



CITY OF SURPRISE
Regular City Council Work Session
16000 N. Civic Center Plaza
Surprise, AZ 85374
 Tuesday, May 5, 2026 @ 4:30 PM
COUNCIL CHAMBERS

- A. Call To Order
- B. Roll Call
- C. Pledge of Allegiance
- D. Regular City Council Work Session Agenda

CONSENT AGENDA:

REGULAR AGENDA ITEM - PUBLIC HEARING:

REGULAR AGENDA ITEM - NON-PUBLIC HEARING:

- | | | | |
|----|----------|--|---|
| 1. | Citywide | Presentation and discussion pertaining to a Zoning Text Amendment (ZTA) to the Surprise Land Development Ordinances (LDO) to establish a new residential zoning district, Desert Rural (DR). Case FS25-0039. | Jani Wertin
Community
Development |
| 2. | Citywide | Transportation Master Plan Update | Eric Boyles
Transportation |
- E. Executive Session

For information Purposes; Upon a public majority vote of a quorum of the City Council, the Council may hold an executive session, which will not be open to the public, but for only the following purposes:

- discussion or consideration of personnel matters (A.R.S. §38-431.03 (A)(1));
- discussion or consideration of records exempt by law from public inspection (A.R.S. §38-401.03 (A)(2));
- discussion or consultation for legal advice with the city’s attorneys (A.R.S. §38-431.03 (A)(3));
- discussion or consultation with the city’s attorneys regarding the city’s position regarding contracts that are the subject of negotiations, in pending or contemplated litigation, or in settlement discussions conducted in order to avoid or resolve litigation (A.R.S. §38-431.03 (a)(4));
- discussion or consultation with designated representatives of the city in order to consider its position and instruct its representatives regarding negotiations with employee organizations (A.R.S. §38-431.03 (A)(5)); or
- discussion, consultation or consideration for international and interstate negotiations or for negotiations by a city or town, or its designated representatives, with members of a tribal council, or its designated representatives, of an Indian reservation located within or adjacent to the city or town. A.R.S. §38-401.03 (A)(6)).
- discussing or consulting with designated representatives of the city in order to consider its position and instruct its representatives regarding negotiations for the purchase, sale or lease of real property (A.R.S. §38-431.03 (A)(7)).

Confidentiality Requirements Pursuant to A.R.S. §38-431.03(C)(D): Any person receiving executive session information pursuant to A.R.S. §38-431.02 shall not disclose that information except to the Attorney General or County Attorney by agreement of the City Council, or as otherwise ordered by a court of competent jurisdiction.

The council may vote to hold an executive session for the purpose of obtaining legal advice from the Board’s attorney on any matter listed on the agenda pursuant to A.R.S. § 38-431.03(A)(3).

F. Adjournment

KRISTI PASSARELLI, CITY CLERK

POSTED: Thursday, April 30th, 2026 @ 8:45 AM

SPECIAL NOTE: PERSONS WITH SPECIAL ACCESSIBILITY NEEDS, INCLUDING LARGE PRINT MATERIALS OR INTERPRETER, SHOULD CONTACT THE CITY CLERK'S OFFICE @ 623.222.1200 OR CLERK@SURPRISEAZ.GOV, BY NO LATER THAN 24 HOURS IN ADVANCE OF THE REGULAR SCHEDULED MEETING TIME.



CITY OF SURPRISE
Regular City Council Work Session

Council Meeting Date: May 5, 2026 Contact Person: Jani Wertin
Submitting Department: Community Development District: Citywide
Staff Recommendations:

Consent: No Regular: Yes Public Hearing: No Report/Discussion: No

Agenda Wording:

Presentation and discussion pertaining to a Zoning Text Amendment (ZTA) to the Surprise Land Development Ordinances (LDO) to establish a new residential zoning district, Desert Rural (DR). Case FS25-0039.

Motion:

No Action – presentation and discussion only.

Background:

Over the last few years, Staff has received significant feedback from the City's rural residents requesting the City to preserve the rural character of these communities. This feedback helped inform the Surprise 2040 General Plan, leading to the incorporation of the Rural Residential Overlay as a new land use character subarea in the General Plan. The Rural Residential Overlay identifies long-established rural residential neighborhoods within the City of Surprise and outlines a vision for what development in and around these areas should look like, most notably calling for reduced infrastructure requirements in these communities, transitions or buffers from higher intensity developments and uses that abut these communities, as well as a new zoning district, Desert Rural (DR), to implement this vision.

The purpose of this text amendment, FS25-0039, is to implement the Surprise 2040 General Plan by establishing a new residential zoning district, DR, and making supporting revisions to the use standards, development standards, and design standards of the LDO, Municipal Code, and Planning and Engineering Design Standards (PEDS).

Objective Analysis:

The proposed Zoning Text Amendment will establish a new residential zoning district, remove conflicts with other sections of the LDO, Municipal Code, and PEDS, as well as increase clarity, consistency, and overall readability of the affected sections.

Policy Compliant:

The proposed Zoning Text Amendment is consistent with, and will help implement, the Surprise General Plan 2040.

Financial Impact:

The budget impact associated with the adoption of this ordinance will be the cost to convert the ordinance to MuniCode online for inclusion with the other Surprise Municipal Codes. The actual cost for conversion will be determined once the final document length is known.

Budget Impact:

There is no anticipated budget impact related to this item.

FTE Impact:

This item does not have an impact on current staffing levels.

ATTACHMENTS:

1. 01 - FS25-0039 Desert Rural Zoning Text Amendment -Narrative
 2. FS25-0039 Desert Rural ZTA- CC Work Session 1 - 05.05.2026
-

Narrative

Desert Rural Zoning Text Amendment

FS25-0039 – February 10, 2026

PROJECT DESCRIPTION

This City initiated Zoning Text Amendment (ZTA) intends to revise sections of the Surprise Land Development Ordinance (LDO) to establish a new residential zoning district, Desert Rural (DR), with supporting revisions to use standards, development standards, and design standards, in order to preserve the character of the City's long-established rural residential neighborhoods.

In order to accomplish this, as well as eliminate any conflict between this zoning district and other sections of the LDO, Municipal Code, and Planning and Engineering Design Standards (PEDS) this text amendment proposes the following changes:

- **Establish Zoning District and Permissible Uses**
 - Amend Section 106-1.8. Compliance with other provisions of the LDO to add DR to the land use matrix and outline the permissible uses in this district. A summary of the uses permitted in DR are listed below:
 - Permissible Uses:
 - Residential
 - Assisted living home (10 or less residents); Dwelling, single-family; Group home; Manufactured homes; Model home complex
 - Commercial
 - Community garden; Park, recreation, and open space; Places of worship; Utility equipment infrastructure; Wireless tele-communication facilities;
 - Accessory
 - Accessory dwelling unit (ADU); Accessory uses and structure; Common area open space; Community facility; Community garden; Farm, residential; Farm stand; Home occupation; Outdoor storage and use area; Portable carports; Ranch; Sport courts; Swimming pool
 - Temporary
 - Construction trailers; Mobile vending; Portable storage containers; Seasonal sales (including farmer's markets); Special events
- **Permissible uses in DR are the same as RR except:**
 - No standalone commercial uses are permitted.
 - Community facilities, Public Facilities, and Bed and Breakfast establishments require CUP approval.

- **Establish Home Occupation Standards for DR Zoned Lots**

- Remove Section 106-10.23 Home occupations from Section 106, Article X. Use Specific Standards of the LDO and incorporate the following changes:
 - Create a new article, Section 106, Article XIII. Home Occupations.
 - Establish a classification system for home occupations. Class I and II shall apply to all zoning districts, while Class III shall apply to DR zoned districts only.
 - Add the following uses as permissible home occupations in DR (Class III), subject to the use specific standards and approval requirements as outlined in Section Sec. 106-13.3.E:
 - Animal clinics and vet offices.
 - Cottage food.
 - Ranch.
 - Residential farm.

- **Establish Development Standards**

- Amend Section 106, Article II. Residential Zoning Districts of the LDO to add a section outlining the development standards for the DR zoning district. The proposed development standards for DR are consistent with the current development standards of RR.

Existing and Proposed Minimum Development Standards for RR & DR

	Current Standards (LDO)	Proposed Standards
	RR	DR
Min. lot area (sf)	43560 sq. ft.	43560 sq. ft.
Min. lot width	130 ft.	130 ft.
Min. front setback (ft)	30 ft.	30 ft.
Min. rear setback ¹ (ft)	30 ft.	30 ft.
Min. side setback ¹ (ft)	20 ft.	20 ft.
Min. street side setback ¹ (ft)	20 ft.	20 ft.
Max. bldg. height (ft)	40 ft.	40 ft.
Lot coverage	25%	25%
Open space (% of gross acres of residential dev.) ²	10%	10%
Notes: 1. Garage face and embellishments shall be setback a minimum of twenty (20) feet measured from the opposing property line except rear, alley loaded garages, which shall be setback nine feet from edge of alley line. 2. For subdivisions of 10 or more lots, open space in the form of tracts or trail easements shall be provided.		

- **Establish Land Use Buffer Standards from DR Zoned Lots**

- Amend the applicable development standards tables of Article II. - Residential Zoning Districts, Article IV. - Traditional Neighborhood Development (TND) Zoning Districts, Article V. - Mixed Use Zoning Districts, Article VI. - Commercial Zoning Districts, Article VII. - Employment Zoning Districts, and Article VIII. - Civic Zoning Districts to establish a minimum required setback from abutting and adjacent DR zoned lots that range from 50-150 feet, depending on the proposed lot size and zoning district.

Existing and Proposed Minimum Setback Requirements from RR & DR by Zoning District

	Current Standards (LDO)	Proposed Standards
	RR	DR
Residential		
R-1	None	50', 75', 100' ¹
R-2	None	50', 75', 100' ¹
R-3	10', 15', 20'	150'; Accessory Structures 75'
TND		
Single-family	None	75', 150' ¹
Multi-family	None	150'; Accessory Structures 75'
Commercial & MU	None	150'
Mixed Use		
MU-1	15'	150'
MU-2	15', 20'	150'
MU-3	10', 45'	150'
Commercial		
C-O	20'	150'
C-1	20'	150'
C-2	30'	150'
C-3	45'	150'
Employment		
BP	75'	150'
I-1	50'	150'
I-2	75'	150'
I-3	150'	150'
Open Space		
OS-1	50'	150'
OS-2	15'	150'
1. Setbacks are determined by lot category. 2. Accessory structures associated with amenity areas may encroach into the required 150' setback up to seventy-five (75) feet.		

- **Establish Design Standards that reflect the Rural Architecture and Character of DR**
 - Accessory Structures and Uses

- Remove Section 106-10.3. Accessory uses and structures from Section 106, Article X. Use Specific Standards of the LDO and incorporate the following changes:
 - Create a new article, Section 106, Article XII. Accessory uses and structures.
 - Remove the square footage cap on shade structures and accessory structures for rural residential (RR & DR).
 - Add language to clarify that accessory structures greater than two hundred (200) square feet are to be designed to complement the primary structure/ dwelling of the lot in which they are located, with the exception of accessory structures in rural residential neighborhoods zoned RR and DR which are exempt from these standards.
- Amend Section 106-10.32. Portable storage containers and construction trailers of the LDO to allow portable storage containers for permanent use as an accessory structure. Portable storage containers greater than two hundred (200) square feet in size shall require a building permit.
- Driveways & Parking
 - Amend Section 107-4.3. Single-family residential provisions of the LDO and incorporate the following changes:
 - Amend Section 107-4.3.B to clarify which dust-proof surface material types are acceptable on single-family residential lots and add an allowance for pavement alternatives on DR zoned lots (subject to approval by the City Engineer).
 - Amend Section 107-4.3.C to allow lots zoned DR to have two (2) driveways.
 - Amend Section 54-114. Parking upon city streets and rights of way as defined herein are prohibited acts of the Municipal code and Section 107-4.3. Single-family residential provisions of the LDO to allow up to 2 work trucks to park on a dust-proof surface within the building envelope on DR zoned lots.
- Fencing
 - Amend Section 107-2.5. Screening and fence standards of the LDO to allow a variety of alternative fence types in DR, to include chain link, open wire, rail, wood, barbed wire, and electric fencing.
- Landscaping
 - Amend Section 107-2.2.D of the LDO to allow ornamental displays of farm or ranch equipment as a part of the landscaping in the required setback and/or provided landscaped area, subject to conditions.

- **Establish a permissible quantity of livestock animals that is characteristic of the quantity and variety of animals currently kept in these rural residential neighborhoods**
 - Amend Section 10-110. Definitions of the Municipal Code and incorporate the following changes:
 - Amend the definition of fowl to be consistent with state statute (HB 2483).
 - Add a definition for poultry to capture the types of birds not included in the state definition of fowl.
 - Add ostriches and emus to the definition of Livestock due to their size and the land required to keep them.
 - Amend Section 10-111. – Prohibited animals of the Municipal Code and incorporate the following changes:
 - For ease of reference, remove Section 10-111. - Swine prohibited and 10-112. Poisonous reptiles, alligators and crocodiles prohibited and add Section 10-111. – Prohibited animals to consolidate all prohibited animals into one section, with the following additional animals added to this section: roosters and other male fowl, pea fowl, ostriches and emus.

The above listed animals are prohibited from being kept within city limits, except as permitted by the Land Development Ordinance (LDO) (see Sec. 106-10.50 Zoos, indigenous wildlife rescue facilities, and exotic animal keeping use) and Section R12-4-406 of the Arizona Administrative Code.
 - Amend Section 10-112. - Livestock of the Municipal Code and incorporate the following changes:
 - Classify livestock into two categories, large livestock animals and medium livestock animals, based on size and outline which livestock animals are classified as large and which are classified as medium.
 - Amend the number of livestock animals permitted on a lot as follows:
 - Single family detached residences located on a lot at least one (1) acre in size may keep one (1) large livestock animal and six (6) medium livestock animals per half (.5) acre of lot area dedicated to the keeping of these animals. One (1) large livestock animal may be substituted for two (2) medium livestock animals, and vice versa.
 - Add enclosure, animal waste, and other health safety guidelines for animal keeping, to be consistent with the standards for fowl that were adopted as a part of state statute (HB 2483).
- **Corrections to scrivener’s errors, grammatical errors, incorrect references, formatting errors and changes to improve clarity and consistency within these sections of code.**

As this proposed ZTA is City initiated, if approved, a rezone program will be initiated to implement this new zoning district.

FS25-0039

Desert Rural ZTA

Zoning Text Amendment

City Council– Work session 1

May 5th, 2026



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Overview

Work session #1 (Today)

- Background
 - What is the purpose of this Zoning Text Amendment?
 - Why create a new zoning district?
 - Engagement with Community and City Departments
- Community feedback and proposed code changes
 - Permissible Uses
 - Development Standards
 - Land Use Buffers & Landscaping/Open Space

Work Session #2 (5/19/2026)

- Community feedback and proposed code changes (cont.)
 - Design Standards (Architecture & Character)
 - Animals
 - Transportation & Streets



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What is the purpose of this Zoning Text Amendment?



- To recognize and preserve existing rural communities, with parcels one (1) acre or larger, which offer residents a desert/ranching lifestyle by:
 - Developing unique standards which support this way of life. Examples include:
 - Compatible land uses
 - Setbacks and buffers from more intensive uses
 - Architectural allowances that consider the rustic character of these rural areas
 - Animal allowances that reflect the type and quantity of animals that are present within these rural areas
 - Etc.



What changes are entailed with this Zoning Text Amendment?

- Establish a new zoning district, Desert Rural (DR).
- Amend the **Municipal Code** and **Land Development Ordinance (LDO)** as applicable to incorporate supporting revisions to use standards, development standards, and design standards.
- Supporting revisions to the **Engineering Design Standards (EDS)** manual (changes will be briefly discussed but are not a part of the revisions to be voted on).



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Why create a new zoning district?

To implement the vision of the Rural Residential Overlay of the Surprise 2040 General Plan.



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How have we ensured this Text Amendment reflects the vision of the Rural Residential Overlay of the Surprise 2040 General Plan?



Outreach Efforts

- From May 2024 – March 11, 2026, a total of **12 outreach meetings** have been held.
 - **6 meetings** held with the **219th Neighborhood** (May 2024 – August 2024)
 - **4 meetings** held with the **overall Rural Residential Community** (August 2024 – November 2024)
 - **2 meetings** held to **present the 1st and 2nd draft of the code changes** to the overall **Rural Residential Community and Public** (January 2025, March 2026)

Overall Meeting Attendance						
	Meeting 1	Meeting 2	Meeting 3	Meeting 4	Meeting 5	Meeting 6
Total (signed in)	30	44	22	12	71	60
Total (est. in attendance)	50	-	25-28	20-25	104	67



Feedback Topics

- Permissible Uses
- Development Standards
- Land Use Buffers
- Design Standards (Architecture & Character)
 - Accessory Structures
 - Driveways & Parking
 - Fencing
 - Landscaping
- Animals
- Transportation & Streets
 - Major & Minor Roadways



Permissible Uses



Permissible Uses

Community Feedback

- No stand-alone commercial uses. Allow certain commercial uses as a home occupation in DR with CUP approval renewed every 24 months.
- Allow:
 - **Small farm or plant nursery** accessory to home.
 - **Motor vehicle repair** accessory to home.
 - **Vet clinic and animal boarding** accessory to home.
 - **Horse/livestock boarding** accessory to home.
 - **Storage of vehicles, materials, and equipment** related to home-based business on site.
 - **Temporary RV Parking** for family or rent during rodeo season.

Permissible Uses

Proposed Changes

- *Land use matrix*
 - Permissible uses for DR are the same as RR except:
 - No standalone commercial uses are permitted.
 - Community facilities, Public Facilities, and Bed and Breakfast establishments now require CUP approval.
- *Home Occupation Section*
 - Establish a classification system for home occupations.
 - Class III Home Occupations shall apply to DR only and may allow the following home occupations, subject to applicable approvals:
 - Animal clinics and vet offices
 - Cottage food.
 - Ranch.
 - Residential farm.

Development Standards



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Development Standards

Community Feedback

- Single family/rural density of 1 DU/ac, 1-2 story only.
- Similar/same development standards as Rural Residential.

Proposed Changes

- Create a new zoning district called Desert Rural (DR) with development standards that mirror RR standards.
- Single-family is permitted at a density of 1 DU/ac and height limit of 1-2 stories.

Existing and Proposed Minimum Development Standards for RR & DR

	Current Standards (LDO)	Proposed Standards
	RR	DR
Min. <u>lot</u> area (sf)	43560 sq. ft.	43560 sq. ft.
Min. lot width	130 ft.	130 ft.
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Max. bldg. height (ft)	40 ft.	40 ft.
Lot coverage	25%	25%
Open space (% of gross acres of residential dev.) ²	10%	10%

Notes:
 1. Garage face and embellishments shall be setback a minimum of twenty (20) feet measured from the opposing property line except rear, alley loaded garages, which shall be setback nine feet from edge of alley line.
 2. For subdivisions of 10 or more lots, open space in the form of tracts or trail easements shall be provided.

Land Use Buffers



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Land Use Buffers

Community Feedback

- 100-150ft minimum buffer between DR and new neighborhoods.
- Transition in density from DR with lower density abutting or adjacent to DR and higher density being located further away.
- Buffer shall consist of natural desert.

Proposed Changes

- Establish a required setback from abutting and adjacent DR zoned lots that ranges from 50-150 feet, depending the proposed lot size and zoning district.

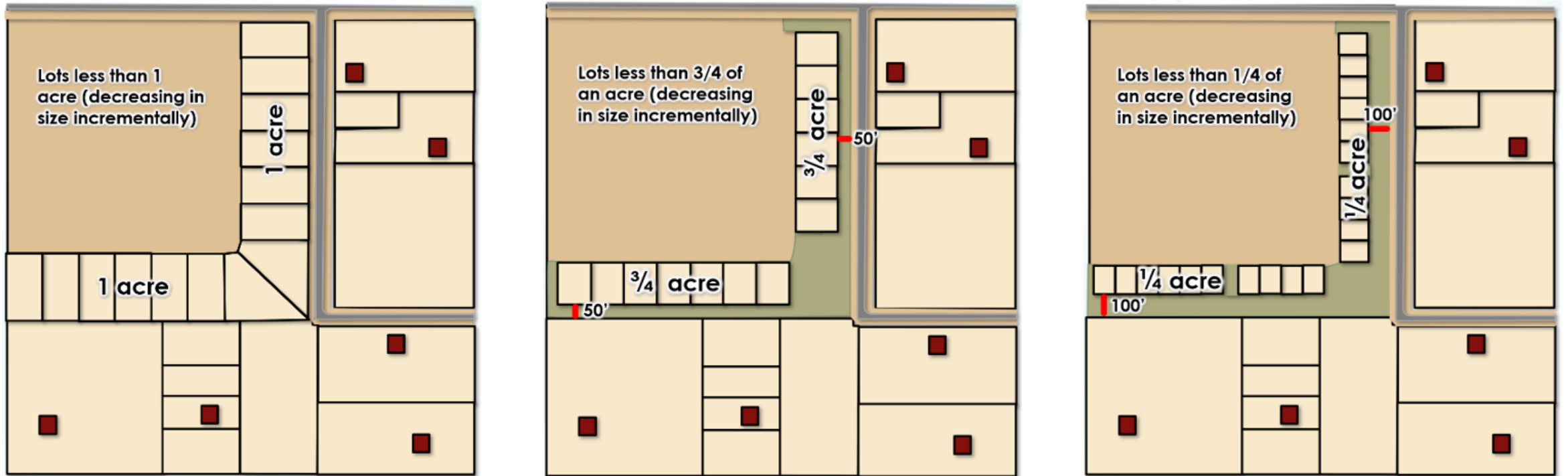
Existing and Proposed Minimum Setback Requirements from RR & DR by Zoning District

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Single-family	None	75', 150' ¹
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Commercial & MU	None	150'
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MU-1	15'	150'
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Open Space		
OS-1	50'	150'
OS-2	15'	150'

1. Setbacks are determined by lot category.
 2. Accessory structures associated with amenity areas may encroach into the required 150' setback up to seventy-five (75) feet.

Land Use Buffers

Proposed Lot Transitions & Setbacks – Single-family Residential



****Example of a Land Use Buffer and Transition in Density on 20 acres.**

Desert Rural Timeline

Compile Community Feedback and Research

April 2024 - May 2024

Neighborhood Outreach

219th Group

May 2024-August 2024

Overall Rural Residential Community

August 2024 - November 2024

1st Draft of Code Changes Presented

1/29/2025

2nd Draft of Code Changes Presented

3/11/2026

Work Sessions

Planning & Zoning – Work Session #1

4/23/2026

City Council – Work Session #1

← We are here

5/5/2026

Planning & Zoning – Work Session #2

5/7/2026

City Council – Work Session #2

5/19/2026

Public Hearings

Planning and Zoning Commission – Public Hearing

TBD

City Council – Public Hearing

TBD



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Next Time



Work Session #2 : Tuesday, May 19, 2026

- Community feedback and proposed code changes (cont.)
 - Design Standards (Architecture & Character)
 - Accessory Structures
 - Fencing
 - Landscaping
 - Animals
 - Transportation & Streets

Questions or Comments?

THANK YOU

Contact – Jani.Wertin@surpriseaz.gov



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CITY OF SURPRISE
Regular City Council Work Session

Council Meeting Date: May 5, 2026

Contact Person: Eric Boyles, Director -
Transportation

Submitting Department: Transportation

District: Citywide

Staff Recommendations: None

Consent: No

Regular: Yes

Public Hearing: No

Report/Discussion: No

Agenda Wording:

Transportation Master Plan Update

Motion:

For Information Only

Background:

The City is in the process of the development of its first ever Transportation Master Plan. This will provide the city with direction on specific improvements to enhance the ability of residents and visitors to navigate the community efficiently and safely. This update will cover the Technical Memorandum 2 and review of the plan's modal goals and policies.

Objective Analysis:

The Transportation Master Plan will be the guiding document for the development of the city's transportation network. It will establish a prioritized list of infrastructure investments for the city and possible funding sources for those investments. The TMP will also act as the guiding document as new development comes into the city and help with the preservation of future right-of-way.

Policy Compliant:

This item is compliant with City and City Council policies.

Financial Impact:

There is no anticipated financial impact related to this item.

Budget Impact:

There is no anticipated budget impact related to this item.

FTE Impact:

This item does not have an impact on current staff levels.

ATTACHMENTS:

1. STMP_TM2_04222026
 2. STMP_CBM_2_05052026_Final
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SURPRISE TRANSPORTATION MASTER PLAN

**APRIL
2026**

**TECHNICAL MEMORANDUM #2
VISIONING FOR A CONNECTED SURPRISE**

INTRODUCTION

The City of Surprise Transportation Master Plan (TMP) will provide a coordinated vision of a multimodal transportation network within the Surprise Municipal Planning Area (MPA). The TMP will recommend a network of all transportation modes that enhances the mobility and accessibility of people and goods.

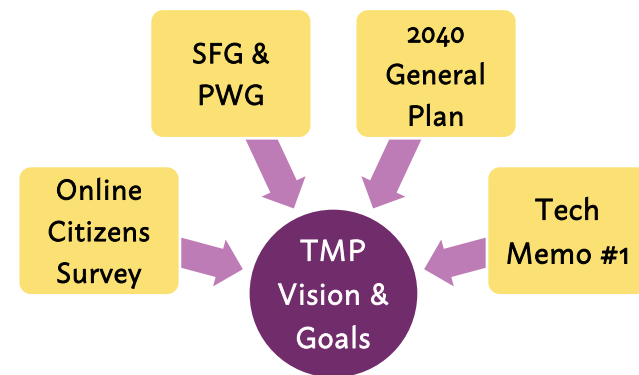
The Surprise MPA and City limits are experiencing considerable growth, which is creating increasingly high intersection and segment congestion, and vehicle delay. Stakeholder and public coordination / input is an especially important component of this study to create a shared and consensus-based vision of the future multimodal transportation network.

GOALS AND OBJECTIVES

The primary objective of the Surprise TMP is the development of a near-term (2030), mid-term (2040) and long-term (2050) multimodal transportation network that will place emphasis on the safe and efficient movement of people, goods, and services in a proactive and fiscally responsible manner. The multimodal transportation network improvements for the horizon years will include rail, roadway, functional classifications, cross sections, operations, facility capacity, freight, bike/pedestrian facilities and jurisdictional responsibility.

VISION AND GOAL STATEMENTS

The Vision and Goal statements were shaped through a balanced integration of community input, policy guidance, and technical analysis. Feedback from the Project Work Group (PWG) and Stakeholder Focus Group (SFG) provided on-the-ground perspectives from local partners and subject-matter experts, while the Surprise 2040 General Plan offered overarching direction on long-term growth priorities. Complementing this, the TMP’s Online Citizens Survey captured the broader community’s transportation needs and priorities, and the analysis and findings from Tech Memo #1 supplied data-driven insights into current system performance.



VISION STATEMENTS

SURPRISE 2040 GENERAL PLAN VISION

Against the picturesque backdrop of the White Tank mountains, Surprise is a distinct community that provides a high-quality life for residents of all ages. A range of rural to urban neighborhoods are safe and aesthetically pleasing. Community-wide mobility and accessibility is balanced with resource conservation to provide abundant greenways and open spaces for people to enjoy. Through responsible growth, the City's historic origins are embraced, while thriving destinations provide cultural, employment, and shopping opportunities. This is complemented with well-planned infrastructure that creates a lasting foundation for the continued benefit of Surprise residents and visitors.

SURPRISE TRANSPORTATION MASTER PLAN (TMP) VISION

Surprise is a connected city where a complete, multimodal transportation network integrates local and regional systems to support development; where people, goods, and vehicles move safely and efficiently across all modes of travel across the region; where traffic flow is actively managed through network planning and smart infrastructure investment; and where emerging transportation technologies are embraced to enhance mobility for all ages and abilities.

GOAL STATEMENTS

GOAL 1: FOSTER ROADWAY EXPANSION AND ADDRESS CONGESTION MITIGATION

The City of Surprise will proactively manage growth and congestion by expanding and completing the roadway network, strengthening regional and local connectivity, applying demand management strategies, and working with the development community to ensure that new developments are constructing the required transportation infrastructure to serve the developments prior to occupancy. Transportation investments will focus on reducing congestion, supporting economic vitality, and ensuring that people and goods move reliably while minimizing impacts on surrounding neighborhoods.

SUPPORTING POLICIES:

- Work with State and Regional partners on the following major regional transportation initiatives:
 - Advancement of Loop 303 and US60 full system interchange project, including grade separation of 163rd Avenue from US60
 - Loop 303 and 155th Avenue traffic interchange project including completion of arterial roadway connections
 - Establishment of a US60 Corridor Improvement project related to the recommendations from the US60 Corridor study
- Expand roadway capacity and improve regional access by supporting construction of regional freeways, interchanges, and major corridor improvements that connect Surprise to the greater region.
- Complete missing and incomplete links in the arterial roadway network to improve connectivity within the city and reduce congestion on the arterial network.
- Establish connected collector and local street systems in new and existing development to improve traffic circulation and relieve pressure on arterial roadways.
- Require any new developments or redevelopment projects coming into the city to construct, restore and reconnect the traditional street grid by planning for the one-mile spacing of arterial roadways.

- Support efficient and safe freight movement in Surprise through strategic partnerships, coordinated access planning, and dedicated truck routes that minimize impacts on residential areas and that strengthen Surprise’s regional economic competitiveness.
- Implement transportation demand management strategies, including telecommuting, flexible work schedules, and employer-based trip reduction programs, to reduce peak-hour congestion and improve system efficiency.
- Utilize intelligent transportation systems and operational strategies to maximize the efficiency and reliability of the existing and planned roadway network.

TMP INITIATIVES

1. Development of the transportation network across all horizon years to ensure preservation of ROW along future corridors and drive development decisions
2. Establishment of a prioritized CIP investment plan identifying immediate, short-term, mid-term, and long-term infrastructure improvements
3. Identification of new and strategic funding sources outside of the city’s general fund to aid in delivery of the prioritized CIP investment plan
4. Explore opportunities for development of an additional east-west arterial roadway connection to help mitigate traffic along Bell Road
5. Identification of the future traffic signal network and development of strategic evaluation criteria used to rank future investments

GOAL 2: ENHANCE THE EXISTING MULTIMODAL TRANSPORTATION SYSTEM

Develop and maintain a complete, integrated, and accessible multimodal transportation system that supports travel by walking, bicycling, transit, electric micromobility (e-bikes/e-scooters), and personal vehicles. Transportation and land use decisions will be coordinated to expand travel choices, improve access to daily needs, and reduce dependence on automobiles for residents of all ages and abilities.

SUPPORTING POLICIES

- Integrate transportation and land use planning to encourage compact, walkable, and mixed-use development patterns that reduce travel distances and external trip demand.
- Prioritize transportation investments that support infill development, redevelopment, and designated growth areas consistent with adopted character area plans.
- Promote transit-supportive and transit-oriented development by aligning zoning, infrastructure, and access improvements along existing and future transit corridors.
- Apply complete streets principles to ensure streets are designed, operated, and maintained to safely accommodate pedestrians, bicyclists, transit users, and motorists of all ages and abilities.
- Expand and connect a citywide pedestrian and bicycle network, including shared-use paths, greenways, and low-stress bicycle facilities, to support both recreational and everyday travel.
- Close sidewalk, trail, and bicycle network gaps through new development requirements and targeted capital improvements to improve system continuity.
- Promote walking and bicycling through education, outreach, wayfinding, and Safe Routes to School programs that enhance comfort, awareness, and user confidence.
- Plan a citywide local transit system that is consistent with development patterns and connects all neighborhoods, employment centers, schools, and retail.

- Explore flexible and innovative transit services, including microtransit, and on-demand rideshare services, to meet the needs of the city and connect to surrounding communities.
- Explore and identify possible external funding opportunities to help offset the financial impact of public transit to the city's general fund.
- Require incoming residential and non-residential development to connect to existing (or planned) multimodal systems identified in the Surprise TMP.

TMP INITIATIVES

1. Development of comprehensive street typologies that serve all modes and promote connectivity and safety along the transportation network
2. Conduct a comprehensive analysis of current transit services and development of scalable and financially sound approach to a citywide transit system
3. Establish a framework for the development of a trail system with safe on-street non motorized crossings, including the McMicken Dam and Trilby Wash corridors

GOAL 3: IMPROVE SAFETY ACROSS ALL MODES

Prioritize safety as a fundamental element of the transportation system by reducing crashes, serious injuries and fatalities, and creating streets that are safe and comfortable for all users. Ensure safety investments are data-driven, location specific, and focused on protecting all road users while supporting efficient movement across all modes.

SUPPORTING POLICIES

- Identify and prioritize safety improvements at intersections and corridors with a history of crashes, with particular attention to pedestrians, bicycles, motorcycles, non-motorized modes and other vulnerable users.
- Improve safety and accessibility at arterial, rail, canal, and wash crossings through enhanced treatments and grade-separated facilities where feasible.
- Implement proven, location specific safety countermeasures such as protected intersections, pedestrian refuge islands, leading pedestrian intervals, roundabouts, and elimination of sidewalk gaps.
- Apply traffic calming and speed management strategies throughout Surprise.
- Use data-driven approaches, including Road Safety Audits and crash analysis, to inform project prioritization and design decisions.

TMP INITIATIVES

1. Creation of a Transportation Safety Action Plan
2. Establishment of a school safety program that considers future pedestrian and bicycle safety improvements around schools
3. Identify potential funding opportunities to mitigate safety concerns along the transportation network

GOAL 4: INCORPORATE EMERGING TECHNOLOGIES

Strategically plan for and implement robust emerging transportation technologies that enhance mobility, safety, and efficiency for Surprise residents and business owners. The city will leverage innovation, data, and regional partnerships to modernize infrastructure, prepare for evolving travel behaviors, and ensure that technology investments deliver measurable benefits to residents, businesses, and visitors.

SUPPORTING POLICIES

- Deploy intelligent transportation systems and operational technologies to improve traffic flow, travel information, and emergency response across the transportation network.
- Support the expansion of electric vehicle charging infrastructure and facilities on public and private property for micromobility, ride-hailing, and shared mobility services throughout the city.
- Plan for and accommodate emerging technologies such as connected and automated vehicles through adaptive infrastructure, land use planning, and regulatory frameworks.
- Leverage partnerships, pilot programs, and grant opportunities to test, implement, and scale emerging transportation technologies that improve mobility and system efficiency.
- Enhance asset management systems and software to efficiently plan and program to maintain aging infrastructure.

TMP INITIATIVES

1. Update the city's Intelligent Transportation Systems Strategic Plan
2. Establish a formal evaluation framework for identifying and selecting software or systems that enhance prioritization of traffic signal upgrades and pavement preservation efforts.



SURPRISE TRANSPORTATION MASTER PLAN

City Council

Project Briefing #2

**May 5,
2026**

Agenda

- TMP Process Overview & Update
- TMP Vision & Goals Overview
- Preliminary Draft Roadway Recommendations
- Next Steps



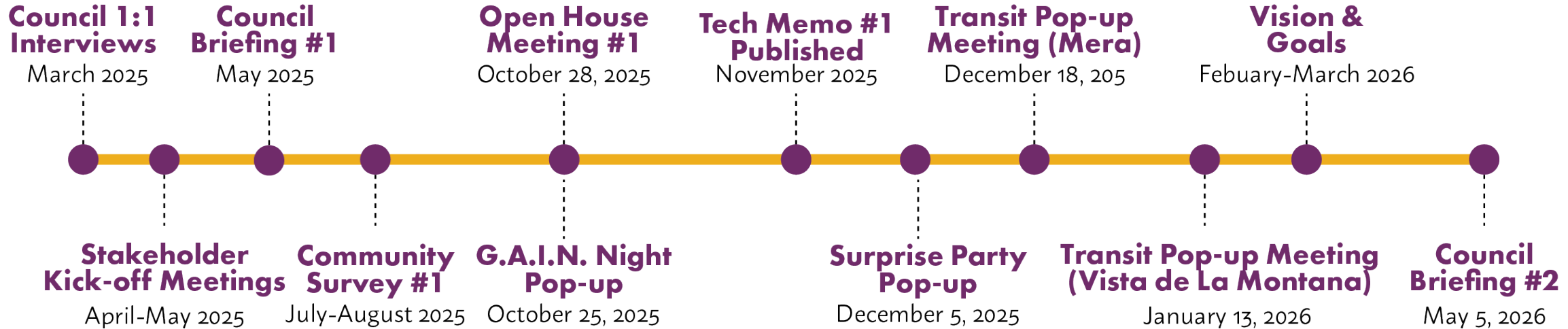
An aerial photograph of a suburban neighborhood. In the foreground, there is a large, modern commercial building with a flat roof and a parking lot. To the right, there is another commercial building with a stone facade. The middle ground shows a multi-lane road with several cars. In the background, there is a dense residential area with many houses, a large swimming pool, and a lake. The sky is clear and blue.

TMP Process Overview & Update

TMP Process Overview & Update



TMP Process Overview & Update



THEMES FROM STAKEHOLDER & CITY COUNCIL INPUT

- Build a more connected street network
- Target key corridors for safety & operations
- Address Cotton Lane & school-area congestion
- Make walking/biking safer and continuous
- Improve senior mobility / flexible transit options
- Coordinate “beyond streets”: drainage, utilities, and other plans

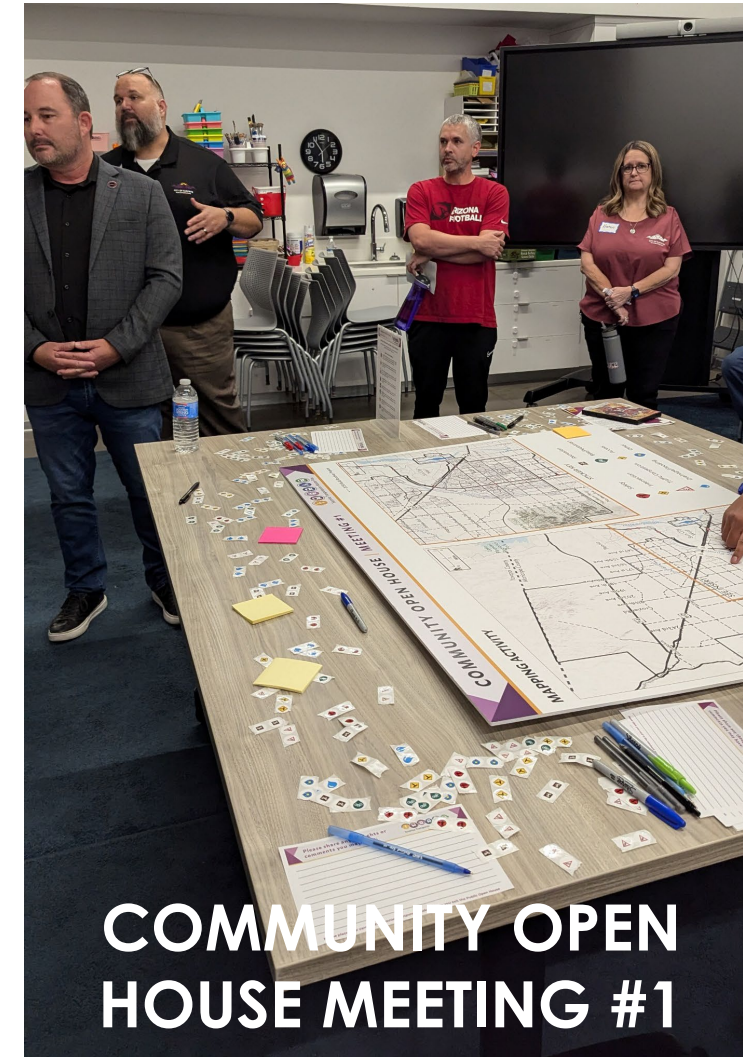
TMP Process Overview & Update

PUBLIC ENGAGEMENT & INPUT

- Online survey open 6 weeks: July 2–Aug 13, 2025
- questions survey and interactive mapping activity.
 - 663 total respondents!
- Community Open House Meeting #1 introduced the TMP and gathered public priorities.
 - 36 participants!
- Four Pop-up Events to increase exposure and target specific audiences.

THEMES FROM PUBLIC INPUT

- Traffic congestion is the #1 barrier; limited ways in/out of neighborhoods was also a major barrier.
- Congestion and operational/safety.
- Commonly cited problems include congestion, unsafe intersections, poor signal timing, and network connectivity gaps.
- Reported barriers to walking/biking.



TMP Process Overview & Update

PUBLIC ENGAGEMENT & INPUT – TRANSIT POP-UP EVENTS

Urgency for Immediate Transit

Residents demand transit solutions now within the current budget year, emphasizing immediate needs over long-term plans.

Preference for On-Demand Service

There is a strong preference for flexible, on-demand transit over fixed-route buses, matching varied mobility needs.

Senior Mobility Concerns

Seniors need door-to-door or closer service since many cannot access distant bus stops due to mobility limitations.

Affordability and Eligibility Issues

Calls to expand eligibility for subsidized transit and improve affordability for non-drivers relying on ride-hailing.



16 people participated at the Vista de la Montana Transit Pop-up Event on January 13, 2026.



TMP Vision & Goal Statements

Vision & Goals Development Framework



Vision Statement(s) Overview

SURPRISE 2040 GENERAL PLAN VISION

Against the picturesque backdrop of the White Tank mountains, Surprise is a distinct community that provides a high-quality life for residents of all ages. A range of rural to urban neighborhoods are safe and aesthetically pleasing. Community-wide mobility and accessibility is balanced with resource conservation to provide abundant greenways and open spaces for people to enjoy. Through responsible growth, the City's historic origins are embraced, while thriving destinations provide cultural, employment, and shopping opportunities. This is complemented with well-planned infrastructure that creates a lasting foundation for the continued benefit of Surprise residents and visitors.

SURPRISE TMP DRAFT VISION

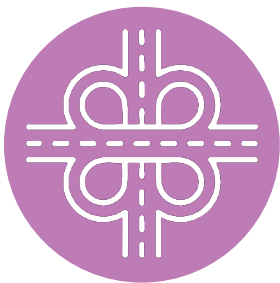
Surprise is a connected city where a complete, multimodal transportation network integrates local and regional systems to support development; where people, goods, and vehicles move safely and efficiently across all modes of travel across the region; where traffic flow is actively managed through network planning and smart infrastructure investment; and where emerging transportation technologies are embraced to enhance mobility for all ages and abilities.

Goal Statements Overview

GOAL 1: FOSTER ROADWAY EXPANSION & ADDRESS CONGESTION MITIGATION

The City of Surprise will proactively manage growth and congestion by expanding and completing the roadway network, strengthening regional and local connectivity, applying demand management strategies, and working with the development community to ensure that new developments are constructing the required transportation infrastructure to serve the developments prior to occupancy. Transportation investments will focus on reducing congestion, supporting economic vitality, and ensuring that people and goods move reliably while minimizing impacts on surrounding neighborhoods.

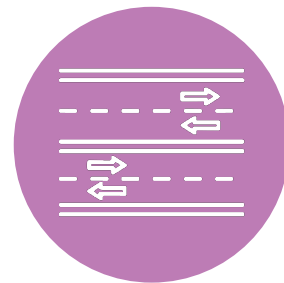
SUPPORTING POLICIES & INITIATIVES



REGIONAL
TRANSPORTATION
INITIATIVES



COMPLETE ROADWAY
NETWORK



NEW EAST-WEST
RELIEF CONNECTION



FREIGHT & TRUCK
ROUTE
STRATEGY



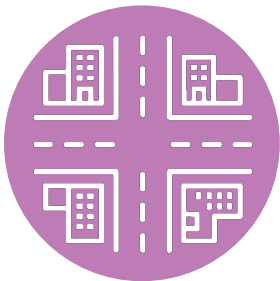
SMART OPERATIONS &
FUNDING

Goal Statements Overview

GOAL 2: ENHANCE THE EXISTING MULTIMODAL TRANSPORTATION SYSTEM

Develop and maintain a complete, integrated, and accessible multimodal transportation system that supports travel by walking, bicycling, transit, electric micromobility (e-bikes/e-scooters), and personal vehicles. Transportation and land use decisions will be coordinated to expand travel choices, improve access to daily needs, and reduce dependence on automobiles for residents of all ages and abilities.

SUPPORTING POLICIES & INITIATIVES



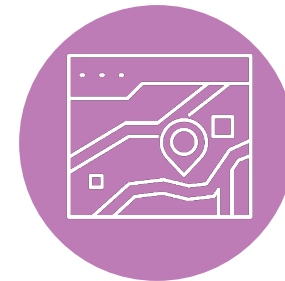
LAND USE & MOBILITY
INTEGRATION



COMPLETE STEETS &
STREET TYPOLOGIES



CONNECTED
WALKING/BIKING
NETWORK



TRAIL SYSTEM
FRAMEWORK



SCALABLE
LOCAL TRANSIT

Goal Statements Overview

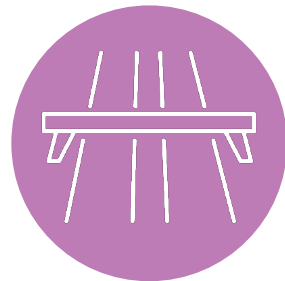
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Prioritize safety as a fundamental element of the transportation system by reducing crashes, serious injuries and fatalities, and creating streets that are safe and comfortable for all users. Ensure safety investments are data-driven, location specific, and focused on protecting all road users while supporting efficient movement across all modes.

SUPPORTING POLICIES & INITIATIVES



TARGET CRASH
HOTSPOTS &
VULNERABLE USERS



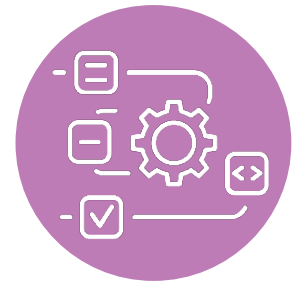
SAFER MAJOR
CROSSINGS



PROVEN SAFETY
COUNTY MEASURES



TRAFFIC CALMING &
SPEED MANAGEMENT



SAFETY
PROGRAM DELIVERY

Goal Statements Overview

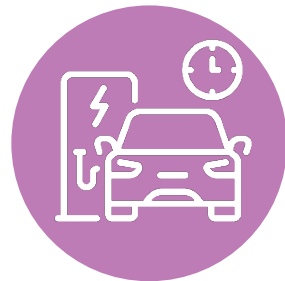
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SUPPORTING POLICIES & INITIATIVES



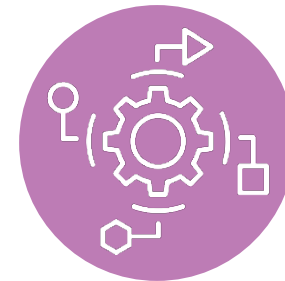
**ITS & SMART
OPERATIONS**



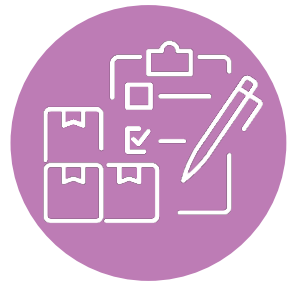
**EV NETWORK &
CHARGING EXPANSION**



**CONNECTED &
AUTOMATED VEHICLE
READINESS**



**PILOTS, PARTNERS, &
GRANTS TO SUPPORT
IMPLEMENTATION**

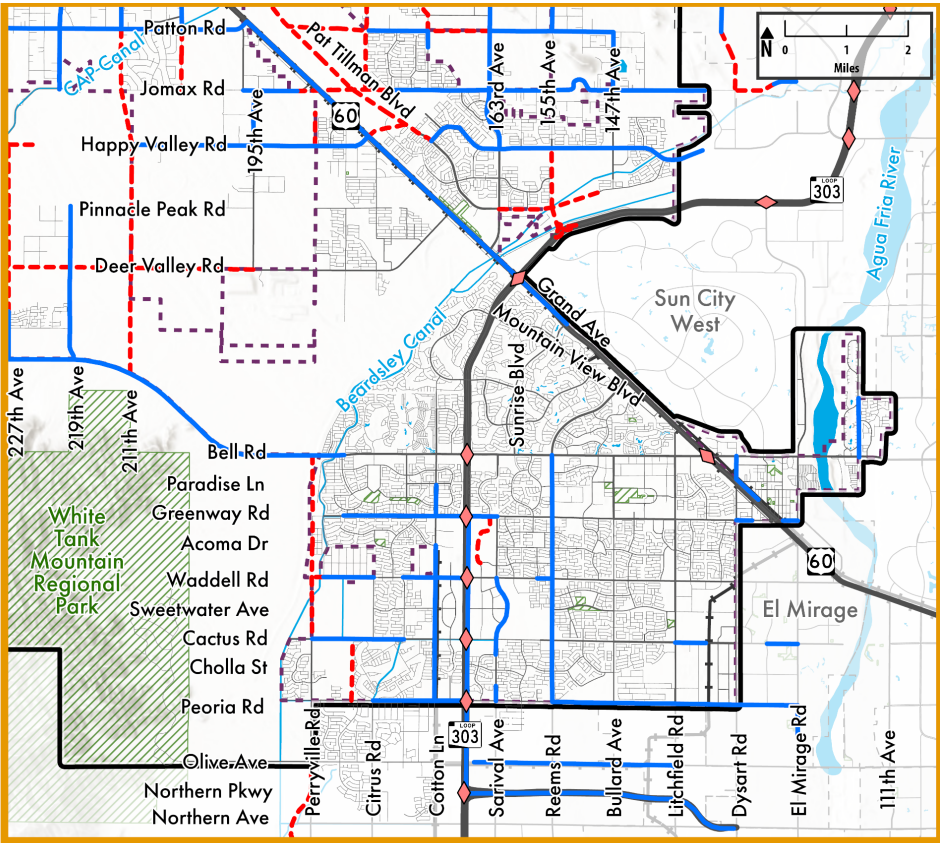
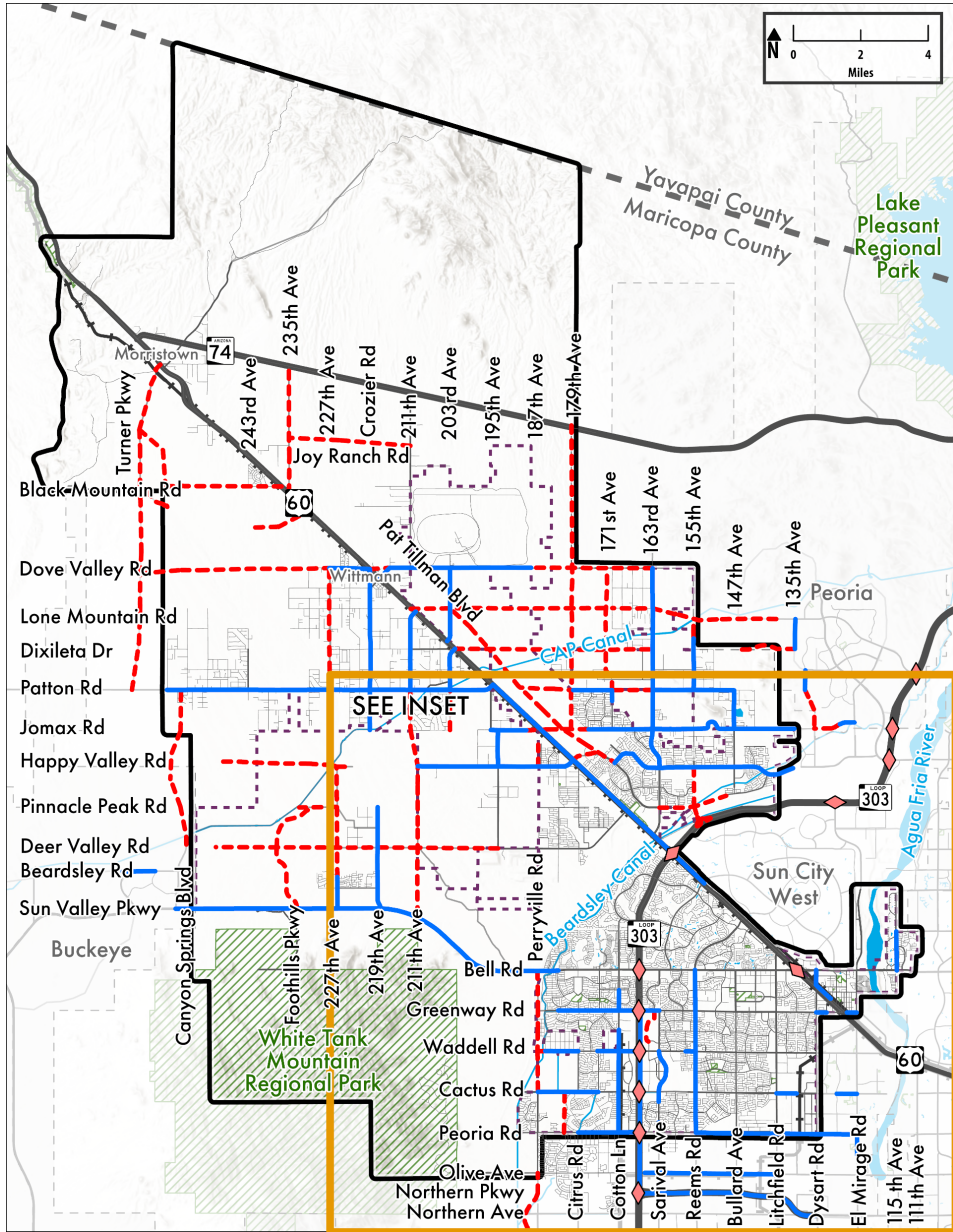


**DATA-DRIVEN ASSET
MANAGEMENT &
PRIORITIZATION**



Preliminary Draft Roadway Recommendations

Draft 2030 Roadway Recommendations

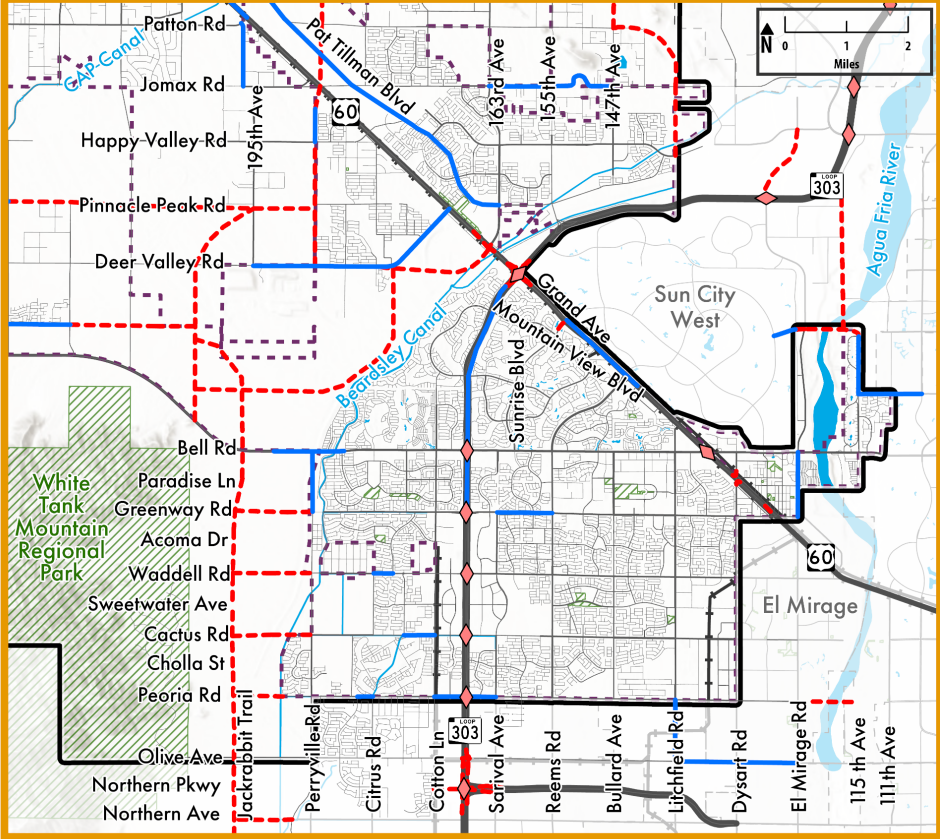
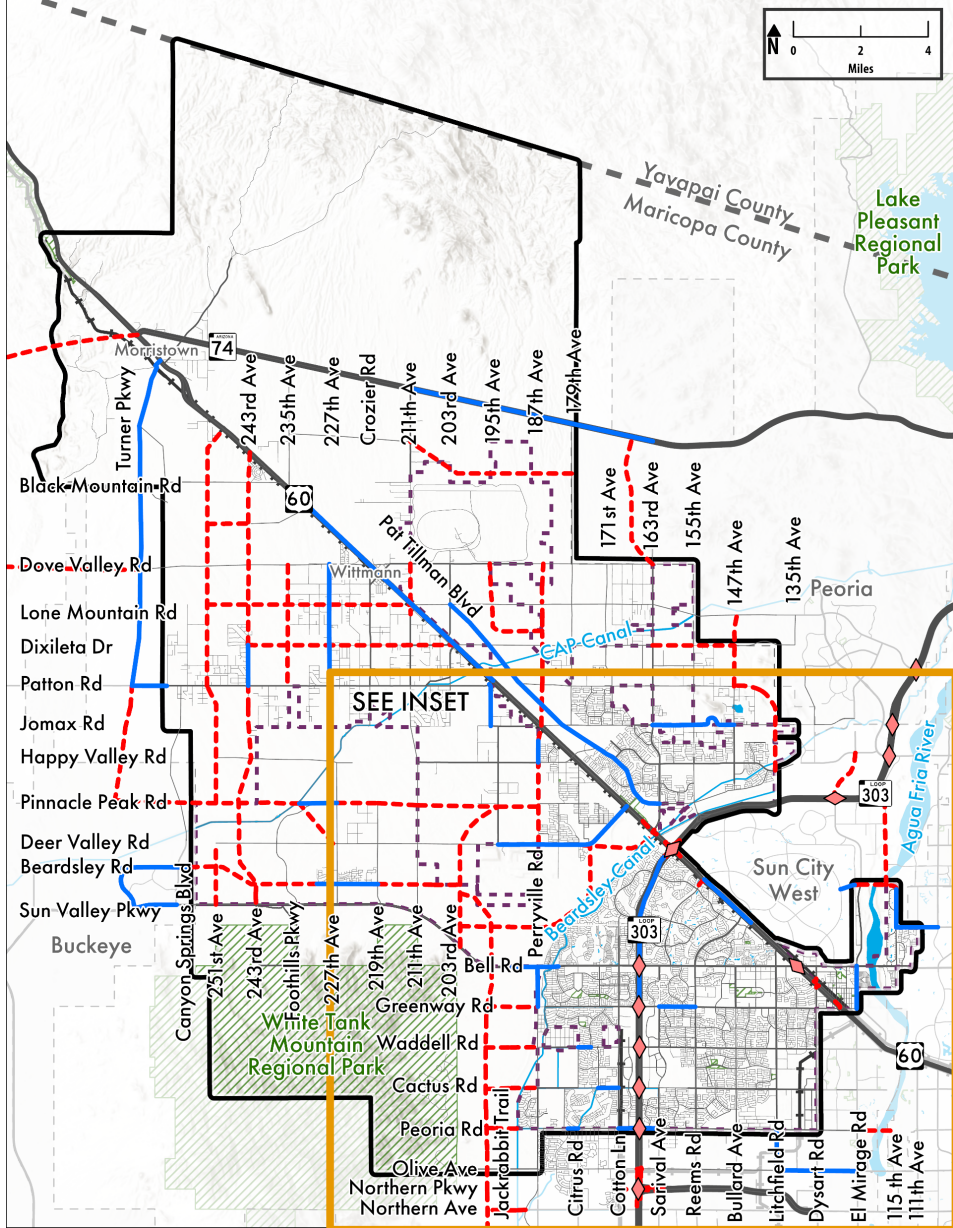


2030 Roadway Recommendations

- Canal
- Road
- Freeway
- Railroad
- River / Lake
- City
- County
- Park
- Surprise Municipal Limits
- Surprise Municipal Planning Area (MPA)
- New Roadway Link
- Roadway Capacity

Source: City of Surprise, MAG, Maricopa County, ADOT

Draft 2040 Roadway Recommendations

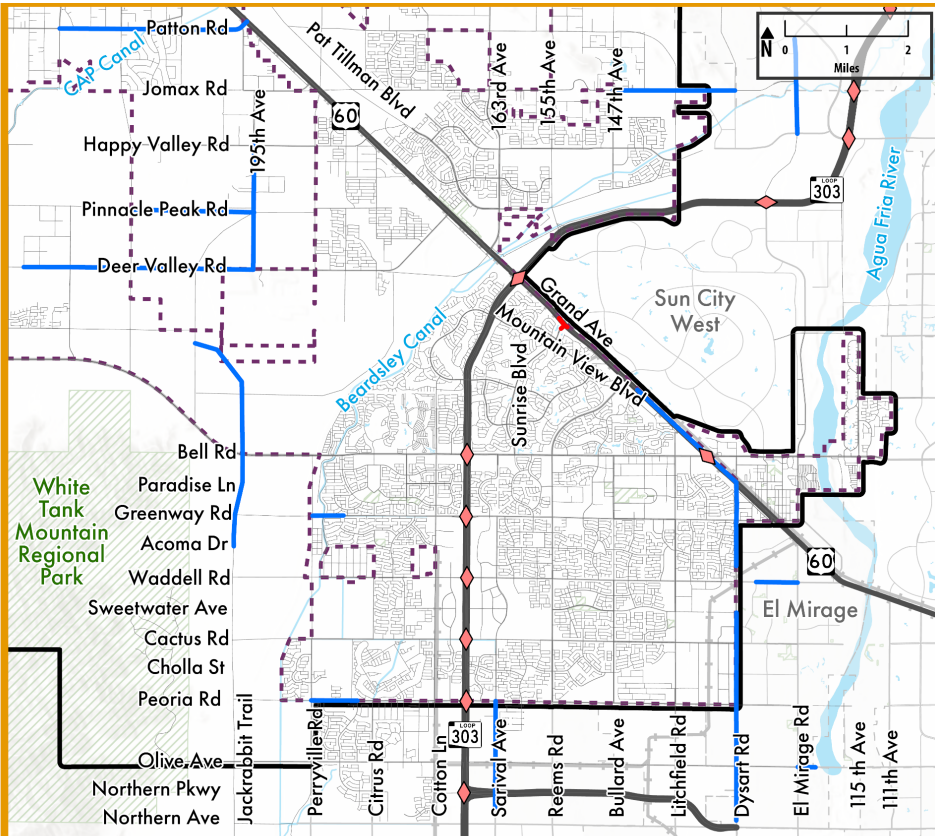
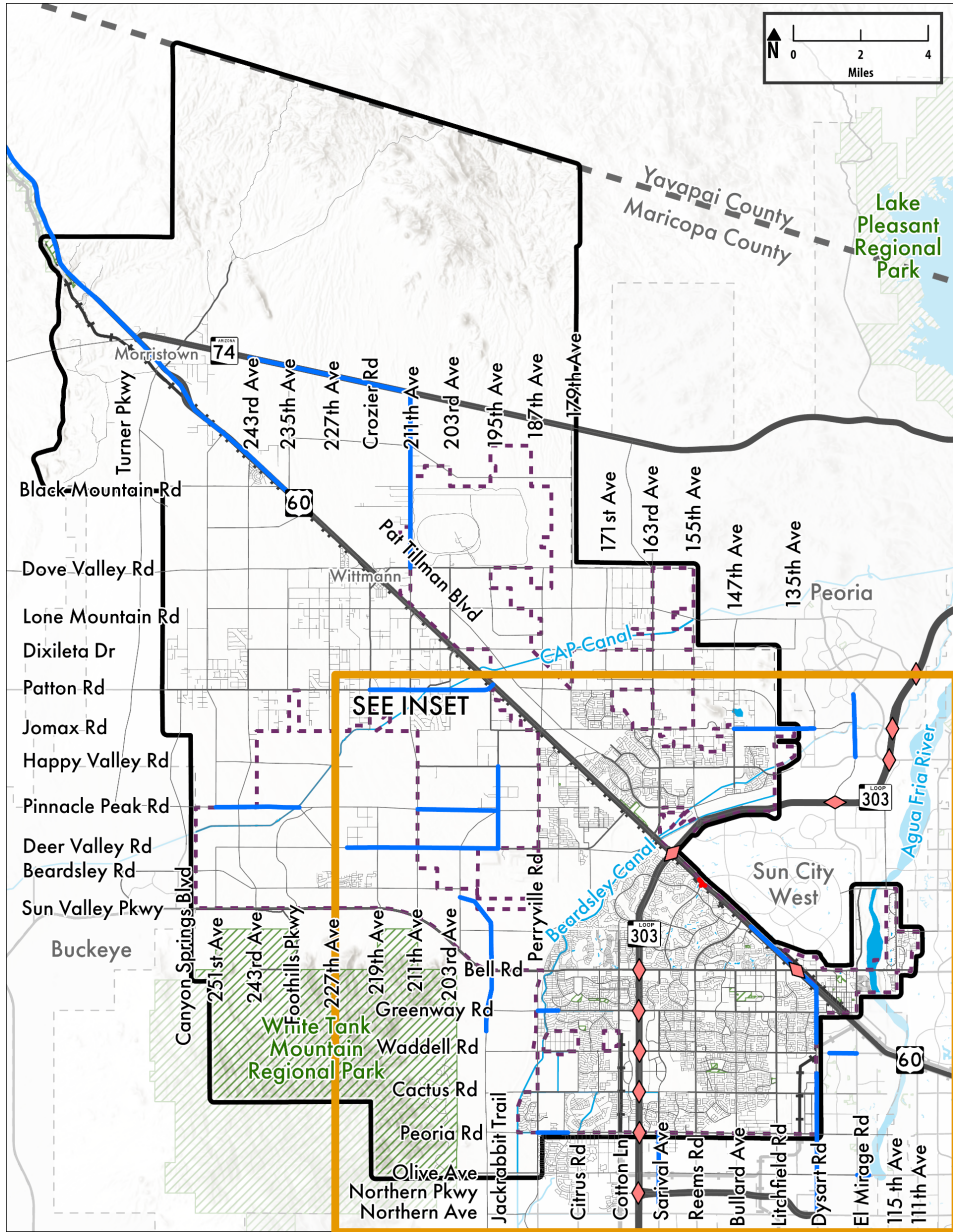


2040 Roadway Recommendations

- Canal
- Road
- Freeway
- Railroad
- River / Lake
- City
- County
- Park
- Surprise Municipal Limits
- Surprise Municipal Planning Area (MPA)
- New Roadway Link
- Roadway Capacity

Source: City of Surprise, MAG, Maricopa County, ADOT

Draft 2050 Roadway Recommendations



SEE INSET

2050 Roadway Recommendations

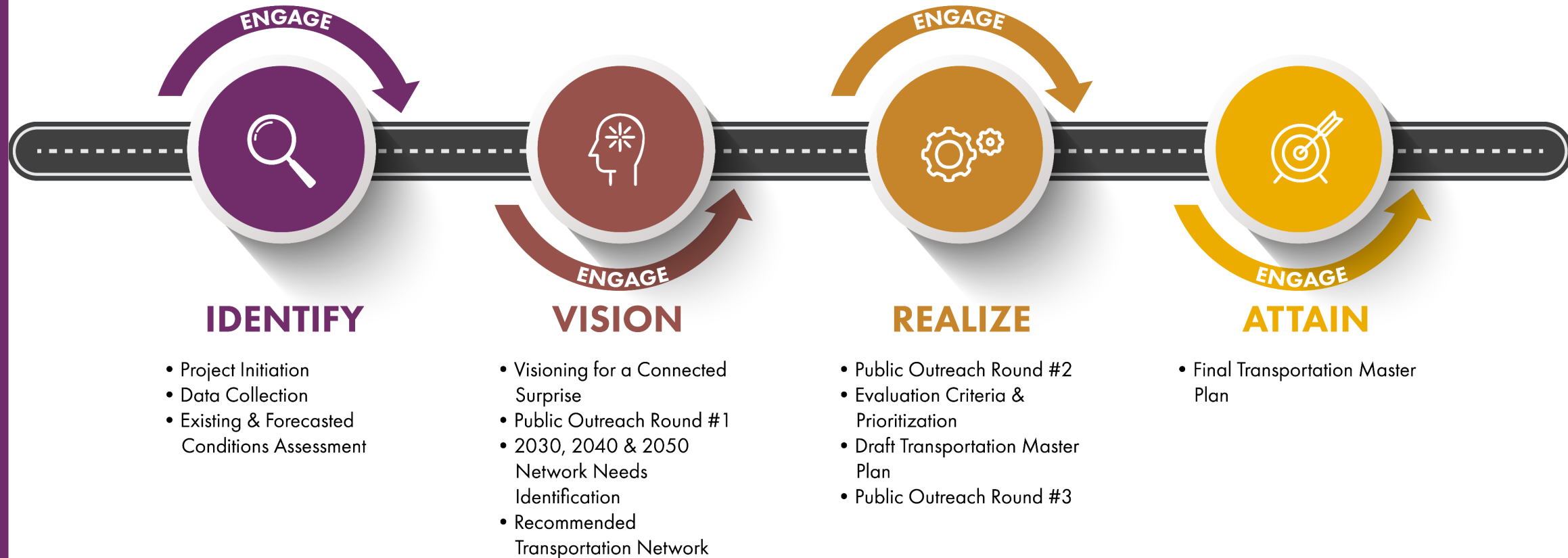
- Canal
- Road
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- City
- County
- Park
- Surprise Municipal Limits
- Surprise Municipal Planning Area (MPA)
- New Roadway Link
- Roadway Capacity

Source: City of Surprise, MAG, Maricopa County, ADOT

An aerial photograph of a city at sunset. The sky is filled with warm, orange and yellow clouds, with the sun low on the horizon. In the background, a range of mountains is visible. The middle ground shows a dense urban area with buildings and streets. In the foreground, a large, winding lake or reservoir is the central focus, surrounded by landscaped areas with trees and walkways. The overall scene is peaceful and scenic.

NEXT STEPS

Next Steps





THANK YOU!