



SCOTTSDALE TRANSPORTATION COMMISSION Notice and Agenda

Date: Thursday, January 16, 2025

Time: 5:15 P.M.

Location: Kiva – City Hall

3939 N. Drinkwater Boulevard

Scottsdale, AZ 85251

Call to Order

Roll Call

Mary Ann Miller, Chair	Mailen Pankiewicz, Commissioner
Kerry Wilcoxon, Vice-Chair	Emmie Cardella, Commissioner
Robert Marmon, Commissioner	Kyle Davis, Commissioner
Lee Kauftheil, Commissioner	

One or more members of the Transportation Commission may be attending the meeting by telephone, video, or internet conferencing, pursuant to A.R.S. §38-431(4)

Public Comment

Citizens may address the members of the Transportation Commission during Public Comment. This “Public Comment” time is reserved for citizen comments regarding non-agendized items. Arizona State law prohibits the Transportation Commission from discussing or taking action on an item that is not on the prepared agenda. Citizens may complete one Request to Speak “Public Comment” card per meeting and submit to City Staff. Public testimony is limited to three (3) minutes per speaker.

Written public comment for both agendized and non-agendized items may be submitted in-person by completing a yellow written public comment card or electronically by completing a Written Public Comment Form. Written public comment submitted after public testimony has begun will be provided to the members of the Transportation Commission at the conclusion of the testimony for that item. Written comments that are submitted electronically at least 90 minutes before the meeting’s scheduled start time will be provided to members of the Transportation Commission. A written public comment may be submitted electronically at the following link: <https://www.scottsdaleaz.gov/boards/transportation-commission>

1. [Approval of Meeting Minutes](#)-----**Discussion and Action**
Regular Meeting of the Transportation Commission – November 21, 2024
2. [Approval of the Annual Transportation Commission Report](#)----- **Action**
Review and approval of the 2024 Transportation Commission Annual Report – Transportation Commission
3. [2025 Transportation Commission Meeting Schedule](#) ----- **Discussion and Action**
Decide which nine months of the year to meet – Transportation Commission
4. [Election of Officers](#)-----**Discussion and Action**
Election of Chair and Vice-Chair for 2025 – Transportation Commission
5. [Overview of the Strategic Transportation Safety Plan](#)-----**Discussion and Possible Action**
Overview of the Strategic Transportation Safety Plan – Nathan Domme, Transportation Planning Manager
6. [Overview and Accomplishments](#) -----**Information**
Overview of department accomplishments in 2024 – Mark Melnychenko, Transportation & Streets Director
7. [Commission Identification of Future Agenda Items](#)-----**Discussion**
Robust discussion of potential future agenda items for the Transportation Commission – Mark Melnychenko, Transportation & Streets Director

Adjournment



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



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 she 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 Waymos, 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 2/10th'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 77th 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 KUAFTHEIL 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.



2024 Annual Report

Transportation Commission Annual Report

Prepared by Kyle Lofgren, Senior Management Analyst on January 8, 2025

Approved by the Transportation Commission on January 16, 2025

Web Site Address: [City of Scottsdale - Transportation Commission](http://www.cityofscottsdale.gov/transportation-commission)

Number of Meetings Held: 9

Public Comments: 18

Major Topics of Discussion / Action Taken:

- Approval of the Transportation Commissioner Annual Report – Approved 7-0
- Election of Officers – Approved 7-0
- Traffic Safety Communications Campaign – Work Study Session
- Results from Bicycle Friendly Community Resident Feedback Questionnaire – Information
- Projects and Programs Updates – Information
- Transportation Action Plan (TAP) Implementation – Information
- Path and Trail Network Gap Analysis – Information
- Wayfinding Signage Implementation – Information
- Amendment of the Transportation Commission Bylaws – Approved 6-1
- Arterial Life Cycle Program (ALCP) Update – Information
- Transit System and Recent Data Update – Information
- 2022 Traffic Volume and Collision Report – Information
- Traffic Signal Program – Information
- Federally and Regionally Funded Studies and Plans – Information
- Arizona Department of Transportation (ADOT) Update – Information
- Trolley Update – Information
- Raise Grant – Information
- Motorized Vehicles on Paths and Canals – Information
- 68th Street Project Outreach Efforts – Information
- Citizen Petition and Staff Responses – Information
- Information on Proposition 479 – Approved 6-0
- Bicycle Detection at Traffic Signals – Information
- Jackrabbit/Miller Road Improvements – Information
- Shade and Tree Plan – Information
- Speed Determination and Enforcement – Information
- LILO Presentation – Approved 7-0
- Desert Foothills Expansion Project – Approved 7-0

Member Attendance:

Member Name	Title	Present	Absent	Recused	Service Dates
Mary Ann Miller	Vice-Chair then Chair	9	0	0	From January to December
Kent B. Lall	Chair	6	1	0	From January to August
Kerry Wilcoxon	Commissioner then Vice- Chair	9	0	0	From January to December

Lee Kauftheil	Commissioner	9	0	0	From January to December
Robert Marmon	Commissioner	9	0	0	From January to December
Emmie Cardella	Commissioner	8	1	0	From January to December
Mailen Pankiewicz	Commissioner	9	0	0	From January to December
Kyle Davis	Commissioner	1	0	0	From November to December

**Kent B. Lall was replaced as Chair by then Vice-Chair Mary Ann Miller. Mary Ann Miller's Vice-Chair roll was then filled by then Commissioner Wilcoxon. The remaining vacant Commissioner position was filled by Kyle Davis.*

Subcommittees: A Paths and Trails Sub-Committee was formed on March 18, 2010, as a result of the updated Transportation Commission Ordinance approved by City Council on November 3, 2009. The Sub-Committee consists of two Transportation Commissioners that are appointed by the Transportation Commission Chair, and two non-Commission members that are appointed by City Council. The Paths and Trails Sub-Committee was established to advise the Transportation Commission as a whole and provide a public forum for issues surrounding paths and trails.

Ethics Training: Yes, all Commission Members completed online Ethics training prior to their first meeting of the year on January 16, 2025.

Selected Officers: Yes. The Transportation Commission appointed Commissioner Lall for Chair and Commissioner Miller for Vice-Chair. Upon Chair Lall's term ending, Vice-Chair Miller was voted Chair and then Commissioner Wilcoxon was voted the new Vice-Chair. Transportation Commissioner Lall was appointed as the Chair for the Paths & Trails Subcommittee and Commissioner Kauftheil Vice-Chair. Upon Chair Lall's term ending, Vice-Chair Kauftheil was voted Chair and Commissioner Wilcoxon was voted Vice-Chair.

Reviewed Bylaws/City Code: Yes, on August 15, 2024. Annual meeting frequency was reduced from 12 meetings per year to 9 meetings per year.

Anticipated Key Issues: N/A.

Future Significant Work Products: The Transportation Action Plan (TAP) Implementation.

Upcoming Opportunities, Challenges, or Outcomes: N/A.

Additional Comments/Recommendations: N/A.

Report approved on January 16, 2025.

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Nathan Domme, Transportation Planning Manager
Subject: City of Scottsdale Strategic Transportation Safety Plan
Meeting Date: January 16, 2025

ITEM IN BRIEF

Action: Approve proposed calendar for Transportation Commission Meeting items to review the Strategic Transportation Safety Plan

Purpose: Provide an overview of the progress made so far in the current effort to develop a Strategic Transportation Safety Plan and present the transportation commission schedule for future action items about the Strategic Transportation Safety Plan. This is an informational item only, and an opportunity for questions and answers will follow the presentation. Receive the Transportation Commission's concurrence on the calendar of Meeting Items.

Background:

The Scottsdale Transportation and Streets Department is currently developing a citywide Strategic Transportation Safety Plan to guide safety improvements, programs, and strategies for all transportation modes, especially for the most vulnerable users.

The Plan focuses on creating policies to help improve safety in several key components, including Workforce in the Right of Way, development of the High Injury Network, Education, Enforcement, and countermeasures identification. City staff and the consultant have collected traffic and crash data and are currently analyzing the data to determine the results.

Upcoming Transportation Commission Schedule:

Staff proposes the nine action items to several transportation commission meetings to provide sufficient opportunities to develop and review the Strategic Transportation Safety Plan. A series of meetings are provided below for the Commission members' consideration.

February 20th Meeting:

Item 1: Common Practices and Department's Successes. Staff and a consultant will present the draft common practices document. This document identifies best practices by other cities and regional partners. Staff will also present on practices the city of Scottsdale has conducted over the past twenty years and how they have been effective.

March 20th Meeting:

Item 2: Initial Goals and Policies Discussion. Staff and consultants will present goals and policies demonstrating a safety commitment. Including the following components:

- An Education Component (public safety messaging)
- An Enforcement Component
- Evaluation tools to monitor progress
- Workforce Safety in the Right-of-way
- Build off our program successes

We aim to reduce the likelihood of traffic crashes resulting in fatal or serious injuries.

April 17th Meeting:

Item 3: Data Analysis and High-Risk Locations. Staff and the consultant will present the Crash Data Analysis and ultimately develop a high-injury network. This will include identifying intersections, segments, and corridors that exhibit possible safety issues.

Item 4: Strategies/Countermeasure Identification. Staff and the consultant will present Safety Countermeasures and Solutions identified in the Plan.

May 15th Meeting:

Item 5: Education Component. Staff will present policies to enhance public outreach and safety education material. This will include coordination with other departments and possible programs for Safe Routes and Safe Routes to Schools.

June 19th Meeting:

Item 6: Workforce Safety. Staff will present strategies to improve safety for work in the right-of-way.

August 21st Meeting:

Item 7: Enforcement/Emergency Responders. Staff will present of strategies to improve speeding prevention and coordination with police. This effort will also include possible partnering strategies to help prevent terrorist attacks in the street environment with our numerous events.

October 16th Meeting:

Item 8: First Draft. Staff and the consultant will compile all items, transportation commission comments, and public outreach comments and present a draft of the entire Plan. Staff and the consultant will also present individual safety project prioritization and evaluation tools about the implementation of the Plan.

March 2026 Meeting:

Item 9: Final Document Review and approval with recommendations to Council.

Public Outreach Plan:

Public outreach will include:

- Public Participation Plan (including public meetings)
- Pop-Up Virtual Reality Experience showing video clips of bicycle rider's perspective
- Walking Audits for pedestrian perspective- planned for 3-4 locations day/ night
- Trolley Audits for a vehicular user's perspective – planned
- Plan website – coming soon, will include public outreach updates

Staff Recommendation:

Approve the list of Meeting Items as presented.

Transportation Commission
January 16, 2025
City of Scottsdale Strategic Transportation Safety Plan
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Contacts:

Nathan Domme, 480-312-2732, ndomme@scottsdaleaz.gov

City of Scottsdale Strategic Transportation Safety Plan

TRANSPORTATION COMMISSION

January 16, 2025



Current Work and Progress

- October 1, 2024, Project Kick-Off meeting with city staff and consultants, TYLin.
- Started analysis of collision data (multimodal), speed studies, network information, other plans and studies (underway).
- Started Common Practice Assessment of peer cities and regions.
- Public Participation Plan
 - Finalizing the Technical Advisor's Working Group (TAWG) – this group will include internal and external stakeholders, including decision makers
 - Schedule for Public Meetings

Upcoming timeline

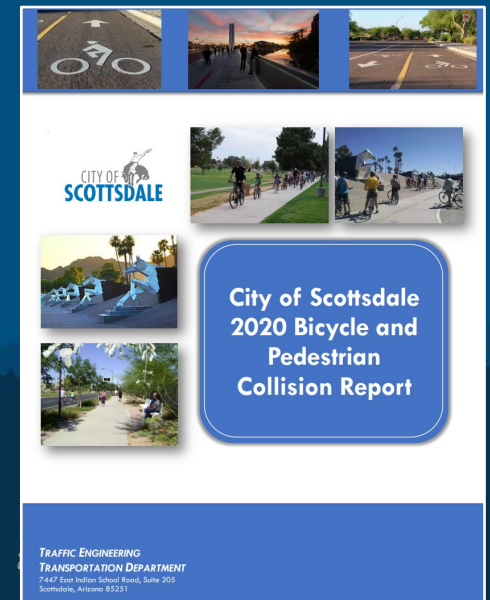
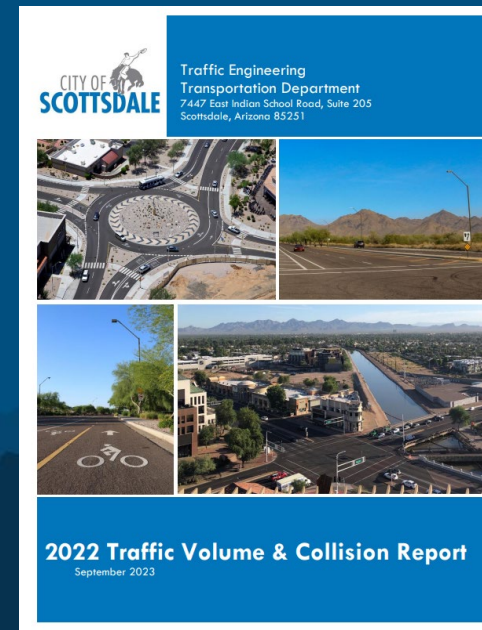
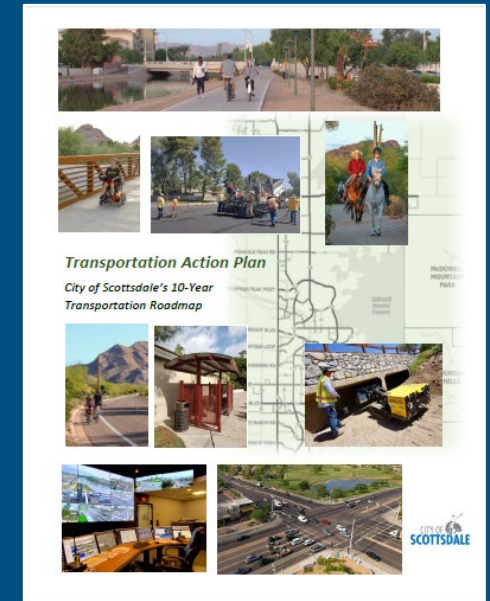
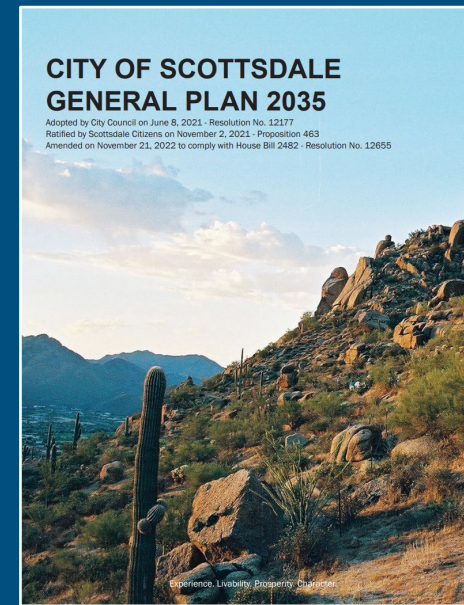
8 Meetings

- February Meeting (item 1)
- March Meeting (item 2)
- April Meeting (items 3-4)
- June Meeting (item 5)
- August Meeting (item 6)
- September Meeting (item 7)
- October Meeting (item 8)
- March Meeting (item 9)

February 20th Meeting

Item 1: *Common Practices and Department's Successes*

- Present Common Practices:
 - Similar Cities' Practices
 - ADOTs New Plans
- Existing Department Practices:
 - Existing studies, plans, and policies evaluate and improve traffic safety



March 20th Meeting

Item 2: *Initial Goals and Policies Discussion*

Establish policies that demonstrate a commitment to safety.

- An Education Component (public safety messaging)
- An Enforcement Component
- Evaluation tools to monitor progress
- Workforce Safety in the Right-of-way
- Build off of our program successes

Our goal would be to reduce the likelihood of traffic crashes resulting in fatal or serious injuries.



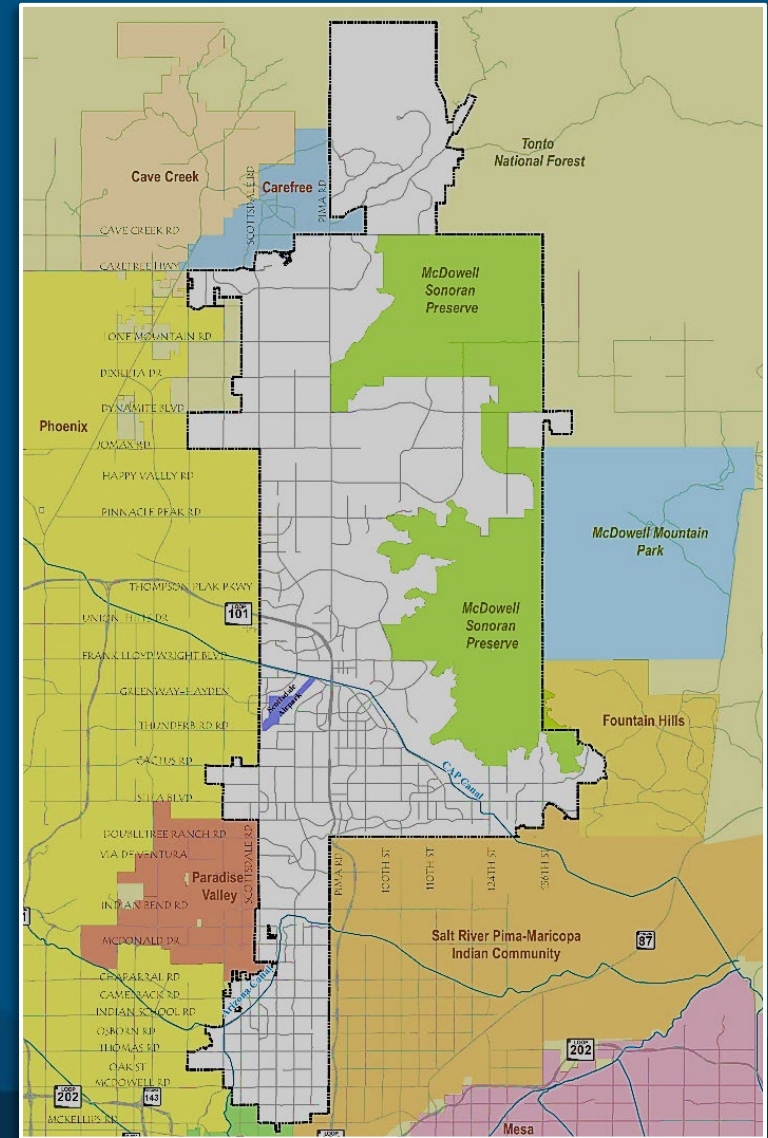
April 17th Meeting

Item 3: *Data Analysis and High-Risk Locations*

- Present the Crash Data Analysis
- Identify intersections, segments, and corridors which exhibit possible safety issues
- High Injury Network

Item 4: *Strategies/Countermeasure Identification*

- Present Safety Countermeasures and Solutions that are identified in the Plan



May 15th Meeting

Item 5: *Education Component*

Safety is a Shared Responsibility

- Safety Messaging
- Digital Messaging Signs
- Coordination with other departments
- Safe Routes
- Safe Routes to School



June 19th Meeting

Item 6: *Workforce Safety*

Identify Strategies to improve safety for work happening in Right-of-Way

- Traffic Control
- Warning Signs
- Staff Awareness



August 21st Meeting

Item 7: *Enforcement/Emergency Responders*

- Police Involvement
- Speeding Prevention
- Terrorism Prevention
- Emergency Response

Scottsdale Rd/Cactus Rd



October 16th Meeting

- First Draft
- Individual Project Prioritization
- Evaluation Tools

March 2026 Meeting

- *Final Document and Approval*

68th St and 2nd St



Public Outreach

- Public Participation Plan (finalizing)
 - Including 2 public meetings
- Pop-Up Virtual Reality Experience showing video clips of bicycle rider's perspective
 - November 15 – Canal Convergence
 - Other Pop-Up opportunities at events such as
 - Old Town Farmers Market,
 - Spring Training games,
 - Tour de Scottsdale Expo
- Walking Audits for pedestrian perspective- planned for 3-4 locations day/ night
- Trolley Audits for a vehicular user's perspective – planned
- Plan website – coming soon, will include public outreach updates



Questions?

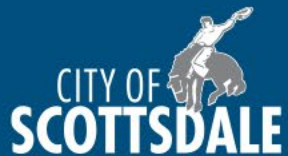
Thank you



Transportation & Streets Department Overview and Accomplishments

We Keep Scottsdale Moving

Transportation Commission
January 16, 2025



Department Divisions

By the Numbers

Department Administration

- ▶ Director
- 5 Professional and Support Staff

Traffic Engineering

- ▶ 1 Manager
- 3 Supervisors
- 30 Professional and Field Staff
- ▶ Traffic Studies and Design Review
- ▶ Sign Shop
- ▶ Traffic Management Center (TMC)

Transportation Planning

- ▶ 1 Manager
- 4 Professional Staff
- ▶ Long-Range Transportation Planning
- ▶ Paths and Trails
- ▶ Capital Project Planning, Design and Review

Transit

- ▶ 1 Manager
- 3 Professional Staff
- ▶ 3 Fare-free fixed-routes
- ▶ Cab Connection & Ride Choice Paratransit service
- ▶ Valley wide connections to bus, light rail and modern streetcar

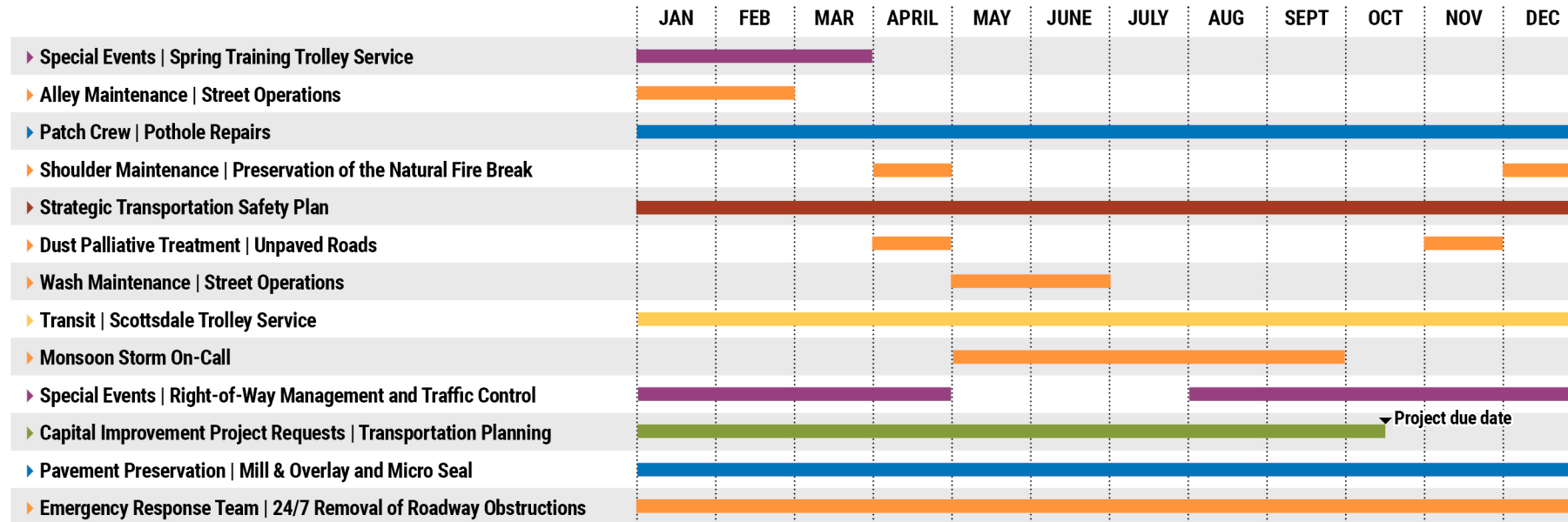
Street Operations

- ▶ 1 Manager
- 1 Supervisor
- 22 Field Staff
- ▶ 131 miles of unpaved roads and alleys
- ▶ 920 miles of sidewalk
- ▶ 7,800 Drainage Assets

Pavement Preservation

- ▶ 1 Manager
- 1 Supervisor
- 12 Field Staff
- ▶ 800 ADA Ramps per year
- ▶ 26,000 Street Sweeping miles per year
- ▶ 1 M square yards of Micro seal per year

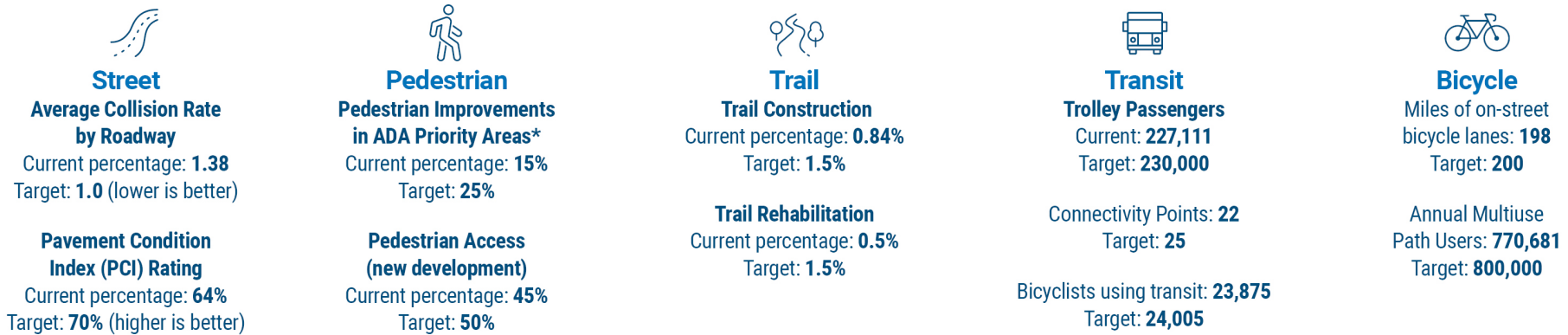
The Road Ahead • Annual Department Timeline



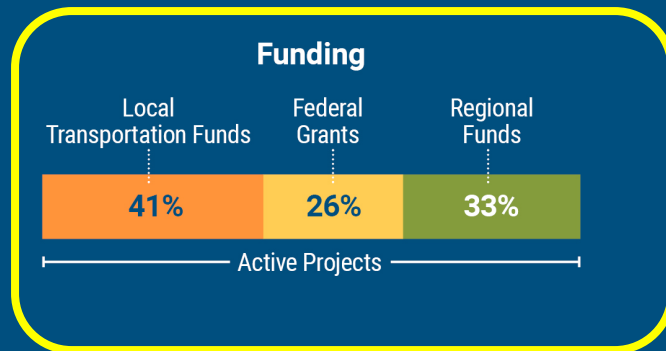
2020 National Community Survey Ratings



Transportation Action Plan Milestones



Implementation • Project Funding and Investment Priorities



Investment Priorities

- Preserve existing infrastructure
- Meet ADA regulatory requirements
- Enhance safety

Transportation Commission



7-member Commission including a Chairman and Vice Chair



Commissioners are appointed by City Council to serve 3-year terms



9 regular meetings per year

Paths and Trails Subcommittee

5 members including:



2 Transportation Commissioners



1 Parks and Recreation Commissioner



2 non-commission members



Commission members are appointed annually by their respective commissions



Non-commission members are appointed by City Council to serve 3-year terms

Paths and Trails Fun Fact:

125 miles of multi-use paths

160 miles of unpaved trails

280 miles of bike lanes & routes

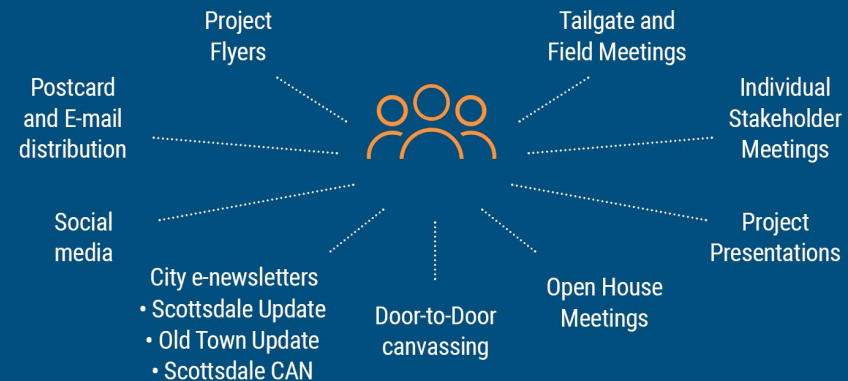
SCOTTSDALE EZ

One of the most convenient and popular ways for residents to interact with the city. Last year the Transportation & Streets department received 4,250 EZ requests in the following categories:

- ▶ **Barricades & Construction Hazard Complaints**
 - ▶ **Streetlights & Traffic Signals**
 - ▶ **Streets, Alleys & Sidewalks**
 - ▶ **Traffic Engineering**
 - ▶ **Transportation Services**

Community Outreach and Public Involvement

Unique community outreach plans are developed to meet the specific needs of individual projects and the associated stakeholders. Community outreach tools include, but are not limited to:



Transportation & Streets Fun Facts!

- ▶ More than 217 robotic cameras are used by the Traffic Management Center to monitor traffic conditions and make real-time adjustments to signals.
- ▶ Scottsdale has been a Gold-Level Bicycle Friendly Community since 2012; the city is one of only 35 gold-level communities in the U.S.
 
- ▶ Street Operations manages the city's multi-department Emergency Response Team; the 15-member crew is on-call 24/7 and responded to 350 call-outs last year.
 
- ▶ 48,342 tons of asphalt were used last year on road resurfacing projects, including city parking lots and event facilities.

Council-Approved Plans

Transportation Master Plan | 2008

- Complete Streets Initiative

Transportation Master Plan | 2016

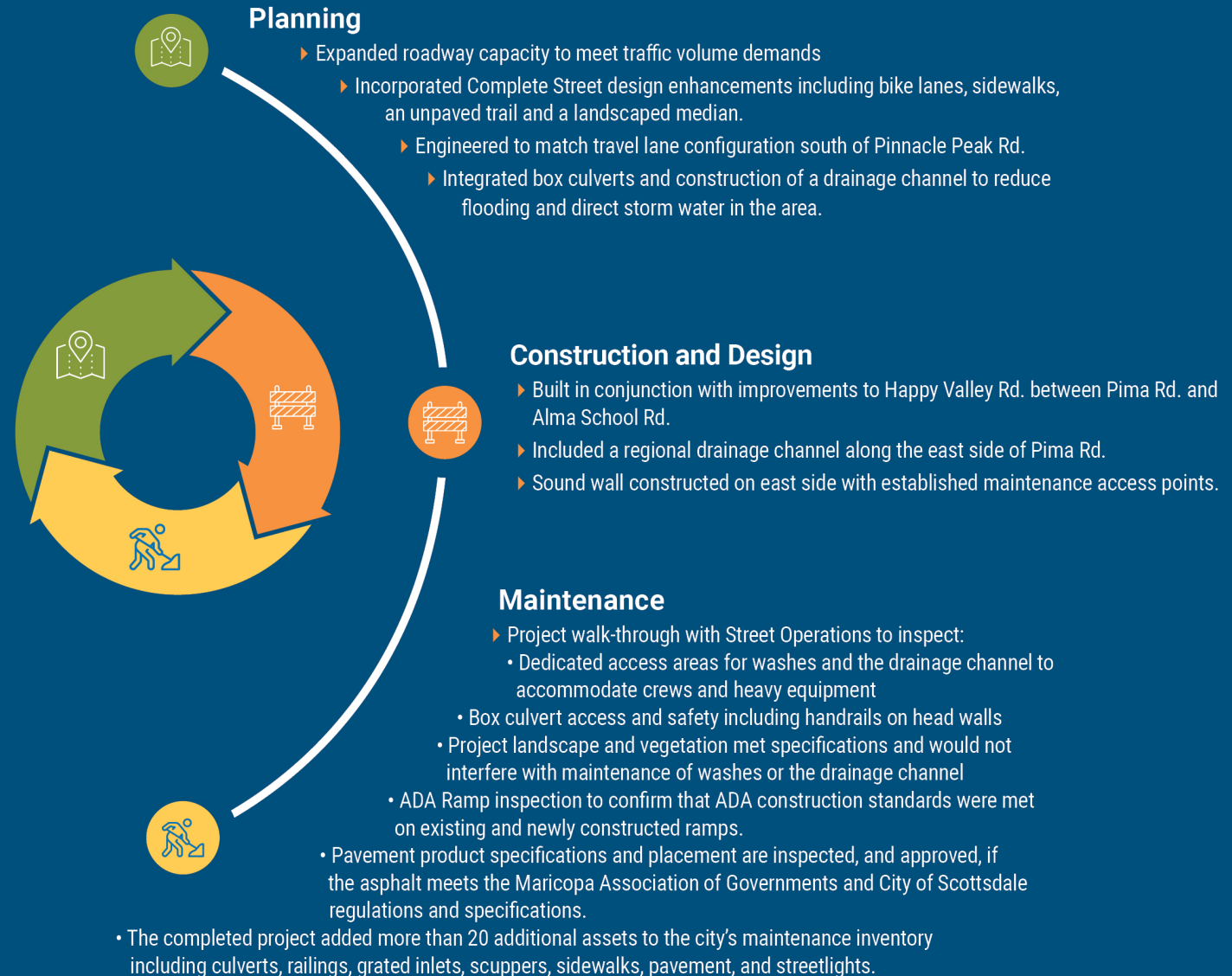
- Roundabout First Community

General Plan 2035 | 2021

Transportation Action Plan | 2022

- Maintain Infrastructure
- Implement New Technology

Circle of Life • Capital Improvement Project Pima Rd. Improvements | Pinnacle Peak Rd. to Happy Valley Rd.



Recent Accomplishments in Transportation and Streets

Completed Improvement and Studies

Major Projects Completed: 5 projects

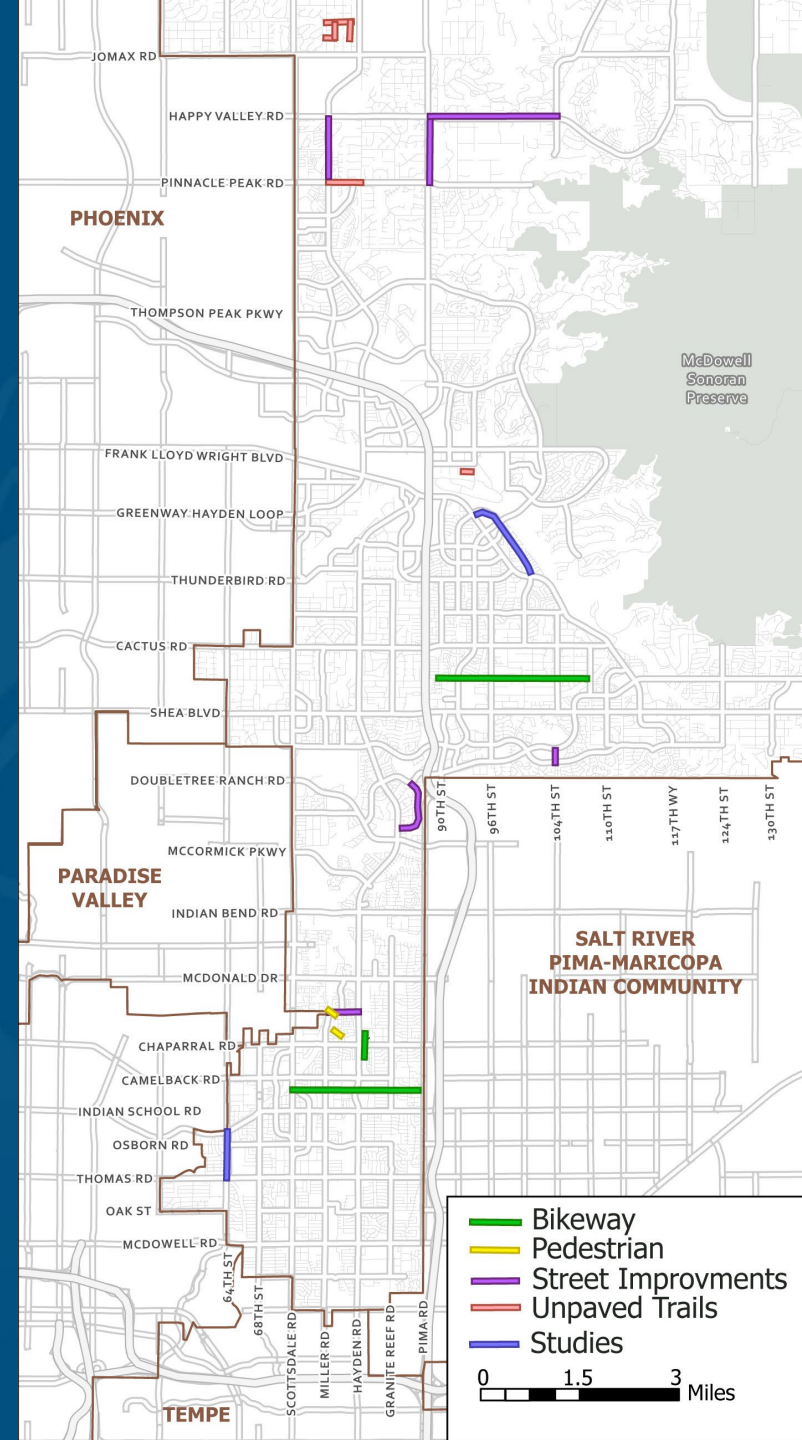
New Buffered Bike Lanes Added: 2.14 miles

New Sidewalks: .017 miles

Shared Use Paths: .14 miles

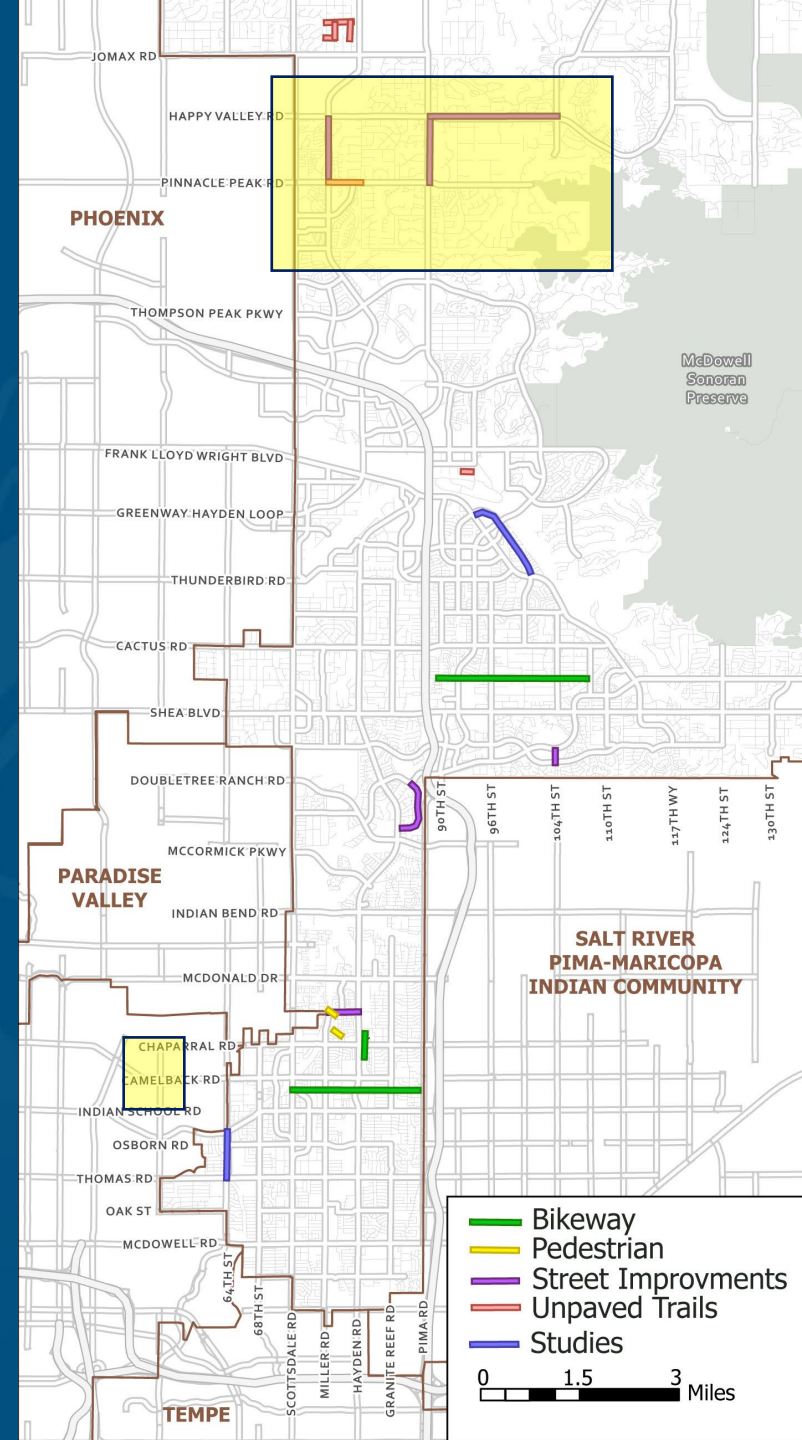
Trails: 2 miles

Active Transportation Studies: 3 studies



Completed Major Projects

- Pima Rd: Pinnacle Peak to Happy Valley
- Happy Valley: Pima Rd to Alma School
- Hayden Miller Bridge: Pinnacle Peak to Happy Valley
- Goldwater/Highland Safety Improvements
- Historic Old Town Street Lights



Pima Rd: Pinnacle Peak to Happy Valley & Happy Valley: Pima Rd to Alma School

- 4-6 Travel Lanes
- Sidewalks
- New Bike Lanes
- Shared Use Path

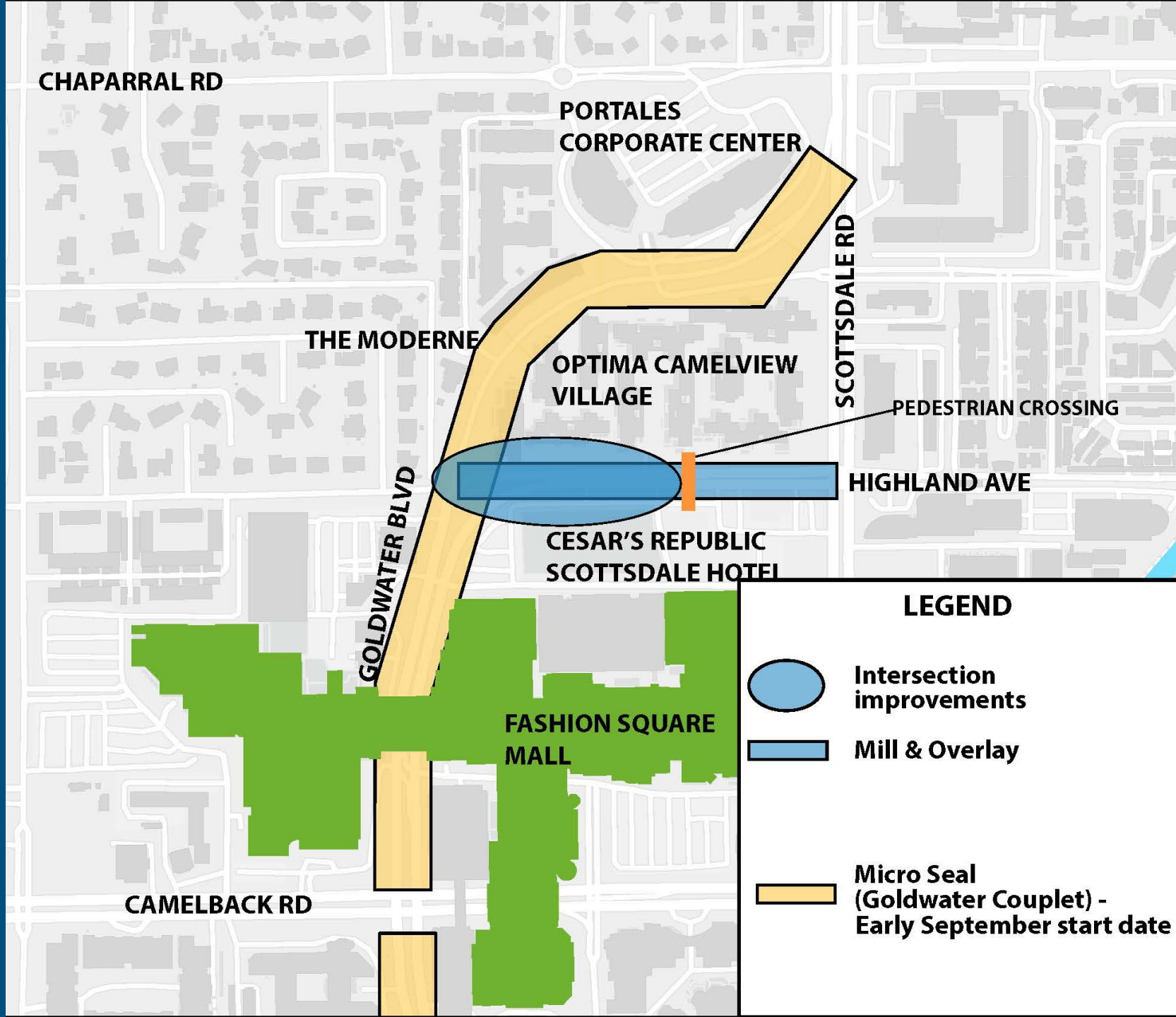


Hayden/Miller Bridge

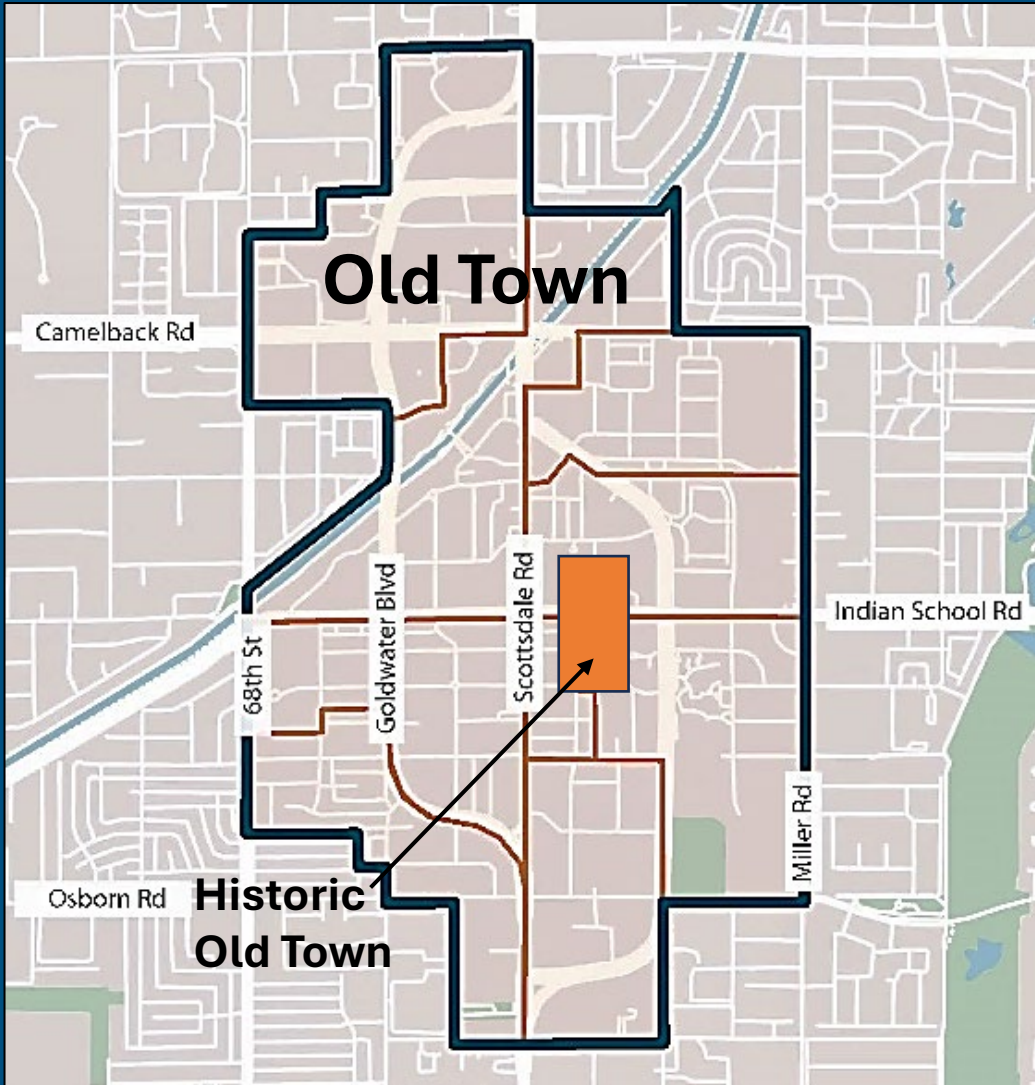
- New Bridge
- 4 Travel Lanes
- Protected Sidewalks
- Buffered Bike Lanes



Goldwater/ Highland Safety Improvements



Keeping the Historic Old Town Character

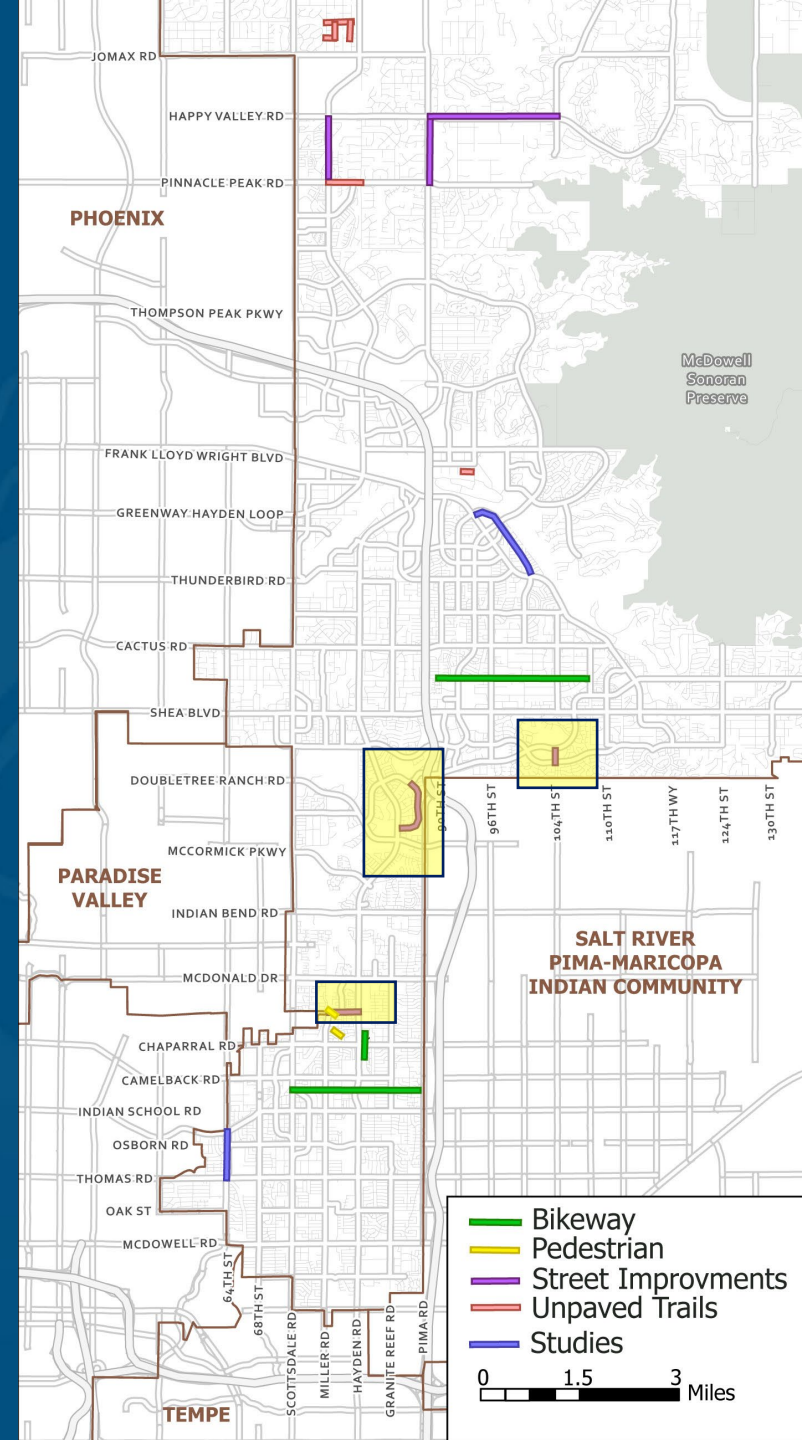


Final Phase of Historic Streetlight Installation



Street Improvements: Repaving and Restriping

- Jackrabbit Rd: Buffered Bike Lane
- 104th St: Removal of TWLTL and Buffered Bike Lanes
- Royal Palm – 87th St from Hayden To Via Linda: Buffered Bike Lanes



Repaving and Restriping Program Improvements

- Coordination between Street Ops, Traffic Engineering and Transportation Planning
- Modify Lanes where possible to current standards
- Add Buffer Bike Lanes

104th St



Jackrabbit Rd

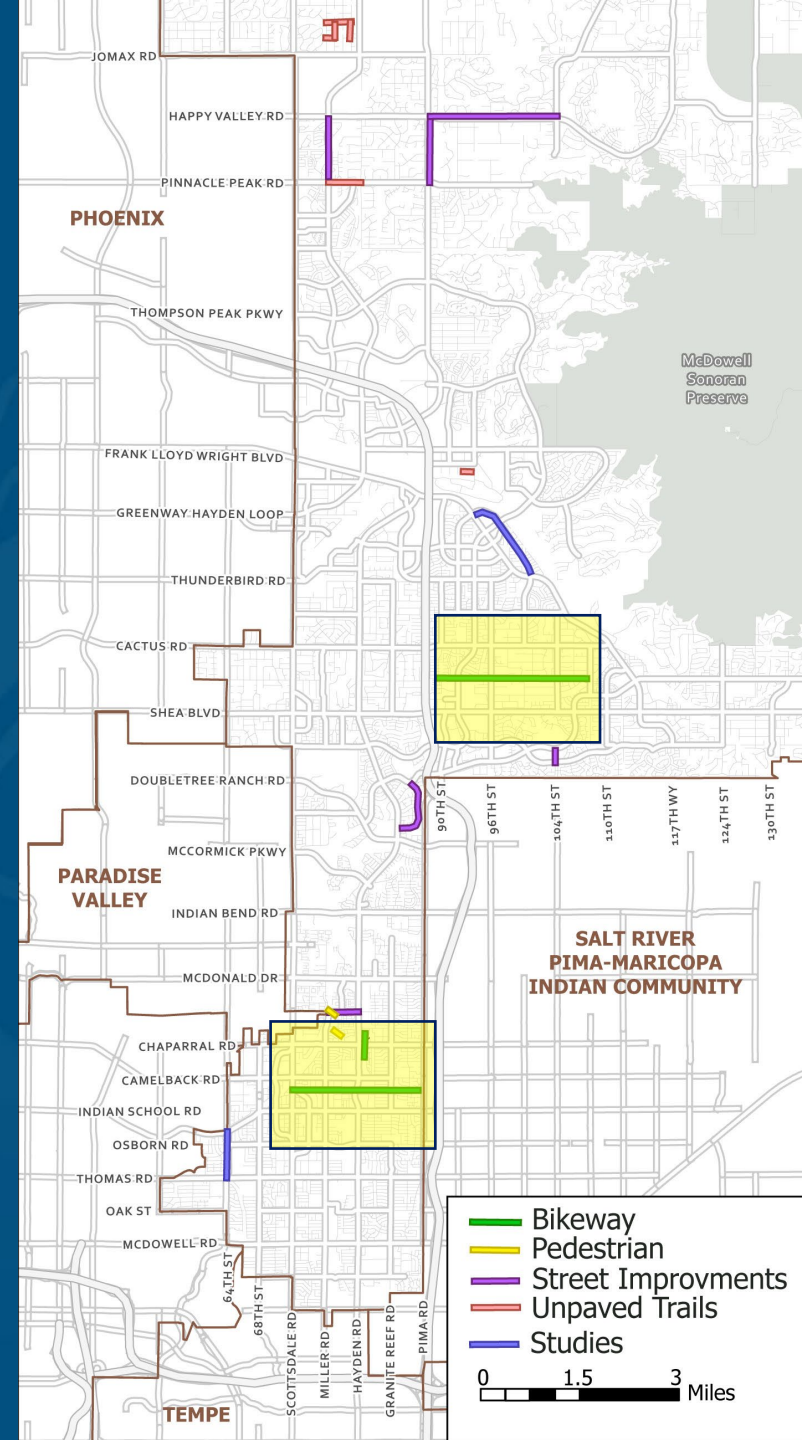


Royal Palm/87th St



Bikeways Studies and Improvements

- Cholla Rd Neighborhood Bikeway Study
- Glen Rosa Neighborhood Bikeway Study
- Chaparral Underpass



Bikeway Improvements

Chaparral Underpass

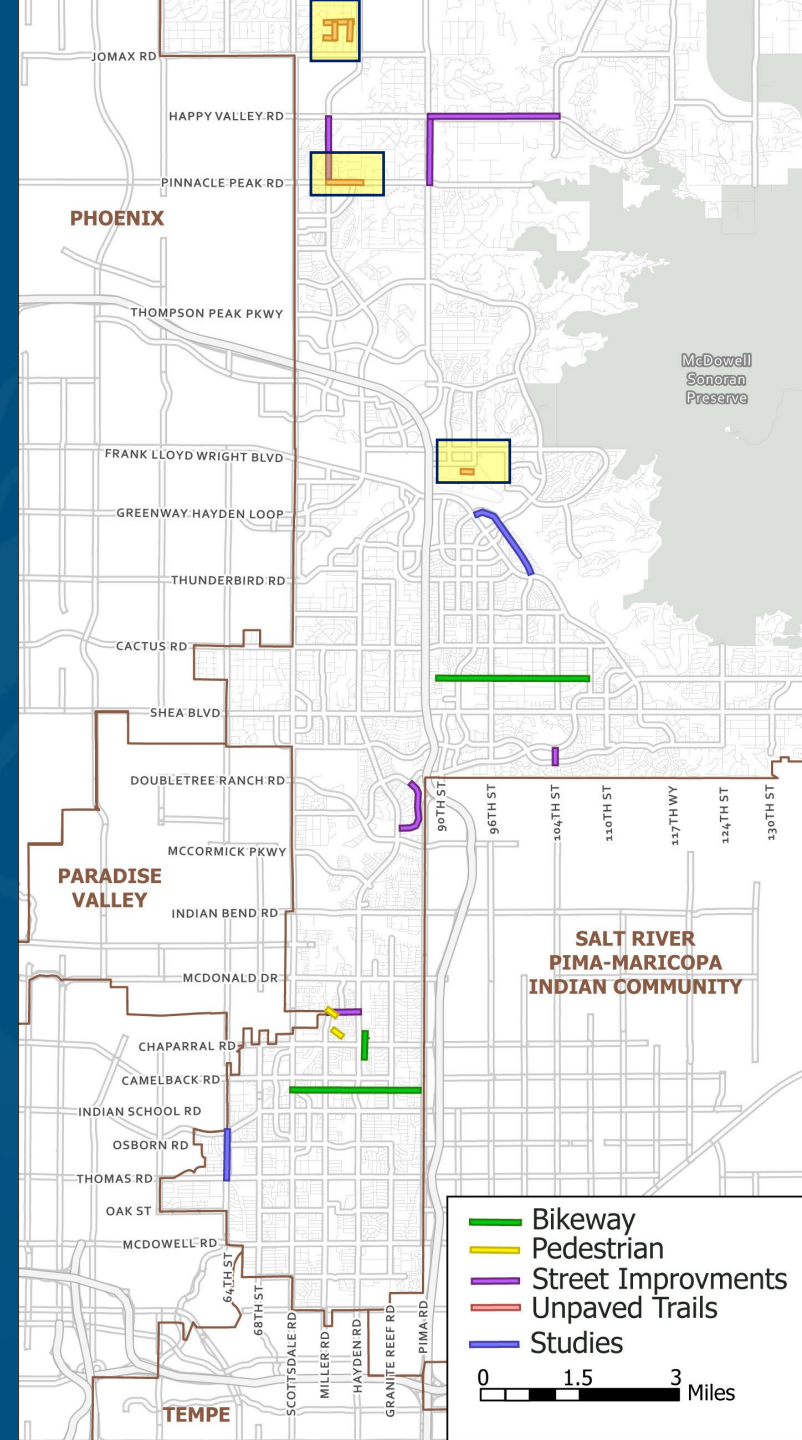


Cholla Road

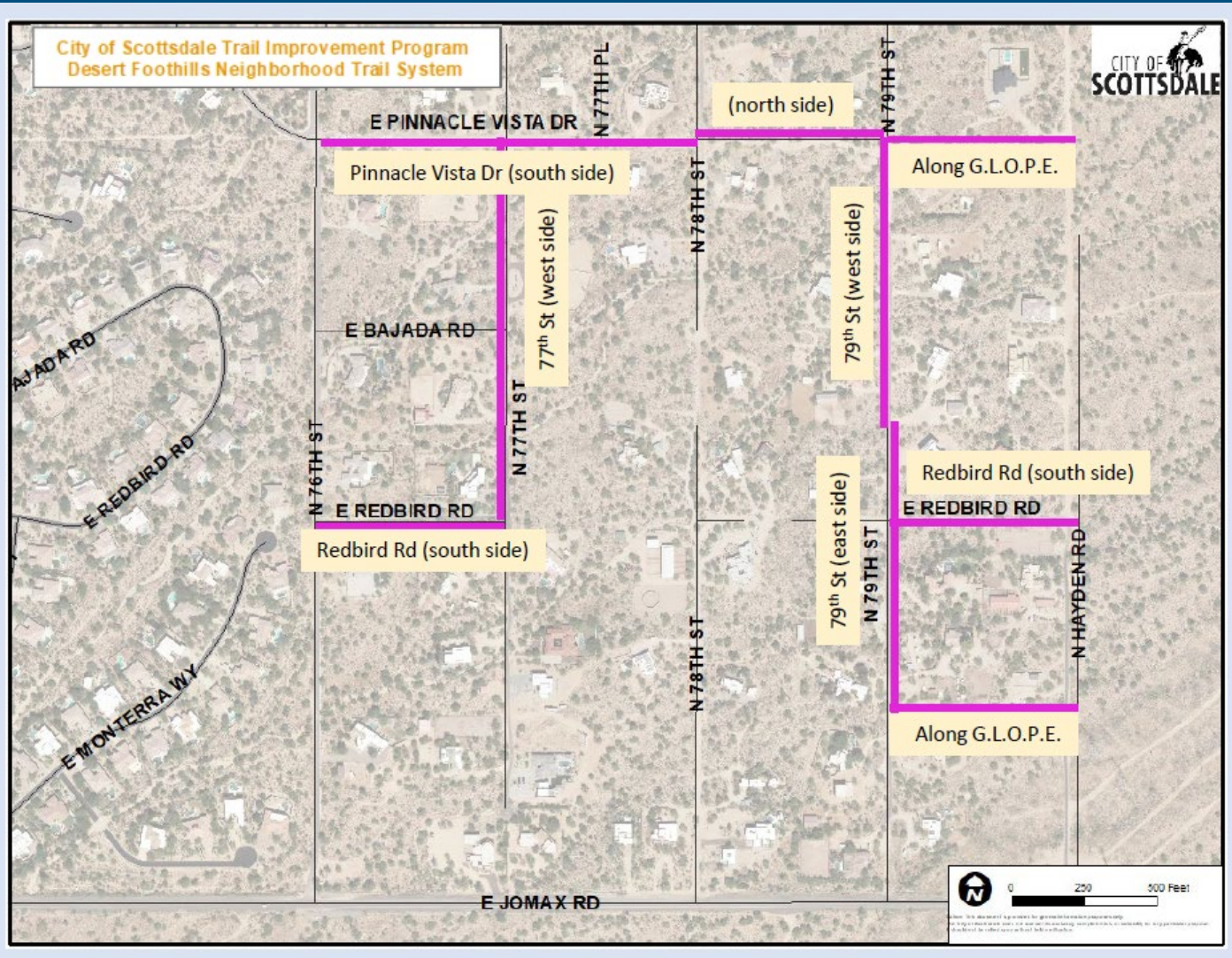


Trail Improvements and Rehabs

- Pinnacle Peak Rd: Hayden Rd to 78th St Trail Rehabilitation
- 94th St and Bahia Dr (Westworld) Trail Rehabilitation
- Desert Foothills Trail System

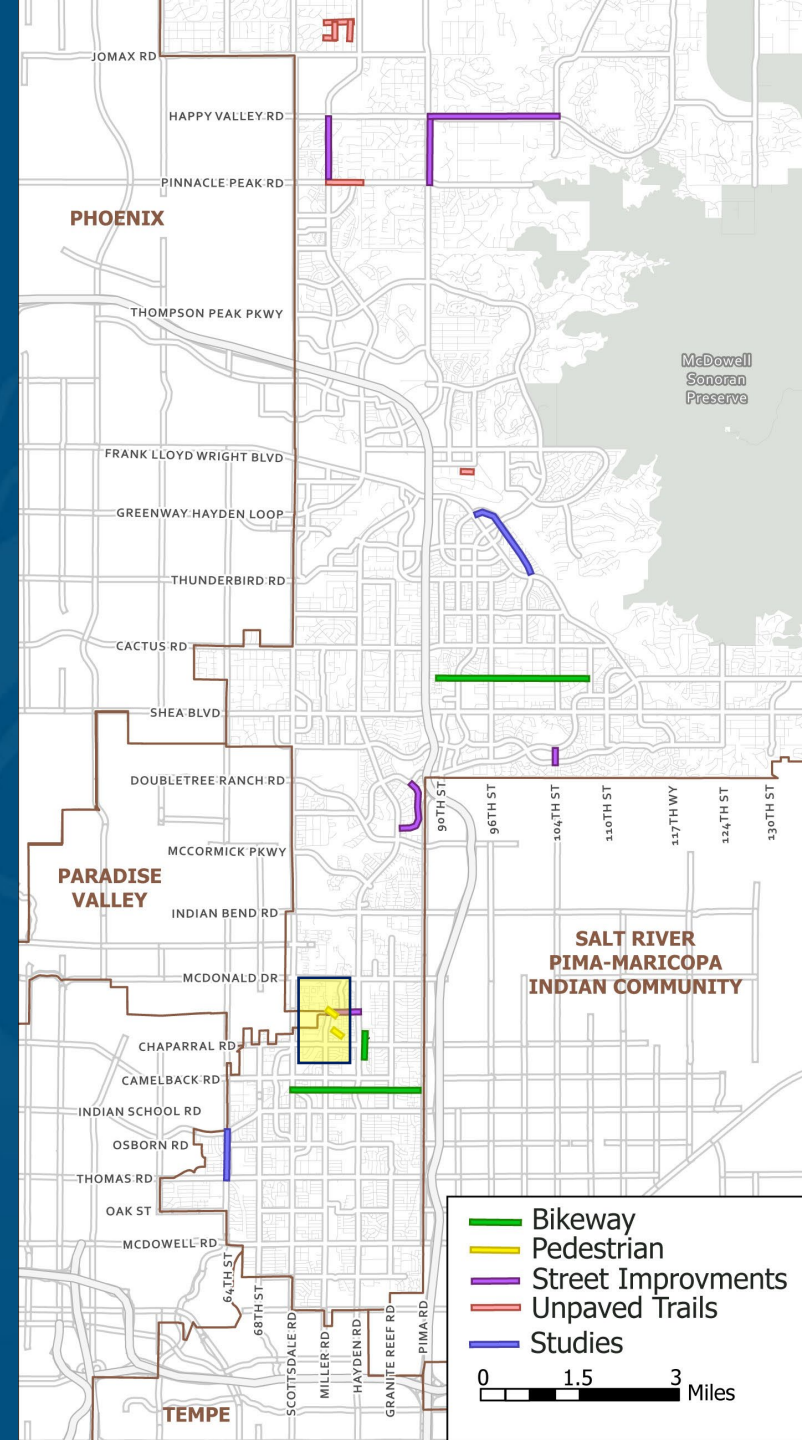


Trail Improvements



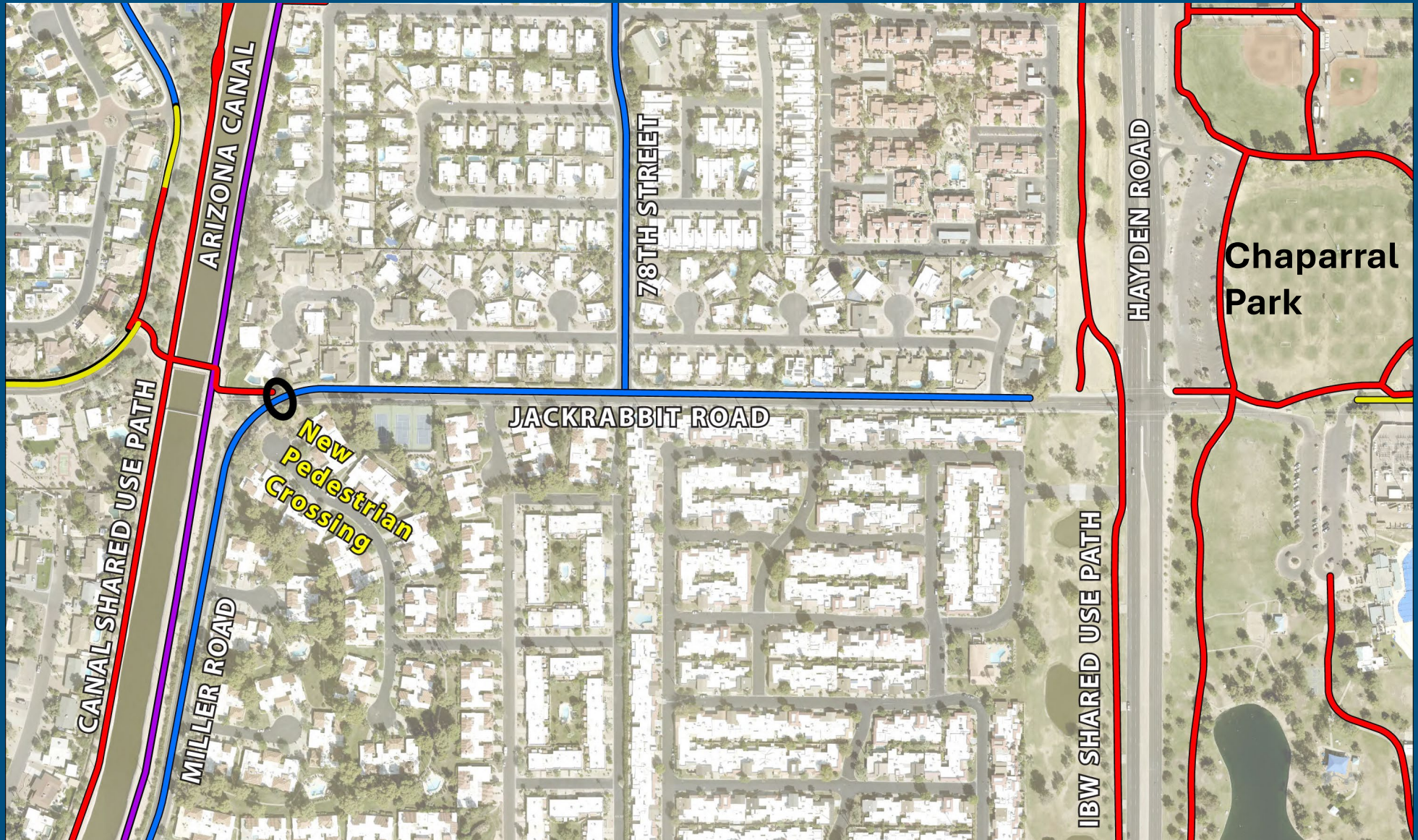
Pedestrian Improvements

- Sidewalk Gap at Villa Monterey
- Jackrabbit/Miller Pedestrian Crossing



Jackrabbit/Miller Improvements

Area Map

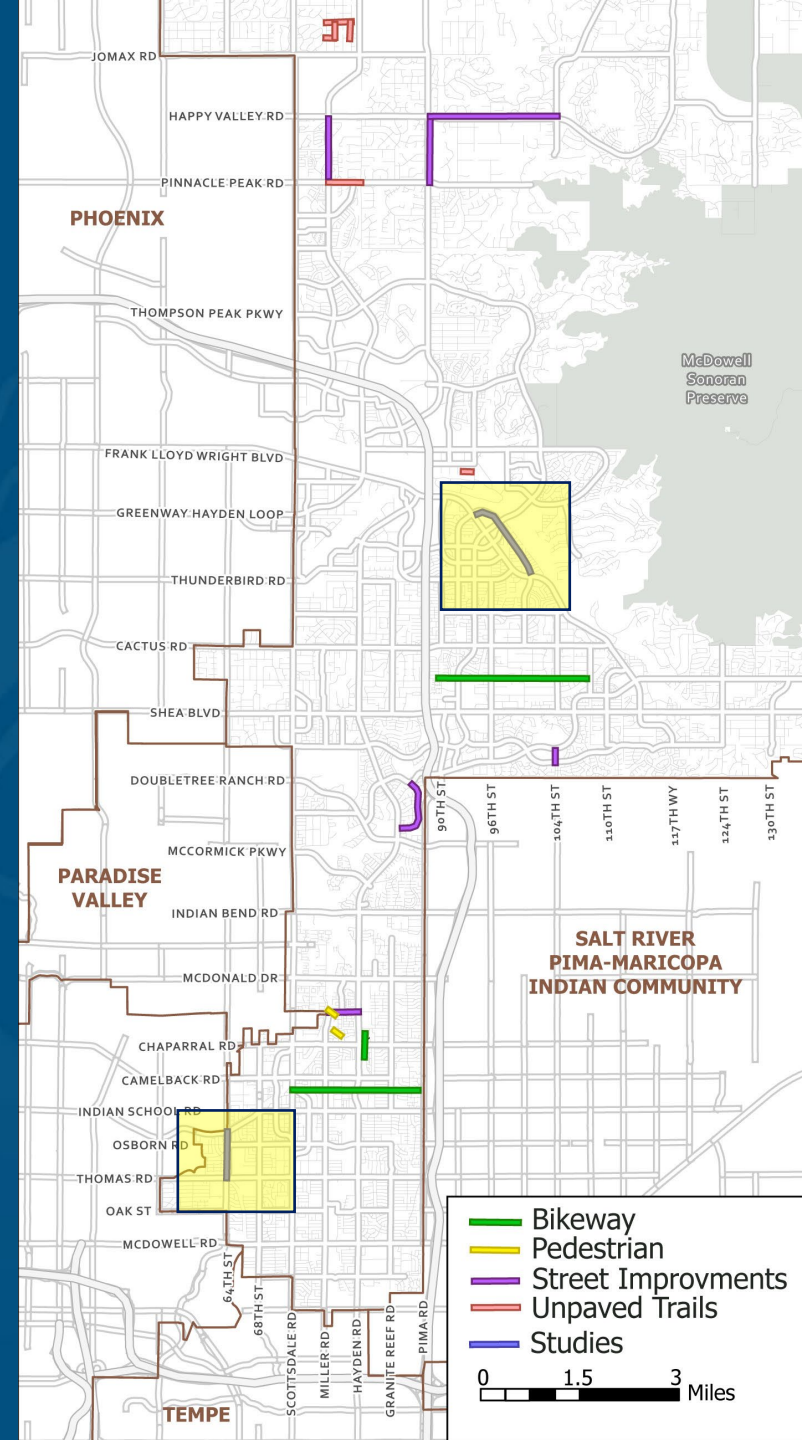


Jackrabbit/Miller Improvements



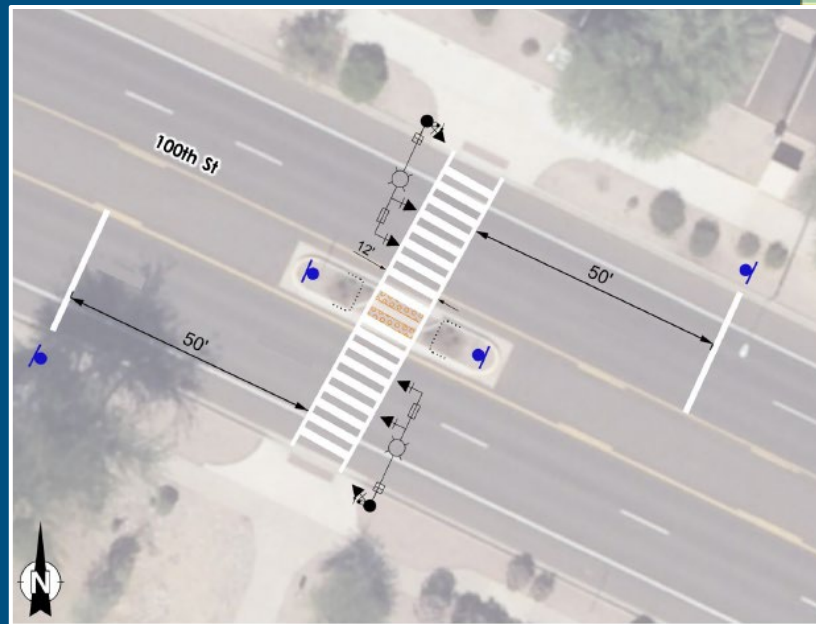
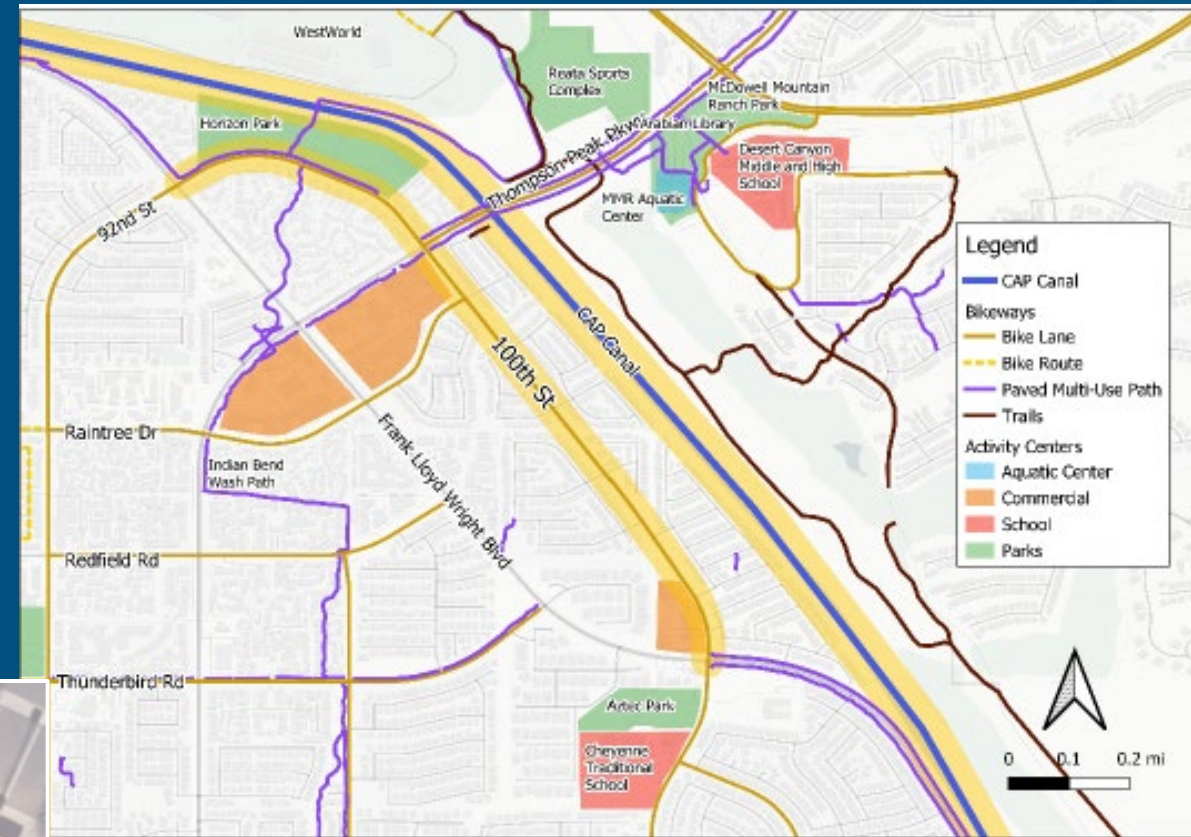
Completed Studies

- 100th St: Frank Lloyd Wright Blvd to Frank Lloyd Wright Blvd
- 64th St and Thomas
- 64th St and Indian School



100th St Improvements

- Shared Use Paths along CAP Canal
- 100th St Improvements
 - Sidewalk improvements
 - Pedestrian Crossing



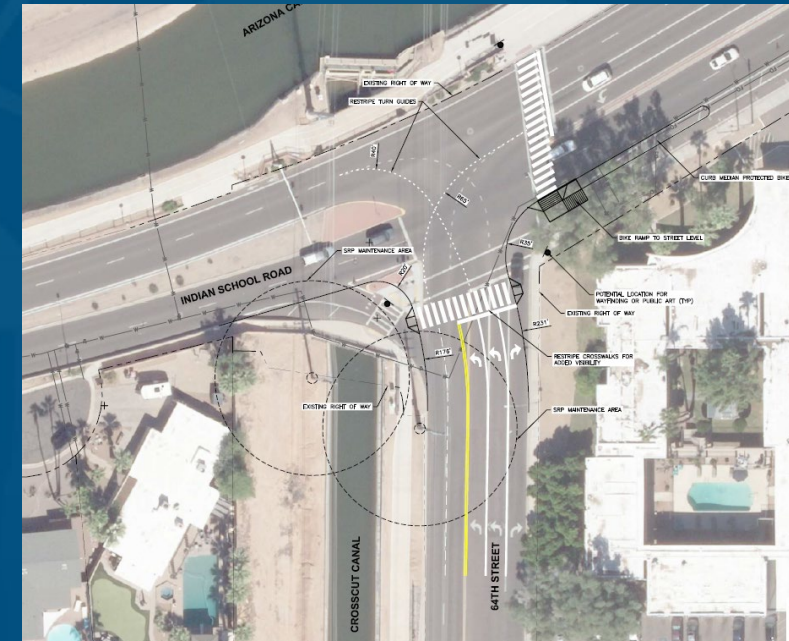
64th and Thomas/Indian School

- Intersection Improvements for:
 - Pedestrian and Bike Movement to the Shared use Path
 - Pedestrian and Bike Safety
 - Slow Traffic Speeds in the intersections

64th and Thomas



64th and Indian School

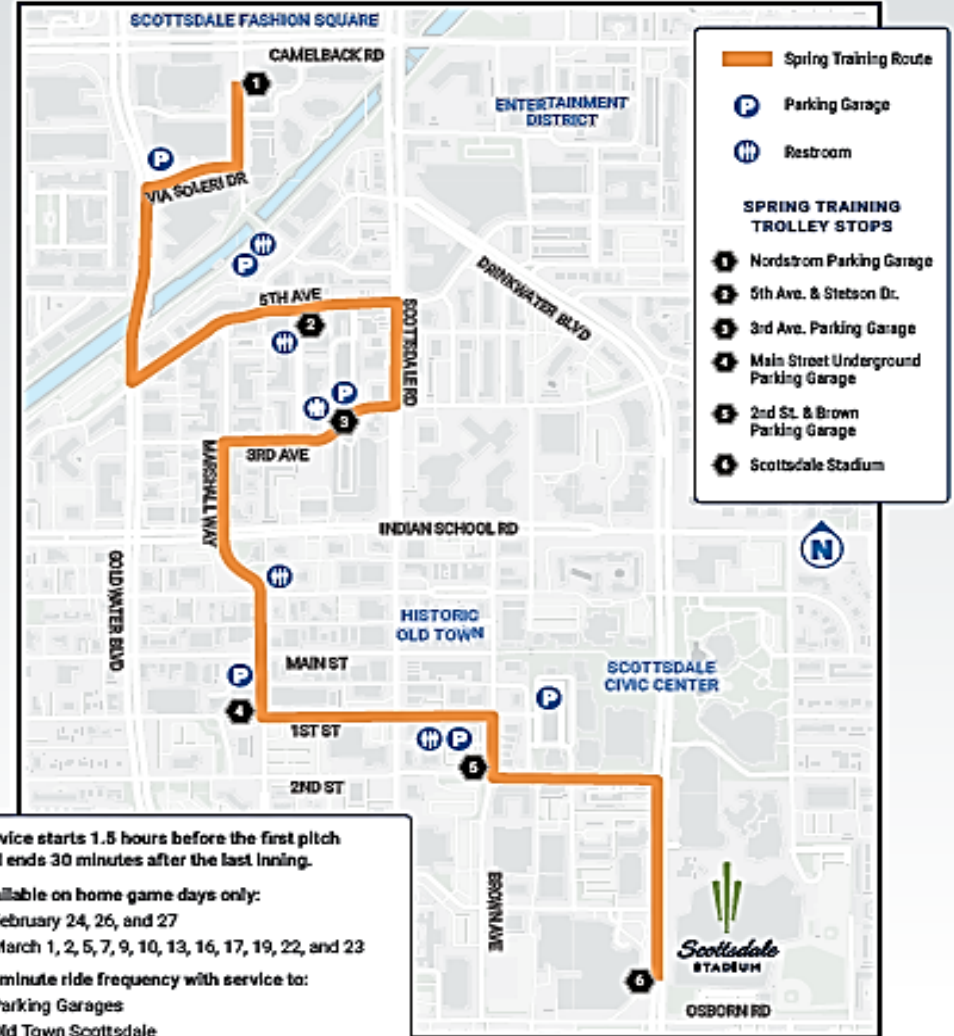




SCOTTSDALE TROLLEY



Spring Training Trolley Service Free Service to Scottsdale Stadium



Service starts 1.5 hours before the first pitch and ends 30 minutes after the last inning.

Available on home game days only:

- February 24, 26, and 27
- March 1, 2, 5, 7, 9, 10, 13, 16, 17, 19, 22, and 23

20-minute ride frequency with service to:

- Parking Garages
- Old Town Scottsdale
- Scottsdale Stadium





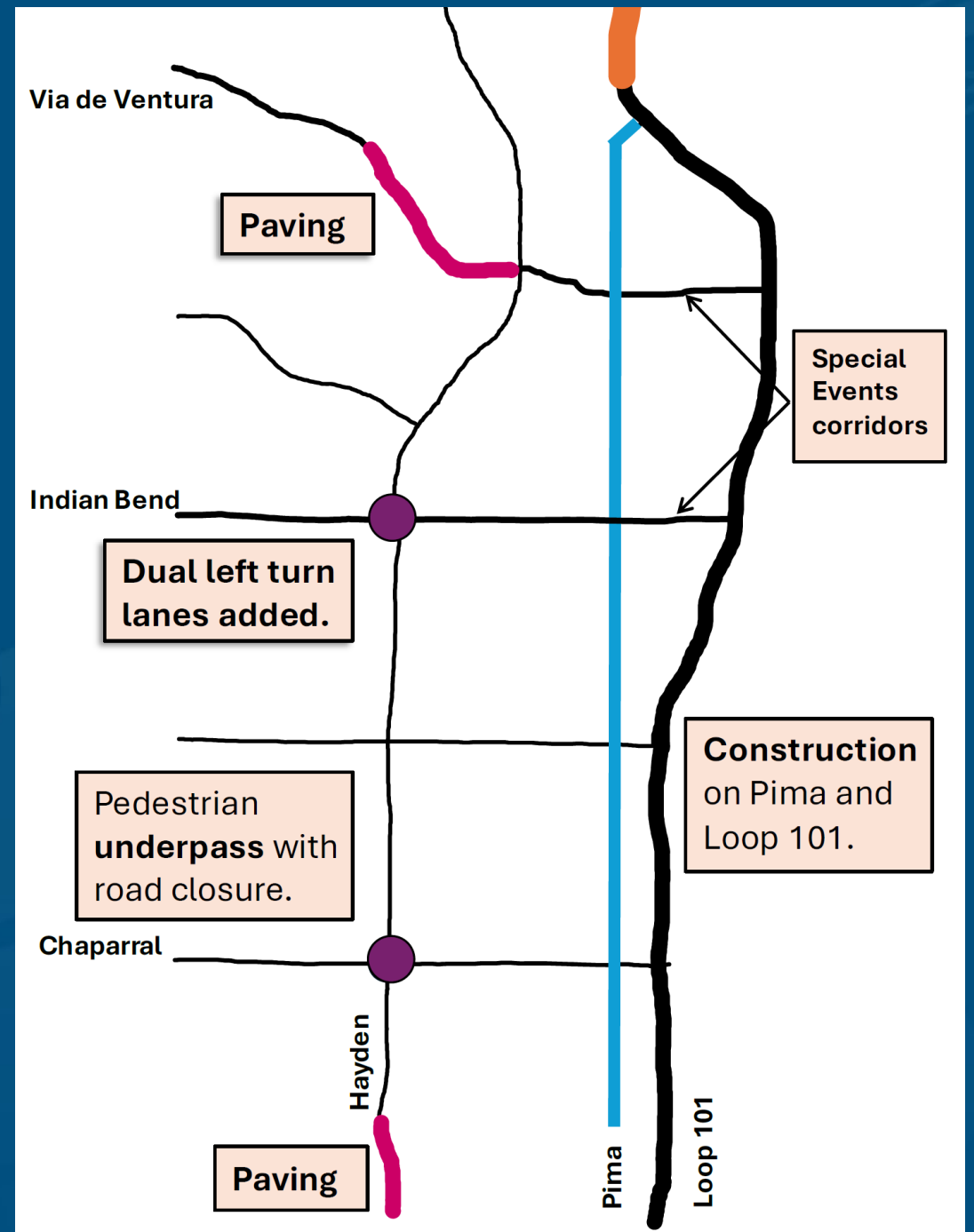
Monsoon Storm Response – McCormick Ranch (August 7)

Continuing Maintenance Cycles



Balancing Projects and Minimizing Disruption

- Events season, building moratorium, extreme heat, freeway construction.
- Projects adding safety, capacity and maintenance.



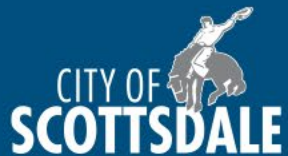


Questions
and
Discussion

Future Commission Agenda Item Ideas

We Keep Scottsdale Moving

Transportation Commission
January 16, 2025

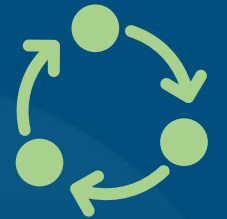


Future Commission Agenda Item Ideas

Considerations:



1. A mixture of information and action items
2. Pertinent and current items that impact our city
3. Update on our processes such as:
 - Data gathering
 - Development review
 - Maintenance cycles
4. New technology
5. Transportation funding
6. Regional coordination



TENTATIVE FUTURE AGENDA ITEMS

Rev.01-09-25

All Items Subject to Change

TRANSPORTATION COMMISSION

MEETING DATE: February 20, 2025

REPORTS/PRESENTATIONS DUE February 13th

- **Strategic Transportation Safety Plan: Common Practices and Department's Successes Information and Discussion**
- **Local Area Infrastructure Plans History, Review and Update.....Action**

MEETING DATE: March 20, 2025

REPORTS/PRESENTATIONS DUE March 13th

- **Strategic Transportation Safety Plan: Initial Goals and Policies Discussion Action**
- **DMS Priority Criteria..... Action**

MEETING DATE: April 17, 2025

REPORTS/PRESENTATIONS DUE April 10th

- **Strategic Transportation Safety Plan: Data Analysis and High-Risk Locations. Information and Discussion**
- **Strategic Transportation Safety Plan: Strategies/Countermeasure Identification Action**
- **Jackrabbit/Miller Pedestrian Crossing and Protected Bike Lane Pilot..... Action**

MEETING DATE: May 15, 2025

REPORTS/PRESENTATIONS DUE May 8th

- **Strategic Transportation Safety Plan: Education Component Information and Discussion**
- **Pavement PCI and Five-Year Paving Plan Information and Discussion**
- **DMS Location Action**

MEETING DATE: June 19, 2025

REPORTS/PRESENTATIONS DUE June 12th

- **Strategic Transportation Safety Plan: Workforce Safety Information and Discussion**

MEETING DATE: July 17, 2025

REPORTS/PRESENTATIONS DUE July 10th

MEETING DATE: August 21, 2025

REPORTS/PRESENTATIONS DUE

- **Strategic Transportation Safety Plan: Enforcement/Emergency Responders Action**

MEETING DATE: September 18, 2025

REPORTS/PRESENTATIONS DUE September 11th

MEETING DATE: October 16, 2025

REPORTS/PRESENTATIONS DUE October 9th

- **Strategic Transportation Safety Plan: First Draft/Project Prioritization/Evaluation Tools Action**
- **Carefree Hwy..... Action**

MEETING DATE: November 20, 2025

REPORTS/PRESENTATIONS DUE November 13th

MEETING DATE: December 18, 2025

REPORTS/PRESENTATIONS DUE December 11th

FUTURE ITEMS:

INFORMATION ITEMS

- **Review of Travel Demand Patterns.....Information**
Information on how travel demand patterns effects roadway improvements – Nathan Domme, Transportation Planning Manager
- **PCI and the Five-Year Paving Plan.....Information**
Information on the Transportation & Streets Department’s Paving Section – Mark Melnychenko, Transportation & Streets Director and Ed Padron, Street Operations Manager
- **Projects and Programs Update.....Information**
Information on continuing projects and programs throughout the city – Mark Melnychenko, Transportation & Streets Director
- **Digital Messaging Sign Project..... Information**
Information on the digital messaging sign project – Cristina Lenko, Public Information Officer and Mark Melnychenko, Transportation & Streets Director
- **Transportation Link to the Tree and Shade Program..... Information**
Information on Transportation component of the Tree and Shade Program – Tim Conner, Environmental Initiatives Manager
- **IDW Path Renovation..... Information**
Update on the IDW Path renovation – Susan Conklu, Senior Transportation Planner
- **Roundabout Program..... Information**
Information on the Roundabout Program – Nathan Domme, Transportation Planning Manager
- **New Frank Lloyd Wright Interchange..... Information**
Information on the new FLW Interchange – Mark Melnychenko, Transportation & Streets Director
- **Blue Zones Project.....Information**
Information on Scottsdale’s first Blue Zone’s project with HonorHealth – Lisa Collins
- **Future Agenda ItemsDiscussion**
Robust discussion on future agenda item topics – Transportation Commission

TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES

- **Expanding Maintenance Needs.....Presentation and Discussion**
Maintenance of current infrastructure – Mark Melnychenko, Transportation & Streets Director
- **Leading Pedestrian Interval Policy.....Presentation and Discussion**
Discuss Leading Pedestrian Interval Policy and application – John Hoang, Principal Traffic Engineer
- **Construction Mitigation Plan.....Presentation and Discussion**
Follow up on the initial presentation from staff – Walt Brodzinski, Right-of-Way Manager