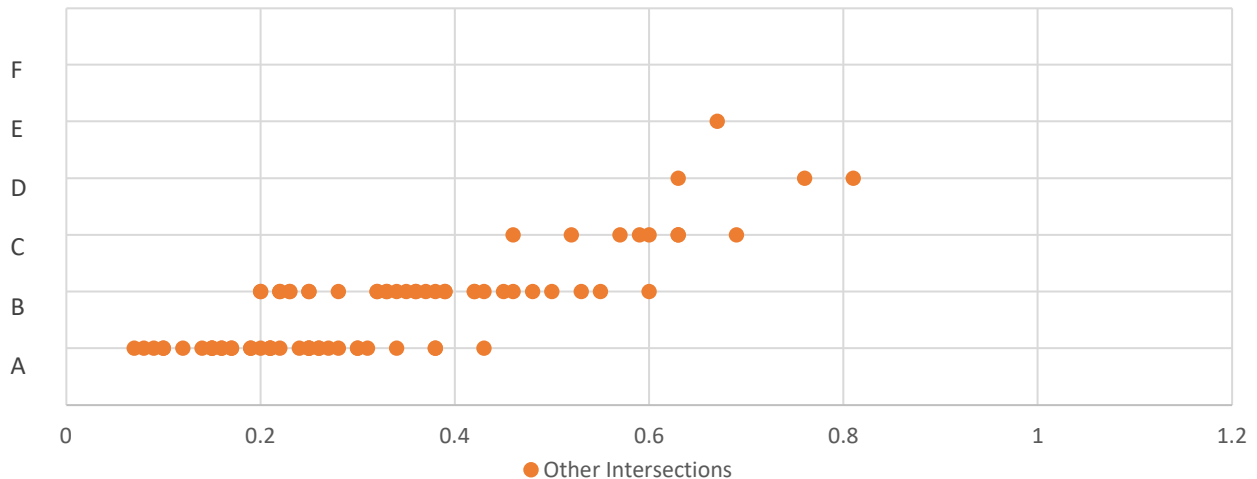
Intersections, PM Peak Hour



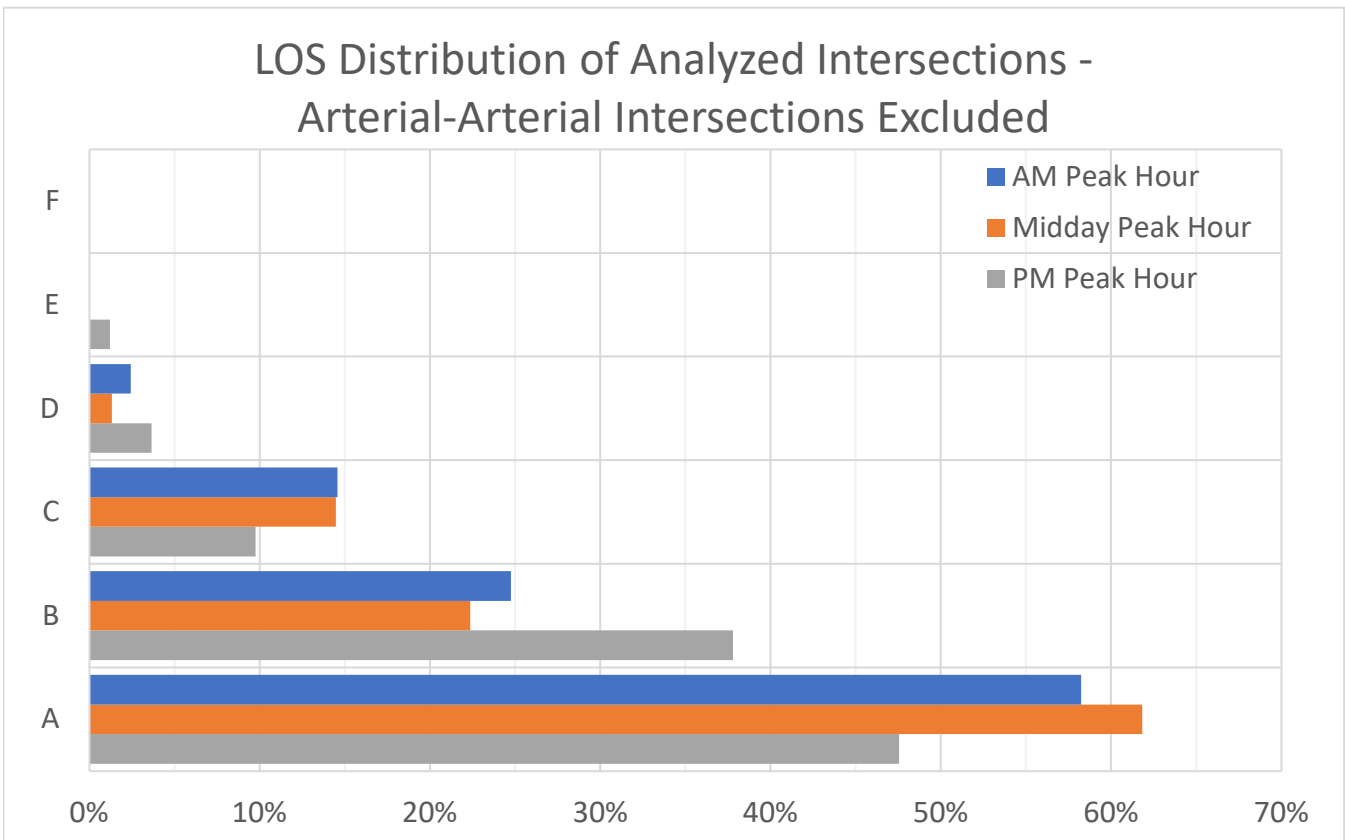
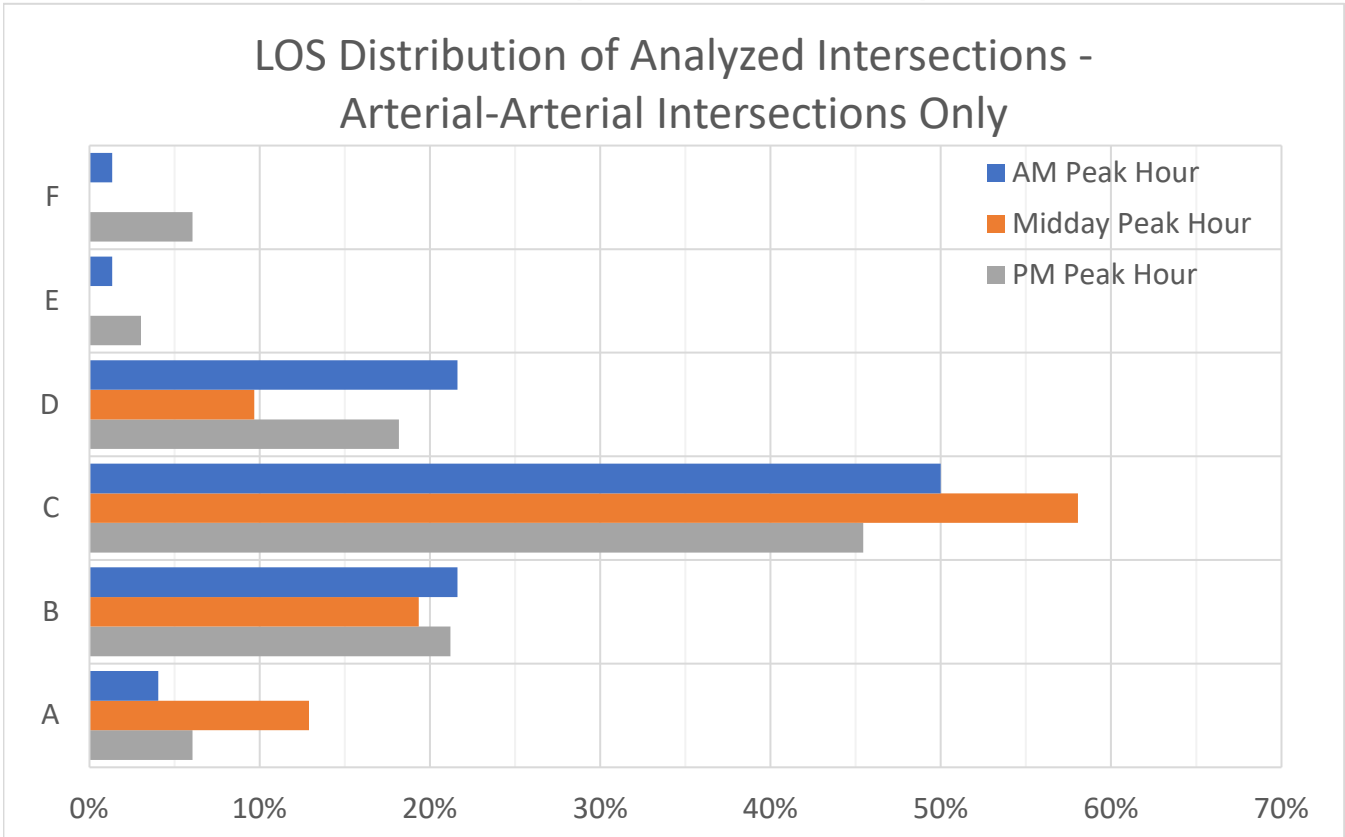
Level of Service vs Average Stops per Vehicle



Level of Service vs Average Stops per Vehicle

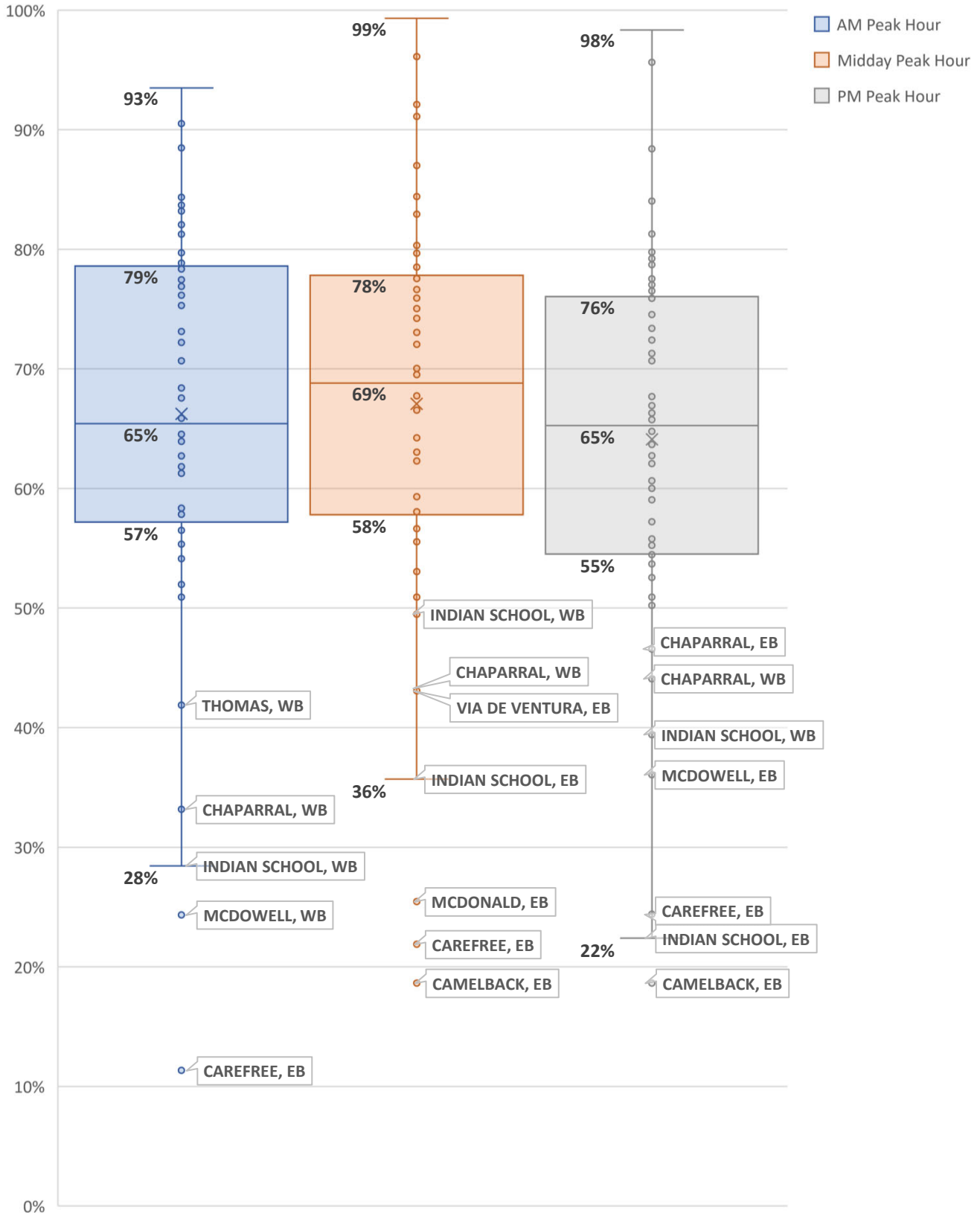


Intersections, AM, Midday, and PM Peak Hours By Classification



Segments, AM, Midday and PM Peak Hours

% of Posted Speed (Average Travel Speed / Free Flow Speed)



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**City of Scottsdale
2020 Congestion Report**

Intersection LOS, Overall - Sorted Alphabetically

NOTES:

Digits are listed before letters; for example, 100th Street is listed before Alma School Road. Numbered streets names are treated as a name, not a value; for example, 100th Street is listed before 90th Street. Roadways with two street names are alphabetized by the first street name ignore the second listed street name; for example, 64th Street/Glavin Parkway & McDowell Road is listed before 64th Street & Oak Street.

Intersections have a displayed rank by analysis period. Rank is determined by level of service ("LOS"), worst to best, then by average delay per vehicle.

| N/S_STREET | E/W_STREET | AM Peak Hour | | | Midday Peak Hour | | | PM Peak Hour | | |
|---------------|-------------------------|--------------|------|-------------------|------------------|------|-------------------|--------------|------|-------------------|
| | | LOS | Rank | Delay/ Veh (s) | LOS | Rank | Delay/ Veh (s) | LOS | Rank | Delay/ Veh (s) |
| 100TH | CACTUS | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 100TH | FRANK LLOYD WRIGHT | C | 38 | 30 | C | 31 | 20 | C | 34 | 21 |
| 100TH | SWEETWATER | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 101 FREEWAY | BELL | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 101 FREEWAY | CACTUS | D | 8 | 41 | C | 20 | 24 | C | 15 | 34 |
| 101 FREEWAY | FRANK LLOYD WRIGHT | D | 6 | 43 | D | 1 | 46 | D | 6 | 41 |
| 101 FREEWAY | PIMA/PRINCESS | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 101 FREEWAY | RAINTREE | D | 14 | 35 | C | 5 | 34 | C | 14 | 34 |
| 101 FREEWAY | SHEA | C | 55 | 26 | -- | -- | -- | -- | -- | -- |
| 102ND | MCDOWELL MOUNTAIN RANCH | A | 204 | 6 | A | 106 | 2 | A | 113 | 3 |
| 104TH | CACTUS | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 104TH | SWEETWATER | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 105TH | MCDOWELL MOUNTAIN RANCH | C | 32 | 32 | C | 26 | 23 | B | 40 | 19 |
| 110TH | SHEA | A | 195 | 6 | -- | -- | -- | -- | -- | -- |
| 115TH/ALAMEDA | HAPPY VALLEY | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 117TH | MOUNTAIN VIEW | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 118TH | JOMAX | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 118TH | VIA LINDA | A | 165 | 9 | A | 91 | 4 | A | 112 | 3 |
| 124TH | SHEA | B | 111 | 16 | -- | -- | -- | -- | -- | -- |
| 124TH | VIA LINDA | B | 124 | 14 | B | 45 | 13 | B | 56 | 13 |
| 128TH | SHEA | B | 133 | 12 | -- | -- | -- | -- | -- | -- |
| 130TH | SHEA | B | 128 | 13 | -- | -- | -- | -- | -- | -- |
| 132ND | VIA LINDA | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 134TH | SHEA | A | 158 | 9 | -- | -- | -- | -- | -- | -- |
| 136TH | SHEA | D | 20 | 29 | -- | -- | -- | -- | -- | -- |
| 136TH | VIA LINDA | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 56TH | CAREFREE | B | 141 | 12 | -- | -- | -- | -- | -- | -- |
| 56TH | DYNAMITE | B | 154 | 10 | -- | -- | -- | -- | -- | -- |
| 56TH | OAK | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 56TH | THOMAS | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 60TH | CAREFREE | B | 94 | 19 | -- | -- | -- | -- | -- | -- |
| 60TH | OAK | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 60TH | THOMAS | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 64TH | CACTUS | B | 136 | 12 | B | 53 | 11 | C | 29 | 23 |
| 64TH | CAMELBACK | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 64TH | CHOLLA | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 64TH | DYNAMITE | B | 132 | 13 | -- | -- | -- | -- | -- | -- |
| 64TH | INDIAN SCHOOL | D | 22 | 26 | -- | -- | -- | -- | -- | -- |
| 64TH/GALVIN | MCDOWELL | D | 15 | 35 | -- | -- | -- | -- | -- | -- |
| 64TH | OAK | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 64TH | OSBORN | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 64TH | SHEA | C | 44 | 28 | -- | -- | -- | -- | -- | -- |
| 64TH | THOMAS | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 68TH | CAMELBACK | -- | -- | -- | -- | -- | -- | -- | -- | -- |

| N/S_STREET | E/W_STREET | AM Peak Hour | | | Midday Peak Hour | | | PM Peak Hour | | |
|---------------|--------------------|--------------|------|-------------------|------------------|------|-------------------|--------------|------|-------------------|
| | | LOS | Rank | Delay/ Veh (s) | LOS | Rank | Delay/ Veh (s) | LOS | Rank | Delay/ Veh (s) |
| 68TH | CHAPARRAL | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 68TH | INDIAN SCHOOL | C | 26 | 34 | -- | -- | -- | -- | -- | -- |
| 68TH | MCDOWELL | C | 24 | 34 | -- | -- | -- | -- | -- | -- |
| 68TH | OAK | A | 208 | 6 | -- | -- | -- | -- | -- | -- |
| 68TH | OSBORN | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 68TH | ROOSEVELT | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 68TH | THOMAS | C | 79 | 21 | -- | -- | -- | -- | -- | -- |
| 70TH | GOLD DUST | A | 244 | 4 | -- | -- | -- | -- | -- | -- |
| 70TH | MCDOWELL | A | 197 | 6 | -- | -- | -- | -- | -- | -- |
| 70TH | SHEA | B | 134 | 12 | -- | -- | -- | -- | -- | -- |
| 70TH | THOMAS | A | 185 | 7 | -- | -- | -- | -- | -- | -- |
| 71ST | SHEA | A | 247 | 3 | -- | -- | -- | -- | -- | -- |
| 72ND | SHEA | A | 248 | 3 | -- | -- | -- | -- | -- | -- |
| 73RD | BUTHERUS | B | 108 | 17 | C | 25 | 23 | C | 18 | 34 |
| 73RD | KIERLAND | A | 194 | 7 | B | 55 | 10 | B | 64 | 11 |
| 73RD | THUNDERBIRD | A | 203 | 6 | B | 51 | 12 | B | 51 | 14 |
| 74TH | MCDOWELL | B | 143 | 11 | -- | -- | -- | -- | -- | -- |
| 74TH | SHEA | B | 102 | 17 | -- | -- | -- | -- | -- | -- |
| 75TH | INDIAN SCHOOL | A | 217 | 5 | -- | -- | -- | -- | -- | -- |
| 76TH | FRANK LLOYD WRIGHT | A | 163 | 9 | A | 69 | 7 | B | 68 | 10 |
| 76TH | REDFIELD | A | 220 | 5 | A | 73 | 7 | A | 86 | 7 |
| 76TH | THOMPSON PEAK | A | 178 | 8 | A | 74 | 7 | A | 90 | 6 |
| 76TH PL | REDFIELD | A | 265 | 2 | A | 89 | 4 | B | 60 | 12 |
| 77TH | MCDOWELL | A | 213 | 5 | -- | -- | -- | -- | -- | -- |
| 78TH | MCDONALD | A | 174 | 8 | -- | -- | -- | -- | -- | -- |
| 8125 E | INDIAN BEND | A | 280 | 0 | -- | -- | -- | -- | -- | -- |
| 82ND | INDIAN SCHOOL | A | 200 | 6 | -- | -- | -- | -- | -- | -- |
| 82ND | MCDONALD | B | 115 | 16 | -- | -- | -- | -- | -- | -- |
| 82ND | MCDOWELL | A | 252 | 3 | -- | -- | -- | -- | -- | -- |
| 82ND | RAINTREE | A | 223 | 5 | A | 59 | 9 | B | 54 | 13 |
| 84TH | CACTUS | A | 209 | 5 | A | 81 | 5 | A | 92 | 5 |
| 84TH | SHEA | A | 171 | 8 | -- | -- | -- | -- | -- | -- |
| 86TH | CHAPARRAL | B | 103 | 17 | -- | -- | -- | -- | -- | -- |
| 86TH | MCDONALD | C | 85 | 20 | -- | -- | -- | -- | -- | -- |
| 87TH | NORTHSIGHT | A | 243 | 4 | A | 62 | 9 | A | 91 | 6 |
| 87TH | RAINTREE | A | 214 | 5 | B | 52 | 11 | B | 38 | 19 |
| 90TH | CACTUS | B | 122 | 14 | A | 78 | 6 | A | 94 | 5 |
| 90TH | COCHISE | A | 257 | 3 | -- | -- | -- | -- | -- | -- |
| 90TH | FRANK LLOYD WRIGHT | A | 162 | 9 | B | 48 | 12 | A | 75 | 9 |
| 90TH | MOUNTAIN VIEW | C | 52 | 27 | -- | -- | -- | -- | -- | -- |
| 90TH/REDFIELD | RAINTREE | B | 125 | 14 | B | 41 | 13 | B | 49 | 15 |
| 90TH | SHEA | B | 95 | 18 | -- | -- | -- | -- | -- | -- |
| 90TH | THOMPSON PEAK | A | 192 | 7 | A | 65 | 8 | B | 62 | 12 |
| 90TH | THUNDERBIRD | -- | -- | -- | -- | -- | -- | -- | -- | -- |

| N/S_STREET | E/W_STREET | AM Peak Hour | | | Midday Peak Hour | | | PM Peak Hour | | |
|--------------------|--------------------|--------------|------|-------------------|------------------|------|-------------------|--------------|------|-------------------|
| | | LOS | Rank | Delay/ Veh (s) | LOS | Rank | Delay/ Veh (s) | LOS | Rank | Delay/ Veh (s) |
| 90TH | VIA LINDA | C | 31 | 32 | -- | -- | -- | -- | -- | -- |
| 91ST | BELL | A | 236 | 4 | A | 64 | 8 | B | 65 | 11 |
| 91ST | LEGACY | A | 239 | 4 | A | 100 | 3 | -- | -- | -- |
| 91ST/SAN SALVADOR | VIA LINDA | B | 139 | 12 | -- | -- | -- | B | 50 | 15 |
| 92ND | CHOLLA | A | 238 | 4 | A | 92 | 4 | A | 105 | 4 |
| 92ND/100TH | FRANK LLOYD WRIGHT | B | 123 | 14 | A | 57 | 9 | B | 70 | 10 |
| 92ND | MOUNTAIN VIEW | B | 105 | 17 | -- | -- | -- | -- | -- | -- |
| 92ND | RAINTREE | B | 146 | 11 | A | 99 | 3 | A | 101 | 4 |
| 92ND | SHEA | B | 119 | 15 | -- | -- | -- | -- | -- | -- |
| 92ND | THUNDERBIRD | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 94TH | BELL | D | 11 | 38 | B | 42 | 13 | B | 43 | 18 |
| 94TH | CACTUS | C | 39 | 30 | C | 22 | 24 | C | 27 | 24 |
| 94TH | LEGACY | C | 81 | 21 | A | 75 | 7 | A | 78 | 9 |
| 94TH | SWEETWATER | A | 177 | 8 | A | 93 | 4 | A | 96 | 5 |
| 94TH | THUNDERBIRD | B | 120 | 15 | B | 43 | 13 | B | 48 | 16 |
| 96TH | CACTUS | B | 140 | 12 | A | 66 | 8 | B | 71 | 10 |
| 96TH | CHOLLA | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 96TH | MOUNTAIN VIEW | C | 48 | 28 | -- | -- | -- | -- | -- | -- |
| 96TH | SHEA | C | 70 | 23 | -- | -- | -- | -- | -- | -- |
| 96TH | SWEETWATER | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 96TH | THUNDERBIRD | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 96TH | VIA LINDA | A | 166 | 9 | -- | -- | -- | A | 77 | 9 |
| 98TH | BELL | C | 80 | 21 | C | 28 | 22 | B | 72 | 10 |
| ALMA SCHOOL | DYNAMITE | A | 168 | 9 | -- | -- | -- | -- | -- | -- |
| ALMA SCHOOL | HAPPY VALLEY | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| ALMA SCHOOL | JOMAX | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| BROWN | INDIAN SCHOOL | A | 269 | 2 | -- | -- | -- | -- | -- | -- |
| BUCKBOARD | INDIAN SCHOOL | A | 267 | 2 | -- | -- | -- | -- | -- | -- |
| CATTLETRACK | MCDONALD | A | 202 | 6 | -- | -- | -- | -- | -- | -- |
| CIVIC CENTER | THOMAS | A | 173 | 8 | -- | -- | -- | -- | -- | -- |
| DESERT CAMP (EAST) | THOMPSON PEAK | A | 226 | 5 | A | 107 | 2 | A | 115 | 3 |
| DESERT CAMP (WEST) | THOMPSON PEAK | A | 225 | 5 | A | 95 | 4 | A | 106 | 4 |
| DRINKWATER | 2ND | B | 149 | 11 | -- | -- | -- | -- | -- | -- |
| DRINKWATER | 3RD | A | 206 | 6 | -- | -- | -- | -- | -- | -- |
| DRINKWATER | 5TH | B | 150 | 11 | -- | -- | -- | -- | -- | -- |
| DRINKWATER | INDIAN SCHOOL | C | 74 | 22 | -- | -- | -- | -- | -- | -- |
| DRINKWATER | OSBORN | C | 59 | 26 | -- | -- | -- | -- | -- | -- |
| FRANK LLOYD WRIGHT | ALTADENA | A | 212 | 5 | A | 102 | 2 | A | 89 | 6 |
| FRANK LLOYD WRIGHT | CACTUS | A | 160 | 9 | A | 58 | 9 | B | 52 | 13 |
| FRANK LLOYD WRIGHT | RAINTREE | A | 188 | 7 | A | 72 | 7 | B | 45 | 17 |
| FRANK LLOYD WRIGHT | SHEA | C | 65 | 24 | -- | -- | -- | -- | -- | -- |
| FRANK LLOYD WRIGHT | THUNDERBIRD | A | 235 | 4 | A | 104 | 2 | A | 95 | 5 |
| FRANK LLOYD WRIGHT | VIA LINDA | D | 13 | 37 | C | 7 | 31 | C | 16 | 34 |

| N/S_STREET | E/W_STREET | AM Peak Hour | | | Midday Peak Hour | | | PM Peak Hour | | |
|---------------------------|--------------------|--------------|------|-------------------|------------------|------|-------------------|--------------|------|-------------------|
| | | LOS | Rank | Delay/ Veh (s) | LOS | Rank | Delay/ Veh (s) | LOS | Rank | Delay/ Veh (s) |
| GAINEY CENTER/VAQUERO | DOUBLETREE RANCH | A | 271 | 2 | -- | -- | -- | -- | -- | -- |
| GAINEY CENTER/VAQUERO | DOUBLETREE RANCH | A | 271 | 2 | -- | -- | -- | -- | -- | -- |
| GAINEY CLUB/GAINEY SUITES | DOUBLETREE RANCH | A | 224 | 5 | -- | -- | -- | -- | -- | -- |
| GAINEY RANCH/VAQUERO | DOUBLETREE RANCH | A | 242 | 4 | -- | -- | -- | -- | -- | -- |
| GOLDWATER | 5TH | A | 256 | 3 | -- | -- | -- | -- | -- | -- |
| GOLDWATER | CAMELBACK | D | 17 | 35 | -- | -- | -- | -- | -- | -- |
| GOLDWATER | FASHION SQUARE | A | 278 | 1 | -- | -- | -- | -- | -- | -- |
| GOLDWATER | HIGHLAND | A | 279 | 1 | -- | -- | -- | -- | -- | -- |
| GOLDWATER | INDIAN SCHOOL | C | 41 | 30 | -- | -- | -- | -- | -- | -- |
| GOLDWATER | MAIN | A | 272 | 2 | -- | -- | -- | -- | -- | -- |
| GOLDWATER | VIA SOLERI | A | 240 | 4 | -- | -- | -- | -- | -- | -- |
| GOLDWATER (SOUTH) | SCOTTSDALE | C | 87 | 20 | -- | -- | -- | -- | -- | -- |
| GRANITE REEF | CAMELBACK | B | 110 | 17 | -- | -- | -- | -- | -- | -- |
| GRANITE REEF | CHAPARRAL | C | 72 | 23 | -- | -- | -- | -- | -- | -- |
| GRANITE REEF | INDIAN SCHOOL | A | 184 | 7 | -- | -- | -- | -- | -- | -- |
| GRANITE REEF | MCDONALD | B | 137 | 12 | -- | -- | -- | -- | -- | -- |
| GRANITE REEF | MCDOWELL | B | 97 | 18 | -- | -- | -- | -- | -- | -- |
| GRANITE REEF | OAK | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| GRANITE REEF | OSBORN | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| GRANITE REEF | ROOSEVELT | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| GRANITE REEF | THOMAS | B | 114 | 16 | -- | -- | -- | -- | -- | -- |
| GRAYHAWK | THOMPSON PEAK | A | 221 | 5 | A | 83 | 5 | A | 87 | 7 |
| GREENWAY-HAYDEN | FRANK LLOYD WRIGHT | C | 56 | 26 | C | 8 | 30 | D | 7 | 39 |
| HAYDEN | 101 FREEWAY EB | B | 92 | 19 | C | 33 | 20 | C | 20 | 33 |
| HAYDEN | 101 FREEWAY WB | B | 130 | 13 | C | 32 | 20 | C | 17 | 34 |
| HAYDEN | 83RD | A | 193 | 7 | B | 50 | 12 | B | 55 | 13 |
| HAYDEN | BELL | F | 1 | 159 | B | 34 | 17 | F | 1 | 377 |
| HAYDEN | CACTUS | D | 9 | 39 | C | 11 | 30 | D | 9 | 37 |
| HAYDEN | CAMELBACK | C | 77 | 21 | -- | -- | -- | -- | -- | -- |
| HAYDEN | CHAPARRAL | C | 36 | 30 | -- | -- | -- | -- | -- | -- |
| HAYDEN | COMMERCE | A | 277 | 1 | -- | -- | -- | -- | -- | -- |
| HAYDEN | FRANK LLOYD WRIGHT | B | 129 | 13 | C | 10 | 30 | C | 22 | 26 |
| HAYDEN | GRAYHAWK | A | 175 | 8 | A | 88 | 4 | A | 102 | 4 |
| HAYDEN | INDIAN BEND | C | 46 | 28 | -- | -- | -- | -- | -- | -- |
| HAYDEN | INDIAN SCHOOL | D | 12 | 37 | -- | -- | -- | -- | -- | -- |
| HAYDEN | JACKRABBIT | A | 253 | 3 | -- | -- | -- | -- | -- | -- |
| HAYDEN | JOE FOSS | A | 276 | 1 | -- | -- | -- | -- | -- | -- |
| HAYDEN | LEGACY | A | 255 | 3 | A | 103 | 2 | A | 111 | 3 |
| HAYDEN | LINCOLN | A | 215 | 5 | -- | -- | -- | -- | -- | -- |
| HAYDEN | MCCORMICK | B | 98 | 18 | -- | -- | -- | -- | -- | -- |
| HAYDEN | MCDONALD | C | 49 | 27 | -- | -- | -- | -- | -- | -- |
| HAYDEN | MCDOWELL | C | 60 | 25 | -- | -- | -- | -- | -- | -- |
| HAYDEN | MCKELLIPS | D | 7 | 42 | -- | -- | -- | -- | -- | -- |
| HAYDEN | MOUNTAIN VIEW | D | 21 | 26 | -- | -- | -- | -- | -- | -- |

| N/S_STREET | E/W_STREET | AM Peak Hour | | | Midday Peak Hour | | | PM Peak Hour | | |
|------------|--------------------|--------------|------|-------------------|------------------|------|-------------------|--------------|------|-------------------|
| | | LOS | Rank | Delay/ Veh (s) | LOS | Rank | Delay/ Veh (s) | LOS | Rank | Delay/ Veh (s) |
| HAYDEN | NORTHSIGHT | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| HAYDEN | OAK | A | 234 | 4 | -- | -- | -- | -- | -- | -- |
| HAYDEN | OSBORN | B | 113 | 16 | -- | -- | -- | -- | -- | -- |
| HAYDEN | PALM | A | 218 | 5 | -- | -- | -- | -- | -- | -- |
| HAYDEN | PRINCESS | B | 153 | 10 | B | 56 | 10 | B | 53 | 13 |
| HAYDEN | RAINTREE | B | 104 | 17 | C | 12 | 28 | D | 11 | 36 |
| HAYDEN | REDFIELD | B | 116 | 16 | B | 40 | 13 | B | 42 | 18 |
| HAYDEN | ROOSEVELT | A | 172 | 8 | -- | -- | -- | -- | -- | -- |
| HAYDEN | ROYAL PALM | A | 216 | 5 | -- | -- | -- | -- | -- | -- |
| HAYDEN | SHEA | C | 82 | 20 | -- | -- | -- | -- | -- | -- |
| HAYDEN | SWEETWATER | A | 187 | 7 | A | 105 | 2 | A | 85 | 7 |
| HAYDEN | THOMAS | D | 5 | 45 | -- | -- | -- | -- | -- | -- |
| HAYDEN | THOMPSON PEAK | C | 43 | 29 | C | 21 | 24 | C | 28 | 23 |
| HAYDEN | VIA DE VENTURA | C | 50 | 27 | -- | -- | -- | -- | -- | -- |
| HAYDEN | VIA LINDA | B | 138 | 12 | -- | -- | -- | -- | -- | -- |
| MARSHALL | INDIAN SCHOOL | A | 241 | 4 | -- | -- | -- | -- | -- | -- |
| MILLER | 2ND | B | 157 | 10 | -- | -- | -- | -- | -- | -- |
| MILLER | CAMELBACK | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| MILLER | CHAPARRAL | C | 73 | 23 | -- | -- | -- | -- | -- | -- |
| MILLER | DEER VALLEY | A | 222 | 5 | A | 84 | 5 | A | 103 | 4 |
| MILLER | INDIAN SCHOOL | C | 71 | 23 | -- | -- | -- | -- | -- | -- |
| MILLER | MCDOWELL | B | 112 | 16 | -- | -- | -- | -- | -- | -- |
| MILLER | MCKELLIPS | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| MILLER | OAK | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| MILLER | OSBORN | B | 155 | 10 | -- | -- | -- | -- | -- | -- |
| MILLER | PINNACLE PEAK | B | 106 | 17 | C | 13 | 28 | E | 3 | 74 |
| MILLER | ROOSEVELT | B | 148 | 11 | -- | -- | -- | -- | -- | -- |
| MILLER | SHEA | A | 260 | 2 | -- | -- | -- | -- | -- | -- |
| MILLER | THOMAS | C | 61 | 25 | -- | -- | -- | -- | -- | -- |
| MILLER | WILLIAMS | A | 167 | 9 | A | 79 | 6 | B | 61 | 12 |
| NORTHSIGHT | FRANK LLOYD WRIGHT | A | 196 | 6 | B | 46 | 12 | B | 57 | 12 |
| NORTHSIGHT | RAINTREE | C | 40 | 30 | D | 2 | 37 | D | 12 | 35 |
| PERIMETER | BELL | A | 205 | 6 | A | 67 | 8 | B | 63 | 12 |
| PERIMETER | PRINCESS | A | 191 | 7 | B | 44 | 13 | B | 44 | 18 |
| PIMA | CHAPARRAL | C | 35 | 31 | -- | -- | -- | -- | -- | -- |
| PIMA | DIXILETA | A | 258 | 3 | -- | -- | -- | -- | -- | -- |
| PIMA | DYNAMITE | C | 54 | 27 | -- | -- | -- | C | 36 | 20 |
| PIMA | HAPPY VALLEY | C | 58 | 26 | -- | -- | -- | B | 47 | 16 |
| PIMA | HUALAPAI | A | 233 | 4 | A | 97 | 3 | A | 110 | 3 |
| PIMA | HUMMINGBIRD | B | 142 | 12 | -- | -- | -- | -- | -- | -- |
| PIMA | INDIAN BEND | B | 117 | 16 | -- | -- | -- | -- | -- | -- |
| PIMA | INDIAN SCHOOL | C | 62 | 25 | -- | -- | -- | -- | -- | -- |
| PIMA | JOMAX | D | 18 | 35 | -- | -- | -- | A | 114 | 3 |
| PIMA | LEGACY | C | 57 | 26 | B | 35 | 16 | B | 41 | 18 |

| N/S_STREET | E/W_STREET | AM Peak Hour | | | Midday Peak Hour | | | PM Peak Hour | | |
|---------------|--------------------|--------------|------|-------------------|------------------|------|-------------------|--------------|------|-------------------|
| | | LOS | Rank | Delay/ Veh (s) | LOS | Rank | Delay/ Veh (s) | LOS | Rank | Delay/ Veh (s) |
| PIMA | LONE MOUNTAIN | B | 156 | 10 | -- | -- | -- | A | 80 | 8 |
| PIMA | LOS GATOS | A | 210 | 5 | A | 87 | 4 | A | 108 | 3 |
| PIMA | MARKET | A | 250 | 3 | A | 98 | 3 | A | 93 | 5 |
| PIMA | MCDONALD | C | 84 | 20 | -- | -- | -- | -- | -- | -- |
| PIMA | MCDOWELL | A | 246 | 3 | -- | -- | -- | -- | -- | -- |
| PIMA | PIMA CENTER | C | 90 | 16 | -- | -- | -- | -- | -- | -- |
| PIMA | PINNACLE PEAK | C | 76 | 21 | C | 30 | 21 | C | 33 | 21 |
| PIMA | SALT RIVER FIELDS | A | 268 | 2 | -- | -- | -- | -- | -- | -- |
| PIMA | STAGECOACH | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| PIMA | THOMAS | B | 91 | 19 | -- | -- | -- | -- | -- | -- |
| PIMA | THOMPSON PEAK | C | 68 | 24 | C | 16 | 25 | C | 21 | 27 |
| PIMA | VIA DE VENTURA | C | 51 | 27 | -- | -- | -- | -- | -- | -- |
| PIMA | WESTLAND | B | 121 | 15 | -- | -- | -- | B | 73 | 10 |
| PIMA CROSSING | SHEA | A | 259 | 2 | -- | -- | -- | -- | -- | -- |
| PROMENADE | FRANK LLOYD WRIGHT | A | 262 | 2 | B | 54 | 10 | A | 83 | 7 |
| SCOTTSDALE | 101 FREEWAY EB | C | 33 | 31 | C | 19 | 24 | C | 30 | 22 |
| SCOTTSDALE | 101 FREEWAY WB | C | 69 | 23 | C | 27 | 22 | C | 23 | 25 |
| SCOTTSDALE | 17050 N | A | 230 | 4 | A | 80 | 5 | B | 66 | 10 |
| SCOTTSDALE | 1ST AVE | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | 1ST ST | A | 169 | 9 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | 2ND | A | 179 | 8 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | 3RD | A | 227 | 5 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | 5TH | B | 109 | 17 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | 6750 N | A | 274 | 1 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | 7025 N | A | 261 | 2 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | ACOMA | A | 159 | 9 | B | 47 | 12 | B | 37 | 19 |
| SCOTTSDALE | ASHLER HILLS | A | 186 | 7 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | BUTHERUS | C | 45 | 28 | C | 6 | 31 | D | 10 | 37 |
| SCOTTSDALE | CACTUS | C | 42 | 29 | C | 14 | 26 | D | 8 | 38 |
| SCOTTSDALE | CAMELBACK | C | 28 | 33 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | CAREFREE | B | 101 | 18 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | CHAPARRAL | C | 78 | 21 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | CHAUNCEY | A | 198 | 6 | A | 86 | 4 | B | 67 | 10 |
| SCOTTSDALE | CHEYNEY | A | 211 | 5 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | CHOLLA | A | 182 | 7 | A | 96 | 3 | A | 107 | 3 |
| SCOTTSDALE | DEER VALLEY | A | 228 | 4 | A | 71 | 7 | A | 84 | 7 |
| SCOTTSDALE | DIXILETA | B | 100 | 18 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | DOUBLETREE | C | 34 | 31 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | DRINKWATER (NORTH) | A | 176 | 8 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | DRINKWATER (SOUTH) | A | 264 | 2 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | DYNAMITE | D | 19 | 31 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | EARL | A | 254 | 3 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | EASTWOOD | A | 245 | 3 | -- | -- | -- | -- | -- | -- |

| N/S_STREET | E/W_STREET | AM Peak Hour | | | Midday Peak Hour | | | PM Peak Hour | | |
|-----------------------|--------------------|--------------|------|-------------------|------------------|------|-------------------|--------------|------|-------------------|
| | | LOS | Rank | Delay/ Veh (s) | LOS | Rank | Delay/ Veh (s) | LOS | Rank | Delay/ Veh (s) |
| SCOTTSDALE | FASHION SQUARE | A | 266 | 2 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | FRANK LLOYD WRIGHT | E | 2 | 37 | D | 4 | 30 | F | 2 | 52 |
| SCOTTSDALE | GAINEY SUITES | A | 275 | 1 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | GOLD DUST | B | 135 | 12 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | GRAYHAWK | A | 161 | 9 | A | 82 | 5 | A | 88 | 6 |
| SCOTTSDALE | GREENWAY-HAYDEN | C | 88 | 19 | C | 23 | 23 | D | 13 | 27 |
| SCOTTSDALE | HAPPY VALLEY | A | 232 | 4 | -- | -- | -- | B | 69 | 10 |
| SCOTTSDALE | HENKEL | A | 273 | 1 | A | 101 | 2 | A | 81 | 7 |
| SCOTTSDALE | HIGHLAND | B | 145 | 11 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | INDIAN BEND | D | 23 | 25 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | INDIAN SCHOOL | C | 53 | 27 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | JACKRABBIT | B | 144 | 11 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | JOMAX | A | 199 | 6 | -- | -- | -- | A | 109 | 3 |
| SCOTTSDALE | LEGACY | A | 170 | 8 | A | 68 | 7 | B | 58 | 12 |
| SCOTTSDALE | LINCOLN | C | 66 | 24 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | LONE MOUNTAIN | C | 75 | 22 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | MAIN | C | 64 | 25 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | MAYO | C | 89 | 18 | C | 29 | 21 | C | 31 | 22 |
| SCOTTSDALE | MCCORMICK | A | 180 | 7 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | MCDONALD | C | 30 | 32 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | MCDOWELL | D | 10 | 38 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | MCKELLIPS | D | 16 | 35 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | MERCER | A | 249 | 3 | A | 70 | 7 | A | 82 | 7 |
| SCOTTSDALE | MESCAL | A | 181 | 7 | A | 63 | 8 | B | 59 | 12 |
| SCOTTSDALE | MOUNTAIN VIEW | C | 67 | 24 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | OAK | A | 164 | 9 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | OSBORN | B | 93 | 19 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | PARADISE | A | 183 | 7 | B | 39 | 13 | C | 35 | 20 |
| SCOTTSDALE | PINNACLE PEAK | D | 3 | 50 | C | 17 | 25 | D | 5 | 54 |
| SCOTTSDALE | PRINCESS | B | 152 | 10 | B | 38 | 14 | A | 76 | 9 |
| SCOTTSDALE | RANCHO VISTA | A | 219 | 5 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | ROOSEVELT | B | 99 | 18 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | ROSE | A | 229 | 4 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | SHEA | D | 4 | 49 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | SKYSONG | A | 201 | 6 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | SWEETWATER | B | 151 | 10 | A | 76 | 6 | A | 100 | 4 |
| SCOTTSDALE | THOMAS | C | 29 | 32 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | THOMPSON PEAK | B | 127 | 13 | B | 37 | 15 | B | 46 | 16 |
| SCOTTSDALE | THUNDERBIRD | C | 27 | 33 | C | 9 | 30 | E | 4 | 59 |
| SCOTTSDALE | VISTA | A | 251 | 3 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | WESTLAND | B | 126 | 14 | -- | -- | -- | -- | -- | -- |
| SCOTTSDALE | WILLIAMS | A | 231 | 4 | A | 77 | 6 | A | 79 | 8 |
| SCOTTSDALE HEALTHCARE | THOMPSON PEAK | A | 207 | 6 | A | 60 | 9 | B | 74 | 10 |
| THOMPSON PEAK | 100TH | C | 83 | 20 | B | 49 | 12 | C | 26 | 24 |

| N/S_STREET | E/W_STREET | AM Peak Hour | | | Midday Peak Hour | | | PM Peak Hour | | |
|----------------|-------------------------|--------------|------|-------------------|------------------|------|-------------------|--------------|------|-------------------|
| | | LOS | Rank | Delay/ Veh (s) | LOS | Rank | Delay/ Veh (s) | LOS | Rank | Delay/ Veh (s) |
| THOMPSON PEAK | BELL | B | 107 | 17 | B | 36 | 16 | B | 39 | 19 |
| THOMPSON PEAK | FRANK LLOYD WRIGHT | C | 37 | 30 | D | 3 | 35 | C | 19 | 33 |
| THOMPSON PEAK | HORSESHOE CANYON | A | 237 | 4 | A | 85 | 5 | A | 98 | 5 |
| THOMPSON PEAK | LEGACY | C | 47 | 28 | C | 15 | 26 | C | 32 | 22 |
| THOMPSON PEAK | MCDOWELL MOUNTAIN RANCH | C | 25 | 34 | C | 24 | 23 | C | 24 | 25 |
| THOMPSON PEAK | PARADISE | A | 189 | 7 | A | 90 | 4 | A | 104 | 4 |
| THOMPSON PEAK | RAINTREE | C | 86 | 20 | C | 18 | 25 | C | 25 | 25 |
| THOMPSON PEAK | REDFIELD | A | 190 | 7 | A | 94 | 4 | A | 97 | 5 |
| THOMPSON PEAK | WINDGATE PASS | B | 147 | 11 | A | 61 | 9 | A | 99 | 5 |
| VIA DE NEGOCIO | VIA DE VENTURA | A | 263 | 2 | -- | -- | -- | -- | -- | -- |
| VIA LINDA | LAKEVIEW | B | 131 | 13 | -- | -- | -- | -- | -- | -- |
| VIA LINDA | MOUNTAIN VIEW | C | 63 | 25 | -- | -- | -- | -- | -- | -- |
| VIA LINDA | SHEA | B | 96 | 18 | -- | -- | -- | -- | -- | -- |
| VIA LINDA | VIA DE VENTURA | B | 118 | 16 | -- | -- | -- | -- | -- | -- |

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**City of Scottsdale
2020 Congestion Report**

Intersection LOS - AM Peak Hour, Sorted by LOS Category

NOTE:

Intersections have a displayed rank by analysis period. Rank is determined by level of service ("LOS"), worst to best, then by average delay per vehicle.

| N/S_STREET | E/W_STREET | AM Peak Hour | | | | | MD Peak | | PM Peak | |
|--------------------|-------------------------|--------------|-----|-------------------|---------------------|-------------------|---------|------|---------|------|
| | | Rank | LOS | Delay/ Veh (s) | Total Delay (hr) | Stops/ Vehicle | LOS | Rank | LOS | Rank |
| HAYDEN | BELL | 1 | F | 159 | 89 | 0.32 | B | 34 | F | 1 |
| SCOTTSDALE | FRANK LLOYD WRIGHT | 2 | E | 37 | 57 | 0.69 | D | 4 | F | 2 |
| SCOTTSDALE | PINNACLE PEAK | 3 | D | 50 | 53 | 0.84 | C | 17 | D | 5 |
| SCOTTSDALE | SHEA | 4 | D | 49 | 66 | 0.91 | -- | -- | -- | -- |
| HAYDEN | THOMAS | 5 | D | 45 | 54 | 0.88 | -- | -- | -- | -- |
| 101 FREEWAY | FRANK LLOYD WRIGHT | 6 | D | 43 | 75 | 0.72 | D | 1 | D | 6 |
| HAYDEN | MCKELLIPS | 7 | D | 42 | 43 | 0.81 | -- | -- | -- | -- |
| 101 FREEWAY | CACTUS | 8 | D | 41 | 55 | 0.67 | C | 20 | C | 15 |
| HAYDEN | CACTUS | 9 | D | 39 | 50 | 0.76 | C | 11 | D | 9 |
| SCOTTSDALE | MCDOWELL | 10 | D | 38 | 49 | 0.84 | -- | -- | -- | -- |
| 94TH | BELL | 11 | D | 38 | 28 | 0.72 | B | 42 | B | 43 |
| HAYDEN | INDIAN SCHOOL | 12 | D | 37 | 48 | 0.85 | -- | -- | -- | -- |
| FRANK LLOYD WRIGHT | VIA LINDA | 13 | D | 37 | 39 | 0.7 | C | 7 | C | 16 |
| 101 FREEWAY | RAINTREE | 14 | D | 35 | 45 | 0.6 | C | 5 | C | 14 |
| 64TH/GALVIN | MCDOWELL | 15 | D | 35 | 43 | 0.82 | -- | -- | -- | -- |
| SCOTTSDALE | MCKELLIPS | 16 | D | 35 | 30 | 0.72 | -- | -- | -- | -- |
| GOLDWATER | CAMELBACK | 17 | D | 35 | 27 | 0.61 | -- | -- | -- | -- |
| PIMA | JOMAX | 18 | D | 35 | 13 | 0.18 | -- | -- | A | 114 |
| SCOTTSDALE | DYNAMITE | 19 | D | 31 | 25 | 0.75 | -- | -- | -- | -- |
| 136TH | SHEA | 20 | D | 29 | 26 | 0.67 | -- | -- | -- | -- |
| HAYDEN | MOUNTAIN VIEW | 21 | D | 26 | 21 | 0.7 | -- | -- | -- | -- |
| 64TH | INDIAN SCHOOL | 22 | D | 26 | 14 | 0.53 | -- | -- | -- | -- |
| SCOTTSDALE | INDIAN BEND | 23 | D | 25 | 27 | 0.54 | -- | -- | -- | -- |
| 68TH | MCDOWELL | 24 | C | 34 | 38 | 0.77 | -- | -- | -- | -- |
| THOMPSON PEAK | MCDOWELL MOUNTAIN RANCH | 25 | C | 34 | 29 | 0.76 | C | 24 | C | 24 |
| 68TH | INDIAN SCHOOL | 26 | C | 34 | 24 | 0.65 | -- | -- | -- | -- |
| SCOTTSDALE | THUNDERBIRD | 27 | C | 33 | 41 | 0.81 | C | 9 | E | 4 |
| SCOTTSDALE | CAMELBACK | 28 | C | 33 | 26 | 0.64 | -- | -- | -- | -- |
| SCOTTSDALE | THOMAS | 29 | C | 32 | 38 | 0.72 | -- | -- | -- | -- |
| SCOTTSDALE | MCDONALD | 30 | C | 32 | 37 | 0.77 | -- | -- | -- | -- |
| 90TH | VIA LINDA | 31 | C | 32 | 30 | 0.76 | -- | -- | -- | -- |
| 105TH | MCDOWELL MOUNTAIN RANCH | 32 | C | 32 | 11 | 0.61 | C | 26 | B | 40 |
| SCOTTSDALE | 101 FREEWAY EB | 33 | C | 31 | 38 | 0.64 | C | 19 | C | 30 |
| SCOTTSDALE | DOUBLETREE | 34 | C | 31 | 34 | 0.73 | -- | -- | -- | -- |
| PIMA | CHAPARRAL | 35 | C | 31 | 22 | 0.69 | -- | -- | -- | -- |
| HAYDEN | CHAPARRAL | 36 | C | 30 | 32 | 0.71 | -- | -- | -- | -- |
| THOMPSON PEAK | FRANK LLOYD WRIGHT | 37 | C | 30 | 29 | 0.7 | D | 3 | C | 19 |
| 100TH | FRANK LLOYD WRIGHT | 38 | C | 30 | 25 | 0.56 | C | 31 | C | 34 |
| 94TH | CACTUS | 39 | C | 30 | 22 | 0.55 | C | 22 | C | 27 |
| NORTHSIGHT | RAINTREE | 40 | C | 30 | 21 | 0.61 | D | 2 | D | 12 |
| GOLDWATER | INDIAN SCHOOL | 41 | C | 30 | 16 | 0.76 | -- | -- | -- | -- |
| SCOTTSDALE | CACTUS | 42 | C | 29 | 43 | 0.71 | C | 14 | D | 8 |
| HAYDEN | THOMPSON PEAK | 43 | C | 29 | 22 | 0.72 | C | 21 | C | 28 |
| 64TH | SHEA | 44 | C | 28 | 33 | 0.65 | -- | -- | -- | -- |

| N/S_STREET | E/W_STREET | AM Peak Hour | | | | | MD Peak | | PM Peak | |
|--------------------|--------------------|--------------|-----|-------------------|---------------------|-------------------|---------|------|---------|------|
| | | Rank | LOS | Delay/ Veh (s) | Total Delay (hr) | Stops/ Vehicle | LOS | Rank | LOS | Rank |
| SCOTTSDALE | BUTHERUS | 45 | C | 28 | 31 | 0.66 | C | 6 | D | 10 |
| HAYDEN | INDIAN BEND | 46 | C | 28 | 30 | 0.54 | -- | -- | -- | -- |
| THOMPSON PEAK | LEGACY | 47 | C | 28 | 13 | 0.62 | C | 15 | C | 32 |
| 96TH | MOUNTAIN VIEW | 48 | C | 28 | 9 | 0.66 | -- | -- | -- | -- |
| HAYDEN | MCDONALD | 49 | C | 27 | 31 | 0.5 | -- | -- | -- | -- |
| HAYDEN | VIA DE VENTURA | 50 | C | 27 | 30 | 0.67 | -- | -- | -- | -- |
| PIMA | VIA DE VENTURA | 51 | C | 27 | 24 | 0.64 | -- | -- | -- | -- |
| 90TH | MOUNTAIN VIEW | 52 | C | 27 | 15 | 0.74 | -- | -- | -- | -- |
| SCOTTSDALE | INDIAN SCHOOL | 53 | C | 27 | 15 | 0.59 | -- | -- | -- | -- |
| PIMA | DYNAMITE | 54 | C | 27 | 15 | 0.5 | -- | -- | C | 36 |
| 101 FREEWAY | SHEA | 55 | C | 26 | 44 | 0.57 | -- | -- | -- | -- |
| GREENWAY-HAYDEN | FRANK LLOYD WRIGHT | 56 | C | 26 | 34 | 0.56 | C | 8 | D | 7 |
| PIMA | LEGACY | 57 | C | 26 | 24 | 0.68 | B | 35 | B | 41 |
| PIMA | HAPPY VALLEY | 58 | C | 26 | 19 | 0.62 | -- | -- | B | 47 |
| DRINKWATER | OSBORN | 59 | C | 26 | 12 | 0.5 | -- | -- | -- | -- |
| HAYDEN | MCDOWELL | 60 | C | 25 | 28 | 0.6 | -- | -- | -- | -- |
| MILLER | THOMAS | 61 | C | 25 | 20 | 0.56 | -- | -- | -- | -- |
| PIMA | INDIAN SCHOOL | 62 | C | 25 | 18 | 0.76 | -- | -- | -- | -- |
| VIA LINDA | MOUNTAIN VIEW | 63 | C | 25 | 11 | 0.74 | -- | -- | -- | -- |
| SCOTTSDALE | MAIN | 64 | C | 25 | 7 | 0.35 | -- | -- | -- | -- |
| FRANK LLOYD WRIGHT | SHEA | 65 | C | 24 | 31 | 0.81 | -- | -- | -- | -- |
| SCOTTSDALE | LINCOLN | 66 | C | 24 | 28 | 0.54 | -- | -- | -- | -- |
| SCOTTSDALE | MOUNTAIN VIEW | 67 | C | 24 | 25 | 0.36 | -- | -- | -- | -- |
| PIMA | THOMPSON PEAK | 68 | C | 24 | 25 | 0.56 | C | 16 | C | 21 |
| SCOTTSDALE | 101 FREEWAY WB | 69 | C | 23 | 30 | 0.63 | C | 27 | C | 23 |
| 96TH | SHEA | 70 | C | 23 | 28 | 0.77 | -- | -- | -- | -- |
| MILLER | INDIAN SCHOOL | 71 | C | 23 | 17 | 0.78 | -- | -- | -- | -- |
| GRANITE REEF | CHAPARRAL | 72 | C | 23 | 14 | 0.35 | -- | -- | -- | -- |
| MILLER | CHAPARRAL | 73 | C | 23 | 10 | 0.58 | -- | -- | -- | -- |
| DRINKWATER | INDIAN SCHOOL | 74 | C | 22 | 15 | 0.5 | -- | -- | -- | -- |
| SCOTTSDALE | LONE MOUNTAIN | 75 | C | 22 | 15 | 0.44 | -- | -- | -- | -- |
| PIMA | PINNACLE PEAK | 76 | C | 21 | 21 | 0.53 | C | 30 | C | 33 |
| HAYDEN | CAMELBACK | 77 | C | 21 | 19 | 0.47 | -- | -- | -- | -- |
| SCOTTSDALE | CHAPARRAL | 78 | C | 21 | 19 | 0.47 | -- | -- | -- | -- |
| 68TH | THOMAS | 79 | C | 21 | 16 | 0.54 | -- | -- | -- | -- |
| 98TH | BELL | 80 | C | 21 | 10 | 0.58 | C | 28 | B | 72 |
| 94TH | LEGACY | 81 | C | 21 | 8 | 0.54 | A | 75 | A | 78 |
| HAYDEN | SHEA | 82 | C | 20 | 28 | 0.61 | -- | -- | -- | -- |
| THOMPSON PEAK | 100TH | 83 | C | 20 | 17 | 0.55 | B | 49 | C | 26 |
| PIMA | MCDONALD | 84 | C | 20 | 16 | 0.51 | -- | -- | -- | -- |
| 86TH | MCDONALD | 85 | C | 20 | 12 | 0.35 | -- | -- | -- | -- |
| THOMPSON PEAK | RAINTREE | 86 | C | 20 | 12 | 0.45 | C | 18 | C | 25 |
| GOLDWATER (SOUTH) | SCOTTSDALE | 87 | C | 20 | 5 | 0.39 | -- | -- | -- | -- |
| SCOTTSDALE | GREENWAY-HAYDEN | 88 | C | 19 | 17 | 0.44 | C | 23 | D | 13 |

| N/S_STREET | E/W_STREET | AM Peak Hour | | | | | MD Peak | | PM Peak | |
|---------------|--------------------|--------------|-----|-------------------|---------------------|-------------------|---------|------|---------|------|
| | | Rank | LOS | Delay/ Veh (s) | Total Delay (hr) | Stops/ Vehicle | LOS | Rank | LOS | Rank |
| SCOTTSDALE | MAYO | 89 | C | 18 | 17 | 0.47 | C | 29 | C | 31 |
| PIMA | PIMA CENTER | 90 | C | 16 | 11 | 0.41 | -- | -- | -- | -- |
| PIMA | THOMAS | 91 | B | 19 | 12 | 0.46 | -- | -- | -- | -- |
| HAYDEN | 101 FREEWAY EB | 92 | B | 19 | 11 | 0.47 | C | 33 | C | 20 |
| SCOTTSDALE | OSBORN | 93 | B | 19 | 10 | 0.47 | -- | -- | -- | -- |
| 60TH | CAREFREE | 94 | B | 19 | 6 | 0.46 | -- | -- | -- | -- |
| 90TH | SHEA | 95 | B | 18 | 24 | 0.5 | -- | -- | -- | -- |
| VIA LINDA | SHEA | 96 | B | 18 | 21 | 0.59 | -- | -- | -- | -- |
| GRANITE REEF | MCDOWELL | 97 | B | 18 | 15 | 0.55 | -- | -- | -- | -- |
| HAYDEN | MCCORMICK | 98 | B | 18 | 14 | 0.44 | -- | -- | -- | -- |
| SCOTTSDALE | ROOSEVELT | 99 | B | 18 | 13 | 0.63 | -- | -- | -- | -- |
| SCOTTSDALE | DIXILETA | 100 | B | 18 | 12 | 0.42 | -- | -- | -- | -- |
| SCOTTSDALE | CAREFREE | 101 | B | 18 | 9 | 0.42 | -- | -- | -- | -- |
| 74TH | SHEA | 102 | B | 17 | 15 | 0.48 | -- | -- | -- | -- |
| 86TH | CHAPARRAL | 103 | B | 17 | 10 | 0.51 | -- | -- | -- | -- |
| HAYDEN | RAINTREE | 104 | B | 17 | 8 | 0.4 | C | 12 | D | 11 |
| 92ND | MOUNTAIN VIEW | 105 | B | 17 | 8 | 0.55 | -- | -- | -- | -- |
| MILLER | PINNACLE PEAK | 106 | B | 17 | 8 | 0.43 | C | 13 | E | 3 |
| THOMPSON PEAK | BELL | 107 | B | 17 | 7 | 0.33 | B | 36 | B | 39 |
| 73RD | BUTHERUS | 108 | B | 17 | 5 | 0.41 | C | 25 | C | 18 |
| SCOTTSDALE | 5TH | 109 | B | 17 | 5 | 0.31 | -- | -- | -- | -- |
| GRANITE REEF | CAMELBACK | 110 | B | 17 | 4 | 0.53 | -- | -- | -- | -- |
| 124TH | SHEA | 111 | B | 16 | 19 | 0.52 | -- | -- | -- | -- |
| MILLER | MCDOWELL | 112 | B | 16 | 14 | 0.6 | -- | -- | -- | -- |
| HAYDEN | OSBORN | 113 | B | 16 | 13 | 0.34 | -- | -- | -- | -- |
| GRANITE REEF | THOMAS | 114 | B | 16 | 12 | 0.34 | -- | -- | -- | -- |
| 82ND | MCDONALD | 115 | B | 16 | 10 | 0.4 | -- | -- | -- | -- |
| HAYDEN | REDFIELD | 116 | B | 16 | 10 | 0.41 | B | 40 | B | 42 |
| PIMA | INDIAN BEND | 117 | B | 16 | 9 | 0.37 | -- | -- | -- | -- |
| VIA LINDA | VIA DE VENTURA | 118 | B | 16 | 5 | 0.38 | -- | -- | -- | -- |
| 92ND | SHEA | 119 | B | 15 | 20 | 0.39 | -- | -- | -- | -- |
| 94TH | THUNDERBIRD | 120 | B | 15 | 7 | 0.28 | B | 43 | B | 48 |
| PIMA | WESTLAND | 121 | B | 15 | 5 | 0.42 | -- | -- | B | 73 |
| 90TH | CACTUS | 122 | B | 14 | 11 | 0.39 | A | 78 | A | 94 |
| 92ND/100TH | FRANK LLOYD WRIGHT | 123 | B | 14 | 11 | 0.36 | A | 57 | B | 70 |
| 124TH | VIA LINDA | 124 | B | 14 | 10 | 0.36 | B | 45 | B | 56 |
| 90TH/REDFIELD | RAINTREE | 125 | B | 14 | 9 | 0.35 | B | 41 | B | 49 |
| SCOTTSDALE | WESTLAND | 126 | B | 14 | 8 | 0.31 | -- | -- | -- | -- |
| SCOTTSDALE | THOMPSON PEAK | 127 | B | 13 | 14 | 0.32 | B | 37 | B | 46 |
| 130TH | SHEA | 128 | B | 13 | 13 | 0.35 | -- | -- | -- | -- |
| HAYDEN | FRANK LLOYD WRIGHT | 129 | B | 13 | 12 | 0.31 | C | 10 | C | 22 |
| HAYDEN | 101 FREEWAY WB | 130 | B | 13 | 8 | 0.28 | C | 32 | C | 17 |
| VIA LINDA | LAKEVIEW | 131 | B | 13 | 5 | 0.48 | -- | -- | -- | -- |

| N/S_STREET | E/W_STREET | AM Peak Hour | | | | | MD Peak | | PM Peak | |
|--------------------|--------------------|--------------|-----|-------------------|---------------------|-------------------|---------|------|---------|------|
| | | Rank | LOS | Delay/ Veh (s) | Total Delay (hr) | Stops/ Vehicle | LOS | Rank | LOS | Rank |
| 64TH | DYNAMITE | 132 | B | 13 | 4 | 0.31 | -- | -- | -- | -- |
| 128TH | SHEA | 133 | B | 12 | 14 | 0.58 | -- | -- | -- | -- |
| 70TH | SHEA | 134 | B | 12 | 12 | 0.29 | -- | -- | -- | -- |
| SCOTTSDALE | GOLD DUST | 135 | B | 12 | 10 | 0.42 | -- | -- | -- | -- |
| 64TH | CACTUS | 136 | B | 12 | 10 | 0.36 | B | 53 | C | 29 |
| GRANITE REEF | MCDONALD | 137 | B | 12 | 8 | 0.38 | -- | -- | -- | -- |
| HAYDEN | VIA LINDA | 138 | B | 12 | 8 | 0.3 | -- | -- | -- | -- |
| 91ST/SAN SALVADOR | VIA LINDA | 139 | B | 12 | 7 | 0.37 | -- | -- | B | 50 |
| 96TH | CACTUS | 140 | B | 12 | 6 | 0.56 | A | 66 | B | 71 |
| 56TH | CAREFREE | 141 | B | 12 | 5 | 0.44 | -- | -- | -- | -- |
| PIMA | HUMMINGBIRD | 142 | B | 12 | 4 | 0.26 | -- | -- | -- | -- |
| 74TH | MCDOWELL | 143 | B | 11 | 9 | 0.28 | -- | -- | -- | -- |
| SCOTTSDALE | JACKRABBIT | 144 | B | 11 | 9 | 0.25 | -- | -- | -- | -- |
| SCOTTSDALE | HIGHLAND | 145 | B | 11 | 6 | 0.39 | -- | -- | -- | -- |
| 92ND | RAINTREE | 146 | B | 11 | 5 | 0.4 | A | 99 | A | 101 |
| THOMPSON PEAK | WINDGATE PASS | 147 | B | 11 | 4 | 0.29 | A | 61 | A | 99 |
| MILLER | ROOSEVELT | 148 | B | 11 | 3 | 0.48 | -- | -- | -- | -- |
| DRINKWATER | 2ND | 149 | B | 11 | 3 | 0.37 | -- | -- | -- | -- |
| DRINKWATER | 5TH | 150 | B | 11 | 3 | 0.35 | -- | -- | -- | -- |
| SCOTTSDALE | SWEETWATER | 151 | B | 10 | 10 | 0.28 | A | 76 | A | 100 |
| SCOTTSDALE | PRINCESS | 152 | B | 10 | 9 | 0.35 | B | 38 | A | 76 |
| HAYDEN | PRINCESS | 153 | B | 10 | 4 | 0.28 | B | 56 | B | 53 |
| 56TH | DYNAMITE | 154 | B | 10 | 4 | 0.56 | -- | -- | -- | -- |
| MILLER | OSBORN | 155 | B | 10 | 4 | 0.52 | -- | -- | -- | -- |
| PIMA | LONE MOUNTAIN | 156 | B | 10 | 4 | 0.35 | -- | -- | A | 80 |
| MILLER | 2ND | 157 | B | 10 | 4 | 0.48 | -- | -- | -- | -- |
| 134TH | SHEA | 158 | A | 9 | 8 | 0.31 | -- | -- | -- | -- |
| SCOTTSDALE | ACOMA | 159 | A | 9 | 8 | 0.21 | B | 47 | B | 37 |
| FRANK LLOYD WRIGHT | CACTUS | 160 | A | 9 | 8 | 0.47 | A | 58 | B | 52 |
| SCOTTSDALE | GRAYHAWK | 161 | A | 9 | 8 | 0.3 | A | 82 | A | 88 |
| 90TH | FRANK LLOYD WRIGHT | 162 | A | 9 | 8 | 0.33 | B | 48 | A | 75 |
| 76TH | FRANK LLOYD WRIGHT | 163 | A | 9 | 7 | 0.31 | A | 69 | B | 68 |
| SCOTTSDALE | OAK | 164 | A | 9 | 7 | 0.35 | -- | -- | -- | -- |
| 118TH | VIA LINDA | 165 | A | 9 | 5 | 0.52 | A | 91 | A | 112 |
| 96TH | VIA LINDA | 166 | A | 9 | 5 | 0.36 | -- | -- | A | 77 |
| MILLER | WILLIAMS | 167 | A | 9 | 3 | 0.36 | A | 79 | B | 61 |
| ALMA SCHOOL | DYNAMITE | 168 | A | 9 | 3 | 0.25 | -- | -- | -- | -- |
| SCOTTSDALE | 1ST ST | 169 | A | 9 | 3 | 0.37 | -- | -- | -- | -- |
| SCOTTSDALE | LEGACY | 170 | A | 8 | 8 | 0.4 | A | 68 | B | 58 |
| 84TH | SHEA | 171 | A | 8 | 8 | 0.44 | -- | -- | -- | -- |
| HAYDEN | ROOSEVELT | 172 | A | 8 | 5 | 0.24 | -- | -- | -- | -- |
| CIVIC CENTER | THOMAS | 173 | A | 8 | 5 | 0.39 | -- | -- | -- | -- |
| 78TH | MCDONALD | 174 | A | 8 | 4 | 0.21 | -- | -- | -- | -- |
| HAYDEN | GRAYHAWK | 175 | A | 8 | 4 | 0.31 | A | 88 | A | 102 |

| N/S_STREET | E/W_STREET | AM Peak Hour | | | | | MD Peak | | PM Peak | |
|-----------------------|-------------------------|--------------|-----|-------------------|---------------------|-------------------|---------|------|---------|------|
| | | Rank | LOS | Delay/ Veh (s) | Total Delay (hr) | Stops/ Vehicle | LOS | Rank | LOS | Rank |
| SCOTTSDALE | DRINKWATER (NORTH) | 176 | A | 8 | 3 | 0.22 | -- | -- | -- | -- |
| 94TH | SWEETWATER | 177 | A | 8 | 3 | 0.23 | A | 93 | A | 96 |
| 76TH | THOMPSON PEAK | 178 | A | 8 | 2 | 0.39 | A | 74 | A | 90 |
| SCOTTSDALE | 2ND | 179 | A | 8 | 2 | 0.37 | -- | -- | -- | -- |
| SCOTTSDALE | MCCORMICK | 180 | A | 7 | 6 | 0.33 | -- | -- | -- | -- |
| SCOTTSDALE | MESCAL | 181 | A | 7 | 6 | 0.23 | A | 63 | B | 59 |
| SCOTTSDALE | CHOLLA | 182 | A | 7 | 5 | 0.18 | A | 96 | A | 107 |
| SCOTTSDALE | PARADISE | 183 | A | 7 | 5 | 0.23 | B | 39 | C | 35 |
| GRANITE REEF | INDIAN SCHOOL | 184 | A | 7 | 5 | 0.22 | -- | -- | -- | -- |
| 70TH | THOMAS | 185 | A | 7 | 4 | 0.25 | -- | -- | -- | -- |
| SCOTTSDALE | ASHLER HILLS | 186 | A | 7 | 4 | 0.19 | -- | -- | -- | -- |
| HAYDEN | SWEETWATER | 187 | A | 7 | 4 | 0.19 | A | 105 | A | 85 |
| FRANK LLOYD WRIGHT | RAINTREE | 188 | A | 7 | 4 | 0.26 | A | 72 | B | 45 |
| THOMPSON PEAK | PARADISE | 189 | A | 7 | 3 | 0.22 | A | 90 | A | 104 |
| THOMPSON PEAK | REDFIELD | 190 | A | 7 | 2 | 0.15 | A | 94 | A | 97 |
| PERIMETER | PRINCESS | 191 | A | 7 | 2 | 0.2 | B | 44 | B | 44 |
| 90TH | THOMPSON PEAK | 192 | A | 7 | 2 | 0.15 | A | 65 | B | 62 |
| HAYDEN | 83RD | 193 | A | 7 | 2 | 0.21 | B | 50 | B | 55 |
| 73RD | KIERLAND | 194 | A | 7 | 2 | 0.14 | B | 55 | B | 64 |
| 110TH | SHEA | 195 | A | 6 | 6 | 0.14 | -- | -- | -- | -- |
| NORTHSIGHT | FRANK LLOYD WRIGHT | 196 | A | 6 | 6 | 0.22 | B | 46 | B | 57 |
| 70TH | MCDOWELL | 197 | A | 6 | 5 | 0.29 | -- | -- | -- | -- |
| SCOTTSDALE | CHAUNCEY | 198 | A | 6 | 5 | 0.21 | A | 86 | B | 67 |
| SCOTTSDALE | JOMAX | 199 | A | 6 | 4 | 0.15 | -- | -- | A | 109 |
| 82ND | INDIAN SCHOOL | 200 | A | 6 | 4 | 0.19 | -- | -- | -- | -- |
| SCOTTSDALE | SKYSONG | 201 | A | 6 | 4 | 0.25 | -- | -- | -- | -- |
| CATTLETRACK | MCDONALD | 202 | A | 6 | 3 | 0.42 | -- | -- | -- | -- |
| 73RD | THUNDERBIRD | 203 | A | 6 | 3 | 0.15 | B | 51 | B | 51 |
| 102ND | MCDOWELL MOUNTAIN RANCH | 204 | A | 6 | 3 | 0.2 | A | 106 | A | 113 |
| PERIMETER | BELL | 205 | A | 6 | 2 | 0.11 | A | 67 | B | 63 |
| DRINKWATER | 3RD | 206 | A | 6 | 2 | 0.18 | -- | -- | -- | -- |
| SCOTTSDALE HEALTHCARE | THOMPSON PEAK | 207 | A | 6 | 2 | 0.33 | A | 60 | B | 74 |
| 68TH | OAK | 208 | A | 6 | 1 | 0.29 | -- | -- | -- | -- |
| 84TH | CACTUS | 209 | A | 5 | 5 | 0.24 | A | 81 | A | 92 |
| PIMA | LOS GATOS | 210 | A | 5 | 4 | 0.17 | A | 87 | A | 108 |
| SCOTTSDALE | CHEYNEY | 211 | A | 5 | 4 | 0.21 | -- | -- | -- | -- |
| FRANK LLOYD WRIGHT | ALTADENA | 212 | A | 5 | 4 | 0.26 | A | 102 | A | 89 |
| 77TH | MCDOWELL | 213 | A | 5 | 4 | 0.21 | -- | -- | -- | -- |
| 87TH | RAINTREE | 214 | A | 5 | 4 | 0.12 | B | 52 | B | 38 |
| HAYDEN | LINCOLN | 215 | A | 5 | 3 | 0.23 | -- | -- | -- | -- |
| HAYDEN | ROYAL PALM | 216 | A | 5 | 3 | 0.2 | -- | -- | -- | -- |
| 75TH | INDIAN SCHOOL | 217 | A | 5 | 3 | 0.21 | -- | -- | -- | -- |
| HAYDEN | PALM | 218 | A | 5 | 2 | 0.21 | -- | -- | -- | -- |
| SCOTTSDALE | RANCHO VISTA | 219 | A | 5 | 3 | 0.22 | -- | -- | -- | -- |

| N/S_STREET | E/W_STREET | AM Peak Hour | | | | | MD Peak | | PM Peak | |
|---------------------------|--------------------|--------------|-----|-------------------|---------------------|-------------------|---------|------|---------|------|
| | | Rank | LOS | Delay/ Veh (s) | Total Delay (hr) | Stops/ Vehicle | LOS | Rank | LOS | Rank |
| 76TH | REDFIELD | 220 | A | 5 | 3 | 0.38 | A | 73 | A | 86 |
| GRAYHAWK | THOMPSON PEAK | 221 | A | 5 | 2 | 0.33 | A | 83 | A | 87 |
| MILLER | DEER VALLEY | 222 | A | 5 | 2 | 0.3 | A | 84 | A | 103 |
| 82ND | RAINTREE | 223 | A | 5 | 2 | 0.14 | A | 59 | B | 54 |
| GAINEY CLUB/GAINEY SUITES | DOUBLETREE RANCH | 224 | A | 5 | 2 | 0.17 | -- | -- | -- | -- |
| DESERT CAMP (WEST) | THOMPSON PEAK | 225 | A | 5 | 2 | 0.3 | A | 95 | A | 106 |
| DESERT CAMP (EAST) | THOMPSON PEAK | 226 | A | 5 | 1 | 0.13 | A | 107 | A | 115 |
| SCOTTSDALE | 3RD | 227 | A | 5 | 1 | 0.22 | -- | -- | -- | -- |
| SCOTTSDALE | DEER VALLEY | 228 | A | 4 | 3 | 0.12 | A | 71 | A | 84 |
| SCOTTSDALE | ROSE | 229 | A | 4 | 3 | 0.22 | -- | -- | -- | -- |
| SCOTTSDALE | 17050 N | 230 | A | 4 | 3 | 0.1 | A | 80 | B | 66 |
| SCOTTSDALE | WILLIAMS | 231 | A | 4 | 3 | 0.11 | A | 77 | A | 79 |
| SCOTTSDALE | HAPPY VALLEY | 232 | A | 4 | 3 | 0.17 | -- | -- | B | 69 |
| PIMA | HUALAPAI | 233 | A | 4 | 3 | 0.12 | A | 97 | A | 110 |
| HAYDEN | OAK | 234 | A | 4 | 3 | 0.15 | -- | -- | -- | -- |
| FRANK LLOYD WRIGHT | THUNDERBIRD | 235 | A | 4 | 2 | 0.14 | A | 104 | A | 95 |
| 91ST | BELL | 236 | A | 4 | 2 | 0.2 | A | 64 | B | 65 |
| THOMPSON PEAK | HORSESHOE CANYON | 237 | A | 4 | 2 | 0.21 | A | 85 | A | 98 |
| 92ND | CHOLLA | 238 | A | 4 | 1 | 0.22 | A | 92 | A | 105 |
| 91ST | LEGACY | 239 | A | 4 | 2 | 0.16 | A | 100 | -- | -- |
| GOLDWATER | VIA SOLERI | 240 | A | 4 | 1 | 0.16 | -- | -- | -- | -- |
| MARSHALL | INDIAN SCHOOL | 241 | A | 4 | 1 | 0.21 | -- | -- | -- | -- |
| GAINEY RANCH/VAQUERO | DOUBLETREE RANCH | 242 | A | 4 | 1 | 0.16 | -- | -- | -- | -- |
| 87TH | NORTHSIGHT | 243 | A | 4 | 1 | 0.21 | A | 62 | A | 91 |
| 70TH | GOLD DUST | 244 | A | 4 | 1 | 0.29 | -- | -- | -- | -- |
| SCOTTSDALE | EASTWOOD | 245 | A | 3 | 2 | 0.07 | -- | -- | -- | -- |
| PIMA | MCDOWELL | 246 | A | 3 | 2 | 0.17 | -- | -- | -- | -- |
| 71ST | SHEA | 247 | A | 3 | 2 | 0.07 | -- | -- | -- | -- |
| 72ND | SHEA | 248 | A | 3 | 2 | 0.09 | -- | -- | -- | -- |
| SCOTTSDALE | MERCER | 249 | A | 3 | 3 | 0.08 | A | 70 | A | 82 |
| PIMA | MARKET | 250 | A | 3 | 2 | 0.1 | A | 98 | A | 93 |
| SCOTTSDALE | VISTA | 251 | A | 3 | 2 | 0.18 | -- | -- | -- | -- |
| 82ND | MCDOWELL | 252 | A | 3 | 2 | 0.07 | -- | -- | -- | -- |
| HAYDEN | JACKRABBIT | 253 | A | 3 | 2 | 0.16 | -- | -- | -- | -- |
| SCOTTSDALE | EARL | 254 | A | 3 | 2 | 0.09 | -- | -- | -- | -- |
| HAYDEN | LEGACY | 255 | A | 3 | 2 | 0.26 | A | 103 | A | 111 |
| GOLDWATER | 5TH | 256 | A | 3 | 1 | 0.08 | -- | -- | -- | -- |
| 90TH | COCHISE | 257 | A | 3 | 1 | 0.19 | -- | -- | -- | -- |
| PIMA | DIXILETA | 258 | A | 3 | 1 | 0.23 | -- | -- | -- | -- |
| PIMA CROSSING | SHEA | 259 | A | 2 | 2 | 0.09 | -- | -- | -- | -- |
| MILLER | SHEA | 260 | A | 2 | 2 | 0.1 | -- | -- | -- | -- |
| SCOTTSDALE | 7025 N | 261 | A | 2 | 2 | 0.1 | -- | -- | -- | -- |
| PROMENADE | FRANK LLOYD WRIGHT | 262 | A | 2 | 1 | 0.06 | B | 54 | A | 83 |

| N/S_STREET | E/W_STREET | AM Peak Hour | | | | | MD Peak | | PM Peak | |
|------------------------|--------------------|--------------|-----|-------------------|---------------------|-------------------|---------|------|---------|------|
| | | Rank | LOS | Delay/ Veh (s) | Total Delay (hr) | Stops/ Vehicle | LOS | Rank | LOS | Rank |
| VIA DE NEGOCIO | VIA DE VENTURA | 263 | A | 2 | 1 | 0.07 | -- | -- | -- | -- |
| SCOTTSDALE | DRINKWATER (SOUTH) | 264 | A | 2 | 1 | 0.14 | -- | -- | -- | -- |
| 76TH PL | REDFIELD | 265 | A | 2 | 1 | 0.03 | A | 89 | B | 60 |
| SCOTTSDALE | FASHION SQUARE | 266 | A | 2 | 1 | 0.08 | -- | -- | -- | -- |
| BUCKBOARD | INDIAN SCHOOL | 267 | A | 2 | 1 | 0.07 | -- | -- | -- | -- |
| PIMA | SALT RIVER FIELDS | 268 | A | 2 | 1 | 0.09 | -- | -- | -- | -- |
| BROWN | INDIAN SCHOOL | 269 | A | 2 | 0 | 0.05 | -- | -- | -- | -- |
| GAINNEY CENTER | DOUBLETREE RANCH | 270 | A | 2 | 0 | 0.07 | -- | -- | -- | -- |
| GAINNEY CENTER/VAQUERO | DOUBLETREE RANCH | 271 | A | 2 | 1 | 0.11 | -- | -- | -- | -- |
| GOLDWATER | MAIN | 272 | A | 2 | 1 | 0.07 | -- | -- | -- | -- |
| SCOTTSDALE | HENKEL | 273 | A | 1 | 1 | 0.06 | A | 101 | A | 81 |
| SCOTTSDALE | 6750 N | 274 | A | 1 | 1 | 0.11 | -- | -- | -- | -- |
| SCOTTSDALE | GAINNEY SUITES | 275 | A | 1 | 1 | 0.04 | -- | -- | -- | -- |
| HAYDEN | JOE FOSS | 276 | A | 1 | 0 | 0.07 | -- | -- | -- | -- |
| HAYDEN | COMMERCE | 277 | A | 1 | 0 | 0.05 | -- | -- | -- | -- |
| GOLDWATER | FASHION SQUARE | 278 | A | 1 | 0 | 0.02 | -- | -- | -- | -- |
| GOLDWATER | HIGHLAND | 279 | A | 1 | 0 | 0.06 | -- | -- | -- | -- |
| 8125 E | INDIAN BEND | 280 | A | 0 | 0 | 0.02 | -- | -- | -- | -- |

**City of Scottsdale
2020 Congestion Report**

Intersection LOS - Midday Peak Hour, Sorted by LOS Category

NOTE:

Intersections have a displayed rank by analysis period. Rank is determined by level of service ("LOS"), worst to best, then by average delay per vehicle.

| N/S_STREET | E/W_STREET | Midday Peak Hour | | | | | AM Peak | | PM Peak | |
|--------------------|-------------------------|------------------|-----|-------------------|---------------------|-------------------|---------|------|---------|------|
| | | Rank | LOS | Delay/ Veh (s) | Total Delay (hr) | Stops/ Vehicle | LOS | Rank | LOS | Rank |
| 101 FREEWAY | FRANK LLOYD WRIGHT | 1 | D | 46 | 88 | 0.74 | D | 6 | D | 6 |
| NORTHSIGHT | RAINTREE | 2 | D | 37 | 37 | 0.7 | C | 40 | D | 12 |
| THOMPSON PEAK | FRANK LLOYD WRIGHT | 3 | D | 35 | 30 | 0.85 | C | 37 | C | 19 |
| SCOTTSDALE | FRANK LLOYD WRIGHT | 4 | D | 30 | 46 | 0.72 | E | 2 | F | 2 |
| 101 FREEWAY | RAINTREE | 5 | C | 34 | 47 | 0.64 | D | 14 | C | 14 |
| SCOTTSDALE | BUTHERUS | 6 | C | 31 | 36 | 0.7 | C | 45 | D | 10 |
| FRANK LLOYD WRIGHT | VIA LINDA | 7 | C | 31 | 23 | 0.68 | D | 13 | C | 16 |
| GREENWAY-HAYDEN | FRANK LLOYD WRIGHT | 8 | C | 30 | 41 | 0.67 | C | 56 | D | 7 |
| SCOTTSDALE | THUNDERBIRD | 9 | C | 30 | 38 | 0.7 | C | 27 | E | 4 |
| HAYDEN | FRANK LLOYD WRIGHT | 10 | C | 30 | 37 | 0.62 | B | 129 | C | 22 |
| HAYDEN | CACTUS | 11 | C | 30 | 30 | 0.7 | D | 9 | D | 9 |
| HAYDEN | RAINTREE | 12 | C | 28 | 19 | 0.88 | B | 104 | D | 11 |
| MILLER | PINNACLE PEAK | 13 | C | 28 | 15 | 0.63 | B | 106 | E | 3 |
| SCOTTSDALE | CACTUS | 14 | C | 26 | 33 | 0.53 | C | 42 | D | 8 |
| THOMPSON PEAK | LEGACY | 15 | C | 26 | 9 | 0.47 | C | 47 | C | 32 |
| PIMA | THOMPSON PEAK | 16 | C | 25 | 26 | 0.61 | C | 68 | C | 21 |
| SCOTTSDALE | PINNACLE PEAK | 17 | C | 25 | 23 | 0.77 | D | 3 | D | 5 |
| THOMPSON PEAK | RAINTREE | 18 | C | 25 | 16 | 0.54 | C | 86 | C | 25 |
| SCOTTSDALE | 101 FREEWAY EB | 19 | C | 24 | 30 | 0.55 | C | 33 | C | 30 |
| 101 FREEWAY | CACTUS | 20 | C | 24 | 21 | 0.52 | D | 8 | C | 15 |
| HAYDEN | THOMPSON PEAK | 21 | C | 24 | 19 | 0.66 | C | 43 | C | 28 |
| 94TH | CACTUS | 22 | C | 24 | 15 | 0.65 | C | 39 | C | 27 |
| SCOTTSDALE | GREENWAY-HAYDEN | 23 | C | 23 | 25 | 0.69 | C | 88 | D | 13 |
| THOMPSON PEAK | MCDOWELL MOUNTAIN RANCH | 24 | C | 23 | 18 | 0.5 | C | 25 | C | 24 |
| 73RD | BUTHERUS | 25 | C | 23 | 8 | 0.54 | B | 108 | C | 18 |
| 105TH | MCDOWELL MOUNTAIN RANCH | 26 | C | 23 | 7 | 0.49 | C | 32 | B | 40 |
| SCOTTSDALE | 101 FREEWAY WB | 27 | C | 22 | 29 | 0.67 | C | 69 | C | 23 |
| 98TH | BELL | 28 | C | 22 | 11 | 0.61 | C | 80 | B | 72 |
| SCOTTSDALE | MAYO | 29 | C | 21 | 25 | 0.54 | C | 89 | C | 31 |
| PIMA | PINNACLE PEAK | 30 | C | 21 | 22 | 0.57 | C | 76 | C | 33 |
| 100TH | FRANK LLOYD WRIGHT | 31 | C | 20 | 15 | 0.51 | C | 38 | C | 34 |
| HAYDEN | 101 FREEWAY WB | 32 | C | 20 | 13 | 0.45 | B | 130 | C | 17 |
| HAYDEN | 101 FREEWAY EB | 33 | C | 20 | 11 | 0.51 | B | 92 | C | 20 |
| HAYDEN | BELL | 34 | B | 17 | 10 | 0.31 | F | 1 | F | 1 |
| PIMA | LEGACY | 35 | B | 16 | 14 | 0.48 | C | 57 | B | 41 |
| THOMPSON PEAK | BELL | 36 | B | 16 | 6 | 0.4 | B | 107 | B | 39 |
| SCOTTSDALE | THOMPSON PEAK | 37 | B | 15 | 15 | 0.5 | B | 127 | B | 46 |
| SCOTTSDALE | PRINCESS | 38 | B | 14 | 14 | 0.5 | B | 152 | A | 76 |
| SCOTTSDALE | PARADISE | 39 | B | 13 | 12 | 0.33 | A | 183 | C | 35 |
| HAYDEN | REDFIELD | 40 | B | 13 | 9 | 0.32 | B | 116 | B | 42 |
| 90TH/REDFIELD | RAINTREE | 41 | B | 13 | 8 | 0.37 | B | 125 | B | 49 |
| 94TH | BELL | 42 | B | 13 | 6 | 0.39 | D | 11 | B | 43 |
| 94TH | THUNDERBIRD | 43 | B | 13 | 5 | 0.25 | B | 120 | B | 48 |
| PERIMETER | PRINCESS | 44 | B | 13 | 4 | 0.3 | A | 191 | B | 44 |

| N/S_STREET | E/W_STREET | Midday Peak Hour | | | | | AM Peak | | PM Peak | |
|-----------------------|--------------------|------------------|-----|-------------------|---------------------|-------------------|---------|------|---------|------|
| | | Rank | LOS | Delay/ Veh (s) | Total Delay (hr) | Stops/ Vehicle | LOS | Rank | LOS | Rank |
| 124TH | VIA LINDA | 45 | B | 13 | 4 | 0.31 | B | 124 | B | 56 |
| NORTHSIGHT | FRANK LLOYD WRIGHT | 46 | B | 12 | 14 | 0.36 | A | 196 | B | 57 |
| SCOTTSDALE | ACOMA | 47 | B | 12 | 11 | 0.4 | A | 159 | B | 37 |
| 90TH | FRANK LLOYD WRIGHT | 48 | B | 12 | 10 | 0.33 | A | 162 | A | 75 |
| THOMPSON PEAK | 100TH | 49 | B | 12 | 7 | 0.37 | C | 83 | C | 26 |
| HAYDEN | 83RD | 50 | B | 12 | 6 | 0.34 | A | 193 | B | 55 |
| 73RD | THUNDERBIRD | 51 | B | 12 | 6 | 0.41 | A | 203 | B | 51 |
| 87TH | RAINTREE | 52 | B | 11 | 11 | 0.26 | A | 214 | B | 38 |
| 64TH | CACTUS | 53 | B | 11 | 7 | 0.35 | B | 136 | C | 29 |
| PROMENADE | FRANK LLOYD WRIGHT | 54 | B | 10 | 8 | 0.29 | A | 262 | A | 83 |
| 73RD | KIERLAND | 55 | B | 10 | 6 | 0.23 | A | 194 | B | 64 |
| HAYDEN | PRINCESS | 56 | B | 10 | 5 | 0.25 | B | 153 | B | 53 |
| 92ND/100TH | FRANK LLOYD WRIGHT | 57 | A | 9 | 7 | 0.39 | B | 123 | B | 70 |
| FRANK LLOYD WRIGHT | CACTUS | 58 | A | 9 | 5 | 0.41 | A | 160 | B | 52 |
| 82ND | RAINTREE | 59 | A | 9 | 4 | 0.15 | A | 223 | B | 54 |
| SCOTTSDALE HEALTHCARE | THOMPSON PEAK | 60 | A | 9 | 3 | 0.5 | A | 207 | B | 74 |
| THOMPSON PEAK | WINDGATE PASS | 61 | A | 9 | 2 | 0.24 | B | 147 | A | 99 |
| 87TH | NORTHSIGHT | 62 | A | 9 | 2 | 0.22 | A | 243 | A | 91 |
| SCOTTSDALE | MESCAL | 63 | A | 8 | 7 | 0.3 | A | 181 | B | 59 |
| 91ST | BELL | 64 | A | 8 | 4 | 0.3 | A | 236 | B | 65 |
| 90TH | THOMPSON PEAK | 65 | A | 8 | 3 | 0.48 | A | 192 | B | 62 |
| 96TH | CACTUS | 66 | A | 8 | 3 | 0.38 | B | 140 | B | 71 |
| PERIMETER | BELL | 67 | A | 8 | 2 | 0.31 | A | 205 | B | 63 |
| SCOTTSDALE | LEGACY | 68 | A | 7 | 7 | 0.4 | A | 170 | B | 58 |
| 76TH | FRANK LLOYD WRIGHT | 69 | A | 7 | 6 | 0.2 | A | 163 | B | 68 |
| SCOTTSDALE | MERCER | 70 | A | 7 | 6 | 0.21 | A | 249 | A | 82 |
| SCOTTSDALE | DEER VALLEY | 71 | A | 7 | 6 | 0.44 | A | 228 | A | 84 |
| FRANK LLOYD WRIGHT | RAINTREE | 72 | A | 7 | 3 | 0.27 | A | 188 | B | 45 |
| 76TH | REDFIELD | 73 | A | 7 | 3 | 0.28 | A | 220 | A | 86 |
| 76TH | THOMPSON PEAK | 74 | A | 7 | 2 | 0.39 | A | 178 | A | 90 |
| 94TH | LEGACY | 75 | A | 7 | 2 | 0.33 | C | 81 | A | 78 |
| SCOTTSDALE | SWEETWATER | 76 | A | 6 | 6 | 0.4 | B | 151 | A | 100 |
| SCOTTSDALE | WILLIAMS | 77 | A | 6 | 5 | 0.18 | A | 231 | A | 79 |
| 90TH | CACTUS | 78 | A | 6 | 3 | 0.23 | B | 122 | A | 94 |
| MILLER | WILLIAMS | 79 | A | 6 | 2 | 0.29 | A | 167 | B | 61 |
| SCOTTSDALE | 17050 N | 80 | A | 5 | 5 | 0.19 | A | 230 | B | 66 |
| 84TH | CACTUS | 81 | A | 5 | 5 | 0.29 | A | 209 | A | 92 |
| SCOTTSDALE | GRAYHAWK | 82 | A | 5 | 4 | 0.15 | A | 161 | A | 88 |
| GRAYHAWK | THOMPSON PEAK | 83 | A | 5 | 2 | 0.3 | A | 221 | A | 87 |
| MILLER | DEER VALLEY | 84 | A | 5 | 2 | 0.17 | A | 222 | A | 103 |
| THOMPSON PEAK | HORSESHOE CANYON | 85 | A | 5 | 1 | 0.18 | A | 237 | A | 98 |
| SCOTTSDALE | CHAUNCEY | 86 | A | 4 | 4 | 0.09 | A | 198 | B | 67 |
| PIMA | LOS GATOS | 87 | A | 4 | 4 | 0.2 | A | 210 | A | 108 |
| HAYDEN | GRAYHAWK | 88 | A | 4 | 2 | 0.23 | A | 175 | A | 102 |

| N/S_STREET | E/W_STREET | Midday Peak Hour | | | | | AM Peak | | PM Peak | |
|--------------------|-------------------------|------------------|-----|-------------------|---------------------|-------------------|---------|------|---------|------|
| | | Rank | LOS | Delay/ Veh (s) | Total Delay (hr) | Stops/ Vehicle | LOS | Rank | LOS | Rank |
| 76TH PL | REDFIELD | 89 | A | 4 | 2 | 0.15 | A | 265 | B | 60 |
| THOMPSON PEAK | PARADISE | 90 | A | 4 | 1 | 0.14 | A | 189 | A | 104 |
| 118TH | VIA LINDA | 91 | A | 4 | 1 | 0.1 | A | 165 | A | 112 |
| 92ND | CHOLLA | 92 | A | 4 | 1 | 0.25 | A | 238 | A | 105 |
| 94TH | SWEETWATER | 93 | A | 4 | 1 | 0.19 | A | 177 | A | 96 |
| THOMPSON PEAK | REDFIELD | 94 | A | 4 | 1 | 0.12 | A | 190 | A | 97 |
| DESERT CAMP (WEST) | THOMPSON PEAK | 95 | A | 4 | 1 | 0.16 | A | 225 | A | 106 |
| SCOTTSDALE | CHOLLA | 96 | A | 3 | 3 | 0.12 | A | 182 | A | 107 |
| PIMA | HUALAPAI | 97 | A | 3 | 2 | 0.12 | A | 233 | A | 110 |
| PIMA | MARKET | 98 | A | 3 | 2 | 0.1 | A | 250 | A | 93 |
| 92ND | RAINTREE | 99 | A | 3 | 2 | 0.1 | B | 146 | A | 101 |
| 91ST | LEGACY | 100 | A | 3 | 1 | 0.23 | A | 239 | -- | -- |
| SCOTTSDALE | HENKEL | 101 | A | 2 | 2 | 0.12 | A | 273 | A | 81 |
| FRANK LLOYD WRIGHT | ALTADENA | 102 | A | 2 | 1 | 0.09 | A | 212 | A | 89 |
| HAYDEN | LEGACY | 103 | A | 2 | 1 | 0.18 | A | 255 | A | 111 |
| FRANK LLOYD WRIGHT | THUNDERBIRD | 104 | A | 2 | 1 | 0.08 | A | 235 | A | 95 |
| HAYDEN | SWEETWATER | 105 | A | 2 | 1 | 0.08 | A | 187 | A | 85 |
| 102ND | MCDOWELL MOUNTAIN RANCH | 106 | A | 2 | 1 | 0.08 | A | 204 | A | 113 |
| DESERT CAMP (EAST) | THOMPSON PEAK | 107 | A | 2 | 1 | 0.14 | A | 226 | A | 115 |

**City of Scottsdale
2020 Congestion Report**

Intersection LOS - PM Peak Hour, Sorted by LOS Category

NOTE:

Intersections have a displayed rank by analysis period. Rank is determined by level of service ("LOS"), worst to best, then by average delay per vehicle.

| N/S_STREET | E/W_STREET | PM Peak Hour | | | | | AM Peak | | MD Peak | |
|--------------------|-------------------------|--------------|-----|-------------------|---------------------|-------------------|---------|------|---------|------|
| | | Rank | LOS | Delay/ Veh (s) | Total Delay (hr) | Stops/ Vehicle | LOS | Rank | LOS | Rank |
| HAYDEN | BELL | 1 | F | 377 | 292 | 0.52 | F | 1 | B | 34 |
| SCOTTSDALE | FRANK LLOYD WRIGHT | 2 | F | 52 | 99 | 0.85 | E | 2 | D | 4 |
| MILLER | PINNACLE PEAK | 3 | E | 74 | 46 | 0.73 | B | 106 | C | 13 |
| SCOTTSDALE | THUNDERBIRD | 4 | E | 59 | 90 | 0.67 | C | 27 | C | 9 |
| SCOTTSDALE | PINNACLE PEAK | 5 | D | 54 | 66 | 0.83 | D | 3 | C | 17 |
| 101 FREEWAY | FRANK LLOYD WRIGHT | 6 | D | 41 | 74 | 0.69 | D | 6 | D | 1 |
| GREENWAY-HAYDEN | FRANK LLOYD WRIGHT | 7 | D | 39 | 63 | 0.82 | C | 56 | C | 8 |
| SCOTTSDALE | CACTUS | 8 | D | 38 | 66 | 0.81 | C | 42 | C | 14 |
| HAYDEN | CACTUS | 9 | D | 37 | 52 | 0.76 | D | 9 | C | 11 |
| SCOTTSDALE | BUTHERUS | 10 | D | 37 | 47 | 0.7 | C | 45 | C | 6 |
| HAYDEN | RAINTREE | 11 | D | 36 | 25 | 0.81 | B | 104 | C | 12 |
| NORTHSIGHT | RAINTREE | 12 | D | 35 | 33 | 0.63 | C | 40 | D | 2 |
| SCOTTSDALE | GREENWAY-HAYDEN | 13 | D | 27 | 32 | 0.6 | C | 88 | C | 23 |
| 101 FREEWAY | RAINTREE | 14 | C | 34 | 48 | 0.6 | D | 14 | C | 5 |
| 101 FREEWAY | CACTUS | 15 | C | 34 | 40 | 0.63 | D | 8 | C | 20 |
| FRANK LLOYD WRIGHT | VIA LINDA | 16 | C | 34 | 35 | 0.71 | D | 13 | C | 7 |
| HAYDEN | 101 FREEWAY WB | 17 | C | 34 | 32 | 0.46 | B | 130 | C | 32 |
| 73RD | BUTHERUS | 18 | C | 34 | 14 | 0.6 | B | 108 | C | 25 |
| THOMPSON PEAK | FRANK LLOYD WRIGHT | 19 | C | 33 | 35 | 0.74 | C | 37 | D | 3 |
| HAYDEN | 101 FREEWAY EB | 20 | C | 33 | 22 | 0.63 | B | 92 | C | 33 |
| PIMA | THOMPSON PEAK | 21 | C | 27 | 30 | 0.54 | C | 68 | C | 16 |
| HAYDEN | FRANK LLOYD WRIGHT | 22 | C | 26 | 31 | 0.52 | B | 129 | C | 10 |
| SCOTTSDALE | 101 FREEWAY WB | 23 | C | 25 | 32 | 0.58 | C | 69 | C | 27 |
| THOMPSON PEAK | MCDOWELL MOUNTAIN RANCH | 24 | C | 25 | 22 | 0.49 | C | 25 | C | 24 |
| THOMPSON PEAK | RAINTREE | 25 | C | 25 | 20 | 0.6 | C | 86 | C | 18 |
| THOMPSON PEAK | 100TH | 26 | C | 24 | 22 | 0.6 | C | 83 | B | 49 |
| 94TH | CACTUS | 27 | C | 24 | 21 | 0.69 | C | 39 | C | 22 |
| HAYDEN | THOMPSON PEAK | 28 | C | 23 | 23 | 0.68 | C | 43 | C | 21 |
| 64TH | CACTUS | 29 | C | 23 | 23 | 0.57 | B | 136 | B | 53 |
| SCOTTSDALE | 101 FREEWAY EB | 30 | C | 22 | 30 | 0.6 | C | 33 | C | 19 |
| SCOTTSDALE | MAYO | 31 | C | 22 | 28 | 0.52 | C | 89 | C | 29 |
| THOMPSON PEAK | LEGACY | 32 | C | 22 | 9 | 0.51 | C | 47 | C | 15 |
| PIMA | PINNACLE PEAK | 33 | C | 21 | 23 | 0.49 | C | 76 | C | 30 |
| 100TH | FRANK LLOYD WRIGHT | 34 | C | 21 | 17 | 0.5 | C | 38 | C | 31 |
| SCOTTSDALE | PARADISE | 35 | C | 20 | 21 | 0.59 | A | 183 | B | 39 |
| PIMA | DYNAMITE | 36 | C | 20 | 11 | 0.45 | C | 54 | -- | -- |
| SCOTTSDALE | ACOMA | 37 | B | 19 | 20 | 0.6 | A | 159 | B | 47 |
| 87TH | RAINTREE | 38 | B | 19 | 18 | 0.42 | A | 214 | B | 52 |
| THOMPSON PEAK | BELL | 39 | B | 19 | 10 | 0.51 | B | 107 | B | 36 |
| 105TH | MCDOWELL MOUNTAIN RANCH | 40 | B | 19 | 7 | 0.39 | C | 32 | C | 26 |
| PIMA | LEGACY | 41 | B | 18 | 18 | 0.45 | C | 57 | B | 35 |
| HAYDEN | REDFIELD | 42 | B | 18 | 15 | 0.46 | B | 116 | B | 40 |
| 94TH | BELL | 43 | B | 18 | 11 | 0.35 | D | 11 | B | 42 |
| PERIMETER | PRINCESS | 44 | B | 18 | 7 | 0.36 | A | 191 | B | 44 |

| N/S_STREET | E/W_STREET | PM Peak Hour | | | | | AM Peak | | MD Peak | |
|-----------------------|--------------------|--------------|-----|-------------------|---------------------|-------------------|---------|------|---------|------|
| | | Rank | LOS | Delay/ Veh (s) | Total Delay (hr) | Stops/ Vehicle | LOS | Rank | LOS | Rank |
| FRANK LLOYD WRIGHT | RAINTREE | 45 | B | 17 | 11 | 0.45 | A | 188 | A | 72 |
| SCOTTSDALE | THOMPSON PEAK | 46 | B | 16 | 17 | 0.46 | B | 127 | B | 37 |
| PIMA | HAPPY VALLEY | 47 | B | 16 | 12 | 0.36 | C | 58 | -- | -- |
| 94TH | THUNDERBIRD | 48 | B | 16 | 10 | 0.33 | B | 120 | B | 43 |
| 90TH/REDFIELD | RAINTREE | 49 | B | 15 | 12 | 0.36 | B | 125 | B | 41 |
| 91ST/SAN SALVADOR | VIA LINDA | 50 | B | 15 | 10 | 0.43 | B | 139 | -- | -- |
| 73RD | THUNDERBIRD | 51 | B | 14 | 8 | 0.37 | A | 203 | B | 51 |
| FRANK LLOYD WRIGHT | CACTUS | 52 | B | 13 | 12 | 0.55 | A | 160 | A | 58 |
| HAYDEN | PRINCESS | 53 | B | 13 | 8 | 0.27 | B | 153 | B | 56 |
| 82ND | RAINTREE | 54 | B | 13 | 6 | 0.25 | A | 223 | A | 59 |
| HAYDEN | 83RD | 55 | B | 13 | 6 | 0.32 | A | 193 | B | 50 |
| 124TH | VIA LINDA | 56 | B | 13 | 6 | 0.33 | B | 124 | B | 45 |
| NORTHSIGHT | FRANK LLOYD WRIGHT | 57 | B | 12 | 14 | 0.32 | A | 196 | B | 46 |
| SCOTTSDALE | LEGACY | 58 | B | 12 | 12 | 0.56 | A | 170 | A | 68 |
| SCOTTSDALE | MESCAL | 59 | B | 12 | 12 | 0.34 | A | 181 | A | 63 |
| 76TH PL | REDFIELD | 60 | B | 12 | 6 | 0.28 | A | 265 | A | 89 |
| MILLER | WILLIAMS | 61 | B | 12 | 6 | 0.23 | A | 167 | A | 79 |
| 90TH | THOMPSON PEAK | 62 | B | 12 | 4 | 0.2 | A | 192 | A | 65 |
| PERIMETER | BELL | 63 | B | 12 | 4 | 0.22 | A | 205 | A | 67 |
| 73RD | KIERLAND | 64 | B | 11 | 7 | 0.2 | A | 194 | B | 55 |
| 91ST | BELL | 65 | B | 11 | 6 | 0.25 | A | 236 | A | 64 |
| SCOTTSDALE | 17050 N | 66 | B | 10 | 12 | 0.38 | A | 230 | A | 80 |
| SCOTTSDALE | CHAUNCEY | 67 | B | 10 | 10 | 0.39 | A | 198 | A | 86 |
| 76TH | FRANK LLOYD WRIGHT | 68 | B | 10 | 10 | 0.23 | A | 163 | A | 69 |
| SCOTTSDALE | HAPPY VALLEY | 69 | B | 10 | 9 | 0.53 | A | 232 | -- | -- |
| 92ND/100TH | FRANK LLOYD WRIGHT | 70 | B | 10 | 8 | 0.31 | B | 123 | A | 57 |
| 96TH | CACTUS | 71 | B | 10 | 5 | 0.5 | B | 140 | A | 66 |
| 98TH | BELL | 72 | B | 10 | 4 | 0.22 | C | 80 | C | 28 |
| PIMA | WESTLAND | 73 | B | 10 | 4 | 0.42 | B | 121 | -- | -- |
| SCOTTSDALE HEALTHCARE | THOMPSON PEAK | 74 | B | 10 | 3 | 0.48 | A | 207 | A | 60 |
| 90TH | FRANK LLOYD WRIGHT | 75 | A | 9 | 8 | 0.28 | A | 162 | B | 48 |
| SCOTTSDALE | PRINCESS | 76 | A | 9 | 8 | 0.25 | B | 152 | B | 38 |
| 96TH | VIA LINDA | 77 | A | 9 | 5 | 0.38 | A | 166 | -- | -- |
| 94TH | LEGACY | 78 | A | 9 | 3 | 0.43 | C | 81 | A | 75 |
| SCOTTSDALE | WILLIAMS | 79 | A | 8 | 7 | 0.3 | A | 231 | A | 77 |
| PIMA | LONE MOUNTAIN | 80 | A | 8 | 3 | 0.2 | B | 156 | -- | -- |
| SCOTTSDALE | HENKEL | 81 | A | 7 | 7 | 0.31 | A | 273 | A | 101 |
| SCOTTSDALE | MERCER | 82 | A | 7 | 6 | 0.21 | A | 249 | A | 70 |
| PROMENADE | FRANK LLOYD WRIGHT | 83 | A | 7 | 6 | 0.19 | A | 262 | B | 54 |
| SCOTTSDALE | DEER VALLEY | 84 | A | 7 | 6 | 0.3 | A | 228 | A | 71 |
| HAYDEN | SWEETWATER | 85 | A | 7 | 5 | 0.24 | A | 187 | A | 105 |
| 76TH | REDFIELD | 86 | A | 7 | 4 | 0.26 | A | 220 | A | 73 |
| GRAYHAWK | THOMPSON PEAK | 87 | A | 7 | 3 | 0.25 | A | 221 | A | 83 |
| SCOTTSDALE | GRAYHAWK | 88 | A | 6 | 6 | 0.15 | A | 161 | A | 82 |

| N/S_STREET | E/W_STREET | PM Peak Hour | | | | | AM Peak | | MD Peak | |
|--------------------|-------------------------|--------------|-----|-------------------|---------------------|-------------------|---------|------|---------|------|
| | | Rank | LOS | Delay/ Veh (s) | Total Delay (hr) | Stops/ Vehicle | LOS | Rank | LOS | Rank |
| FRANK LLOYD WRIGHT | ALTADENA | 89 | A | 6 | 5 | 0.38 | A | 212 | A | 102 |
| 76TH | THOMPSON PEAK | 90 | A | 6 | 2 | 0.34 | A | 178 | A | 74 |
| 87TH | NORTHSIGHT | 91 | A | 6 | 2 | 0.27 | A | 243 | A | 62 |
| 84TH | CACTUS | 92 | A | 5 | 5 | 0.26 | A | 209 | A | 81 |
| PIMA | MARKET | 93 | A | 5 | 4 | 0.17 | A | 250 | A | 98 |
| 90TH | CACTUS | 94 | A | 5 | 4 | 0.22 | B | 122 | A | 78 |
| FRANK LLOYD WRIGHT | THUNDERBIRD | 95 | A | 5 | 3 | 0.17 | A | 235 | A | 104 |
| 94TH | SWEETWATER | 96 | A | 5 | 3 | 0.21 | A | 177 | A | 93 |
| THOMPSON PEAK | REDFIELD | 97 | A | 5 | 3 | 0.16 | A | 190 | A | 94 |
| THOMPSON PEAK | HORSESHOE CANYON | 98 | A | 5 | 2 | 0.15 | A | 237 | A | 85 |
| THOMPSON PEAK | WINDGATE PASS | 99 | A | 5 | 2 | 0.15 | B | 147 | A | 61 |
| SCOTTSDALE | SWEETWATER | 100 | A | 4 | 4 | 0.21 | B | 151 | A | 76 |
| 92ND | RAINTREE | 101 | A | 4 | 2 | 0.11 | B | 146 | A | 99 |
| HAYDEN | GRAYHAWK | 102 | A | 4 | 2 | 0.12 | A | 175 | A | 88 |
| MILLER | DEER VALLEY | 103 | A | 4 | 2 | 0.1 | A | 222 | A | 84 |
| THOMPSON PEAK | PARADISE | 104 | A | 4 | 2 | 0.19 | A | 189 | A | 90 |
| 92ND | CHOLLA | 105 | A | 4 | 2 | 0.07 | A | 238 | A | 92 |
| DESERT CAMP (WEST) | THOMPSON PEAK | 106 | A | 4 | 1 | 0.25 | A | 225 | A | 95 |
| SCOTTSDALE | CHOLLA | 107 | A | 3 | 3 | 0.1 | A | 182 | A | 96 |
| PIMA | LOS GATOS | 108 | A | 3 | 3 | 0.14 | A | 210 | A | 87 |
| SCOTTSDALE | JOMAX | 109 | A | 3 | 3 | 0.09 | A | 199 | -- | -- |
| PIMA | HUALAPAI | 110 | A | 3 | 2 | 0.08 | A | 233 | A | 97 |
| HAYDEN | LEGACY | 111 | A | 3 | 2 | 0.17 | A | 255 | A | 103 |
| 118TH | VIA LINDA | 112 | A | 3 | 1 | 0.16 | A | 165 | A | 91 |
| 102ND | MCDOWELL MOUNTAIN RANCH | 113 | A | 3 | 1 | 0.2 | A | 204 | A | 106 |
| PIMA | JOMAX | 114 | A | 3 | 1 | 0.11 | D | 18 | -- | -- |
| DESERT CAMP (EAST) | THOMPSON PEAK | 115 | A | 3 | 1 | 0.18 | A | 226 | A | 107 |

City of Scottsdale
2020 Congestion Report

Intersection LOS - AM Peak Hour, Sorted by LOS Category
- Arterial & Arterial Intersections Only

NOTES:

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Intersections have a displayed rank by analysis period. Rank is determined by level of service ("LOS"), worst to best, then by average delay per vehicle.

| N/S_STREET | E/W_STREET | AM Peak Hour | | | | | MD Peak | | PM Peak | |
|--------------------|-------------------------|--------------|-----|-------------------|---------------------|-------------------|---------|------|---------|------|
| | | Rank | LOS | Delay/ Veh (s) | Total Delay (hr) | Stops/ Vehicle | LOS | Rank | LOS | Rank |
| HAYDEN | BELL | 1 | F | 159 | 89 | 0.32 | B | 22 | F | 1 |
| SCOTTSDALE | FRANK LLOYD WRIGHT | 2 | E | 37 | 57 | 0.69 | D | 3 | F | 2 |
| SCOTTSDALE | PINNACLE PEAK | 3 | D | 50 | 53 | 0.84 | C | 13 | D | 4 |
| SCOTTSDALE | SHEA | 4 | D | 49 | 66 | 0.91 | -- | -- | -- | -- |
| HAYDEN | THOMAS | 5 | D | 45 | 54 | 0.88 | -- | -- | -- | -- |
| 101 FREEWAY | FRANK LLOYD WRIGHT | 6 | D | 43 | 75 | 0.72 | D | 1 | D | 5 |
| HAYDEN | MCKELLIPS | 7 | D | 42 | 43 | 0.81 | -- | -- | -- | -- |
| SCOTTSDALE | MCDOWELL | 8 | D | 38 | 49 | 0.84 | -- | -- | -- | -- |
| HAYDEN | INDIAN SCHOOL | 9 | D | 37 | 48 | 0.85 | -- | -- | -- | -- |
| FRANK LLOYD WRIGHT | VIA LINDA | 10 | D | 37 | 39 | 0.7 | C | 6 | C | 11 |
| 101 FREEWAY | RAINTREE | 11 | D | 35 | 45 | 0.6 | C | 4 | C | 10 |
| 64TH/GALVIN | MCDOWELL | 12 | D | 35 | 43 | 0.82 | -- | -- | -- | -- |
| SCOTTSDALE | MCKELLIPS | 13 | D | 35 | 30 | 0.72 | -- | -- | -- | -- |
| GOLDWATER | CAMELBACK | 14 | D | 35 | 27 | 0.61 | -- | -- | -- | -- |
| SCOTTSDALE | DYNAMITE | 15 | D | 31 | 25 | 0.75 | -- | -- | -- | -- |
| HAYDEN | MOUNTAIN VIEW | 16 | D | 26 | 21 | 0.7 | -- | -- | -- | -- |
| 64TH | INDIAN SCHOOL | 17 | D | 26 | 14 | 0.53 | -- | -- | -- | -- |
| SCOTTSDALE | INDIAN BEND | 18 | D | 25 | 27 | 0.54 | -- | -- | -- | -- |
| THOMPSON PEAK | MCDOWELL MOUNTAIN RANCH | 19 | C | 34 | 29 | 0.76 | C | 18 | C | 16 |
| SCOTTSDALE | THOMAS | 20 | C | 32 | 38 | 0.72 | -- | -- | -- | -- |
| SCOTTSDALE | MCDONALD | 21 | C | 32 | 37 | 0.77 | -- | -- | -- | -- |
| 90TH | VIA LINDA | 22 | C | 32 | 30 | 0.76 | -- | -- | -- | -- |
| SCOTTSDALE | 101 FREEWAY EB | 23 | C | 31 | 38 | 0.64 | C | 15 | C | 20 |
| SCOTTSDALE | DOUBLETREE | 24 | C | 31 | 34 | 0.73 | -- | -- | -- | -- |
| THOMPSON PEAK | FRANK LLOYD WRIGHT | 25 | C | 30 | 29 | 0.7 | D | 2 | C | 12 |
| 100TH | FRANK LLOYD WRIGHT | 26 | C | 30 | 25 | 0.56 | C | 21 | C | 23 |
| GOLDWATER | INDIAN SCHOOL | 27 | C | 30 | 16 | 0.76 | -- | -- | -- | -- |
| HAYDEN | THOMPSON PEAK | 28 | C | 29 | 22 | 0.72 | C | 16 | C | 19 |
| SCOTTSDALE | BUTHERUS | 29 | C | 28 | 31 | 0.66 | C | 5 | D | 7 |
| HAYDEN | INDIAN BEND | 30 | C | 28 | 30 | 0.54 | -- | -- | -- | -- |
| THOMPSON PEAK | LEGACY | 31 | C | 28 | 13 | 0.62 | C | 11 | C | 21 |
| HAYDEN | MCDONALD | 32 | C | 27 | 31 | 0.5 | -- | -- | -- | -- |
| HAYDEN | VIA DE VENTURA | 33 | C | 27 | 30 | 0.67 | -- | -- | -- | -- |
| PIMA | VIA DE VENTURA | 34 | C | 27 | 24 | 0.64 | -- | -- | -- | -- |
| 90TH | MOUNTAIN VIEW | 35 | C | 27 | 15 | 0.74 | -- | -- | -- | -- |
| PIMA | DYNAMITE | 36 | C | 27 | 15 | 0.5 | -- | -- | C | 24 |
| 101 FREEWAY | SHEA | 37 | C | 26 | 44 | 0.57 | -- | -- | -- | -- |
| GREENWAY-HAYDEN | FRANK LLOYD WRIGHT | 38 | C | 26 | 34 | 0.56 | C | 7 | D | 6 |
| PIMA | LEGACY | 39 | C | 26 | 24 | 0.68 | B | 23 | B | 26 |
| PIMA | HAPPY VALLEY | 40 | C | 26 | 19 | 0.62 | -- | -- | B | 28 |
| HAYDEN | MCDOWELL | 41 | C | 25 | 28 | 0.6 | -- | -- | -- | -- |
| PIMA | INDIAN SCHOOL | 42 | C | 25 | 18 | 0.76 | -- | -- | -- | -- |
| FRANK LLOYD WRIGHT | SHEA | 43 | C | 24 | 31 | 0.81 | -- | -- | -- | -- |
| SCOTTSDALE | LINCOLN | 44 | C | 24 | 28 | 0.54 | -- | -- | -- | -- |

| N/S_STREET | E/W_STREET | AM Peak Hour | | | | | MD Peak | | PM Peak | |
|---------------|--------------------|--------------|-----|-------------------|---------------------|-------------------|---------|------|---------|------|
| | | Rank | LOS | Delay/ Veh (s) | Total Delay (hr) | Stops/ Vehicle | LOS | Rank | LOS | Rank |
| SCOTTSDALE | MOUNTAIN VIEW | 45 | C | 24 | 25 | 0.36 | -- | -- | -- | -- |
| PIMA | THOMPSON PEAK | 46 | C | 24 | 25 | 0.56 | C | 12 | C | 13 |
| SCOTTSDALE | 101 FREEWAY WB | 47 | C | 23 | 30 | 0.63 | C | 19 | C | 15 |
| DRINKWATER | INDIAN SCHOOL | 48 | C | 22 | 15 | 0.5 | -- | -- | -- | -- |
| PIMA | PINNACLE PEAK | 49 | C | 21 | 21 | 0.53 | C | 20 | C | 22 |
| HAYDEN | CAMELBACK | 50 | C | 21 | 19 | 0.47 | -- | -- | -- | -- |
| HAYDEN | SHEA | 51 | C | 20 | 28 | 0.61 | -- | -- | -- | -- |
| THOMPSON PEAK | 100TH | 52 | C | 20 | 17 | 0.55 | B | 26 | C | 18 |
| PIMA | MCDONALD | 53 | C | 20 | 16 | 0.51 | -- | -- | -- | -- |
| THOMPSON PEAK | RAINTREE | 54 | C | 20 | 12 | 0.45 | C | 14 | C | 17 |
| SCOTTSDALE | GREENWAY-HAYDEN | 55 | C | 19 | 17 | 0.44 | C | 17 | D | 9 |
| PIMA | THOMAS | 56 | B | 19 | 12 | 0.46 | -- | -- | -- | -- |
| 90TH | SHEA | 57 | B | 18 | 24 | 0.5 | -- | -- | -- | -- |
| VIA LINDA | SHEA | 58 | B | 18 | 21 | 0.59 | -- | -- | -- | -- |
| SCOTTSDALE | CAREFREE | 59 | B | 18 | 9 | 0.42 | -- | -- | -- | -- |
| HAYDEN | RAINTREE | 60 | B | 17 | 8 | 0.4 | C | 9 | D | 8 |
| MILLER | PINNACLE PEAK | 61 | B | 17 | 8 | 0.43 | C | 10 | E | 3 |
| THOMPSON PEAK | BELL | 62 | B | 17 | 7 | 0.33 | B | 24 | B | 25 |
| PIMA | INDIAN BEND | 63 | B | 16 | 9 | 0.37 | -- | -- | -- | -- |
| 92ND | SHEA | 64 | B | 15 | 20 | 0.39 | -- | -- | -- | -- |
| 92ND/100TH | FRANK LLOYD WRIGHT | 65 | B | 14 | 11 | 0.36 | A | 28 | B | 31 |
| SCOTTSDALE | WESTLAND | 66 | B | 14 | 8 | 0.31 | -- | -- | -- | -- |
| SCOTTSDALE | THOMPSON PEAK | 67 | B | 13 | 14 | 0.32 | B | 25 | B | 27 |
| HAYDEN | FRANK LLOYD WRIGHT | 68 | B | 13 | 12 | 0.31 | C | 8 | C | 14 |
| 70TH | SHEA | 69 | B | 12 | 12 | 0.29 | -- | -- | -- | -- |
| 92ND | RAINTREE | 70 | B | 11 | 5 | 0.4 | A | 30 | A | 32 |
| HAYDEN | PRINCESS | 71 | B | 10 | 4 | 0.28 | B | 27 | B | 29 |
| SCOTTSDALE | LEGACY | 72 | A | 8 | 8 | 0.4 | A | 29 | B | 30 |
| PIMA | MCDOWELL | 73 | A | 3 | 2 | 0.17 | -- | -- | -- | -- |
| HAYDEN | LEGACY | 74 | A | 3 | 2 | 0.26 | A | 31 | A | 33 |
| | | 75 | | | | -1 | | | | |
| | | 76 | | | | -1 | | | | |
| | | 77 | | | | -1 | | | | |

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City of Scottsdale
2020 Congestion Report

Intersection LOS - Midday Peak Hour, Sorted by LOS Category
- Arterial & Arterial Intersections Only

NOTES:

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Intersections have a displayed rank by analysis period. Rank is determined by level of service ("LOS"), worst to best, then by average delay per vehicle.

| N/S_STREET | E/W_STREET | Midday Peak Hour | | | | | AM Peak | | PM Peak | |
|--------------------|-------------------------|------------------|-----|-------------------|---------------------|-------------------|---------|------|---------|------|
| | | Rank | LOS | Delay/ Veh (s) | Total Delay (hr) | Stops/ Vehicle | LOS | Rank | LOS | Rank |
| 101 FREEWAY | FRANK LLOYD WRIGHT | 1 | D | 46 | 88 | 0.74 | D | 6 | D | 5 |
| THOMPSON PEAK | FRANK LLOYD WRIGHT | 2 | D | 35 | 30 | 0.85 | C | 25 | C | 12 |
| SCOTTSDALE | FRANK LLOYD WRIGHT | 3 | D | 30 | 46 | 0.72 | E | 2 | F | 2 |
| 101 FREEWAY | RAINTREE | 4 | C | 34 | 47 | 0.64 | D | 11 | C | 10 |
| SCOTTSDALE | BUTHERUS | 5 | C | 31 | 36 | 0.7 | C | 29 | D | 7 |
| FRANK LLOYD WRIGHT | VIA LINDA | 6 | C | 31 | 23 | 0.68 | D | 10 | C | 11 |
| GREENWAY-HAYDEN | FRANK LLOYD WRIGHT | 7 | C | 30 | 41 | 0.67 | C | 38 | D | 6 |
| HAYDEN | FRANK LLOYD WRIGHT | 8 | C | 30 | 37 | 0.62 | B | 68 | C | 14 |
| HAYDEN | RAINTREE | 9 | C | 28 | 19 | 0.88 | B | 60 | D | 8 |
| MILLER | PINNACLE PEAK | 10 | C | 28 | 15 | 0.63 | B | 61 | E | 3 |
| THOMPSON PEAK | LEGACY | 11 | C | 26 | 9 | 0.47 | C | 31 | C | 21 |
| PIMA | THOMPSON PEAK | 12 | C | 25 | 26 | 0.61 | C | 46 | C | 13 |
| SCOTTSDALE | PINNACLE PEAK | 13 | C | 25 | 23 | 0.77 | D | 3 | D | 4 |
| THOMPSON PEAK | RAINTREE | 14 | C | 25 | 16 | 0.54 | C | 54 | C | 17 |
| SCOTTSDALE | 101 FREEWAY EB | 15 | C | 24 | 30 | 0.55 | C | 23 | C | 20 |
| HAYDEN | THOMPSON PEAK | 16 | C | 24 | 19 | 0.66 | C | 28 | C | 19 |
| SCOTTSDALE | GREENWAY-HAYDEN | 17 | C | 23 | 25 | 0.69 | C | 55 | D | 9 |
| THOMPSON PEAK | MCDOWELL MOUNTAIN RANCH | 18 | C | 23 | 18 | 0.5 | C | 19 | C | 16 |
| SCOTTSDALE | 101 FREEWAY WB | 19 | C | 22 | 29 | 0.67 | C | 47 | C | 15 |
| PIMA | PINNACLE PEAK | 20 | C | 21 | 22 | 0.57 | C | 49 | C | 22 |
| 100TH | FRANK LLOYD WRIGHT | 21 | C | 20 | 15 | 0.51 | C | 26 | C | 23 |
| HAYDEN | BELL | 22 | B | 17 | 10 | 0.31 | F | 1 | F | 1 |
| PIMA | LEGACY | 23 | B | 16 | 14 | 0.48 | C | 39 | B | 26 |
| THOMPSON PEAK | BELL | 24 | B | 16 | 6 | 0.4 | B | 62 | B | 25 |
| SCOTTSDALE | THOMPSON PEAK | 25 | B | 15 | 15 | 0.5 | B | 67 | B | 27 |
| THOMPSON PEAK | 100TH | 26 | B | 12 | 7 | 0.37 | C | 52 | C | 18 |
| HAYDEN | PRINCESS | 27 | B | 10 | 5 | 0.25 | B | 71 | B | 29 |
| 92ND/100TH | FRANK LLOYD WRIGHT | 28 | A | 9 | 7 | 0.39 | B | 65 | B | 31 |
| SCOTTSDALE | LEGACY | 29 | A | 7 | 7 | 0.4 | A | 72 | B | 30 |
| 92ND | RAINTREE | 30 | A | 3 | 2 | 0.1 | B | 70 | A | 32 |
| HAYDEN | LEGACY | 31 | A | 2 | 1 | 0.18 | A | 74 | A | 33 |
| | | 32 | | | | -1 | | | | |
| | | 33 | | | | -1 | | | | |
| | | 34 | | | | -1 | | | | |

**City of Scottsdale
2020 Congestion Report**

**Intersection LOS - PM Peak Hour, Sorted by LOS Category
- Arterial & Arterial Intersections Only**

NOTES:

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| N/S_STREET | E/W_STREET | PM Peak Hour | | | | | AM Peak | | MD Peak | |
|--------------------|-------------------------|--------------|-----|-------------------|---------------------|-------------------|---------|------|---------|------|
| | | Rank | LOS | Delay/ Veh (s) | Total Delay (hr) | Stops/ Vehicle | LOS | Rank | LOS | Rank |
| HAYDEN | BELL | 1 | F | 377 | 292 | 0.52 | F | 1 | B | 22 |
| SCOTTSDALE | FRANK LLOYD WRIGHT | 2 | F | 52 | 99 | 0.85 | E | 2 | D | 3 |
| MILLER | PINNACLE PEAK | 3 | E | 74 | 46 | 0.73 | B | 61 | C | 10 |
| SCOTTSDALE | PINNACLE PEAK | 4 | D | 54 | 66 | 0.83 | D | 3 | C | 13 |
| 101 FREEWAY | FRANK LLOYD WRIGHT | 5 | D | 41 | 74 | 0.69 | D | 6 | D | 1 |
| GREENWAY-HAYDEN | FRANK LLOYD WRIGHT | 6 | D | 39 | 63 | 0.82 | C | 38 | C | 7 |
| SCOTTSDALE | BUTHERUS | 7 | D | 37 | 47 | 0.7 | C | 29 | C | 5 |
| HAYDEN | RAINTREE | 8 | D | 36 | 25 | 0.81 | B | 60 | C | 9 |
| SCOTTSDALE | GREENWAY-HAYDEN | 9 | D | 27 | 32 | 0.6 | C | 55 | C | 17 |
| 101 FREEWAY | RAINTREE | 10 | C | 34 | 48 | 0.6 | D | 11 | C | 4 |
| FRANK LLOYD WRIGHT | VIA LINDA | 11 | C | 34 | 35 | 0.71 | D | 10 | C | 6 |
| THOMPSON PEAK | FRANK LLOYD WRIGHT | 12 | C | 33 | 35 | 0.74 | C | 25 | D | 2 |
| PIMA | THOMPSON PEAK | 13 | C | 27 | 30 | 0.54 | C | 46 | C | 12 |
| HAYDEN | FRANK LLOYD WRIGHT | 14 | C | 26 | 31 | 0.52 | B | 68 | C | 8 |
| SCOTTSDALE | 101 FREEWAY WB | 15 | C | 25 | 32 | 0.58 | C | 47 | C | 19 |
| THOMPSON PEAK | MCDOWELL MOUNTAIN RANCH | 16 | C | 25 | 22 | 0.49 | C | 19 | C | 18 |
| THOMPSON PEAK | RAINTREE | 17 | C | 25 | 20 | 0.6 | C | 54 | C | 14 |
| THOMPSON PEAK | 100TH | 18 | C | 24 | 22 | 0.6 | C | 52 | B | 26 |
| HAYDEN | THOMPSON PEAK | 19 | C | 23 | 23 | 0.68 | C | 28 | C | 16 |
| SCOTTSDALE | 101 FREEWAY EB | 20 | C | 22 | 30 | 0.6 | C | 23 | C | 15 |
| THOMPSON PEAK | LEGACY | 21 | C | 22 | 9 | 0.51 | C | 31 | C | 11 |
| PIMA | PINNACLE PEAK | 22 | C | 21 | 23 | 0.49 | C | 49 | C | 20 |
| 100TH | FRANK LLOYD WRIGHT | 23 | C | 21 | 17 | 0.5 | C | 26 | C | 21 |
| PIMA | DYNAMITE | 24 | C | 20 | 11 | 0.45 | C | 36 | -- | -- |
| THOMPSON PEAK | BELL | 25 | B | 19 | 10 | 0.51 | B | 62 | B | 24 |
| PIMA | LEGACY | 26 | B | 18 | 18 | 0.45 | C | 39 | B | 23 |
| SCOTTSDALE | THOMPSON PEAK | 27 | B | 16 | 17 | 0.46 | B | 67 | B | 25 |
| PIMA | HAPPY VALLEY | 28 | B | 16 | 12 | 0.36 | C | 40 | -- | -- |
| HAYDEN | PRINCESS | 29 | B | 13 | 8 | 0.27 | B | 71 | B | 27 |
| SCOTTSDALE | LEGACY | 30 | B | 12 | 12 | 0.56 | A | 72 | A | 29 |
| 92ND/100TH | FRANK LLOYD WRIGHT | 31 | B | 10 | 8 | 0.31 | B | 65 | A | 28 |
| 92ND | RAINTREE | 32 | A | 4 | 2 | 0.11 | B | 70 | A | 30 |
| HAYDEN | LEGACY | 33 | A | 3 | 2 | 0.17 | A | 74 | A | 31 |
| | | 34 | | | | -1 | | | | |
| | | 35 | | | | -1 | | | | |
| | | 36 | | | | -1 | | | | |

**City of Scottsdale
2020 Congestion Report**

**Intersection LOS - AM Peak Hour, Sorted by LOS Category
- Arterial & Arterial Intersections Excluded**

NOTES:

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Intersections have a displayed rank by analysis period. Rank is determined by level of service ("LOS"), worst to best, then by average delay per vehicle.

| N/S_STREET | E/W_STREET | AM Peak Hour | | | | | MD Peak | | PM Peak | |
|-------------------|-------------------------|--------------|-----|-------------------|---------------------|-------------------|---------|------|---------|------|
| | | Rank | LOS | Delay/ Veh (s) | Total Delay (hr) | Stops/ Vehicle | LOS | Rank | LOS | Rank |
| 101 FREEWAY | CACTUS | 1 | D | 41 | 55 | 0.67 | C | 5 | C | 5 |
| HAYDEN | CACTUS | 2 | D | 39 | 50 | 0.76 | C | 3 | D | 3 |
| 94TH | BELL | 3 | D | 38 | 28 | 0.72 | B | 17 | B | 17 |
| PIMA | JOMAX | 4 | D | 35 | 13 | 0.18 | -- | -- | A | 81 |
| 136TH | SHEA | 5 | D | 29 | 26 | 0.67 | -- | -- | -- | -- |
| 68TH | MCDOWELL | 6 | C | 34 | 38 | 0.77 | -- | -- | -- | -- |
| 68TH | INDIAN SCHOOL | 7 | C | 34 | 24 | 0.65 | -- | -- | -- | -- |
| SCOTTSDALE | THUNDERBIRD | 8 | C | 33 | 41 | 0.81 | C | 2 | E | 1 |
| SCOTTSDALE | CAMELBACK | 9 | C | 33 | 26 | 0.64 | -- | -- | -- | -- |
| 105TH | MCDOWELL MOUNTAIN RANCH | 10 | C | 32 | 11 | 0.61 | C | 8 | B | 15 |
| PIMA | CHAPARRAL | 11 | C | 31 | 22 | 0.69 | -- | -- | -- | -- |
| HAYDEN | CHAPARRAL | 12 | C | 30 | 32 | 0.71 | -- | -- | -- | -- |
| 94TH | CACTUS | 13 | C | 30 | 22 | 0.55 | C | 6 | C | 9 |
| NORTHSIGHT | RAINTREE | 14 | C | 30 | 21 | 0.61 | D | 1 | D | 4 |
| SCOTTSDALE | CACTUS | 15 | C | 29 | 43 | 0.71 | C | 4 | D | 2 |
| 64TH | SHEA | 16 | C | 28 | 33 | 0.65 | -- | -- | -- | -- |
| 96TH | MOUNTAIN VIEW | 17 | C | 28 | 9 | 0.66 | -- | -- | -- | -- |
| SCOTTSDALE | INDIAN SCHOOL | 18 | C | 27 | 15 | 0.59 | -- | -- | -- | -- |
| DRINKWATER | OSBORN | 19 | C | 26 | 12 | 0.5 | -- | -- | -- | -- |
| MILLER | THOMAS | 20 | C | 25 | 20 | 0.56 | -- | -- | -- | -- |
| VIA LINDA | MOUNTAIN VIEW | 21 | C | 25 | 11 | 0.74 | -- | -- | -- | -- |
| SCOTTSDALE | MAIN | 22 | C | 25 | 7 | 0.35 | -- | -- | -- | -- |
| 96TH | SHEA | 23 | C | 23 | 28 | 0.77 | -- | -- | -- | -- |
| MILLER | INDIAN SCHOOL | 24 | C | 23 | 17 | 0.78 | -- | -- | -- | -- |
| GRANITE REEF | CHAPARRAL | 25 | C | 23 | 14 | 0.35 | -- | -- | -- | -- |
| MILLER | CHAPARRAL | 26 | C | 23 | 10 | 0.58 | -- | -- | -- | -- |
| SCOTTSDALE | LONE MOUNTAIN | 27 | C | 22 | 15 | 0.44 | -- | -- | -- | -- |
| SCOTTSDALE | CHAPARRAL | 28 | C | 21 | 19 | 0.47 | -- | -- | -- | -- |
| 68TH | THOMAS | 29 | C | 21 | 16 | 0.54 | -- | -- | -- | -- |
| 98TH | BELL | 30 | C | 21 | 10 | 0.58 | C | 9 | B | 41 |
| 94TH | LEGACY | 31 | C | 21 | 8 | 0.54 | A | 46 | A | 47 |
| 86TH | MCDONALD | 32 | C | 20 | 12 | 0.35 | -- | -- | -- | -- |
| GOLDWATER (SOUTH) | SCOTTSDALE | 33 | C | 20 | 5 | 0.39 | -- | -- | -- | -- |
| SCOTTSDALE | MAYO | 34 | C | 18 | 17 | 0.47 | C | 10 | C | 11 |
| PIMA | PIMA CENTER | 35 | C | 16 | 11 | 0.41 | -- | -- | -- | -- |
| HAYDEN | 101 FREEWAY EB | 36 | B | 19 | 11 | 0.47 | C | 12 | C | 8 |
| SCOTTSDALE | OSBORN | 37 | B | 19 | 10 | 0.47 | -- | -- | -- | -- |
| 60TH | CAREFREE | 38 | B | 19 | 6 | 0.46 | -- | -- | -- | -- |
| GRANITE REEF | MCDOWELL | 39 | B | 18 | 15 | 0.55 | -- | -- | -- | -- |
| HAYDEN | MCCORMICK | 40 | B | 18 | 14 | 0.44 | -- | -- | -- | -- |
| SCOTTSDALE | ROOSEVELT | 41 | B | 18 | 13 | 0.63 | -- | -- | -- | -- |
| SCOTTSDALE | DIXILETA | 42 | B | 18 | 12 | 0.42 | -- | -- | -- | -- |
| 74TH | SHEA | 43 | B | 17 | 15 | 0.48 | -- | -- | -- | -- |
| 86TH | CHAPARRAL | 44 | B | 17 | 10 | 0.51 | -- | -- | -- | -- |

| N/S_STREET | E/W_STREET | AM Peak Hour | | | | | MD Peak | | PM Peak | |
|-------------------|----------------|--------------|-----|-------------------|---------------------|-------------------|---------|------|---------|------|
| | | Rank | LOS | Delay/ Veh (s) | Total Delay (hr) | Stops/ Vehicle | LOS | Rank | LOS | Rank |
| 92ND | MOUNTAIN VIEW | 45 | B | 17 | 8 | 0.55 | -- | -- | -- | -- |
| 73RD | BUTHERUS | 46 | B | 17 | 5 | 0.41 | C | 7 | C | 7 |
| SCOTTSDALE | 5TH | 47 | B | 17 | 5 | 0.31 | -- | -- | -- | -- |
| GRANITE REEF | CAMELBACK | 48 | B | 17 | 4 | 0.53 | -- | -- | -- | -- |
| 124TH | SHEA | 49 | B | 16 | 19 | 0.52 | -- | -- | -- | -- |
| MILLER | MCDOWELL | 50 | B | 16 | 14 | 0.6 | -- | -- | -- | -- |
| HAYDEN | OSBORN | 51 | B | 16 | 13 | 0.34 | -- | -- | -- | -- |
| GRANITE REEF | THOMAS | 52 | B | 16 | 12 | 0.34 | -- | -- | -- | -- |
| 82ND | MCDONALD | 53 | B | 16 | 10 | 0.4 | -- | -- | -- | -- |
| HAYDEN | REDFIELD | 54 | B | 16 | 10 | 0.41 | B | 15 | B | 16 |
| VIA LINDA | VIA DE VENTURA | 55 | B | 16 | 5 | 0.38 | -- | -- | -- | -- |
| 94TH | THUNDERBIRD | 56 | B | 15 | 7 | 0.28 | B | 18 | B | 20 |
| PIMA | WESTLAND | 57 | B | 15 | 5 | 0.42 | -- | -- | B | 42 |
| 90TH | CACTUS | 58 | B | 14 | 11 | 0.39 | A | 49 | A | 63 |
| 124TH | VIA LINDA | 59 | B | 14 | 10 | 0.36 | B | 20 | B | 27 |
| 90TH/REDFIELD | RAINTREE | 60 | B | 14 | 9 | 0.35 | B | 16 | B | 21 |
| 130TH | SHEA | 61 | B | 13 | 13 | 0.35 | -- | -- | -- | -- |
| HAYDEN | 101 FREEWAY WB | 62 | B | 13 | 8 | 0.28 | C | 11 | C | 6 |
| VIA LINDA | LAKEVIEW | 63 | B | 13 | 5 | 0.48 | -- | -- | -- | -- |
| 64TH | DYNAMITE | 64 | B | 13 | 4 | 0.31 | -- | -- | -- | -- |
| 128TH | SHEA | 65 | B | 12 | 14 | 0.58 | -- | -- | -- | -- |
| SCOTTSDALE | GOLD DUST | 66 | B | 12 | 10 | 0.42 | -- | -- | -- | -- |
| 64TH | CACTUS | 67 | B | 12 | 10 | 0.36 | B | 27 | C | 10 |
| GRANITE REEF | MCDONALD | 68 | B | 12 | 8 | 0.38 | -- | -- | -- | -- |
| HAYDEN | VIA LINDA | 69 | B | 12 | 8 | 0.3 | -- | -- | -- | -- |
| 91ST/SAN SALVADOR | VIA LINDA | 70 | B | 12 | 7 | 0.37 | -- | -- | B | 22 |
| 96TH | CACTUS | 71 | B | 12 | 6 | 0.56 | A | 38 | B | 40 |
| 56TH | CAREFREE | 72 | B | 12 | 5 | 0.44 | -- | -- | -- | -- |
| PIMA | HUMMINGBIRD | 73 | B | 12 | 4 | 0.26 | -- | -- | -- | -- |
| 74TH | MCDOWELL | 74 | B | 11 | 9 | 0.28 | -- | -- | -- | -- |
| SCOTTSDALE | JACKRABBIT | 75 | B | 11 | 9 | 0.25 | -- | -- | -- | -- |
| SCOTTSDALE | HIGHLAND | 76 | B | 11 | 6 | 0.39 | -- | -- | -- | -- |
| THOMPSON PEAK | WINDGATE PASS | 77 | B | 11 | 4 | 0.29 | A | 33 | A | 68 |
| MILLER | ROOSEVELT | 78 | B | 11 | 3 | 0.48 | -- | -- | -- | -- |
| DRINKWATER | 2ND | 79 | B | 11 | 3 | 0.37 | -- | -- | -- | -- |
| DRINKWATER | 5TH | 80 | B | 11 | 3 | 0.35 | -- | -- | -- | -- |
| SCOTTSDALE | SWEETWATER | 81 | B | 10 | 10 | 0.28 | A | 47 | A | 69 |
| SCOTTSDALE | PRINCESS | 82 | B | 10 | 9 | 0.35 | B | 13 | A | 45 |
| 56TH | DYNAMITE | 83 | B | 10 | 4 | 0.56 | -- | -- | -- | -- |
| MILLER | OSBORN | 84 | B | 10 | 4 | 0.52 | -- | -- | -- | -- |
| PIMA | LONE MOUNTAIN | 85 | B | 10 | 4 | 0.35 | -- | -- | A | 49 |
| MILLER | 2ND | 86 | B | 10 | 4 | 0.48 | -- | -- | -- | -- |
| 134TH | SHEA | 87 | A | 9 | 8 | 0.31 | -- | -- | -- | -- |
| SCOTTSDALE | ACOMA | 88 | A | 9 | 8 | 0.21 | B | 22 | B | 13 |

| N/S_STREET | E/W_STREET | AM Peak Hour | | | | | MD Peak | | PM Peak | |
|--------------------|--------------------|--------------|-----|-------------------|---------------------|-------------------|---------|------|---------|------|
| | | Rank | LOS | Delay/ Veh (s) | Total Delay (hr) | Stops/ Vehicle | LOS | Rank | LOS | Rank |
| FRANK LLOYD WRIGHT | CACTUS | 89 | A | 9 | 8 | 0.47 | A | 30 | B | 24 |
| SCOTTSDALE | GRAYHAWK | 90 | A | 9 | 8 | 0.3 | A | 53 | A | 57 |
| 90TH | FRANK LLOYD WRIGHT | 91 | A | 9 | 8 | 0.33 | B | 23 | A | 44 |
| 76TH | FRANK LLOYD WRIGHT | 92 | A | 9 | 7 | 0.31 | A | 40 | B | 38 |
| SCOTTSDALE | OAK | 93 | A | 9 | 7 | 0.35 | -- | -- | -- | -- |
| 118TH | VIA LINDA | 94 | A | 9 | 5 | 0.52 | A | 62 | A | 79 |
| 96TH | VIA LINDA | 95 | A | 9 | 5 | 0.36 | -- | -- | A | 46 |
| MILLER | WILLIAMS | 96 | A | 9 | 3 | 0.36 | A | 50 | B | 31 |
| ALMA SCHOOL | DYNAMITE | 97 | A | 9 | 3 | 0.25 | -- | -- | -- | -- |
| SCOTTSDALE | 1ST ST | 98 | A | 9 | 3 | 0.37 | -- | -- | -- | -- |
| 84TH | SHEA | 99 | A | 8 | 8 | 0.44 | -- | -- | -- | -- |
| HAYDEN | ROOSEVELT | 100 | A | 8 | 5 | 0.24 | -- | -- | -- | -- |
| CIVIC CENTER | THOMAS | 101 | A | 8 | 5 | 0.39 | -- | -- | -- | -- |
| 78TH | MCDONALD | 102 | A | 8 | 4 | 0.21 | -- | -- | -- | -- |
| HAYDEN | GRAYHAWK | 103 | A | 8 | 4 | 0.31 | A | 59 | A | 70 |
| SCOTTSDALE | DRINKWATER (NORTH) | 104 | A | 8 | 3 | 0.22 | -- | -- | -- | -- |
| 94TH | SWEETWATER | 105 | A | 8 | 3 | 0.23 | A | 64 | A | 65 |
| 76TH | THOMPSON PEAK | 106 | A | 8 | 2 | 0.39 | A | 45 | A | 59 |
| SCOTTSDALE | 2ND | 107 | A | 8 | 2 | 0.37 | -- | -- | -- | -- |
| SCOTTSDALE | MCCORMICK | 108 | A | 7 | 6 | 0.33 | -- | -- | -- | -- |
| SCOTTSDALE | MESCAL | 109 | A | 7 | 6 | 0.23 | A | 35 | B | 29 |
| SCOTTSDALE | CHOLLA | 110 | A | 7 | 5 | 0.18 | A | 67 | A | 75 |
| SCOTTSDALE | PARADISE | 111 | A | 7 | 5 | 0.23 | B | 14 | C | 12 |
| GRANITE REEF | INDIAN SCHOOL | 112 | A | 7 | 5 | 0.22 | -- | -- | -- | -- |
| 70TH | THOMAS | 113 | A | 7 | 4 | 0.25 | -- | -- | -- | -- |
| SCOTTSDALE | ASHLER HILLS | 114 | A | 7 | 4 | 0.19 | -- | -- | -- | -- |
| HAYDEN | SWEETWATER | 115 | A | 7 | 4 | 0.19 | A | 74 | A | 54 |
| FRANK LLOYD WRIGHT | RAINTREE | 116 | A | 7 | 4 | 0.26 | A | 43 | B | 19 |
| THOMPSON PEAK | PARADISE | 117 | A | 7 | 3 | 0.22 | A | 61 | A | 72 |
| THOMPSON PEAK | REDFIELD | 118 | A | 7 | 2 | 0.15 | A | 65 | A | 66 |
| PERIMETER | PRINCESS | 119 | A | 7 | 2 | 0.2 | B | 19 | B | 18 |
| 90TH | THOMPSON PEAK | 120 | A | 7 | 2 | 0.15 | A | 37 | B | 32 |
| HAYDEN | 83RD | 121 | A | 7 | 2 | 0.21 | B | 24 | B | 26 |
| 73RD | KIERLAND | 122 | A | 7 | 2 | 0.14 | B | 29 | B | 34 |
| 110TH | SHEA | 123 | A | 6 | 6 | 0.14 | -- | -- | -- | -- |
| NORTHSIGHT | FRANK LLOYD WRIGHT | 124 | A | 6 | 6 | 0.22 | B | 21 | B | 28 |
| 70TH | MCDOWELL | 125 | A | 6 | 5 | 0.29 | -- | -- | -- | -- |
| SCOTTSDALE | CHAUNCEY | 126 | A | 6 | 5 | 0.21 | A | 57 | B | 37 |
| SCOTTSDALE | JOMAX | 127 | A | 6 | 4 | 0.15 | -- | -- | A | 77 |
| 82ND | INDIAN SCHOOL | 128 | A | 6 | 4 | 0.19 | -- | -- | -- | -- |
| SCOTTSDALE | SKYSONG | 129 | A | 6 | 4 | 0.25 | -- | -- | -- | -- |
| CATTLETRACK | MCDONALD | 130 | A | 6 | 3 | 0.42 | -- | -- | -- | -- |
| 73RD | THUNDERBIRD | 131 | A | 6 | 3 | 0.15 | B | 25 | B | 23 |

| N/S_STREET | E/W_STREET | AM Peak Hour | | | | | MD Peak | | PM Peak | |
|---------------------------|-------------------------|--------------|-----|-------------------|---------------------|-------------------|---------|------|---------|------|
| | | Rank | LOS | Delay/ Veh (s) | Total Delay (hr) | Stops/ Vehicle | LOS | Rank | LOS | Rank |
| 102ND | MCDOWELL MOUNTAIN RANCH | 132 | A | 6 | 3 | 0.2 | A | 75 | A | 80 |
| PERIMETER | BELL | 133 | A | 6 | 2 | 0.11 | A | 39 | B | 33 |
| DRINKWATER | 3RD | 134 | A | 6 | 2 | 0.18 | -- | -- | -- | -- |
| SCOTTSDALE HEALTHCARE | THOMPSON PEAK | 135 | A | 6 | 2 | 0.33 | A | 32 | B | 43 |
| 68TH | OAK | 136 | A | 6 | 1 | 0.29 | -- | -- | -- | -- |
| 84TH | CACTUS | 137 | A | 5 | 5 | 0.24 | A | 52 | A | 61 |
| PIMA | LOS GATOS | 138 | A | 5 | 4 | 0.17 | A | 58 | A | 76 |
| SCOTTSDALE | CHEYNEY | 139 | A | 5 | 4 | 0.21 | -- | -- | -- | -- |
| FRANK LLOYD WRIGHT | ALTADENA | 140 | A | 5 | 4 | 0.26 | A | 72 | A | 58 |
| 77TH | MCDOWELL | 141 | A | 5 | 4 | 0.21 | -- | -- | -- | -- |
| 87TH | RAINTREE | 142 | A | 5 | 4 | 0.12 | B | 26 | B | 14 |
| HAYDEN | LINCOLN | 143 | A | 5 | 3 | 0.23 | -- | -- | -- | -- |
| HAYDEN | ROYAL PALM | 144 | A | 5 | 3 | 0.2 | -- | -- | -- | -- |
| 75TH | INDIAN SCHOOL | 145 | A | 5 | 3 | 0.21 | -- | -- | -- | -- |
| HAYDEN | PALM | 146 | A | 5 | 2 | 0.21 | -- | -- | -- | -- |
| SCOTTSDALE | RANCHO VISTA | 147 | A | 5 | 3 | 0.22 | -- | -- | -- | -- |
| 76TH | REDFIELD | 148 | A | 5 | 3 | 0.38 | A | 44 | A | 55 |
| GRAYHAWK | THOMPSON PEAK | 149 | A | 5 | 2 | 0.33 | A | 54 | A | 56 |
| MILLER | DEER VALLEY | 150 | A | 5 | 2 | 0.3 | A | 55 | A | 71 |
| 82ND | RAINTREE | 151 | A | 5 | 2 | 0.14 | A | 31 | B | 25 |
| GAINEY CLUB/GAINEY SUITES | DOUBLETREE RANCH | 152 | A | 5 | 2 | 0.17 | -- | -- | -- | -- |
| DESERT CAMP (WEST) | THOMPSON PEAK | 153 | A | 5 | 2 | 0.3 | A | 66 | A | 74 |
| DESERT CAMP (EAST) | THOMPSON PEAK | 154 | A | 5 | 1 | 0.13 | A | 76 | A | 82 |
| SCOTTSDALE | 3RD | 155 | A | 5 | 1 | 0.22 | -- | -- | -- | -- |
| SCOTTSDALE | DEER VALLEY | 156 | A | 4 | 3 | 0.12 | A | 42 | A | 53 |
| SCOTTSDALE | ROSE | 157 | A | 4 | 3 | 0.22 | -- | -- | -- | -- |
| SCOTTSDALE | 17050 N | 158 | A | 4 | 3 | 0.1 | A | 51 | B | 36 |
| SCOTTSDALE | WILLIAMS | 159 | A | 4 | 3 | 0.11 | A | 48 | A | 48 |
| SCOTTSDALE | HAPPY VALLEY | 160 | A | 4 | 3 | 0.17 | -- | -- | B | 39 |
| PIMA | HUALAPAI | 161 | A | 4 | 3 | 0.12 | A | 68 | A | 78 |
| HAYDEN | OAK | 162 | A | 4 | 3 | 0.15 | -- | -- | -- | -- |
| FRANK LLOYD WRIGHT | THUNDERBIRD | 163 | A | 4 | 2 | 0.14 | A | 73 | A | 64 |
| 91ST | BELL | 164 | A | 4 | 2 | 0.2 | A | 36 | B | 35 |
| THOMPSON PEAK | HORSESHOE CANYON | 165 | A | 4 | 2 | 0.21 | A | 56 | A | 67 |
| 92ND | CHOLLA | 166 | A | 4 | 1 | 0.22 | A | 63 | A | 73 |
| 91ST | LEGACY | 167 | A | 4 | 2 | 0.16 | A | 70 | -- | -- |
| GOLDWATER | VIA SOLERI | 168 | A | 4 | 1 | 0.16 | -- | -- | -- | -- |
| MARSHALL | INDIAN SCHOOL | 169 | A | 4 | 1 | 0.21 | -- | -- | -- | -- |
| GAINEY RANCH/VAQUERO | DOUBLETREE RANCH | 170 | A | 4 | 1 | 0.16 | -- | -- | -- | -- |
| 87TH | NORTHSIGHT | 171 | A | 4 | 1 | 0.21 | A | 34 | A | 60 |
| 70TH | GOLD DUST | 172 | A | 4 | 1 | 0.29 | -- | -- | -- | -- |
| SCOTTSDALE | EASTWOOD | 173 | A | 3 | 2 | 0.07 | -- | -- | -- | -- |
| 71ST | SHEA | 174 | A | 3 | 2 | 0.07 | -- | -- | -- | -- |
| 72ND | SHEA | 175 | A | 3 | 2 | 0.09 | -- | -- | -- | -- |

| N/S_STREET | E/W_STREET | AM Peak Hour | | | | | MD Peak | | PM Peak | |
|------------------------|--------------------|--------------|-----|-------------------|---------------------|-------------------|---------|------|---------|------|
| | | Rank | LOS | Delay/ Veh (s) | Total Delay (hr) | Stops/ Vehicle | LOS | Rank | LOS | Rank |
| SCOTTSDALE | MERCER | 176 | A | 3 | 3 | 0.08 | A | 41 | A | 51 |
| PIMA | MARKET | 177 | A | 3 | 2 | 0.1 | A | 69 | A | 62 |
| SCOTTSDALE | VISTA | 178 | A | 3 | 2 | 0.18 | -- | -- | -- | -- |
| 82ND | MCDOWELL | 179 | A | 3 | 2 | 0.07 | -- | -- | -- | -- |
| HAYDEN | JACKRABBIT | 180 | A | 3 | 2 | 0.16 | -- | -- | -- | -- |
| SCOTTSDALE | EARL | 181 | A | 3 | 2 | 0.09 | -- | -- | -- | -- |
| GOLDWATER | 5TH | 182 | A | 3 | 1 | 0.08 | -- | -- | -- | -- |
| 90TH | COCHISE | 183 | A | 3 | 1 | 0.19 | -- | -- | -- | -- |
| PIMA | DIXILETA | 184 | A | 3 | 1 | 0.23 | -- | -- | -- | -- |
| PIMA CROSSING | SHEA | 185 | A | 2 | 2 | 0.09 | -- | -- | -- | -- |
| MILLER | SHEA | 186 | A | 2 | 2 | 0.1 | -- | -- | -- | -- |
| SCOTTSDALE | 7025 N | 187 | A | 2 | 2 | 0.1 | -- | -- | -- | -- |
| PROMENADE | FRANK LLOYD WRIGHT | 188 | A | 2 | 1 | 0.06 | B | 28 | A | 52 |
| VIA DE NEGOCIO | VIA DE VENTURA | 189 | A | 2 | 1 | 0.07 | -- | -- | -- | -- |
| SCOTTSDALE | DRINKWATER (SOUTH) | 190 | A | 2 | 1 | 0.14 | -- | -- | -- | -- |
| 76TH PL | REDFIELD | 191 | A | 2 | 1 | 0.03 | A | 60 | B | 30 |
| SCOTTSDALE | FASHION SQUARE | 192 | A | 2 | 1 | 0.08 | -- | -- | -- | -- |
| BUCKBOARD | INDIAN SCHOOL | 193 | A | 2 | 1 | 0.07 | -- | -- | -- | -- |
| PIMA | SALT RIVER FIELDS | 194 | A | 2 | 1 | 0.09 | -- | -- | -- | -- |
| BROWN | INDIAN SCHOOL | 195 | A | 2 | 0 | 0.05 | -- | -- | -- | -- |
| GAINNEY CENTER | DOUBLETREE RANCH | 196 | A | 2 | 0 | 0.07 | -- | -- | -- | -- |
| GAINNEY CENTER/VAQUERO | DOUBLETREE RANCH | 197 | A | 2 | 1 | 0.11 | -- | -- | -- | -- |
| GOLDWATER | MAIN | 198 | A | 2 | 1 | 0.07 | -- | -- | -- | -- |
| SCOTTSDALE | HENKEL | 199 | A | 1 | 1 | 0.06 | A | 71 | A | 50 |
| SCOTTSDALE | 6750 N | 200 | A | 1 | 1 | 0.11 | -- | -- | -- | -- |
| SCOTTSDALE | GAINNEY SUITES | 201 | A | 1 | 1 | 0.04 | -- | -- | -- | -- |
| HAYDEN | JOE FOSS | 202 | A | 1 | 0 | 0.07 | -- | -- | -- | -- |
| HAYDEN | COMMERCE | 203 | A | 1 | 0 | 0.05 | -- | -- | -- | -- |

**City of Scottsdale
2020 Congestion Report**

**Intersection LOS - Midday Peak Hour, Sorted by LOS Category
- Arterial & Arterial Intersections Excluded**

NOTES:

Intersections in this section include only those whose intersecting streets are not both classified as an arterial at least one of the approach legs. Couplets, specifically Goldwater Boulevard and Drinkwater Boulevard, are grouped with arterial classifications.

Intersections have a displayed rank by analysis period. Rank is determined by level of service ("LOS"), worst to best, then by average delay per vehicle.

| N/S_STREET | E/W_STREET | Midday Peak Hour | | | | | AM Peak | | PM Peak | |
|-----------------------|-------------------------|------------------|-----|-------------------|---------------------|-------------------|---------|------|---------|------|
| | | Rank | LOS | Delay/ Veh (s) | Total Delay (hr) | Stops/ Vehicle | LOS | Rank | LOS | Rank |
| NORTHSIGHT | RAINTREE | 1 | D | 37 | 37 | 0.7 | C | 14 | D | 4 |
| SCOTTSDALE | THUNDERBIRD | 2 | C | 30 | 38 | 0.7 | C | 8 | E | 1 |
| HAYDEN | CACTUS | 3 | C | 30 | 30 | 0.7 | D | 2 | D | 3 |
| SCOTTSDALE | CACTUS | 4 | C | 26 | 33 | 0.53 | C | 15 | D | 2 |
| 101 FREEWAY | CACTUS | 5 | C | 24 | 21 | 0.52 | D | 1 | C | 5 |
| 94TH | CACTUS | 6 | C | 24 | 15 | 0.65 | C | 13 | C | 9 |
| 73RD | BUTHERUS | 7 | C | 23 | 8 | 0.54 | B | 46 | C | 7 |
| 105TH | MCDOWELL MOUNTAIN RANCH | 8 | C | 23 | 7 | 0.49 | C | 10 | B | 15 |
| 98TH | BELL | 9 | C | 22 | 11 | 0.61 | C | 30 | B | 41 |
| SCOTTSDALE | MAYO | 10 | C | 21 | 25 | 0.54 | C | 34 | C | 11 |
| HAYDEN | 101 FREEWAY WB | 11 | C | 20 | 13 | 0.45 | B | 62 | C | 6 |
| HAYDEN | 101 FREEWAY EB | 12 | C | 20 | 11 | 0.51 | B | 36 | C | 8 |
| SCOTTSDALE | PRINCESS | 13 | B | 14 | 14 | 0.5 | B | 82 | A | 45 |
| SCOTTSDALE | PARADISE | 14 | B | 13 | 12 | 0.33 | A | 111 | C | 12 |
| HAYDEN | REDFIELD | 15 | B | 13 | 9 | 0.32 | B | 54 | B | 16 |
| 90TH/REDFIELD | RAINTREE | 16 | B | 13 | 8 | 0.37 | B | 60 | B | 21 |
| 94TH | BELL | 17 | B | 13 | 6 | 0.39 | D | 3 | B | 17 |
| 94TH | THUNDERBIRD | 18 | B | 13 | 5 | 0.25 | B | 56 | B | 20 |
| PERIMETER | PRINCESS | 19 | B | 13 | 4 | 0.3 | A | 119 | B | 18 |
| 124TH | VIA LINDA | 20 | B | 13 | 4 | 0.31 | B | 59 | B | 27 |
| NORTHSIGHT | FRANK LLOYD WRIGHT | 21 | B | 12 | 14 | 0.36 | A | 124 | B | 28 |
| SCOTTSDALE | ACOMA | 22 | B | 12 | 11 | 0.4 | A | 88 | B | 13 |
| 90TH | FRANK LLOYD WRIGHT | 23 | B | 12 | 10 | 0.33 | A | 91 | A | 44 |
| HAYDEN | 83RD | 24 | B | 12 | 6 | 0.34 | A | 121 | B | 26 |
| 73RD | THUNDERBIRD | 25 | B | 12 | 6 | 0.41 | A | 131 | B | 23 |
| 87TH | RAINTREE | 26 | B | 11 | 11 | 0.26 | A | 142 | B | 14 |
| 64TH | CACTUS | 27 | B | 11 | 7 | 0.35 | B | 67 | C | 10 |
| PROMENADE | FRANK LLOYD WRIGHT | 28 | B | 10 | 8 | 0.29 | A | 188 | A | 52 |
| 73RD | KIERLAND | 29 | B | 10 | 6 | 0.23 | A | 122 | B | 34 |
| FRANK LLOYD WRIGHT | CACTUS | 30 | A | 9 | 5 | 0.41 | A | 89 | B | 24 |
| 82ND | RAINTREE | 31 | A | 9 | 4 | 0.15 | A | 151 | B | 25 |
| SCOTTSDALE HEALTHCARE | THOMPSON PEAK | 32 | A | 9 | 3 | 0.5 | A | 135 | B | 43 |
| THOMPSON PEAK | WINDGATE PASS | 33 | A | 9 | 2 | 0.24 | B | 77 | A | 68 |
| 87TH | NORTHSIGHT | 34 | A | 9 | 2 | 0.22 | A | 171 | A | 60 |
| SCOTTSDALE | MESCAL | 35 | A | 8 | 7 | 0.3 | A | 109 | B | 29 |
| 91ST | BELL | 36 | A | 8 | 4 | 0.3 | A | 164 | B | 35 |
| 90TH | THOMPSON PEAK | 37 | A | 8 | 3 | 0.48 | A | 120 | B | 32 |
| 96TH | CACTUS | 38 | A | 8 | 3 | 0.38 | B | 71 | B | 40 |
| PERIMETER | BELL | 39 | A | 8 | 2 | 0.31 | A | 133 | B | 33 |
| 76TH | FRANK LLOYD WRIGHT | 40 | A | 7 | 6 | 0.2 | A | 92 | B | 38 |
| SCOTTSDALE | MERCER | 41 | A | 7 | 6 | 0.21 | A | 176 | A | 51 |
| SCOTTSDALE | DEER VALLEY | 42 | A | 7 | 6 | 0.44 | A | 156 | A | 53 |
| FRANK LLOYD WRIGHT | RAINTREE | 43 | A | 7 | 3 | 0.27 | A | 116 | B | 19 |
| 76TH | REDFIELD | 44 | A | 7 | 3 | 0.28 | A | 148 | A | 55 |

| N/S_STREET | E/W_STREET | Midday Peak Hour | | | | | AM Peak | | PM Peak | |
|--------------------|------------------|------------------|-----|-------------------|---------------------|-------------------|---------|------|---------|------|
| | | Rank | LOS | Delay/ Veh (s) | Total Delay (hr) | Stops/ Vehicle | LOS | Rank | LOS | Rank |
| 76TH | THOMPSON PEAK | 45 | A | 7 | 2 | 0.39 | A | 106 | A | 59 |
| 94TH | LEGACY | 46 | A | 7 | 2 | 0.33 | C | 31 | A | 47 |
| SCOTTSDALE | SWEETWATER | 47 | A | 6 | 6 | 0.4 | B | 81 | A | 69 |
| SCOTTSDALE | WILLIAMS | 48 | A | 6 | 5 | 0.18 | A | 159 | A | 48 |
| 90TH | CACTUS | 49 | A | 6 | 3 | 0.23 | B | 58 | A | 63 |
| MILLER | WILLIAMS | 50 | A | 6 | 2 | 0.29 | A | 96 | B | 31 |
| SCOTTSDALE | 17050 N | 51 | A | 5 | 5 | 0.19 | A | 158 | B | 36 |
| 84TH | CACTUS | 52 | A | 5 | 5 | 0.29 | A | 137 | A | 61 |
| SCOTTSDALE | GRAYHAWK | 53 | A | 5 | 4 | 0.15 | A | 90 | A | 57 |
| GRAYHAWK | THOMPSON PEAK | 54 | A | 5 | 2 | 0.3 | A | 149 | A | 56 |
| MILLER | DEER VALLEY | 55 | A | 5 | 2 | 0.17 | A | 150 | A | 71 |
| THOMPSON PEAK | HORSESHOE CANYON | 56 | A | 5 | 1 | 0.18 | A | 165 | A | 67 |
| SCOTTSDALE | CHAUNCEY | 57 | A | 4 | 4 | 0.09 | A | 126 | B | 37 |
| PIMA | LOS GATOS | 58 | A | 4 | 4 | 0.2 | A | 138 | A | 76 |
| HAYDEN | GRAYHAWK | 59 | A | 4 | 2 | 0.23 | A | 103 | A | 70 |
| 76TH PL | REDFIELD | 60 | A | 4 | 2 | 0.15 | A | 191 | B | 30 |
| THOMPSON PEAK | PARADISE | 61 | A | 4 | 1 | 0.14 | A | 117 | A | 72 |
| 118TH | VIA LINDA | 62 | A | 4 | 1 | 0.1 | A | 94 | A | 79 |
| 92ND | CHOLLA | 63 | A | 4 | 1 | 0.25 | A | 166 | A | 73 |
| 94TH | SWEETWATER | 64 | A | 4 | 1 | 0.19 | A | 105 | A | 65 |
| THOMPSON PEAK | REDFIELD | 65 | A | 4 | 1 | 0.12 | A | 118 | A | 66 |
| DESERT CAMP (WEST) | THOMPSON PEAK | 66 | A | 4 | 1 | 0.16 | A | 153 | A | 74 |
| SCOTTSDALE | CHOLLA | 67 | A | 3 | 3 | 0.12 | A | 110 | A | 75 |
| PIMA | HUALAPAI | 68 | A | 3 | 2 | 0.12 | A | 161 | A | 78 |
| PIMA | MARKET | 69 | A | 3 | 2 | 0.1 | A | 177 | A | 62 |
| 91ST | LEGACY | 70 | A | 3 | 1 | 0.23 | A | 167 | -- | -- |
| SCOTTSDALE | HENKEL | 71 | A | 2 | 2 | 0.12 | A | 199 | A | 50 |
| FRANK LLOYD WRIGHT | ALTADENA | 72 | A | 2 | 1 | 0.09 | A | 140 | A | 58 |
| FRANK LLOYD WRIGHT | THUNDERBIRD | 73 | A | 2 | 1 | 0.08 | A | 163 | A | 64 |

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**City of Scottsdale
2020 Congestion Report**

**Intersection LOS - PM Peak Hour, Sorted by LOS Category
- Arterial & Arterial Intersections Excluded**

NOTES:

Intersections in this section include only those whose intersecting streets are not both classified as an arterial at least one of the approach legs. Couplets, specifically Goldwater Boulevard and Drinkwater Boulevard, are grouped with arterial classifications.

Intersections have a displayed rank by analysis period. Rank is determined by level of service ("LOS"), worst to best, then by average delay per vehicle.

| N/S_STREET | E/W_STREET | PM Peak Hour | | | | | AM Peak | | MD Peak | |
|-----------------------|-------------------------|--------------|-----|-------------------|---------------------|-------------------|---------|------|---------|------|
| | | Rank | LOS | Delay/ Veh (s) | Total Delay (hr) | Stops/ Vehicle | LOS | Rank | LOS | Rank |
| SCOTTSDALE | THUNDERBIRD | 1 | E | 59 | 90 | 0.67 | C | 8 | C | 2 |
| SCOTTSDALE | CACTUS | 2 | D | 38 | 66 | 0.81 | C | 15 | C | 4 |
| HAYDEN | CACTUS | 3 | D | 37 | 52 | 0.76 | D | 2 | C | 3 |
| NORTHSIGHT | RAINTREE | 4 | D | 35 | 33 | 0.63 | C | 14 | D | 1 |
| 101 FREEWAY | CACTUS | 5 | C | 34 | 40 | 0.63 | D | 1 | C | 5 |
| HAYDEN | 101 FREEWAY WB | 6 | C | 34 | 32 | 0.46 | B | 62 | C | 11 |
| 73RD | BUTHERUS | 7 | C | 34 | 14 | 0.6 | B | 46 | C | 7 |
| HAYDEN | 101 FREEWAY EB | 8 | C | 33 | 22 | 0.63 | B | 36 | C | 12 |
| 94TH | CACTUS | 9 | C | 24 | 21 | 0.69 | C | 13 | C | 6 |
| 64TH | CACTUS | 10 | C | 23 | 23 | 0.57 | B | 67 | B | 27 |
| SCOTTSDALE | MAYO | 11 | C | 22 | 28 | 0.52 | C | 34 | C | 10 |
| SCOTTSDALE | PARADISE | 12 | C | 20 | 21 | 0.59 | A | 111 | B | 14 |
| SCOTTSDALE | ACOMA | 13 | B | 19 | 20 | 0.6 | A | 88 | B | 22 |
| 87TH | RAINTREE | 14 | B | 19 | 18 | 0.42 | A | 142 | B | 26 |
| 105TH | MCDOWELL MOUNTAIN RANCH | 15 | B | 19 | 7 | 0.39 | C | 10 | C | 8 |
| HAYDEN | REDFIELD | 16 | B | 18 | 15 | 0.46 | B | 54 | B | 15 |
| 94TH | BELL | 17 | B | 18 | 11 | 0.35 | D | 3 | B | 17 |
| PERIMETER | PRINCESS | 18 | B | 18 | 7 | 0.36 | A | 119 | B | 19 |
| FRANK LLOYD WRIGHT | RAINTREE | 19 | B | 17 | 11 | 0.45 | A | 116 | A | 43 |
| 94TH | THUNDERBIRD | 20 | B | 16 | 10 | 0.33 | B | 56 | B | 18 |
| 90TH/REDFIELD | RAINTREE | 21 | B | 15 | 12 | 0.36 | B | 60 | B | 16 |
| 91ST/SAN SALVADOR | VIA LINDA | 22 | B | 15 | 10 | 0.43 | B | 70 | -- | -- |
| 73RD | THUNDERBIRD | 23 | B | 14 | 8 | 0.37 | A | 131 | B | 25 |
| FRANK LLOYD WRIGHT | CACTUS | 24 | B | 13 | 12 | 0.55 | A | 89 | A | 30 |
| 82ND | RAINTREE | 25 | B | 13 | 6 | 0.25 | A | 151 | A | 31 |
| HAYDEN | 83RD | 26 | B | 13 | 6 | 0.32 | A | 121 | B | 24 |
| 124TH | VIA LINDA | 27 | B | 13 | 6 | 0.33 | B | 59 | B | 20 |
| NORTHSIGHT | FRANK LLOYD WRIGHT | 28 | B | 12 | 14 | 0.32 | A | 124 | B | 21 |
| SCOTTSDALE | MESCAL | 29 | B | 12 | 12 | 0.34 | A | 109 | A | 35 |
| 76TH PL | REDFIELD | 30 | B | 12 | 6 | 0.28 | A | 191 | A | 60 |
| MILLER | WILLIAMS | 31 | B | 12 | 6 | 0.23 | A | 96 | A | 50 |
| 90TH | THOMPSON PEAK | 32 | B | 12 | 4 | 0.2 | A | 120 | A | 37 |
| PERIMETER | BELL | 33 | B | 12 | 4 | 0.22 | A | 133 | A | 39 |
| 73RD | KIERLAND | 34 | B | 11 | 7 | 0.2 | A | 122 | B | 29 |
| 91ST | BELL | 35 | B | 11 | 6 | 0.25 | A | 164 | A | 36 |
| SCOTTSDALE | 17050 N | 36 | B | 10 | 12 | 0.38 | A | 158 | A | 51 |
| SCOTTSDALE | CHAUNCEY | 37 | B | 10 | 10 | 0.39 | A | 126 | A | 57 |
| 76TH | FRANK LLOYD WRIGHT | 38 | B | 10 | 10 | 0.23 | A | 92 | A | 40 |
| SCOTTSDALE | HAPPY VALLEY | 39 | B | 10 | 9 | 0.53 | A | 160 | -- | -- |
| 96TH | CACTUS | 40 | B | 10 | 5 | 0.5 | B | 71 | A | 38 |
| 98TH | BELL | 41 | B | 10 | 4 | 0.22 | C | 30 | C | 9 |
| PIMA | WESTLAND | 42 | B | 10 | 4 | 0.42 | B | 57 | -- | -- |
| SCOTTSDALE HEALTHCARE | THOMPSON PEAK | 43 | B | 10 | 3 | 0.48 | A | 135 | A | 32 |
| 90TH | FRANK LLOYD WRIGHT | 44 | A | 9 | 8 | 0.28 | A | 91 | B | 23 |

| N/S_STREET | E/W_STREET | PM Peak Hour | | | | | AM Peak | | MD Peak | |
|--------------------|--------------------|--------------|-----|-------------------|---------------------|-------------------|---------|------|---------|------|
| | | Rank | LOS | Delay/ Veh (s) | Total Delay (hr) | Stops/ Vehicle | LOS | Rank | LOS | Rank |
| SCOTTSDALE | PRINCESS | 45 | A | 9 | 8 | 0.25 | B | 82 | B | 13 |
| 96TH | VIA LINDA | 46 | A | 9 | 5 | 0.38 | A | 95 | -- | -- |
| 94TH | LEGACY | 47 | A | 9 | 3 | 0.43 | C | 31 | A | 46 |
| SCOTTSDALE | WILLIAMS | 48 | A | 8 | 7 | 0.3 | A | 159 | A | 48 |
| PIMA | LONE MOUNTAIN | 49 | A | 8 | 3 | 0.2 | B | 85 | -- | -- |
| SCOTTSDALE | HENKEL | 50 | A | 7 | 7 | 0.31 | A | 199 | A | 71 |
| SCOTTSDALE | MERCER | 51 | A | 7 | 6 | 0.21 | A | 176 | A | 41 |
| PROMENADE | FRANK LLOYD WRIGHT | 52 | A | 7 | 6 | 0.19 | A | 188 | B | 28 |
| SCOTTSDALE | DEER VALLEY | 53 | A | 7 | 6 | 0.3 | A | 156 | A | 42 |
| HAYDEN | SWEETWATER | 54 | A | 7 | 5 | 0.24 | A | 115 | A | 74 |
| 76TH | REDFIELD | 55 | A | 7 | 4 | 0.26 | A | 148 | A | 44 |
| GRAYHAWK | THOMPSON PEAK | 56 | A | 7 | 3 | 0.25 | A | 149 | A | 54 |
| SCOTTSDALE | GRAYHAWK | 57 | A | 6 | 6 | 0.15 | A | 90 | A | 53 |
| FRANK LLOYD WRIGHT | ALTADENA | 58 | A | 6 | 5 | 0.38 | A | 140 | A | 72 |
| 76TH | THOMPSON PEAK | 59 | A | 6 | 2 | 0.34 | A | 106 | A | 45 |
| 87TH | NORTHSIGHT | 60 | A | 6 | 2 | 0.27 | A | 171 | A | 34 |
| 84TH | CACTUS | 61 | A | 5 | 5 | 0.26 | A | 137 | A | 52 |
| PIMA | MARKET | 62 | A | 5 | 4 | 0.17 | A | 177 | A | 69 |
| 90TH | CACTUS | 63 | A | 5 | 4 | 0.22 | B | 58 | A | 49 |
| FRANK LLOYD WRIGHT | THUNDERBIRD | 64 | A | 5 | 3 | 0.17 | A | 163 | A | 73 |
| 94TH | SWEETWATER | 65 | A | 5 | 3 | 0.21 | A | 105 | A | 64 |
| THOMPSON PEAK | REDFIELD | 66 | A | 5 | 3 | 0.16 | A | 118 | A | 65 |
| THOMPSON PEAK | HORSESHOE CANYON | 67 | A | 5 | 2 | 0.15 | A | 165 | A | 56 |
| THOMPSON PEAK | WINDGATE PASS | 68 | A | 5 | 2 | 0.15 | B | 77 | A | 33 |
| SCOTTSDALE | SWEETWATER | 69 | A | 4 | 4 | 0.21 | B | 81 | A | 47 |
| HAYDEN | GRAYHAWK | 70 | A | 4 | 2 | 0.12 | A | 103 | A | 59 |
| MILLER | DEER VALLEY | 71 | A | 4 | 2 | 0.1 | A | 150 | A | 55 |
| THOMPSON PEAK | PARADISE | 72 | A | 4 | 2 | 0.19 | A | 117 | A | 61 |
| 92ND | CHOLLA | 73 | A | 4 | 2 | 0.07 | A | 166 | A | 63 |
| DESERT CAMP (WEST) | THOMPSON PEAK | 74 | A | 4 | 1 | 0.25 | A | 153 | A | 66 |
| SCOTTSDALE | CHOLLA | 75 | A | 3 | 3 | 0.1 | A | 110 | A | 67 |
| PIMA | LOS GATOS | 76 | A | 3 | 3 | 0.14 | A | 138 | A | 58 |
| SCOTTSDALE | JOMAX | 77 | A | 3 | 3 | 0.09 | A | 127 | -- | -- |
| PIMA | HUALAPAI | 78 | A | 3 | 2 | 0.08 | A | 161 | A | 68 |
| 118TH | VIA LINDA | 79 | A | 3 | 1 | 0.16 | A | 94 | A | 62 |

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**City of Scottsdale
2020 Congestion Report**

Corridor Data - Overall

NOTES:

Segments have a displayed rank by analysis period by the percent of posted speed. Percent of posted speed is calculated by dividing the length of the corridor by the sum of the estimated signal delay and corridor's theoretical travel duration - excluding delays - at the posted speed limit.

| Corridor | Direction | AM Peak Hour | | | Midday Peak Hour | | | PM Peak Hour | | |
|-----------------------|-----------|-------------------|------|-------------------------------|-------------------|------|-------------------------------|-------------------|------|-------------------------------|
| | | % of Posted Speed | Rank | Average Signal Delay per Mile | % of Posted Speed | Rank | Average Signal Delay per Mile | % of Posted Speed | Rank | Average Signal Delay per Mile |
| GOLDWATER | NB | 56% | 11 | 100 | 57% | 14 | 94 | 61% | 22 | 81 |
| GOLDWATER | SB | 63% | 25 | 72 | 64% | 23 | 68 | 64% | 28 | 69 |
| SCOTTSDALE (NORTH) | NB | 85% | 57 | 15 | | | | | | |
| SCOTTSDALE (NORTH) | SB | 82% | 51 | 18 | | | | | | |
| SCOTTSDALE (CENTRAL) | NB | 68% | 33 | 45 | 65% | 24 | 54 | 76% | 44 | 31 |
| SCOTTSDALE (CENTRAL) | SB | 57% | 12 | 74 | 70% | 30 | 43 | 75% | 42 | 33 |
| SCOTTSDALE (DOWNTOWN) | NB | 55% | 10 | 117 | 53% | 9 | 126 | 54% | 13 | 123 |
| SCOTTSDALE (DOWNTOWN) | SB | 59% | 19 | 103 | 56% | 11 | 117 | 50% | 8 | 145 |
| MILLER | NB | 76% | 41 | 37 | 72% | 33 | 47 | 71% | 34 | 50 |
| MILLER | SB | 72% | 36 | 47 | 77% | 41 | 37 | 77% | 46 | 37 |
| HAYDEN (North) | NB | 84% | 55 | 23 | 84% | 52 | 22 | 84% | 55 | 23 |
| HAYDEN (North) | SB | 80% | 49 | 30 | 79% | 45 | 32 | 79% | 49 | 32 |
| HAYDEN (South) | NB | 77% | 42 | 26 | 74% | 35 | 31 | 72% | 37 | 35 |
| HAYDEN (South) | SB | 76% | 40 | 27 | 75% | 36 | 30 | 73% | 39 | 33 |
| 90TH ST | NB | 58% | 17 | 77 | 57% | 13 | 81 | 60% | 21 | 70 |
| 90TH ST | SB | 58% | 16 | 83 | 57% | 12 | 87 | 55% | 15 | 95 |
| 92ND-94TH-TPP | NB | 75% | 38 | 31 | 77% | 40 | 29 | 77% | 47 | 28 |
| 92ND-94TH-TPP | SB | 79% | 46 | 27 | 80% | 50 | 24 | 79% | 51 | 26 |
| FRANK LLOYD WRIGHT | NW | 79% | 45 | 25 | 77% | 42 | 27 | 73% | 40 | 33 |
| FRANK LLOYD WRIGHT | SB | 83% | 53 | 19 | 70% | 31 | 40 | 78% | 48 | 27 |
| MCKELLIPS | EB | 76% | 39 | 31 | 76% | 38 | 31 | 53% | 11 | 88 |
| MCKELLIPS | WB | 68% | 32 | 41 | 67% | 26 | 43 | 64% | 26 | 49 |
| MCDOWELL | EB | 64% | 26 | 57 | 62% | 18 | 61 | 36% | 4 | 180 |
| MCDOWELL | WB | 24% | 2 | 316 | 62% | 17 | 62 | 57% | 19 | 76 |
| THOMAS | EB | 61% | 22 | 61 | 68% | 28 | 47 | 50% | 9 | 96 |
| THOMAS | WB | 42% | 5 | 138 | 59% | 16 | 68 | 55% | 16 | 82 |
| INDIAN SCHOOL | EB | 51% | 6 | 105 | 36% | 4 | 196 | 22% | 2 | 377 |
| INDIAN SCHOOL | WB | 28% | 3 | 277 | 49% | 7 | 112 | 39% | 5 | 169 |
| CAMELBACK | EB | 62% | 23 | 75 | 19% | 1 | 525 | 19% | 1 | 525 |
| CAMELBACK | WB | 64% | 27 | 76 | 51% | 8 | 121 | 51% | 10 | 121 |
| CHAPARRAL | EB | 57% | 14 | 93 | 58% | 15 | 88 | 47% | 7 | 140 |
| CHAPARRAL | WB | 33% | 4 | 230 | 43% | 6 | 150 | 44% | 6 | 145 |
| MCDONALD | EB | 54% | 8 | 93 | 25% | 3 | 322 | 53% | 12 | 98 |
| MCDONALD | WB | 55% | 9 | 88 | 63% | 22 | 63 | 56% | 18 | 87 |
| INDIAN BEND | EB | 66% | 31 | 50 | 78% | 43 | 28 | 67% | 32 | 48 |
| INDIAN BEND | WB | 71% | 34 | 38 | 78% | 44 | 27 | 72% | 38 | 35 |
| VIA DE VENTURA | EB | 61% | 21 | 64 | 43% | 5 | 134 | 64% | 27 | 57 |
| VIA DE VENTURA | WB | 61% | 20 | 60 | 67% | 25 | 48 | 62% | 24 | 57 |
| VIA LINDA | EB | 93% | 60 | 8 | 99% | 58 | 1 | 98% | 58 | 2 |
| VIA LINDA | WB | 91% | 59 | 13 | 96% | 57 | 5 | 96% | 57 | 5 |
| MOUNTAIN VIEW | EB | 88% | 58 | 13 | 91% | 55 | 10 | 88% | 56 | 13 |
| MOUNTAIN VIEW | WB | 84% | 56 | 19 | 87% | 54 | 15 | 77% | 45 | 31 |
| SHEA (EAST) | EB | 82% | 52 | 17 | 85% | 53 | 15 | 79% | 50 | 21 |
| SHEA (EAST) | WB | 81% | 50 | 18 | 80% | 48 | 20 | 80% | 53 | 20 |
| SHEA (WEST) | EB | 72% | 35 | 37 | 73% | 34 | 36 | 74% | 41 | 35 |
| SHEA (WEST) | WB | 73% | 37 | 34 | 68% | 29 | 44 | 66% | 31 | 48 |
| CACTUS | EB | 64% | 28 | 50 | 75% | 37 | 30 | 68% | 33 | 43 |
| CACTUS | WB | 77% | 43 | 26 | 76% | 39 | 28 | 71% | 36 | 36 |
| RAINTREE | EB | 52% | 7 | 106 | 53% | 10 | 100 | 54% | 14 | 96 |
| RAINTREE | WB | 57% | 15 | 90 | 63% | 20 | 70 | 59% | 20 | 83 |
| BELL | EB | 65% | 30 | 49 | 70% | 32 | 39 | 62% | 23 | 55 |
| BELL | WB | 57% | 13 | 70 | 67% | 27 | 45 | 65% | 29 | 50 |
| PINNACLE PEAK | EB | 58% | 18 | 58 | 63% | 21 | 47 | 66% | 30 | 42 |
| PINNACLE PEAK | WB | 65% | 29 | 47 | 62% | 19 | 51 | 55% | 17 | 69 |
| HAPPY VALLEY | EB | 79% | 47 | 24 | 92% | 56 | 8 | 81% | 54 | 21 |
| HAPPY VALLEY | WB | 78% | 44 | 23 | 83% | 51 | 17 | 79% | 52 | 21 |

| Corridor | Direction | AM Peak Hour | | | Midday Peak Hour | | | PM Peak Hour | | |
|----------|-----------|-------------------|------|-------------------------------|-------------------|------|-------------------------------|-------------------|------|-------------------------------|
| | | % of Posted Speed | Rank | Average Signal Delay per Mile | % of Posted Speed | Rank | Average Signal Delay per Mile | % of Posted Speed | Rank | Average Signal Delay per Mile |
| DYNAMITE | EB | 63% | 24 | 45 | 80% | 49 | 19 | 71% | 35 | 31 |
| DYNAMITE | WB | 84% | 54 | 16 | 80% | 47 | 21 | 63% | 25 | 48 |
| CAREFREE | EB | 11% | 1 | 749 | 22% | 2 | 308 | 24% | 3 | 267 |
| CAREFREE | WB | 79% | 48 | 31 | 79% | 46 | 31 | 75% | 43 | 40 |

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**City of Scottsdale
2020 Congestion Report**

Corridor Data - AM Peak Hour, Sorted by Percent of Posted Speed

NOTES:

Segments have a displayed rank by analysis period by the percent of posted speed. Percent of posted speed is calculated by dividing the length of the corridor by the sum of the estimated signal delay and corridor's theoretical travel duration - excluding delays - at the posted speed limit.

| Corridor | Direction | AM Peak Hour | | | | Other Direction | | Both Directions (Average) | |
|-----------------------|-----------|--------------|-------------------|-----------------------------------|----------------|-------------------|-----------------------------------|---------------------------|-----------------------------------|
| | | Rank | % of Posted Speed | Average Signal Delay per Mile (s) | Miles Analyzed | % of Posted Speed | Average Signal Delay per Mile (s) | % of Posted Speed | Average Signal Delay per Mile (s) |
| CAREFREE | EB | 1 | 11% | 749 | 2.1 | 79% | 31 | 33% | 553 |
| MCDOWELL | WB | 2 | 24% | 316 | 3.4 | 64% | 57 | 35% | 188 |
| INDIAN SCHOOL | WB | 3 | 28% | 277 | 3.4 | 51% | 105 | 37% | 190 |
| CHAPARRAL | WB | 4 | 33% | 230 | 2.2 | 57% | 93 | 43% | 155 |
| THOMAS | WB | 5 | 42% | 138 | 2.5 | 61% | 61 | 50% | 97 |
| INDIAN SCHOOL | EB | 6 | 51% | 105 | 3.4 | 28% | 277 | 37% | 190 |
| RAINTREE | EB | 7 | 52% | 106 | 1.5 | 57% | 90 | 54% | 99 |
| MCDONALD | EB | 8 | 54% | 93 | 2.3 | 55% | 88 | 55% | 91 |
| MCDONALD | WB | 9 | 55% | 88 | 2.3 | 54% | 93 | 55% | 91 |
| SCOTTSDALE (DOWNTOWN) | NB | 10 | 55% | 117 | 1.6 | 59% | 103 | 57% | 110 |
| GOLDWATER | NB | 11 | 56% | 100 | 1.3 | 63% | 72 | 59% | 84 |
| SCOTTSDALE (CENTRAL) | SB | 12 | 57% | 74 | 10.1 | 68% | 45 | 62% | 59 |
| BELL | WB | 13 | 57% | 70 | 2.8 | 65% | 49 | 60% | 59 |
| CHAPARRAL | EB | 14 | 57% | 93 | 2.7 | 33% | 230 | 43% | 155 |
| RAINTREE | WB | 15 | 57% | 90 | 1.5 | 52% | 106 | 54% | 99 |
| 90TH ST | SB | 16 | 58% | 83 | 1.4 | 58% | 77 | 58% | 80 |
| 90TH ST | NB | 17 | 58% | 77 | 1.1 | 58% | 83 | 58% | 80 |
| PINNACLE PEAK | EB | 18 | 58% | 58 | 2.5 | 65% | 47 | 61% | 52 |
| SCOTTSDALE (DOWNTOWN) | SB | 19 | 59% | 103 | 1.6 | 55% | 117 | 57% | 110 |
| VIA DE VENTURA | WB | 20 | 61% | 60 | 2.2 | 61% | 64 | 61% | 62 |
| VIA DE VENTURA | EB | 21 | 61% | 64 | 2.1 | 61% | 60 | 61% | 62 |
| THOMAS | EB | 22 | 61% | 61 | 3.0 | 42% | 138 | 50% | 97 |
| CAMELBACK | EB | 23 | 62% | 75 | 0.9 | 64% | 76 | 63% | 75 |
| DYNAMITE | EB | 24 | 63% | 45 | 4.3 | 84% | 16 | 72% | 31 |
| GOLDWATER | SB | 25 | 63% | 72 | 1.6 | 56% | 100 | 59% | 84 |
| MCDOWELL | EB | 26 | 64% | 57 | 3.3 | 24% | 316 | 35% | 188 |
| CAMELBACK | WB | 27 | 64% | 76 | 0.9 | 62% | 75 | 63% | 75 |
| CACTUS | EB | 28 | 64% | 50 | 4.5 | 77% | 26 | 70% | 38 |
| PINNACLE PEAK | WB | 29 | 65% | 47 | 2.4 | 58% | 58 | 61% | 52 |
| BELL | EB | 30 | 65% | 49 | 2.7 | 57% | 70 | 60% | 59 |
| INDIAN BEND | EB | 31 | 66% | 50 | 2.7 | 71% | 38 | 68% | 44 |
| MCKELLIPS | WB | 32 | 68% | 41 | 1.1 | 76% | 31 | 71% | 37 |
| SCOTTSDALE (CENTRAL) | NB | 33 | 68% | 45 | 10.2 | 57% | 74 | 62% | 59 |
| INDIAN BEND | WB | 34 | 71% | 38 | 2.8 | 66% | 50 | 68% | 44 |
| SHEA (WEST) | EB | 35 | 72% | 37 | 3.2 | 73% | 34 | 73% | 36 |
| MILLER | SB | 36 | 72% | 47 | 1.8 | 76% | 37 | 75% | 41 |
| SHEA (WEST) | WB | 37 | 73% | 34 | 3.3 | 72% | 37 | 73% | 36 |
| 92ND-94TH-TPP | NB | 38 | 75% | 31 | 3.5 | 79% | 27 | 77% | 29 |
| MCKELLIPS | EB | 39 | 76% | 31 | 0.8 | 68% | 41 | 71% | 37 |
| HAYDEN (South) | SB | 40 | 76% | 27 | 12.9 | 77% | 26 | 77% | 27 |
| MILLER | NB | 41 | 76% | 37 | 2.7 | 72% | 47 | 75% | 41 |
| HAYDEN (South) | NB | 42 | 77% | 26 | 12.6 | 76% | 27 | 77% | 27 |
| CACTUS | WB | 43 | 77% | 26 | 4.6 | 64% | 50 | 70% | 38 |
| HAPPY VALLEY | WB | 44 | 78% | 23 | 4.0 | 79% | 24 | 79% | 23 |
| FRANK LLOYD WRIGHT | NW | 45 | 79% | 25 | 6.3 | 83% | 19 | 81% | 22 |
| 92ND-94TH-TPP | SB | 46 | 79% | 27 | 5.2 | 75% | 31 | 77% | 29 |
| HAPPY VALLEY | EB | 47 | 79% | 24 | 2.0 | 78% | 23 | 79% | 23 |
| CAREFREE | WB | 48 | 79% | 31 | 0.8 | 11% | 749 | 16% | 553 |
| HAYDEN (North) | SB | 49 | 80% | 30 | 4.9 | 84% | 23 | 82% | 27 |
| SHEA (EAST) | WB | 50 | 81% | 18 | 6.0 | 82% | 17 | 82% | 18 |
| SCOTTSDALE (NORTH) | SB | 51 | 82% | 18 | 9.9 | 85% | 15 | 83% | 16 |
| SHEA (EAST) | EB | 52 | 82% | 17 | 6.0 | 81% | 18 | 82% | 18 |
| FRANK LLOYD WRIGHT | SB | 53 | 83% | 19 | 6.3 | 79% | 25 | 81% | 22 |
| DYNAMITE | WB | 54 | 84% | 16 | 4.2 | 63% | 45 | 72% | 31 |
| HAYDEN (North) | NB | 55 | 84% | 23 | 4.9 | 80% | 30 | 82% | 27 |
| MOUNTAIN VIEW | WB | 56 | 84% | 19 | 3.8 | 88% | 13 | 86% | 16 |

| Corridor | Direction | Rank | AM Peak Hour | | | Other Direction | | Both Directions (Average) | |
|--------------------|-----------|------|-------------------|-----------------------------------|----------------|-------------------|-----------------------------------|---------------------------|-----------------------------------|
| | | | % of Posted Speed | Average Signal Delay per Mile (s) | Miles Analyzed | % of Posted Speed | Average Signal Delay per Mile (s) | % of Posted Speed | Average Signal Delay per Mile (s) |
| SCOTTSDALE (NORTH) | NB | 57 | 85% | 15 | 9.8 | 82% | 18 | 83% | 16 |
| MOUNTAIN VIEW | EB | 58 | 88% | 13 | 3.7 | 84% | 19 | 86% | 16 |
| VIA LINDA | WB | 59 | 91% | 13 | 1.6 | 93% | 8 | 92% | 11 |
| VIA LINDA | EB | 60 | 93% | 8 | 1.3 | 91% | 13 | 92% | 11 |

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**City of Scottsdale
2020 Congestion Report**

**Corridor Data - Midday Peak Hour,
Sorted by Percent of Posted Speed**

NOTES:

Segments have a displayed rank by analysis period by the percent of posted speed. Percent of posted speed is calculated by dividing the length of the corridor by the sum of the estimated signal delay and corridor's theoretical travel duration - excluding delays - at the posted speed limit.

| Corridor | Direction | Rank | Midday Peak Hour | | | Other Direction | | Both Directions (Average) | |
|-----------------------|-----------|------|-------------------|-----------------------------------|----------------|-------------------|-----------------------------------|---------------------------|-----------------------------------|
| | | | % of Posted Speed | Average Signal Delay per Mile (s) | Miles Analyzed | % of Posted Speed | Average Signal Delay per Mile (s) | % of Posted Speed | Average Signal Delay per Mile (s) |
| CAMELBACK | EB | 1 | 19% | 525 | 1.1 | 51% | 121 | 27% | 325 |
| CAREFREE | EB | 2 | 22% | 308 | 1.6 | 79% | 31 | 31% | 216 |
| MCDONALD | EB | 3 | 25% | 322 | 2.3 | 63% | 63 | 36% | 195 |
| INDIAN SCHOOL | EB | 4 | 36% | 196 | 3.4 | 49% | 112 | 41% | 155 |
| VIA DE VENTURA | EB | 5 | 43% | 134 | 2.1 | 67% | 48 | 52% | 90 |
| CHAPARRAL | WB | 6 | 43% | 150 | 2.2 | 58% | 88 | 51% | 116 |
| INDIAN SCHOOL | WB | 7 | 49% | 112 | 3.4 | 36% | 196 | 41% | 155 |
| CAMELBACK | WB | 8 | 51% | 121 | 1.1 | 19% | 525 | 27% | 325 |
| SCOTTSDALE (DOWNTOWN) | NB | 9 | 53% | 126 | 1.5 | 56% | 117 | 54% | 122 |
| RAINTREE | EB | 10 | 53% | 100 | 1.5 | 63% | 70 | 58% | 86 |
| SCOTTSDALE (DOWNTOWN) | SB | 11 | 56% | 117 | 1.6 | 53% | 126 | 54% | 122 |
| 90TH ST | SB | 12 | 57% | 87 | 1.4 | 57% | 81 | 57% | 84 |
| 90TH ST | NB | 13 | 57% | 81 | 1.1 | 57% | 87 | 57% | 84 |
| GOLDWATER | NB | 14 | 57% | 94 | 1.3 | 64% | 68 | 61% | 80 |
| CHAPARRAL | EB | 15 | 58% | 88 | 2.7 | 43% | 150 | 51% | 116 |
| THOMAS | WB | 16 | 59% | 68 | 2.5 | 68% | 47 | 64% | 57 |
| MCDOWELL | WB | 17 | 62% | 62 | 3.4 | 62% | 61 | 62% | 61 |
| MCDOWELL | EB | 18 | 62% | 61 | 3.3 | 62% | 62 | 62% | 61 |
| PINNACLE PEAK | WB | 19 | 62% | 51 | 2.4 | 63% | 47 | 63% | 49 |
| RAINTREE | WB | 20 | 63% | 70 | 1.5 | 53% | 100 | 58% | 86 |
| PINNACLE PEAK | EB | 21 | 63% | 47 | 2.5 | 62% | 51 | 63% | 49 |
| MCDONALD | WB | 22 | 63% | 63 | 2.3 | 25% | 322 | 36% | 195 |
| GOLDWATER | SB | 23 | 64% | 68 | 1.6 | 57% | 94 | 61% | 80 |
| SCOTTSDALE (CENTRAL) | NB | 24 | 65% | 54 | 6.0 | 70% | 43 | 67% | 48 |
| VIA DE VENTURA | WB | 25 | 67% | 48 | 2.2 | 43% | 134 | 52% | 90 |
| MCKELLIPS | WB | 26 | 67% | 43 | 1.1 | 76% | 31 | 71% | 38 |
| BELL | WB | 27 | 67% | 45 | 2.8 | 70% | 39 | 68% | 42 |
| THOMAS | EB | 28 | 68% | 47 | 3.0 | 59% | 68 | 64% | 57 |
| SHEA (WEST) | WB | 29 | 68% | 44 | 3.3 | 73% | 36 | 70% | 40 |
| SCOTTSDALE (CENTRAL) | SB | 30 | 70% | 43 | 5.8 | 65% | 54 | 67% | 48 |
| FRANK LLOYD WRIGHT | SB | 31 | 70% | 40 | 4.6 | 77% | 27 | 74% | 33 |
| BELL | EB | 32 | 70% | 39 | 2.7 | 67% | 45 | 68% | 42 |
| MILLER | NB | 33 | 72% | 47 | 1.7 | 77% | 37 | 74% | 43 |
| SHEA (WEST) | EB | 34 | 73% | 36 | 3.2 | 68% | 44 | 70% | 40 |
| HAYDEN (South) | NB | 35 | 74% | 31 | 12.6 | 75% | 30 | 74% | 30 |
| HAYDEN (South) | SB | 36 | 75% | 30 | 12.9 | 74% | 31 | 74% | 30 |
| CACTUS | EB | 37 | 75% | 30 | 4.5 | 76% | 28 | 76% | 29 |
| MCKELLIPS | EB | 38 | 76% | 31 | 0.8 | 67% | 43 | 71% | 38 |
| CACTUS | WB | 39 | 76% | 28 | 4.6 | 75% | 30 | 76% | 29 |
| 92ND-94TH-TPP | NB | 40 | 77% | 29 | 4.0 | 80% | 24 | 79% | 26 |
| MILLER | SB | 41 | 77% | 37 | 1.3 | 72% | 47 | 74% | 43 |
| FRANK LLOYD WRIGHT | NW | 42 | 77% | 27 | 5.8 | 70% | 40 | 74% | 33 |
| INDIAN BEND | EB | 43 | 78% | 28 | 2.7 | 78% | 27 | 78% | 27 |
| INDIAN BEND | WB | 44 | 78% | 27 | 2.8 | 78% | 28 | 78% | 27 |
| HAYDEN (North) | SB | 45 | 79% | 32 | 4.9 | 84% | 22 | 81% | 27 |
| CAREFREE | WB | 46 | 79% | 31 | 0.8 | 22% | 308 | 31% | 216 |
| DYNAMITE | WB | 47 | 80% | 21 | 4.2 | 80% | 19 | 80% | 20 |
| SHEA (EAST) | WB | 48 | 80% | 20 | 6.0 | 85% | 15 | 82% | 17 |
| DYNAMITE | EB | 49 | 80% | 19 | 4.3 | 80% | 21 | 80% | 20 |
| 92ND-94TH-TPP | SB | 50 | 80% | 24 | 5.2 | 77% | 29 | 79% | 26 |
| HAPPY VALLEY | WB | 51 | 83% | 17 | 4.0 | 92% | 8 | 86% | 14 |
| HAYDEN (North) | NB | 52 | 84% | 22 | 4.9 | 79% | 32 | 81% | 27 |
| SHEA (EAST) | EB | 53 | 85% | 15 | 6.0 | 80% | 20 | 82% | 17 |
| MOUNTAIN VIEW | WB | 54 | 87% | 15 | 3.8 | 91% | 10 | 89% | 12 |
| MOUNTAIN VIEW | EB | 55 | 91% | 10 | 3.7 | 87% | 15 | 89% | 12 |
| HAPPY VALLEY | EB | 56 | 92% | 8 | 2.0 | 83% | 17 | 86% | 14 |

| Corridor | Direction | Rank | Midday Peak Hour | | | Other Direction | | Both Directions (Average) | |
|-----------|-----------|------|-------------------|-----------------------------------|----------------|-------------------|-----------------------------------|---------------------------|-----------------------------------|
| | | | % of Posted Speed | Average Signal Delay per Mile (s) | Miles Analyzed | % of Posted Speed | Average Signal Delay per Mile (s) | % of Posted Speed | Average Signal Delay per Mile (s) |
| VIA LINDA | WB | 57 | 96% | 5 | 1.6 | 99% | 1 | 98% | 3 |
| VIA LINDA | EB | 58 | 99% | 1 | 1.3 | 96% | 5 | 98% | 3 |

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**City of Scottsdale
2020 Congestion Report**

Corridor Data - PM Peak Hour, Sorted by Percent of Posted Speed

NOTES:

Segments have a displayed rank by analysis period by the percent of posted speed. Percent of posted speed is calculated by dividing the length of the corridor by the sum of the estimated signal delay and corridor's theoretical travel duration - excluding delays - at the posted speed limit.

| Corridor | Direction | Rank | PM Peak Hour | | | Other Direction | | Both Directions (Average) | |
|-----------------------|-----------|------|-------------------|-----------------------------------|----------------|-------------------|-----------------------------------|---------------------------|-----------------------------------|
| | | | % of Posted Speed | Average Signal Delay per Mile (s) | Miles Analyzed | % of Posted Speed | Average Signal Delay per Mile (s) | % of Posted Speed | Average Signal Delay per Mile (s) |
| CAMELBACK | EB | 1 | 19% | 525 | 1.1 | 51% | 121 | 27% | 325 |
| INDIAN SCHOOL | EB | 2 | 22% | 377 | 3.4 | 39% | 169 | 29% | 275 |
| CAREFREE | EB | 3 | 24% | 267 | 1.6 | 75% | 40 | 33% | 192 |
| MCDOWELL | EB | 4 | 36% | 180 | 3.3 | 57% | 76 | 44% | 127 |
| INDIAN SCHOOL | WB | 5 | 39% | 169 | 3.4 | 22% | 377 | 29% | 275 |
| CHAPARRAL | WB | 6 | 44% | 145 | 2.2 | 47% | 140 | 45% | 142 |
| CHAPARRAL | EB | 7 | 47% | 140 | 2.7 | 44% | 145 | 45% | 142 |
| SCOTTSDALE (DOWNTOWN) | SB | 8 | 50% | 145 | 1.6 | 54% | 123 | 52% | 134 |
| THOMAS | EB | 9 | 50% | 96 | 3.0 | 55% | 82 | 52% | 90 |
| CAMELBACK | WB | 10 | 51% | 121 | 1.1 | 19% | 525 | 27% | 325 |
| MCKELLIPS | EB | 11 | 53% | 88 | 0.8 | 64% | 49 | 58% | 65 |
| MCDONALD | EB | 12 | 53% | 98 | 2.3 | 56% | 87 | 54% | 92 |
| SCOTTSDALE (DOWNTOWN) | NB | 13 | 54% | 123 | 1.5 | 50% | 145 | 52% | 134 |
| RAINTREE | EB | 14 | 54% | 96 | 1.5 | 59% | 83 | 57% | 90 |
| 90TH ST | SB | 15 | 55% | 95 | 1.4 | 60% | 70 | 57% | 84 |
| THOMAS | WB | 16 | 55% | 82 | 2.5 | 50% | 96 | 52% | 90 |
| PINNACLE PEAK | WB | 17 | 55% | 69 | 2.4 | 66% | 42 | 60% | 55 |
| MCDONALD | WB | 18 | 56% | 87 | 2.3 | 53% | 98 | 54% | 92 |
| MCDOWELL | WB | 19 | 57% | 76 | 3.4 | 36% | 180 | 44% | 127 |
| RAINTREE | WB | 20 | 59% | 83 | 1.5 | 54% | 96 | 57% | 90 |
| 90TH ST | NB | 21 | 60% | 70 | 1.1 | 55% | 95 | 57% | 84 |
| GOLDWATER | NB | 22 | 61% | 81 | 1.3 | 64% | 69 | 62% | 74 |
| BELL | EB | 23 | 62% | 55 | 2.7 | 65% | 50 | 63% | 52 |
| VIA DE VENTURA | WB | 24 | 62% | 57 | 2.2 | 64% | 57 | 63% | 57 |
| DYNAMITE | WB | 25 | 63% | 48 | 4.2 | 71% | 31 | 66% | 40 |
| MCKELLIPS | WB | 26 | 64% | 49 | 1.1 | 53% | 88 | 58% | 65 |
| VIA DE VENTURA | EB | 27 | 64% | 57 | 2.1 | 62% | 57 | 63% | 57 |
| GOLDWATER | SB | 28 | 64% | 69 | 1.6 | 61% | 81 | 62% | 74 |
| BELL | WB | 29 | 65% | 50 | 2.8 | 62% | 55 | 63% | 52 |
| PINNACLE PEAK | EB | 30 | 66% | 42 | 2.5 | 55% | 69 | 60% | 55 |
| SHEA (WEST) | WB | 31 | 66% | 48 | 3.3 | 74% | 35 | 70% | 41 |
| INDIAN BEND | EB | 32 | 67% | 48 | 2.7 | 72% | 35 | 70% | 41 |
| CACTUS | EB | 33 | 68% | 43 | 4.5 | 71% | 36 | 69% | 39 |
| MILLER | NB | 34 | 71% | 50 | 1.9 | 77% | 37 | 73% | 44 |
| DYNAMITE | EB | 35 | 71% | 31 | 4.3 | 63% | 48 | 66% | 40 |
| CACTUS | WB | 36 | 71% | 36 | 4.6 | 68% | 43 | 69% | 39 |
| HAYDEN (South) | NB | 37 | 72% | 35 | 12.6 | 73% | 33 | 72% | 34 |
| INDIAN BEND | WB | 38 | 72% | 35 | 2.8 | 67% | 48 | 70% | 41 |
| HAYDEN (South) | SB | 39 | 73% | 33 | 12.9 | 72% | 35 | 72% | 34 |
| FRANK LLOYD WRIGHT | NW | 40 | 73% | 33 | 5.8 | 78% | 27 | 75% | 30 |
| SHEA (WEST) | EB | 41 | 74% | 35 | 3.2 | 66% | 48 | 70% | 41 |
| SCOTTSDALE (CENTRAL) | SB | 42 | 75% | 33 | 5.8 | 76% | 31 | 75% | 32 |
| CAREFREE | WB | 43 | 75% | 40 | 0.8 | 24% | 267 | 33% | 192 |
| SCOTTSDALE (CENTRAL) | NB | 44 | 76% | 31 | 6.0 | 75% | 33 | 75% | 32 |
| MOUNTAIN VIEW | WB | 45 | 77% | 31 | 3.8 | 88% | 13 | 82% | 22 |
| MILLER | SB | 46 | 77% | 37 | 1.6 | 71% | 50 | 73% | 44 |
| 92ND-94TH-TPP | NB | 47 | 77% | 28 | 4.0 | 79% | 26 | 78% | 27 |
| FRANK LLOYD WRIGHT | SB | 48 | 78% | 27 | 4.2 | 73% | 33 | 75% | 30 |
| HAYDEN (North) | SB | 49 | 79% | 32 | 4.9 | 84% | 23 | 81% | 28 |
| SHEA (EAST) | EB | 50 | 79% | 21 | 6.0 | 80% | 20 | 79% | 21 |
| 92ND-94TH-TPP | SB | 51 | 79% | 26 | 5.2 | 77% | 28 | 78% | 27 |
| HAPPY VALLEY | WB | 52 | 79% | 21 | 4.0 | 81% | 21 | 80% | 21 |
| SHEA (EAST) | WB | 53 | 80% | 20 | 6.0 | 79% | 21 | 79% | 21 |
| HAPPY VALLEY | EB | 54 | 81% | 21 | 2.0 | 79% | 21 | 80% | 21 |
| HAYDEN (North) | NB | 55 | 84% | 23 | 4.9 | 79% | 32 | 81% | 28 |
| MOUNTAIN VIEW | EB | 56 | 88% | 13 | 3.7 | 77% | 31 | 82% | 22 |

| Corridor | Direction | Rank | PM Peak Hour | | | Other Direction | | Both Directions (Average) | |
|-----------|-----------|------|-------------------|-----------------------------------|----------------|-------------------|-----------------------------------|---------------------------|-----------------------------------|
| | | | % of Posted Speed | Average Signal Delay per Mile (s) | Miles Analyzed | % of Posted Speed | Average Signal Delay per Mile (s) | % of Posted Speed | Average Signal Delay per Mile (s) |
| VIA LINDA | WB | 57 | 96% | 5 | 1.6 | 98% | 2 | 97% | 4 |
| VIA LINDA | EB | 58 | 98% | 2 | 1.3 | 96% | 5 | 97% | 4 |