



APPROVED AS AMENDED

**SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE  
TRANSPORTATION COMMISSION  
REGULAR MEETING**

**Thursday, November 21, 2024  
City Hall Kiva Forum  
3939 N. Drinkwater Boulevard  
Scottsdale, AZ 85251**

**CALL TO ORDER**

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

**ROLL CALL**

**PRESENT:** Mary Ann Miller, Chair  
Emmie Cardella  
Kyle Davis  
Lee Kauftheil  
Robert Marmon  
Mailen Pankiewicz  
Kerry Wilcoxon

**STAFF:** Nathan Domme, Transportation Planning Manager  
Sam Taylor, Principal Traffic Engineer  
Greg Davies, Senior Transportation Planner  
Kyle Lofgren, Office Manager

**PUBLIC COMMENT**

There were two members of the public who wished to speak, and there were two written comments submitted to the staff for Agenda item #5.

Chair Miller introduced a new Commissioner Kyle Davis, who shared some of his history.

Mr. Domme noted Satanay Hallac recently joined the Transportation Planning Department and

brings experience and knowledge with her.

### **1. Approval of Meeting Minutes**

Commissioner Pankiewicz pointed out that the minutes do not identify who is asking the question. Mr. Lofgren suggested the Commissioners identify themselves when speaking, noting that he would mention this to eScribers.

COMMISSIONER WILCOXON MOVED TO APPROVE SEPTEMBER 19, 2024, TRANSPORTATION COMMISSION REGULAR MEETING MINUTES. COMMISSIONER KAUFTHEIL SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0) WITH ONE ABSTENTION BY ROLL CALL VOTE. CHAIR MILLER, COMMISSIONERS CARDELLA, KAUFTHEIL, MARMON, PANKIEWICZ, AND WILCOXON VOTED IN THE AFFIRMATIVE. COMMISSIONER DAVIS ABSTAINED. THERE WERE NO DISSENTING VOTES.

### **2. Election of Vice-Chair**

Chair Miller explained leadership rotates based on seniority, and Commissioner Wilcoxon would be next; it was suggested he be named Vice-Chair.

COMMISSIONER KAUFTHEIL MOVED TO APPROVE COMMISSIONER WILCOXON AS VICE-CHAIR OF THE TRANSPORTATION COMMISSION. COMMISSIONER CARDELLA SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ZERO (0) BY ROLL CALL VOTE. CHAIR MILLER, COMMISSIONERS CARDELLA, DAVIS, KAUFTHEIL, MARMON, PANKIEWICZ, AND WILCOXON VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

### **3. Appointment to the Paths and Trails Subcommittee**

Chair Miller explained Commissioner Kauftheil has been the liaison and although his first term is up, he is eligible for one more year if he is interested. If not, another commissioner can seek an appointment.

COMMISSIONER MARMON MOVED TO CONTINUE COMMISSIONER KAUFTHEIL'S APPOINTMENT TO THE PATHS AND TRAILS SUBCOMMITTEE. COMMISSIONER DAVIS SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ZERO (0) BY ROLL CALL VOTE. CHAIR MILLER AND VICE-CHAIR WILCOXON AND COMMISSIONERS CARDELLA, DAVIS, KAUFTHEIL, MARMON, AND PANKIEWICZ VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

### **4. LILO Project Presentation**

Sam Taylor, Principal Traffic Engineer, provided an overview on the background of the development of Left In – Left Out (LILO) medians on Shea Boulevard, the uniqueness to Scottsdale, and the original safety study in 2021. There are currently 60 LILO locations in Scottsdale particularly at lower volume "T" intersections and in lieu of traffic signals. This second study is for operations related to the delay of improvements, and how to estimate the delay at the intersections for vehicles.

Dr. Brendan Russo from Northern Arizona University presented information about the LILO phase 2 study that looked at the operation impacts of the LILO treatment. The goal of the study was to come up with a method to estimate delays for minor road left turning vehicles. The primary advantage of a LILO intersection is a driver can focus on one direction of traffic.

The phase 1 safety impact study where crash analyses were conducted showed significant reductions in angle, left turn, and injury crashes at LILO sites compared to standard median opening sites. Crash modification factors were developed as part of this project and published in both the Federal Highway Administration's CMF Clearinghouse and the Institute of Transportation Engineer's Journal in March 2022.

The Highway Capacity Manual does not contain a formal methodology for estimating delay for an atypical intersection such as LILO. Operational performance of an intersection is based on average time a vehicle waits to make it through an intersection, which is determined by delay. It was recommended to use microsimulation modeling to develop a methodology for estimating delays in LILO intersections.

Dr. Russo talked about the data collection processes including field locations and times of data collection. The delay is estimated using calculations from time stamps on the video for when a vehicle arrives at the back of the queue, gets to the stop bar, leaves the stop bar, arrives in median, and merges into traffic. Other information noted included 30 percent of the vehicles used "rolling stops," as did 1.5 percent of left turn & left turn conflicts.

Vissim, the microsimulation modeling program used, allows sensitivity analysis with different combinations to understand the impacts on delay. It is critical the microsimulation model is calibrated to what is seen in the field for accuracy. Dr. Russo reviewed how the model is calibrated and the percentage of difference, noting they were satisfied with the calibration. A total of 2,640 simulation hours went into this project. Upon obtaining the estimate of delay for difference combinations of major and minor road volumes a set of predictive delay models were developed using linear regression. Without a Highway Capacity Manual, this model allows the City of Scottsdale to input existing or projected volumes to see what operations look like. All the variables are statistically significant at a 95 percent confidence level.

The potential impacts of different LILO design features such as acceleration lengths, speed limits, and signage were looked at and revealed no significant correlation with delays, but it was a limited study and sample. This may require future research along with comparing typical median openings, the percentage of left turns and left turn conflict, as well as rolling stops. Like the phase 1 study, the results of this study are expected to be disseminated at local and national conferences or journals.

Commissioners were given an opportunity to ask questions. Vice-Chair Wilcoxon clarified LILO intersections do not restrict to only left turns and remove ambiguity. He inquired if there were additional studies in other communities that would bolster the data because he would like to see these intersections available throughout Arizona and across the country. Dr. Russo stated he is now aware of other studies; however, he is involved in one that could lead in that direction, and they will continue to look for funding opportunities.

Vice-Chair Wilcoxon inquired if there is data on how the autonomous vehicles operate in this unique situation. Dr. Russo explained he is not aware of any such research, but will check the

data collectors' notes. Mr. Taylor noted he ran a crash query six months ago that revealed two crashes involving Waymo's, but they were determined not to be at fault.

Commissioner Marmon expressed concern with the LILLO intersections, noting they introduce ambiguity and more indecision with all the drivers. He inquired how the queue is less than a car length. Dr. Russo explained how the average queue is calculated. Commissioner Marmon suggested editing the glossary to explain the conclusion. Dr. Russo stated this is an empirical equation derived from the data, and the numbers which are coefficient outputs from the model explaining the calculation. Mr. Taylor talked about the initial safety study which revealed a slight increase in side swipe crashes due to merging maneuvers, but a significant reduction in angle and injury crashes. Commissioner Marmon stated there was no crash data in the safety study. Dr. Russo advised there was crash data collected by the City of Scottsdale for both LILLO and controlled sites.

Commissioner Kauftheil asked to see additional data comparing the number of incidents and severity. Mr. Taylor explained a larger sample size would be required because these are low volume intersections. Commissioner Kauftheil inquired about the impacts on pedestrians. Dr. Russo agreed it is important to consider pedestrians, bicyclists, and others but explained it was not part of this study and would require a lot of videos to be collected.

Commissioner Davis asked if there is data on the number of vehicles that progress through the intersection incorrectly. Dr. Russo stated they have this data, but it is not calculated at this time. Commissioner Davis suggested this could be related to a signage issue. Dr. Russo noted the signage in phase 1 was not found to be consistent. Mr. Taylor explained the signage in both studies showed no impact on crash or delay data. Due to inconsistencies, they are being removed and replaced with markers, but signage will continue to be evaluated. Commissioner Davis inquired if there are other intersections in the city that would be considered for LILLO infrastructure.

Mr. Taylor discussed the process for converting an intersection and remarked that new CIPs are building mainly LILLO intersections. Commissioner Davis clarified the delay calculation allows comparison to a signalized intersection to see if it would be a better option for a given area. Mr. Taylor explained that was the purpose of the phase 2 study and discussed the requirement for new development and a traffic impact study. The results of the study can be put into the equation to estimate the delay and service level to determine if a LILLO or signalized intersection is best.

Commissioner Cardella inquired how the equation was picked. Dr. Russo talked about the different models and combinations used and selecting the one that produced the highest goodness of fit statistic for the model.

Chair Miller inquired whether a LILLO intersection acts like a center left turn lane. Dr. Russo advised that data was not used in this study. Mr. Taylor explained the LILLO works differently because the vehicle is being forced into the acceleration lane.

## **5. Desert Foothills Trail Expansion Project**

Greg Davies, Senior Transportation Planner, presented information on the Desert Foothills Trail Expansion Project noting it initiated in June 2024. Staff has been gathering information over the

past five months, and the project is set to begin at the start of FY 25/26. This is a component of the Transportation Action Plan (TAP) because the trail element is within the TAP.

Mr. Davies reviewed the area on the graph noting existing trails and where the one and a half miles of new trails will be bordered by Jomax Road to the south, Pinnacle Vista Drive to the north, Miller Road to the east, and Hayden Road to the west. The trails within the Monterra area have been vacant for approximately 20 years, but the City is planning to reestablish them through the trail maintenance program. The City of Scottsdale has a robust trail system with most of them in Northern Scottsdale, north of Shea Boulevard where the Sonoran Desert environment is. There are 220 miles of trails within the McDowell Sonoran Preserve, 150 trails outside the preserve, and 140 planned trails.

Mr. Davies reviewed the series of planning efforts since 1999 that focused on establishing recommendations and policies for constructing paths and trails which included character areas and character types. The goal of the policies is to close system gaps and approve local and regional connectivity within the paths and trails system. It is important to minimize development impacts and preserve rural and equestrian character and lifestyle.

The project budget is approximately \$250,000 funded by the 2/10<sup>th</sup>'s sales tax, which will allow a higher-class trail. It will be dug out four inches, compacted, and sealed with a stabilizer so it stays intact, and the surface becomes resilient. The timeline of action taken from 2004 to the present was reviewed. The purpose of the project is to build trails to provide pedestrian, bicycle, and equestrian connections and safety and maintain the natural look and character of the area.

The TAP trail element aligns with the Design Standards and Policy Manual. Design elements are reviewed when trails are built, and they illustrate what the trail provides, being a safe non-motorized transportation for hikers, mountain bikers, and equestrians. Additionally, they provide legal public access within the right-of-way or public non-motorized access easements. The City has a native plant ordinance that does not allow for native plants to be removed; however, some can be pruned when adjacent to a trail. In accordance with the City code, trails adjacent to private property or in an HOA tract are responsible for trail maintenance.

Extensive public outreach has been conducted as well as onsite visits with residents.

Chair Miller opened public comments.

Mr. Lofgren read a written comment from Pamela Polydoros who expressed support for the trail expansion to be able to safely ride her horse, walk her dog, and jog. She stated the safety of pedestrians should be the number one reason to build the trail, which will improve and enhance the quality of life for residents seeking to enjoy the outdoors and would encourage residents to exercise. He then read a written comment from David and Gretchen Clark who expressed their support for the construction of the trail system for the benefit to recreational users. It could enhance the desirability of the area and possibly increase property values.

Madelyn Suzanne Cardell spoke about the importance of the trails for safety purposes. The dust abatement created an unsafe surface for riding horses. The unlit area is another hazard when trying to share the road with motorized vehicles.

Joan Cardell spoke about the trail system, noting her neighborhood could achieve a treasured goal for the entire community to enjoy. She discussed safety concerns with sharing the road with motorized vehicles. Lastly, she noted the trails are beautiful and safe for all to enjoy the outdoors, especially children who deserve a safe and protected place to walk, run, and enjoy themselves into the future.

Commissioners were given an opportunity to ask questions. Commissioner Pankiewicz inquired about the reasons within the petition to remove the trails at 77<sup>th</sup> and Redbird. Mr. Davies advised there were eleven properties that did not want to maintain the trail and felt it was intrusive to their privacy.

Commissioner Cardella inquired if the “higher-class” trail was like the recently installed Thunderbird Trail. Mr. Davies noted it was with one exception that the soil color will be different. Commissioner Cardella commented that this is public space, and the public should be allowed to enjoy it.

Commissioner Davis inquired about the number of miles of trails removed and the criteria for removing them. Mr. Davies explained 48 miles of trails were removed from the system based on redundancy, lack of right-of-way or easement, and lack of connectivity. Commissioner Davis clarified there are no streetlights in this vicinity, which Mr. Davies confirmed. Commissioner Davis inquired whether there is consideration to pave this street, and during such occurrence would curbing and sidewalks be installed. Mr. Davies noted it is a possibility, but there would not be any curbing. Commissioner Davis asked who would perform maintenance and upkeep if there is no trail but a right-of-way adjacent to the street. Mr. Davies noted the property owner.

Commissioner Davis asked what dictates which side of the street the network will be installed. Mr. Davies explained it depends on the constraints such as vegetation of native plants. Commissioner Davis inquired if there were any features of this trail that would set precedent. Mr. Davies explained this trail is very similar to many trails previously built and intended to be built. Commissioner Davis commented that the City has an obligation to provide a safe area for everyone to travel. This is unintrusive, fits the character, and will not set precedent.

Commissioner Kauftheil inquired if the dust abatement and stabilizer are different products and if the stabilizer had any hazardous issues. Mr. Davies confirmed they were two different products; the dust palliative is used on roadways and stabilization is used on trails and does not create a slick environment. Commissioner Kauftheil clarified the funding is 100 percent from the .02 percent sales tax and not from property taxes. Mr. Davies confirmed it comes from the .02 percent sales tax that was approved in 1989 by Scottsdale voters and is strictly for the City of Scottsdale.

Commissioner Kauftheil asked if there was any data on usage of trails after they have been built and stabilized. Mr. Davies advised he does not have that data but believed this is a great idea. He indicated he plans to put a portable echo counter on this trail when it is complete. Commissioner Kauftheil asked if any negative feedback has been received after a trail was built and the nature of such feedback. Mr. Davies advised he has not received any negative feedback and is usually onsite after the trail is built talking to residents using the trail.

Mr. Domme noted there was some fear before Thunderbird Trail was built regarding the impact on their property, but there have not been any issues since the trail was installed. Commissioner Kauftheil shared that, as a resident in South Scottsdale, he receives notices to maintain the sidewalk and alley behind his house. Mr. Domme confirmed residents are required to maintain the frontage of streets throughout Scottsdale.

Commissioner Wilcoxon noted his appreciation for the commitment of the residents and the city to enact this plan. This makes the roadway safe and more accessible for everyone, it addresses fairness, and safety.

Chair Miller asked how far from homes the trails will be. Mr. Davies noted it varies, but one of the petitioners was 40 feet. Mr. Domme explained there are setback requirements within the zoning code for this reason

COMMISSIONER PANKIWICZ MOVED TO APPROVE THE DESERT FOOTHILLS TRAIL EXPANSION PROJECT TO MOVE FORWARD AS PLANNED. COMMISSIONER CARDELLA SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ZERO (0) BY ROLL CALL VOTE. CHAIR MILLER AND VICE-CHAIR WILCOXON AND COMMISSIONERS CARDELLA, DAVIS, KAUFTHEIL, MARMON, AND PANKIEWICZ VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

### **Adjournment**

Mr. Lofgren reminded the commission they will not have a meeting in December and will reconvene in January 2025.

COMMISSIONER KAUFTHEIL MOVED TO ADJOURN THE MEETING. VICE-CHAIR WILCOXON SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ZERO (0) BY ROLL CALL VOTE. CHAIR MILLER AND VICE-CHAIR WILCOXON AND COMMISSIONERS CARDELLA, DAVIS, KAUFTHEIL, MARMON, AND PANKIEWICZ VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

With no further business to discuss, being duly moved and seconded, the meeting adjourned at 7:02 p.m.

Recorded and Transcribed by eScribers, LLC.