SCOTTSDALE TRANSPORTATION COMMISSION
Notice and Agenda

Date: Thursday, February 20, 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 – January 16, 2025

2. **Approval of the Annual Transportation Commission Report**---------- **Action**
   Review and approval of the 2024 Transportation Commission Annual Report – Transportation Commission

3. **Clarendon Ave NTMP Variance Request**----------**Discussion and Action**
   Overview of the Clarendon Avenue NTMP variance request – Helayne Dominguez, Senior Traffic Engineer

4. **Strategic Transportation Safety Plan: Common Practices and Department Success**----------**Information and Discussion**
   Overview of department common practices and success – Nathan Domme, Transportation Planning Manager

5. **Local Area Infrastructure Plans**----------**Discussion and Action**
   LAIPS history, review and update – Nathan Domme, Transportation Planning Manager

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, January 16, 2025
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
Kerry Wilcoxon, Vice-Chair
Emmie Cardella
Kyle Davis (arrived telephonically at 5:25 p.m.)
Lee Kauftheil
Robert Marmon
Mailen Pankiewicz

STAFF: Mark Melnychenko, Transportation & Streets Director
Nathan Domme, Transportation Planning Manager
Cristina Lenko, Public Information Officer
Susan Conklu, Senior Transportation Planner
Greg Davies, Senior Transportation Planner
Kyle Lofgren, Office Manager

PUBLIC COMMENT

No members of the public wished to speak and there were no written comments submitted.

1. Approval of Meeting Minutes

Commissioner Kauftheil noted a correction under item #2 and a spelling error under Adjournment.

COMMISSIONER KAUFTHEIL MOVED TO APPROVE THE NOVEMBER 21, 2024, TRANSPORTATION COMMISSION REGULAR MEETING MINUTES AS AMENDED. COMMISSIONER MARMON SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0) BY ROLL CALL VOTE. CHAIR MILLER; VICE-CHAIR WILCOXON; AND COMMISSIONERS CARDELLA, KAUFTHEIL, MARMON, AND PANKIEWICZ VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

2. Approval of the Annual Transportation Report

Chair Miller explained the annual report was in the agenda packet, and this is the Commission's time to make comments, additions, and changes.

Chair Miller suggested adding the Transportation Safety Plan under future significant work products. Commissioner Kauftheil suggested highlighting some of the small projects that make a big difference to the report going forward. Commissioner Marmon sought clarification that a vote was not taken on the LILO Presentation and Commissioner Pankiewicz concurred. Mr. Lofgren advised that the information will be double checked and amendments will be made if necessary.

At this time the vote was paused to allow for the amendments to occur and the item will be brought back at the February meeting.

3. 2025 Transportation Commission Meeting Schedule

Chair Miller reviewed the Commission's previous decision to meet only nine months per year and stated this discussion was to ultimately vote on the three months they would not meet. Mr. Lofgren provided the updated bylaws for the Commission's review.

Mr. Domme noted the Transportation Safety Plan presentations during FY 25/26 can be adjusted based on the meeting dates set under this agenda item.

After discussion, the Commission decided they did not want two consecutive months off and ultimately chose July, October, and December as non-meeting months.

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

4. Election of Officers

Chair Miller explained the Commission elects a Chair and Vice-Chair every January. Mr. Lofgren shared the bylaws related to elections for reference and noted the current Chair and Vice-Chair meet the one-year requirement.

COMMISSIONER KAUFTHEIL NOMINATED CHAIR MILLER AND VICE-CHAIR WILCOXON TO CONTINUE IN THEIR ROLES. COMMISSIONER PANKIEWICZ SECONDED THE

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

5. Overview of the Strategic Transportation Safety Plan

Nathan Domme, Transportation Planning Manager, discussed the plan for rolling out the Strategic Transportation Safety Plan (STSP). The STSP will be developed to guide improvements in programs and strategies for all modes of transportation. The city engaged with TYLin Consultants to assist with the development of the STSP. Safety, a key element, is a shared responsibility, and other aspects will be highlighted throughout the plan.

The one Scottsdale intersection that MAG ranked as a crash risk is Indian School Road and Hayden Road; however, Scottsdale is also ranked safer than many cities in the region. The STSP will make improvements to make Scottsdale safer going forward.

Mr. Domme reviewed the upcoming timeline and discussed the proposed topics for each month's meetings over the next twelve months. A draft will be presented at the November meeting with a final draft to be presented in March 2026, and upon approval it will go before the City Council. Commissioners were given an opportunity to comment and ask questions after each month's discussion.

In response to questions, Mr. Domme noted some comparative cities have been identified and more are being sought; this will be discussed in detail during the February meeting. This would be the first documented comprehensive safety plan. Previously, the City of Scottsdale incorporated safety components into the Transportation Master Plan. Ms. Conklu explained internal stakeholders are the Police, Fire, Planning, Transportation, and Traffic Engineering. External stakeholders include those working in public health and ADA. Mr. Domme clarified similar cities would be regional, national, and statewide.

The April meeting topics will include identifying high-risk locations for safety, and that will be when they look at vulnerable road users separately. It is not unreasonable for the Commission to voice their opinions about policies and ordinances presented. The plan will incorporate parameters for accomplishing the goals. The Arizona Department of Transportation (ADOT) and the City of Phoenix will be contacted to discuss collaboration on safety issues, especially on the borders. Demographics will be part of the data analysis.

Ms. Conklu briefly discussed the Bike Bus. Mr. Domme discussed opportunities to broaden their horizons and see things from the other side to illuminate safety. The City does its best to accommodate pedestrians in work zones, but developments are different. It is important to emphasize the need to keep sidewalks open or create a safe route for pedestrians. Ensuring all staff members are as informed as possible can be discussed during enforcement and/or education. Implementation of the plan will depend on the identified high-risk locations, strategies, and safety measures. It will also be in collaboration with implementation of the TAP.

The Commissioners made the following recommendations:

- Item 2, Vice-Chair Wilcoxon suggested replacing "An Enforcement Component" with "First Responder Component" to allow more room for improvements.

- Commissioner Marmon suggested adding “Pedestrian and Traffic Safety Work Zones”
- Item 5, Commissioner Pankiewicz suggested implementing a week without a vehicle and inviting all elected officials to participate so they can broaden their perspective.
- Item 6, Commissioner Cardella suggested including data for injuries and property damage caused by people crossing work zone barriers.
- Item 7, Commissioner Pankiewicz suggested creating targeted enforcement events that are combined with education and have media coverage.
- Vice-Chair Wilcoxon asked to keep this in the public eye because the more people involved in implementing it, the better.

Mr. Domme reviewed and discussed the Public Outreach Plan that included two public meetings, pop-up virtual reality experiences, walking audits, trolley audits, and a website to provide updates.

Chair Miller suggested conducting online public meetings to allow more residents to attend. Mr. Domme noted they could record the meetings and put them on the website along with review material, providing an opportunity to make comments. Commissioner Marmon expressed concern that pedestrians and bicycles were missing from this evening’s presentation. Mr. Domme assured him they would be a large part of the safety plan. Commissioners Pankiewicz and Cardella discussed the importance of including an array of public input. A brief discussion ensued regarding broadening the scope and a potential need for more time if the first draft is not approved.

COMMISSIONER MARMON MOVED TO APPROVE THE UPCOMING TIMELINE FOR THE STRATEGIC TRANSPORTATOIN SAFETY PLAN WITH THE UNDERSTANDING THAT ADDITIONAL MEETINGS MAY BE NECESSARY. VICE-CHAIR WILCOXON SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ONE (0) BY ROLL CALL VOTE. CHAIR MILLER; VICE-CHAIR WILCOXON; AND COMMISSIONERS CARDELLA, DAVIS, KAUFTHEIL, MARMON, AND PANKIEWICZ VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

6. Overview of Accomplishments

Mark Melnychenko, Transportation & Streets Director, reviewed and discussed the department divisions, including an annual maintenance cycle of work often done behind the scenes. A review of the TAP showed where the city is with target areas, and an overview of funding sources was provided. Community engagement can occur in many ways including the Transportation Commission, Paths and Trails Subcommittee, Community Outreach and Public Involvement, and the best way is through Scottsdale EZ where 4,250 requests were received. There are many steps that projects go through before completion including planning, construction, design, and maintenance, which was demonstrated by the “CIP Circle of Life”

Mr. Melnychenko reviewed and discussed the department’s completed projects, studies, and milestones to date. This would include five major projects, three repaving and restriping street improvements, three bikeway studies and improvements, three trail improvements and rehabs, two pedestrian improvements, and three completed studies.

The Spring Training Trolley Service is coming back for a third year. The route is being simplified and realigned with the three parking garages. The weather cycles can provide damage, and transportation staff works closely with other departments to ensure debris is cleared and roads

are usable for residents. Staff balances maintenance cycles, projects, and events all year long trying to minimize the disruption to residents and the traveling public.

Mr. Melnychenko explained what is evaluated when deciding to close a road, such as alternative routes and coordinating with ADOT. The three trolley routes will be publicized along with the Spring Training trolley.

7. Commission Identification of Future Agenda Items

- Transportation Safety Plan
- Speed Bumps
- Protected Bike Lanes
- Motorized Vehicle Conflict on Multi-Use Paths and Canals
- Jackrabbit/ Miller Pedestrian Crossing
- Pavement Condition Index – 5-year Plan
- Participation in Development and Review Process
- Planning and Development of what is in ROW
- Planning and development what happens in ROW
- Planting of Trees
- Information on Processes
- Technology
- Transportation Funding
- Regional Coordination
- Newsletter / Information

Adjournment

VICE-CHAIR WILCOXON MOVED TO ADJOURN THE MEETING. COMMISSIONER CARDELLA SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ONE (0) BY ROLL CALL VOTE. CHAIR MILLER; 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 7:12 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

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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 Collission 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 – Information
- Bicycle Detection at Traffic Signals – Information
- Jackrabbit/Miller Road Improvements – Information
- Shade and Tree Plan – Information
- Speed Determination and Enforcement – Information
- LILO Presentation – Information
- 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 and the Transportation Strategic Safety Plan.

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

Additional Comments/Recommendations: N/A.

Report approved on February 20, 2025.

SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To: **Transportation Commission**
From: **Helayne Dominguez, Senior Traffic Engineer**
Subject: **Clarendon NTMP Variance Request**
Meeting Date: **February 20, 2025**

ITEM IN BRIEF

Action:
Presentation, Discussion, and Action.

Background:
The city of Scottsdale Traffic Engineering department received a concern from a resident living on Clarendon Avenue between 82nd Street and Granite Reef Road, citing perceived high speeds and volumes in front of their residence and requesting the installation of traffic calming devices. Through the Neighborhood Traffic Management Program (NTMP), data was collected within the study segment to determine if the warranting criteria were met based on observed volumes and speeds. The results of the data show that the study segment is close to but does not meet the requirements of the NTMP, due to an insufficient number of vehicles per day.

Purpose:
The purpose of this item is to request a variance from the requirements established in the NTMP in order to proceed with the initiation of the neighborhood petition. As the study segment is close to meeting the thresholds established in the NTMP, city of Scottsdale Traffic Engineering staff recommends a variance be approved.

Information:
Clarendon Avenue is an east/west street located halfway between Osborn Road and Indian School Road. The segment of Clarendon Avenue from 82nd Street to Granite Reef Road is ¼ mile long and is classified as a local residential street with one lane in each direction. The measured width is 36 feet and the speed limit is posted at 25 miles per hour. This segment of Clarendon Avenue primarily serves residential land uses and has direct residential frontage along its entire length. There are no existing pavement markings on Clarendon Avenue.

It was determined that the physical characteristics of the street segment met the minimum criteria for the NTMP. After the letter of interest form was submitted to the department, data collection was initiated using tubes to measure the volume and speeds on the street segment. Data was collected from Monday, January 13 to Wednesday, January 15, 2025, at a location halfway between the segment limits. Results of the data collection are provided in the following table:

Location	Count Date	ADT	Avg. speed	85th Percentile	% over 30	% over 35
Between 82nd St and Granite Reef Rd - EB	1/14/2025	212	26.1	30	23%	6%
Between 82nd St and Granite Reef Rd - WB	1/14/2025	246	31.4	37	58%	31%
Total		**458**			**43%**	**20%**
NTMP Minimum Criteria		*500*			*40%*	*20%*

The results of the data show that the volume criterion is not met. Measured volumes are 42 cars below the minimum threshold. The measured combined speeds between both directions are above both minimum thresholds of the speed criterion.

A review of crash history from the most recent five years showed two crashes within the study segment. This excludes any intersection-related crashes occurring at the 82nd Street and Granite Reef Road intersections.

- In July 2020, a rear end crash was reported approximately 100 feet east of 82nd Street. It is unknown if speed was a related factor.
- In January 2023, a head on crash was reported approximately 130 feet west of 82nd Street. The car was traveling eastbound when it ran off the road, struck a fence within a private residence along the subject street, and collided with a parked car facing the westbound direction. Speed was noted as being a factor in the crash.

Recommendation:

City of Scottsdale Traffic Engineering staff recommends that a variance to the NTMP be granted for the segment of Clarendon Avenue from 82nd Street to Granite Reef Road for the installation of traffic calming devices for the following reasons:

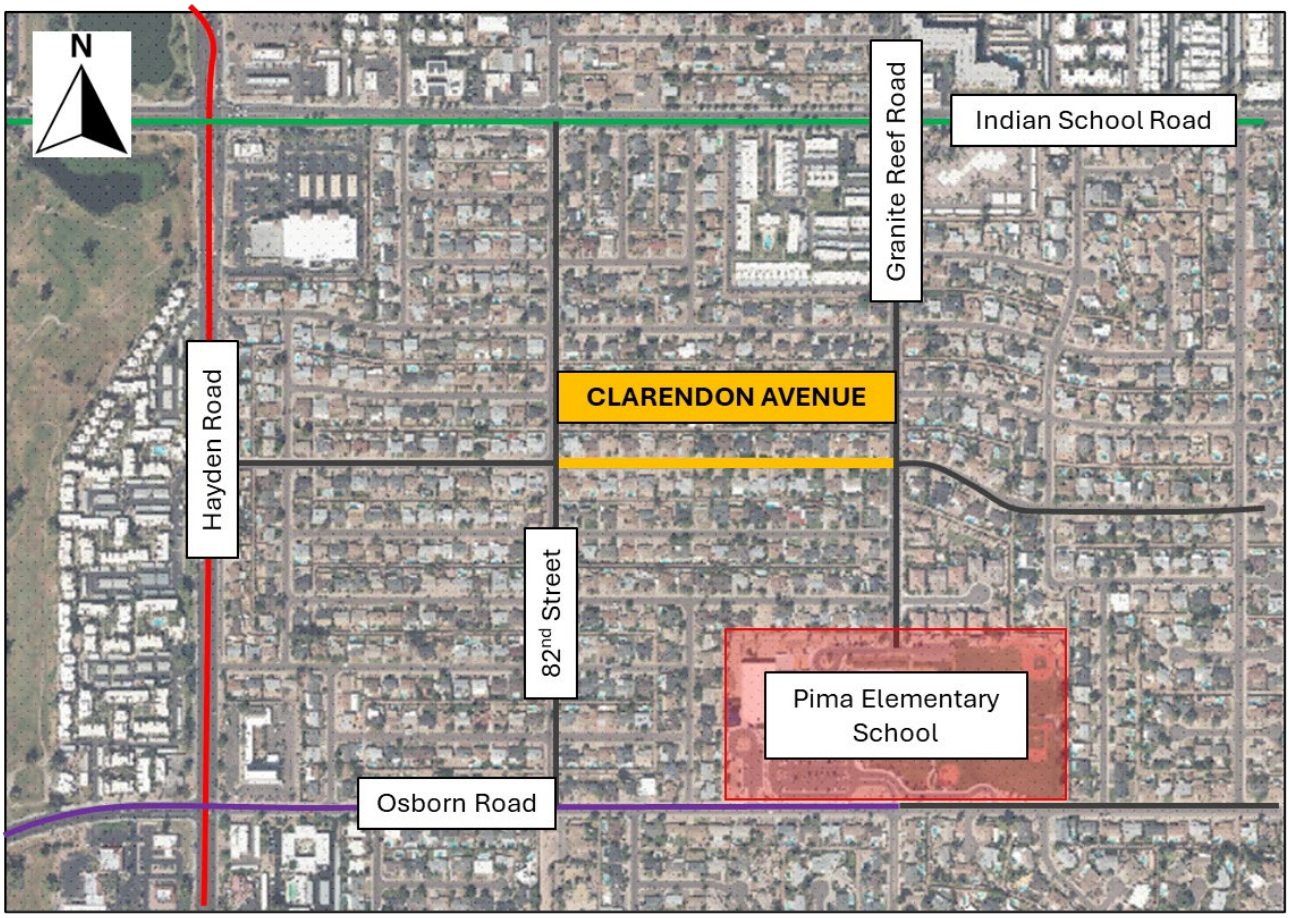
- Majority of warranting criteria is met, with the exception of the volume criterion. Measured volumes are within 10% of the threshold.
- Traffic data shows a notable trend in speeding, particularly in the westbound direction. Typical NTMP data requests result in the street meeting the volume criterion but not the speed criterion.
- There is a history of segment crashes, one speed related, which could be mitigated by the installation of traffic calming devices.
- The study street segment is near Pima Elementary School, and traffic generated by the school may be affecting travel patterns on Clarendon Avenue.

Staff Contact: Helayne Dominguez, 480-312-7613, HDominguez@ScottsdaleAZ.gov

Attachments:

1. Site Location Map
2. Traffic Data

SITE LOCATION MAP



Counted by: Ciro M.
Location: Clarendon Ave & 82nd St
Date: 1-13-2025
App. Vol.: Spd. & Vol. EB &WB NTMP by H. Dominguez

City of Scottsdale

7447 E. Indian School Rd., Ste 205
Scottsdale, AZ 85251

Site Code: 24 024 2
Serial Number: 29417

Direction: EB

1/13/2025 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	0	1	1	1	0	0	0	0	0	0	0	0	3
12:00 PM	0	3	2	5	2	2	0	0	0	0	0	0	0	14
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2:00	2	0	4	4	3	1	1	0	0	0	0	0	0	15
3:00	0	2	4	4	2	0	1	0	0	0	0	0	0	13
4:00	1	1	5	5	3	0	0	0	0	0	0	0	0	15
5:00	1	3	4	4	4	0	0	0	0	0	0	0	0	16
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7:00	1	2	3	2	1	0	0	0	0	0	0	0	0	9
8:00	0	1	2	1	3	0	0	0	0	0	0	0	0	7
9:00	0	0	4	2	1	0	0	0	0	0	0	0	0	7
10:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	18	35	38	26	5	2	0	0	0	0	0	0	132

Counted by: Ciro M.
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1:00	0	0	0	2	1	1	0	0	0	0	0	0	0	4
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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7:00	1	0	2	0	1	0	0	0	0	0	0	0	0	4
8:00	1	1	9	3	3	0	0	0	0	0	0	0	0	17
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12:00 PM	0	0	2	6	6	1	0	0	0	0	0	0	0	15
1:00	1	3	7	4	3	1	0	0	0	0	0	0	0	19
2:00	0	2	2	6	0	0	0	0	0	0	0	0	0	10
3:00	0	2	3	5	2	3	0	0	0	0	0	0	0	15
4:00	0	0	1	10	1	0	1	0	0	0	0	0	0	13
5:00	0	1	5	5	3	0	1	0	0	0	0	0	0	15
6:00	0	0	0	4	3	0	0	0	0	0	0	0	0	7
7:00	0	1	3	7	2	0	0	0	0	0	0	0	0	13
8:00	1	2	7	6	1	2	0	0	0	0	0	0	0	19
9:00	1	1	2	2	1	0	0	0	0	0	0	0	0	7
10:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:00	0	0	2	2	0	0	0	0	0	0	0	0	0	4
	0	0	1	0	0	1	0	0	0	0	0	0	0	2
Total	6	19	63	75	36	11	2	0	0	0	0	0	0	212

Counted by: Ciro M.
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1:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
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5:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
6:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
7:00	0	0	1	3	0	0	0	0	0	0	0	0	0	4
8:00	0	3	5	4	3	1	0	0	0	0	0	0	0	16
9:00	0	3	5	2	2	1	1	0	0	0	0	0	1	15
10:00	0	1	0	2	1	0	0	0	0	0	0	0	0	4
11:00	0	1	5	4	0	0	0	0	0	0	0	0	0	10
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	10	17	17	7	2	1	0	0	0	0	0	1	55
Grand Total	14	47	115	130	69	18	5	0	0	0	0	0	1	399

Stats	Percentile	15th	50th	85th	95th
	Speed	19	25	30	35
	Mean Speed (Average)	26.1			
	10 MPH Pace Speed	20-29			
	Number in Pace	237			
	Percent in Pace	61.0%			
	Number > 45 MPH	1			
	Percent > 45 MPH	0.3%			

Counted by: Ciro M.
Location: Clarendon Ave & 82nd St
Date: 1-13-2025
App. Vol.: Spd. & Vol. EB &WB NTMP by H. Dominguez

City of Scottsdale

7447 E. Indian School Rd., Ste 205
Scottsdale, AZ 85251

Site Code: 24 024 2
Serial Number: 29417

Direction: WB

1/13/2025 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
12:00 PM	2	0	4	2	7	1	1	0	0	0	0	0	0	17
1:00	0	2	1	4	4	5	2	2	0	0	0	0	0	20
2:00	0	0	1	2	5	3	0	1	0	0	0	0	0	12
3:00	2	2	3	1	4	6	0	0	1	0	0	0	0	19
4:00	0	1	5	5	7	3	4	0	0	0	0	0	0	25
5:00	1	1	1	7	5	6	1	1	0	0	0	0	0	23
6:00	2	3	3	6	5	3	1	0	0	0	0	0	0	23
7:00	0	2	2	7	4	1	0	1	0	0	0	0	0	17
8:00	1	1	1	2	0	4	0	0	0	0	0	0	0	9
9:00	0	0	0	1	1	1	0	0	0	0	0	0	0	3
10:00	0	0	1	1	0	2	0	0	0	0	0	0	0	4
11:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	8	12	23	39	44	35	9	5	1	0	0	0	0	176

Counted by: Ciro M.
Location: Clarendon Ave & 82nd St
Date: 1-13-2025
App. Vol.: Spd. & Vol. EB &WB NTMP by H. Dominguez

City of Scottsdale

7447 E. Indian School Rd., Ste 205
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Direction: WB

1/14/2025 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
1:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	1	0	1	0	1	0	0	0	0	0	0	0	3
7:00	0	1	1	2	2	2	0	1	0	0	0	0	0	9
8:00	1	0	1	4	9	1	1	1	0	0	0	0	0	18
9:00	2	0	2	3	5	5	1	1	0	0	0	0	0	19
10:00	0	1	3	1	1	2	0	0	0	0	0	0	0	8
11:00	0	0	2	5	5	6	1	0	0	0	0	0	0	19
12:00 PM	0	0	0	1	6	4	1	0	0	0	0	0	0	12
1:00	0	2	1	1	4	5	2	0	0	0	1	0	0	16
2:00	0	0	1	0	4	2	1	0	0	0	0	0	0	8
3:00	0	2	2	2	2	7	2	0	0	0	0	0	0	17
4:00	0	0	2	10	2	3	3	0	0	0	0	0	0	20
5:00	0	1	1	4	5	5	1	0	2	0	1	0	0	20
6:00	0	1	0	5	7	9	5	1	0	0	0	0	0	28
7:00	1	1	3	6	5	2	1	0	0	0	0	0	0	19
8:00	2	0	3	2	8	2	0	0	0	0	0	0	0	17
9:00	0	2	0	1	0	1	0	0	0	0	0	0	0	4
10:00	1	0	0	0	2	0	0	0	0	0	0	0	0	3
11:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2
	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	7	12	22	52	69	57	19	4	2	0	2	0	0	246

Counted by: Ciro M.
Location: Clarendon Ave & 82nd St
Date: 1-13-2025
App. Vol.: Spd. & Vol. EB &WB NTMP by H. Dominguez

City of Scottsdale

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Site Code: 24 024 2
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Direction: WB

1/15/2025 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
1:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	2	2	0	0	0	0	0	0	0	0	4
7:00	0	0	1	1	6	1	1	1	0	0	0	0	0	11
8:00	0	0	2	11	5	3	1	0	0	0	0	0	0	22
9:00	1	2	0	6	5	2	0	1	0	0	0	0	0	17
10:00	1	0	1	3	2	5	3	0	1	0	0	0	0	16
11:00	0	0	2	1	4	1	0	2	0	0	0	0	0	10
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2	3	7	24	24	12	5	4	1	0	0	0	0	82
Grand Total	17	27	52	115	137	104	33	13	4	0	2	0	0	504

Stats	Percentile	15th	50th	85th	95th
	Speed	23	30	37	42
	Mean Speed (Average)	31.4			
	10 MPH Pace Speed	29-38			
	Number in Pace	252			
	Percent in Pace	51.0%			
	Number > 45 MPH	19			
	Percent > 45 MPH	3.8%			

City of Scottsdale

Clarendon NTMP Variance Request

TRANSPORTATION COMMISSION

February 20, 2025

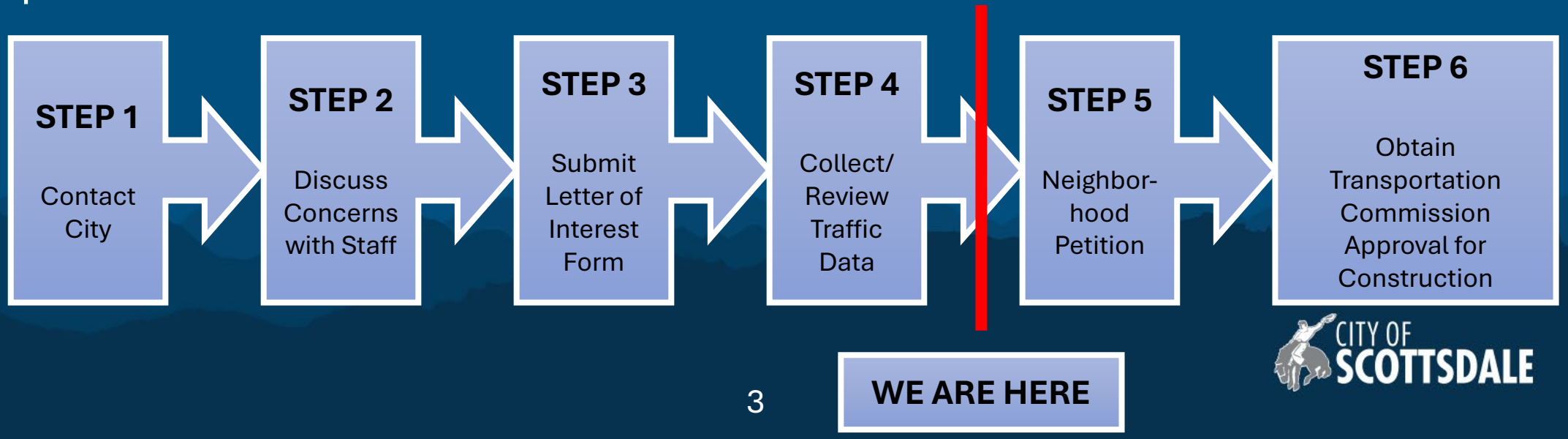
CITY OF SCOTTSDALE

Agenda

- Commission Role
- NTMP Warranting Criteria
- Site Location
- Data Results
- Recommendation
- Recommended Action

Commission Role

- Requests for traffic calming devices are evaluated based on the warranting criteria established in the Neighborhood Traffic Management Program (NTMP). If the street segment does not meet the warranting criteria, a variance request may be submitted to the Transportation Commission for their approval.
- The purpose of this item is to request approval for a variance from the warranting criteria. If approved, the next step is to initiate the neighborhood petition.



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NTMP Warranting Criteria

- The street segment being considered for traffic calming is 660 to 5,280 feet in length.
- The street is paved.
- The street is planned for only one through motor vehicle lane per direction.
- The street has 500 to 3,000 vehicles per day.
- The following two speed conditions are met:
  - At least 40% of traffic travels at speeds of 5 mph or more above the speed limit.
  - At least 20% of traffic travels at speeds of 10 mph or move above the speed limit.
- Taking both sides into consideration, the street has more than 50% direct residential access. Exceptions may be given to streets adjacent to a school to park or to streets designated as a pedestrian or bicycle route.

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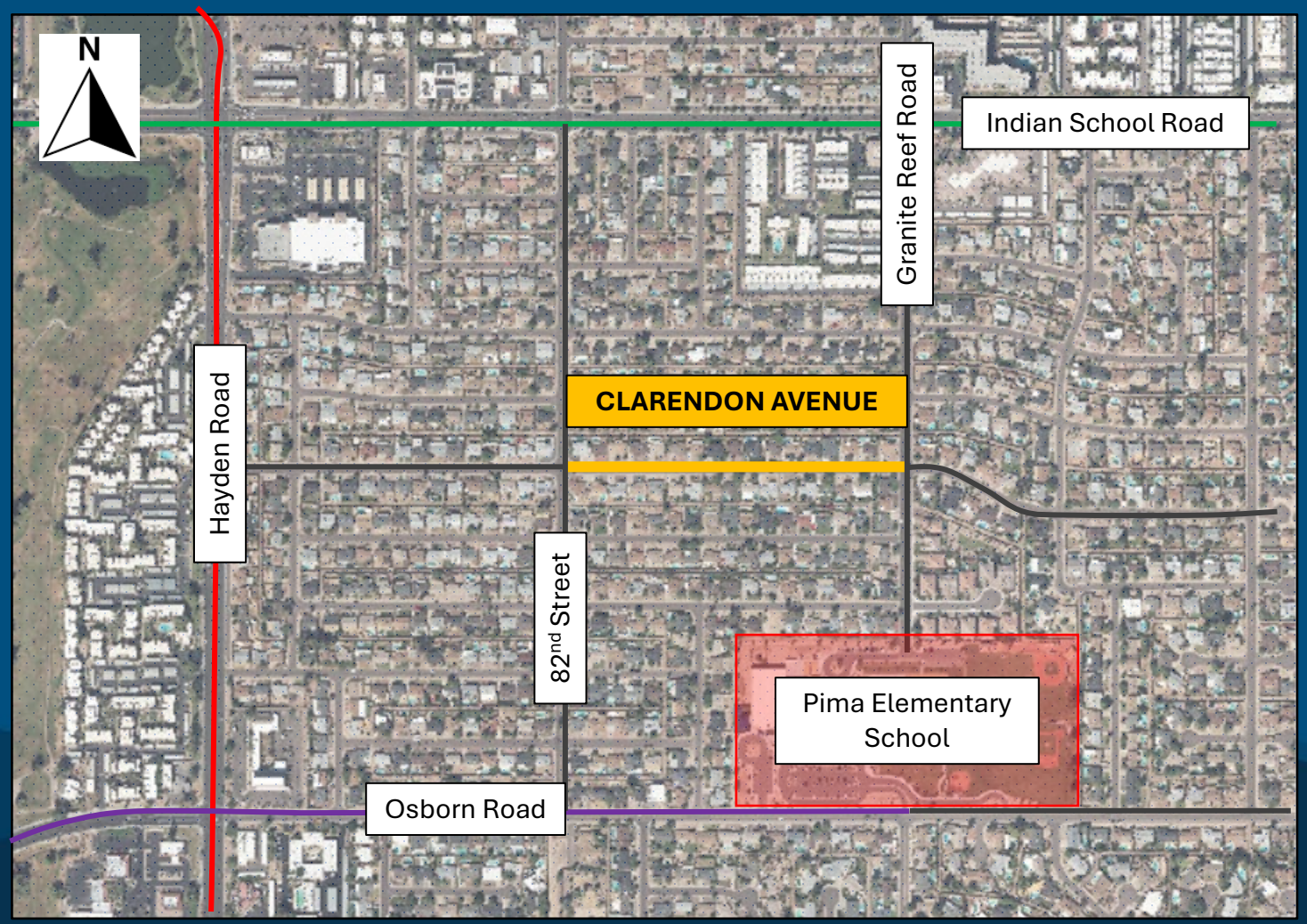
Site Location



- ¼ Mile in length (1320 feet)
- Local residential paved roadway
- Two lanes, one in each direction
- Direct residential access on 100% of its length

- 36 feet wide, standard is 28 feet
- Posted Speed 25 MPH
- No Pavement Markings

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Data Results

Location	Count Date	ADT	Avg. speed	85th Percentile	% over 30	% over 35
Between 82nd St and Granite Reef Rd - EB	1/14/2025	212	26.1	30	23%	6%
Between 82nd St and Granite Reef Rd - WB	1/14/2025	246	31.4	37	58%	31%
Total		**458**			**43%**	**20%**
NTMP Minimum Criteria		*500*			*40%*	*20%*

- Data Collected January 13-15, 2025
- Volume Criterion is NOT MET
- Speed Criteria are MET
- Segment Crash History
  - July 2020: Rear end crash, No injury
  - January 2023: Head on crash (with parked car), Minor Injury, Vehicle ran off road and struck fence on residential property before hitting car, speed noted as a factor

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Recommendation

Traffic Engineering Staff RECOMMENDS that a variance to the NTMP be approved.

- Majority of warranting criteria is met, with the exception of the volume criterion. Volumes are within 10% of the threshold.
- Measured speeding trend compared to typical local residential streets.
- History of segment crashes related to speeding.
- Near an Elementary School.

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Recommended Action

Transportation Commission moves to approve the variance to the NTMP warranting criteria for Clarendon Avenue from 82nd Street to Granite Reef Road to proceed with the initiation of the neighborhood petition.

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Questions?

CITY OF SCOTTSDALE

SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To:	Transportation Commission
From:	Nathan Domme, Transportation Planning Manager Ryan Wozniak Senior Transportation Planner TYLIN
Subject:	Strategic Transportation Safety Plan: Department's History and Common Practices Assessment
Meeting Date:	February 20, 2025

ITEMS IN BRIEF

Department History

Action: Information and Discussion

Purpose: Staff is in the early stages of drafting a new Strategic Transportation Safety Plan (STSP) that will guide installing safety improvements in the transportation network. As noted at the January 2025 Transportation Commission meeting, the STSP is expected to focus more on refining the existing transportation system's safety. Ryan Wozniak of TYLin International, to provide a brief presentation on the progress made so far in the current effort to develop the Strategic Transportation Safety Plan. This is an informational item only, and an opportunity for questions and answers will follow the presentation.

Background:

The 2003 Streets Master Plan was the first document that stated safety as a necessary goal for transportation improvements in the city. This has created a 20-year history of the city of Scottsdale defining safety for our streets as a primary goal and objective for improvements in our right of way. Over that time, the city's transportation staff implemented many improvements to reduce crashes. The 2008 Transportation Master Plan included transportation safety in its fifth policy.. In that policy, the objective was the reduction of injuries and deaths from transportation-related causes. For 15 years, Scottsdale has aimed to reduce injuries and fatalities along our transportation network. This draft transportation safety plan continues these efforts, and its primary goal is the same goal we have had for over15 years.

Key: Over time there has been a common theme of reduction of injuries in our transportation system.

2003 Streets Master Plan
The 2003 Streets Master Plan identifies the need to prioritize safety with transportation capacity, stating, "The city operates thousands of miles of streets and hundreds of intersections with a multitude of equipment and facilities. The main goals in operating the street network are to improve safety (reduce accidents) and increase capacity."

It also identified one of the transportation commission's main responsibilities in assessing transportation issues from a safety view. "Transportation Commission Project duty is recommending projects for capital improvements: Public safety is a key criterion. This included "reductions/increases in potential physical threats such as accidents, injuries, deaths...."

Key: Prioritize safety with transportation system capacity.

2008 TMP

In the 2008 Transportation Master Plan, the policy selection included an extensive Transportation Safety Policy section. The overall objective was stated to "reduce injuries and deaths from transportation-related causes, protect neighborhood livability, and support the function of commercial areas by prioritizing safety and livability through decreased intersection conflict and improved speed limit policy; by enforcement of safety regulations; and through a coordinated safety education campaign."

The sections further explained strategics of:

- Enforcement: among the primary objectives of this function is encouraging motorists, pedestrians, and bicyclists to comply voluntarily with the laws and ordinances.
- Public Education and Awareness Programs
- Engineering - to "continue to look for innovative engineering solutions that promote safety such as the lagging left—turn arrow, roundabouts, and ITS and technology solutions to reduce both the frequency and severity of crashes" and consider implementing safety enhancements such as SRTS program and safety management and performance tracking through additional City staff.
- Collision Analysis and Collision Prevention
- Speed Limits
- Safe Routes to Schools

In this plan roundabouts were highlighted as a key safety improvement for intersections:
"Roundabouts are a proven safety solution that prevents and reduces the severity of intersection crashes". The plan also stated that "the decision to install a roundabout should be made on a case-by-case basis in accordance with MUTCD and established state and national guidelines,"

Key: Along with enforcement and education, engineering solutions for safety are emphasized such as roundabouts and ITS improvements.

Key: First time policy goal was a reduction in injury and deaths in the transportation network

2016 Transportation Master Plan

The 2016 Transprotation Master Plan expanded on the 2008 Transportation Master Plans Safety Efforts. The notable policy differences between the two plans was the 2016 Transportation Master Plan designates roundabouts as the preferred traffic control device for intersections of all combinations of one-lane-per-direction and two-lane-per-direction streets and created a policy that "Roundabouts shall be the first consideration for all intersections of one or two-lane-per-direction streets. Traffic signals should only be installed or remain if specific analysis justifies their superiority." It also stated that a long-standing practice of the Traffic Volume and Collision Rate Report shall be prepared biennially and used to prevent and reduce collisions.

Comprehensive speed limit studies – in accordance with the Manual on Uniform Traffic Control Devices – shall be prepared for every major arterial, minor arterial, couplet, and major collector roadway segment a minimum of every seven years.

Key: Greater importance on information for data-driven solutions.

2022 Transportation Action Plan

The TAP 2022 prioritized preserving and improving what we already have and support creating a safe and efficient roadway system. As the street system continues to age, preventive maintenance and repair and/or replacement of pavement, concrete, traffic signals and streetlights will need to be prioritized.

The plan includes renovating infrastructure to meet modern acceptable safety and comfort standards that may have changed from when infrastructure was first built. For Traffic Safety: Collect, analyze and report on traffic collision data on a regular basis and develop remediation measures to address high frequency and high-volume collision locations.

Goals included:

- Identifying major and minor intersections for capacity and safety improvements.
- Pedestrian and bicycle safety improvements. Improve the ability for pedestrians and bicyclists to safely cross busy streets. Improvements may include hybrid pedestrian beacons, rectangular rapid flash beacons, pedestrian refuges, pedestrian median barriers, crosswalk treatments, sidewalk gap removals and improved lighting or other approved technologies.
- Corrects safety issue on an existing trail or with a new trail.

Key: Preservation and refinement of the existing transportation system.

Alignment with General Plan 2035

The Connectivity Element of the voter approved General Plan recognizes “the primary role of the automobile, but also fully integrates other modes, such as public transit, air travel, bicycling, and walking. It also recognizes the interrelationships among transportation, land use, neighborhoods, and Growth and Activity Areas.”
Through the Connectivity Chapter, Scottsdale will safely, conveniently, and efficiently move people and goods. The plan established a focus on these goals:

- Goal C1: Design and improve transportation corridors to safely and efficiently move people and goods
- C1.2 Coordinate transportation and land use planning to enhance an integrated, sustainable transportation system that promotes livable neighborhoods, economic vitality, safety, efficiency, mode choice, and adequate parking

- C1.3 Reduce conflict points between various modes of travel, for example, where the paths of vehicles and bicycles, pedestrians, or equestrians, cross, diverge, or merge
- C1.4 Protect regional corridor traffic flow, function, and safety by using grade separations for non-motorized travel.
- C1.7 Retrofit aging neighborhood infrastructure and streets and create non-motorized neighborhood connections to enhance livability, safety, accessibility, and comfort.

Key: Integration of all modes of transportation into a safe network.

DSPM Standards for Safety

DSPM also identifies safety protocol that if safety performance results show a 20% or higher increase in crash frequency at an intersection resulting from additional traffic generated by the proposed development, the Transportation Department may request additional countermeasures be evaluated and implemented to reduce crash potential.

Used Safety Countermeasures in the City of Scottsdale

Lagging Left-turn Arrows - The city implemented lagging left turn arrow operation. Lagging left-turn arrows appear after the green indication for adjacent through traffic. Lagging left-turn arrows had a statistically significant lower collision rate than leading left-turn arrows.

- Citywide Improvement

Variable Speed Limits – Providing variable speeds limits (VSLs) capable of adapting to changing circumstances could reduce crash frequency and severity.

- Camelback Road: Scottsdale Road to Miller Road

Modern Roundabouts – The modern roundabout is an intersection with a circular configuration that safely and efficiently moves traffic. Roundabouts feature channelized, curved approaches that reduce vehicle speed, entry yield control that gives right-of-way to circulating traffic, and counterclockwise flow around a central island that minimizes conflict points.

- 24 intersections city-wide

Bicycle Lanes - Installation of Buffered Bike Lanes

- Citywide

Crosswalk Visibility Enhancements - These include high-visibility crosswalks, lighting, and signing and pavement markings.

- Pima Shared Use Path: Installed High Visibility striping and signage at intersection crossings
- Installed High Visibility striping and signing at other various locations upon engineering study

Leading Pedestrian Interval - A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication.

- We use these at several signalized intersections upon an engineering study including:
    - 75th and Indian School
    - Scottsdale and Camelback
    - Miller and Montecito

Medians and Pedestrian Refuge Islands- Raised medians are required on arterial streets and some major collector streets to separate traffic flows, channelize left turns and reduce conflicts. On most collector streets, flush or painted medians provide space between the through traffic lanes for left turning vehicles. Standard median widths are shown in Figure 5-3.31 through Figure 5-3.34. Variations to these standards may be approved through the master plan process or by the Transportation Department

- Citywide

Pedestrian Hybrid Beacons and RRFBs -

- Over 13 PHBs in the city.
- RRFBS at:
    - Miller and Earll
    - 68th and 2nd
    - 68th and Avalon
    - 105th and Queen Wreath
    - Miller and Coronado HS
    - All Multilane roundabouts

Enhanced Delineation for Horizontal Curves - Enhanced delineation treatments can alert drivers to upcoming curves, the direction and sharpness of the curve, and appropriate operating speed.

- Done on substantial horizontal curves

Wider Edge Lines - Wider edge lines enhance the visibility of travel lane boundaries compared to traditional edge lines. Edge lines are considered ”wider” when the marking width is increased from the minimum normal line width of 4 inches to the maximum normal line width of 6 inches.

- COS uses 8” bike lane stripes, most jurisdictions only use 4” stripes to delineate bike lanes. Otherwise, we use 4” for edge lines where bike lanes are not present which is typical.

Walkways - A walkway is any type of defined space or pathway for use by a person traveling by foot or using a wheelchair. These may be pedestrian walkways, shared use paths, sidewalks, or roadway shoulders.

- Many sidewalks and shared use paths
- Hayden Chaparral Underpass

Reduced Left-Turn Conflict Intersections

- Installation of over 60 and counting LILOs

Backplates with Retroreflective Borders - Backplates added to a traffic signal head improve the visibility of the illuminated face of the signal by introducing a controlled-contrast background.

- They have been installed at a few Scottsdale intersections and at HAWKs. The hope is to install them at many more in the future.

Corridor Access Management - Access management refers to the design, application, and control of entry and exit points along a roadway.

- Done on all new roadway construction projects through the use of raised medians. Also accomplished through planning and development cases.

Dedicated Left and Right Turn Lanes at intersections

- Most recently at:
    - Scottsdale and Pinnacle Peak
    - Shea Blvd Intersection Improvements
    - Happy Valley and Whispering Wind

Yellow Change Intervals

- We have these at every signal.

Road Safety Audits - RSAs consider all road users, account for human factors and road user capabilities

- Several are typically conducted every year

Neighborhood Traffic Management Policy

- the goal of the NTMP is to resolve neighborhood vehicle speeding and safety concerns by achieving better speed limit compliance on residential, local and minor collector streets and to ensure that the need of all stakeholders are met.

Appropriate Speed Limit for All Road Users

- Updated Speed limit Studies - 2021 thru Present – Citywide

Pavement Friction Management

- 5-year paving plan to continue maintaining the pavement condition

Key: Use of safety countermeasures to address issues at specific locations throughout the city.

Commons Practices Assessment

Staff is in the early stages of drafting a new Strategic Transportation Safety Plan (STSP) that will guide installing safety improvements in the transportation network. As noted at the January 2025 Transportation Commission meeting, staff are completing a Common Practices Assessment of several safety plans. Preparation of the Safety Plan includes examination of common practices in other communities' plans including cities, regions and statewide agencies such as Arizona Department of Transportation (ADOT). It is important to evaluate plans and features from various

communities to find what works well and doesn't work well to improve success of Scottsdale's plan.

Staff found several common elements in a majority of the plans reviewed to consider for Scottsdale's Safety Plan (see Attachment A), including

- A letter from the mayor
- Safe System Approach
- Culture of safety
- Vulnerable users
- Collision Factors summary
- Roadway Safety Analysis and High Injury Network
- Safety Countermeasures
- Highlighted Features from plans
- Best practices
- Public involvement

Next Steps

The consultant team and the Transportation and Streets staff will continue developing the Strategic Transportation Safety Plan

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

Attachment A: Common Practices Assessment Memo

City of Scottsdale – Transportation & Streets
7447 E Indian School Road, Suite 205
Scottsdale, AZ 85251
PHONE 480-312-7250
WEB ScottsdaleAZ.gov

Date: 13 February 2025
To: Transportation Commission
From: Nathan Domme, Transportation Planning Manager
Subject: Strategic Transportation Safety Plan Common Practices Assessment

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INTRODUCTION

The city of Scottsdale has reviewed several peer cities/counties to inform key features in Scottsdale Strategic Safety Plan (STSP) development, such as establishing the sections of the Plan, ways to analyze crash data, and organizing goals. Items reviewed included: Goals, format, implementation strategies, graphics, website navigation, and anything that looks good that we want to use

Peer city/county Action Plans shared similarities in critical structure, commitment, and data-driven progress. A majority of peer cities' approach to organizing safety plans by a tailored Safe System Approach (safe streets, safe people, safe vehicles, safety data, etc.). Transparency, accountability, and a safety culture were related themes. Some cities took an aspirational approach, and several features were highlighted as individual features that could be useful in Scottsdale's Plan.

A NOTE ABOUT LANGUAGE PREFERENCE AND GOALS

Many peer cities use U.S. Department of Transportation (USDOT) and advisory nonprofit organizations for traffic safety branding and language guidance, but Scottsdale's leadership has indicated the "Vision Zero" branding is undesirable. USDOT does not require the Vision Zero branding or language. The Strategic Transportation Safety Plan aims to set realistic targets for reducing fatalities and serious injuries without assuming zero deaths and serious injuries be the goal. Specific metrics and goals will be developed with Scottsdale leaders and stakeholders, tailored to local needs without external influence.

Many peer cities incorporate a variety of equity goals for their traffic safety plans. The term equity in this plan may not be advisable based on recent direction from USDOT and Office of Management and Budget (OMB) interpretations of recent Executive Orders. The goals of developing a plan that disaggregates data to find vulnerabilities of traffic deaths and serious injuries are aimed to be applied apolitically by the team to avoid any conflicts with the USDOT's latest direction.

COMMON THEMES ACROSS MOST/ALL PLAN

LETTER FROM THE MAYOR

Most of the plans identified top elected officials as supportive on the plan on the front page.

SAFE SYSTEM APPROACHES

Most safety plans reviewed looked to use the Safe System Approach for transportation safety, by anticipating human mistakes and minimizing impacts on the human body when crashes do occur. The six Safe System Principles are shown below:

- Focuses on crashes that lead to deaths and serious injuries.
- Humans make mistakes. Design and operation of our transportation system to ensure these mistakes don't have life-altering impacts.
- Humans are vulnerable. Human bodies can only withstand so much impact from a crash before death or serious injuries occur.
- Responsibility is shared. Every part of our transportation system, from elected officials to everyday users, planners, and engineers, has a role in safety.
- Safety is proactive. Transportation agencies should seek to identify and address dangerous situations proactively.
- Redundancy is crucial. It means ensuring that every part of the transportation system is safe. This way, if one part fails, people are still protected.

The Safe System Approach is implemented through Five Elements.

- Safe Road Users: Working towards a culture of safety starts with developing a network of civic partners, educating road users, and creating personal connections to the community's Safety efforts.
- Safe Vehicles: Making vehicles safer can be done through advanced driver assistance systems and by ensuring future technology prioritizes vulnerable roadway users.
- Safe Speeds: Slower vehicle speeds increase visibility and reaction times for drivers and reduce impact forces when a crash occurs. Moving towards safe speeds can be done through speed limit reduction, traffic calming, and roadway design.
- Safe Roads: Safer roads come from providing physical separation (like separated bike lanes and sidewalks) as well as designing to accommodate human mistakes.
- Post-Crash Care: A system-wide approach means working towards safety even after a crash has occurred. This comes from improving emergency response, traffic incident reporting, and traffic management to prevent secondary crashes at the scene.

TRADITIONAL APPROACH TO SAFE SYSTEM APPROACH

Many of the plans had a section and a graphic explaining the transition from the traditional approach of transportation safety to a Safe System Approach. The traditional approach to roadway safety, traffic deaths have been understood as inevitable. In many cases, issues were not addressed until there was a history of traffic fatalities at the location. The Safe System Approach anticipates human mistakes and ensures that when collisions occur that they do not result in death or serious injury. A clear understanding of the Principles and Elements of the Safe System Approach will be instrumental in increasing safety for all roadway users moving forward.

CULTURE OF SAFETY

The reviewed plans identified actions are intended to improve two-way communication between the government departments and communities most impacted by serious traffic crashes, empower communities to speak up for safety, and vigilant use of officer and automated enforcement. Safety requires more than improved transportation infrastructure; it requires building a "culture of safety. A safety culture aims to reduce risky behaviors such as aggressive driver and impaired driving. Under the Culture of Safety, these are the top dangerous behaviors for focused outreach and education:

- Impaired driving.
- Exceeding the speed limit.
- Distracted driving with emphasis on distractions from mobile devices.
- Failure to yield right of way with emphasis on drivers failing to yield to people walking and biking.
- Not wearing seatbelts or properly securing a child in age-appropriate seat

VULNERABLE USERS

The plans identified need to improve safety for vulnerable roadway users. When a crash occurs, people walking, bicycling, and riding motorcycles are more likely to be killed or seriously injured. Vehicle safety technology has seen significant advancements in recent decades, with airbags, anti-lock brakes, and lane-awareness sensors all working to protect a driver and passengers in a crash. Pedestrians, bicyclists, and motorcyclists however are unprotected and are especially vulnerable to the impact of a crash. Some of the Plans used the National Safety Council's definition for vulnerable roadway users that includes motorcyclists. Some used USDOT's definition that does not include motorcycles in their definition and only includes non-motorized users. Scottsdale would look to include motorcycles in the definition.

COLLISION FACTORS SUMMARY

The plans identified that crashes occur because of a variety and often a combination of contributing factors. These factors may include excessive speed, roadway conditions, equipment failure, inexperience, environmental conditions (e.g., weather, lighting, glare), and human behaviors, including distraction, impairment, and not complying with traffic laws. Some of the top contributing factors for serious and fatal crashes. Below is a list of identified factors that could be included in the plan:

- Most Dangerous Crash Types
- People and Vehicles
    - Older driver involved
    - Young Driver involved
    - Motorcycle
    - Vulnerable Roadway User
        i. Cyclists
        ii. Pedestrians
- Crash Location & Type
    - Nightime Crash
    - Hit and Run

        - Arterial
        - Collector
        - Local
        - Intersection
- Pre-Crash Behavior
    - Speeding
    - Distracted Driving
    - Driving Under the Influence
    - Aggressive Driving

ROADWAY SAFETY ANALYSIS AND HIGH INJURY NETWORK

The High Injury Network (HIN) was included in most of the plans. It highlights the roads with the highest serious and fatal crash rates. Prioritizing safety modification at these high crash locations has the highest potential to move the city towards a reduction in serious injuries and fatalities.

- Map and Table of locations
- Most Dangerous Crash Types
- Who is Getting Hurt
- Crash Profiles

SAFETY COUNTERMEASURES

Most plans identified infrastructure safety countermeasures based on the Safe System Approach. The implementation of safety countermeasures would be prioritized for identified high-risk road segments and intersections to reduce serious injury crashes. The toolbox of countermeasures and strategies is proven to be effective in reducing roadway fatalities and serious injuries. Once implemented, these countermeasures can help to achieve the Safe Roads Element of the Safe System Approach.

- Future plan should include chart of the countermeasures and descriptions

HIGHLIGHTED FEATURES OF INDIVIDUAL PLAN

DEFINITIONS AND ACRONYMS IN THE FRONT

Layout key definitions and acronyms at the front of the document it informs residents about commonly used terminology.

EMPHASIS AREAS

ADOT's safety plan organized their strategies into key emphasis areas that reflect a common characteristic of crashes. Organizing and highlighting strategies based on emphasis areas could clarify the strategies and their desired outcomes. Scottsdale will look to possibly include:

- Human Behavior
- Vulnerable Road Users
- Intersections
- Access Control

- Weather
- Night

PLANS, POLICIES, PROGRAMS

Most plans listed plan, policies and programs succinctly that will improve safety of the transportation system for all users. Scottsdale will look to list out approved approaches to safety.

PEER CITIES/COUNTIES/AGENCIES

The cities used as precedents were chosen either for their regional proximity, similar size and character to Scottsdale, or innovative strategies. Each city is listed below:

1. **Montgomery County, Maryland**

Vision Zero: Zero Traffic Deaths in MoCo (updated July 2023)

Previous Version: VZ_2020_Action_Plan_Feb2020.pdf

2. **Richmond Virgina**

Vision Zero | Richmond

3. **Miami-Dade County, Florida**

Vision Zero Action Plan (March 2024)

4. **NWA Arkansas**

NWA Regional Vision Zero

5. **Alexandra, Virgina**

Vision Zero | City of Alexandria, VA

6. **Plam Beach Transportation Planning Agency**

Vision Zero - Palm Beach TPA

7. **Louisville, Kentucky**

Vision Zero Louisville | LouisvilleKY.gov

8. **Regional Planning Commission of Greater Birmingham**

Safety Planning — Regional Planning Commission of Greater Birmingham

9. **Denver, Colorado**

Vision Zero Support Resources - City and County of Denver (2022)

10. **Ann Arbor, Michigan**

Ann Arbor Moving Together Towards Vision Zero (a2gov.org)

11. **Knoxville, Tennessee**

Vision Zero - City of Knoxville

12. Maricopa Association of Governments

Safe System In Action

13. Arizona Department of Transportation

2024 Arizona Strategic Highway Safety Plan (SHSP)

2024 Arizona Active Transportation Safety Action Plan

City of Scottsdale Strategic Transportation Safety Plan: Department History and Common Practices Assessment

TRANSPORTATION COMMISSION

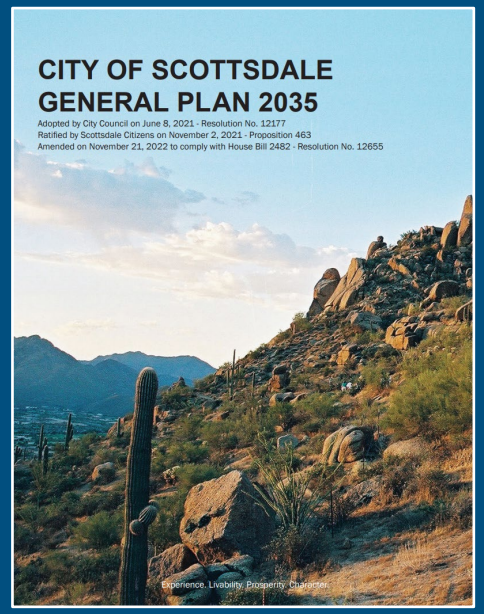
February 20, 2025

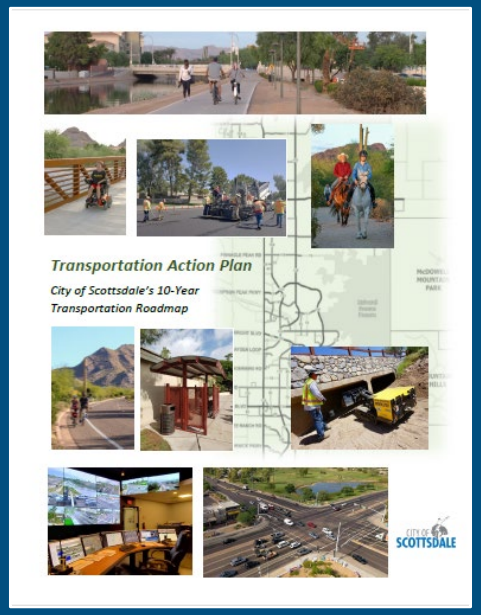
CITY OF SCOTTSDALE

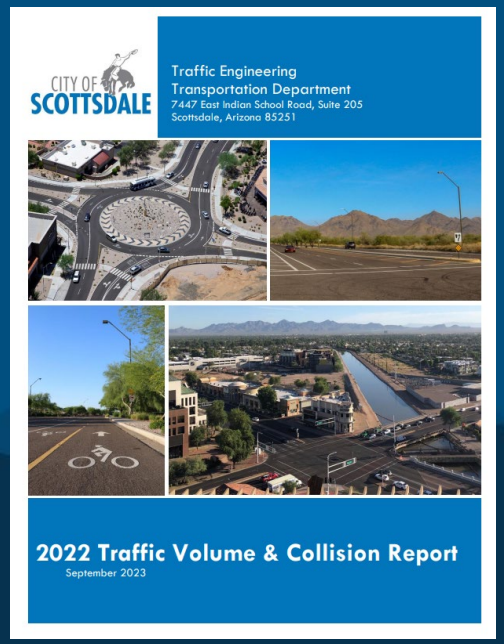
Tonight's Meeting

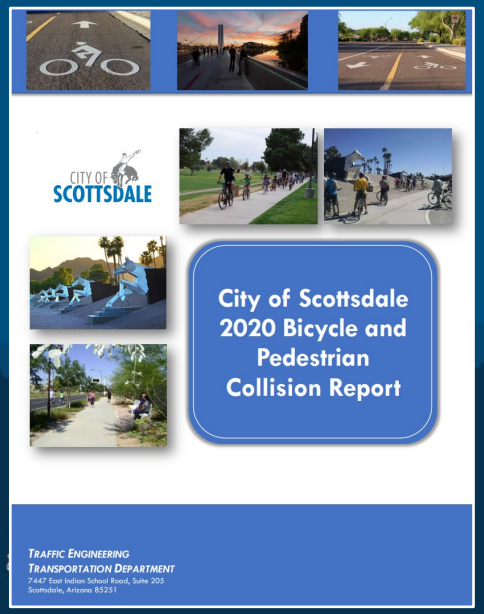
Item 1: *Department's Safety History and Common Practices*

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



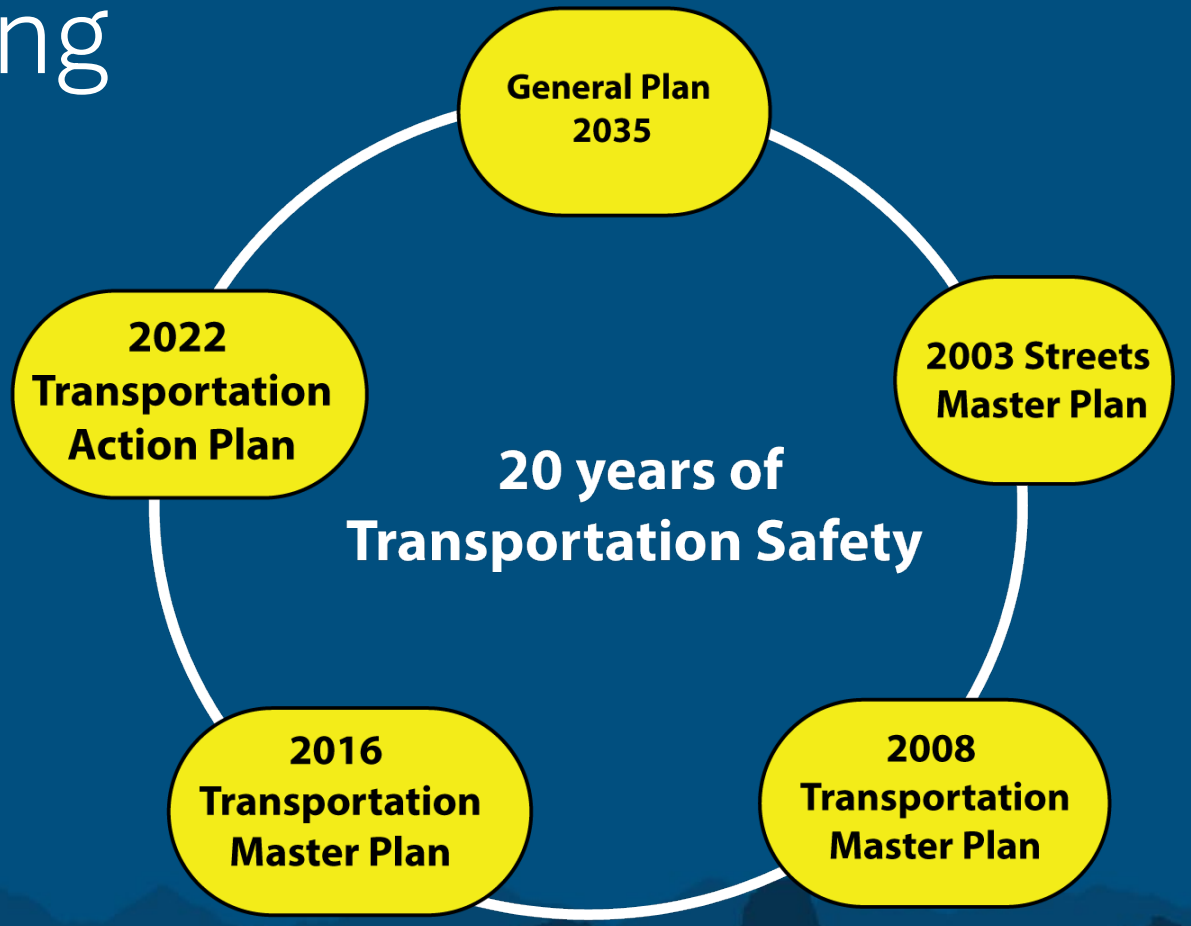






History of Safety Planning

- 20 years of Safety Planning
- Common Safety Countermeasures
- Crashes Trend over 20 years



Key: Over time a common theme to reduce injuries in our transportation system

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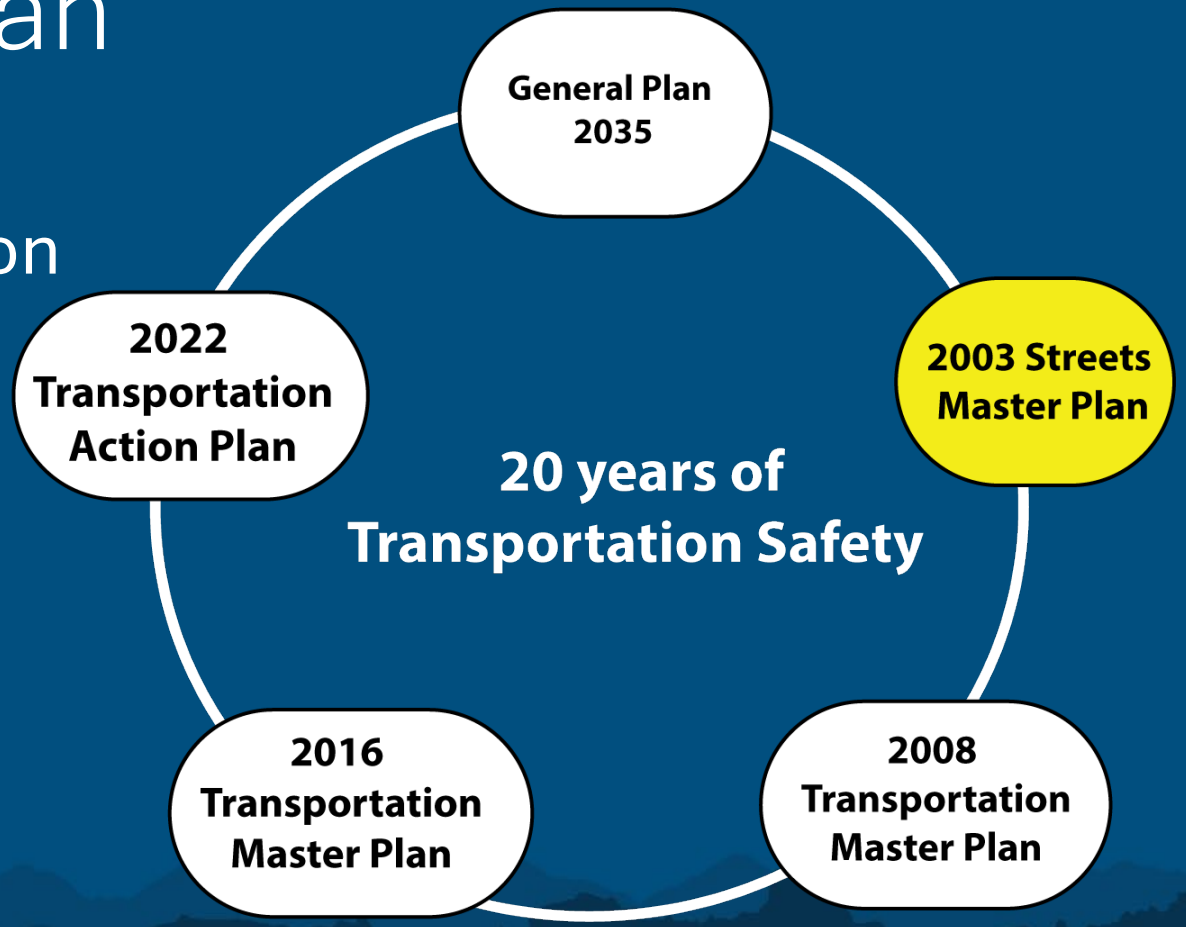
2003 Streets Master Plan

Key: Prioritizes safety with transportation system capacity



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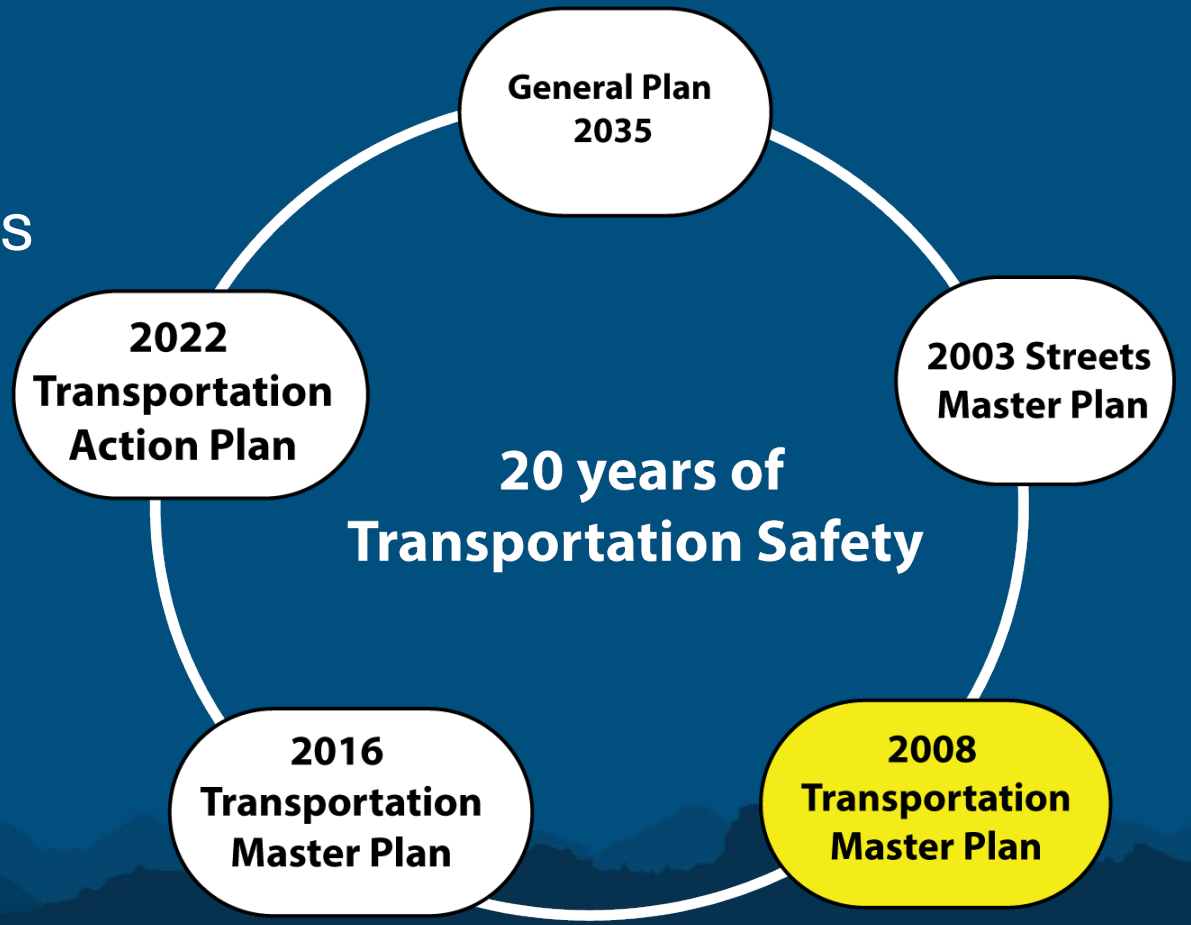
2008 Transportation Master Plan

- Safety Goal: reduce injuries and deaths from transportation-related causes.
- Identify Safety Sections:
  - Enforcement
  - Public Education
  - Engineering
    - ITS Improvements
    - Roundabouts
  - Collision Analysis
  - Safe Routes to Schools



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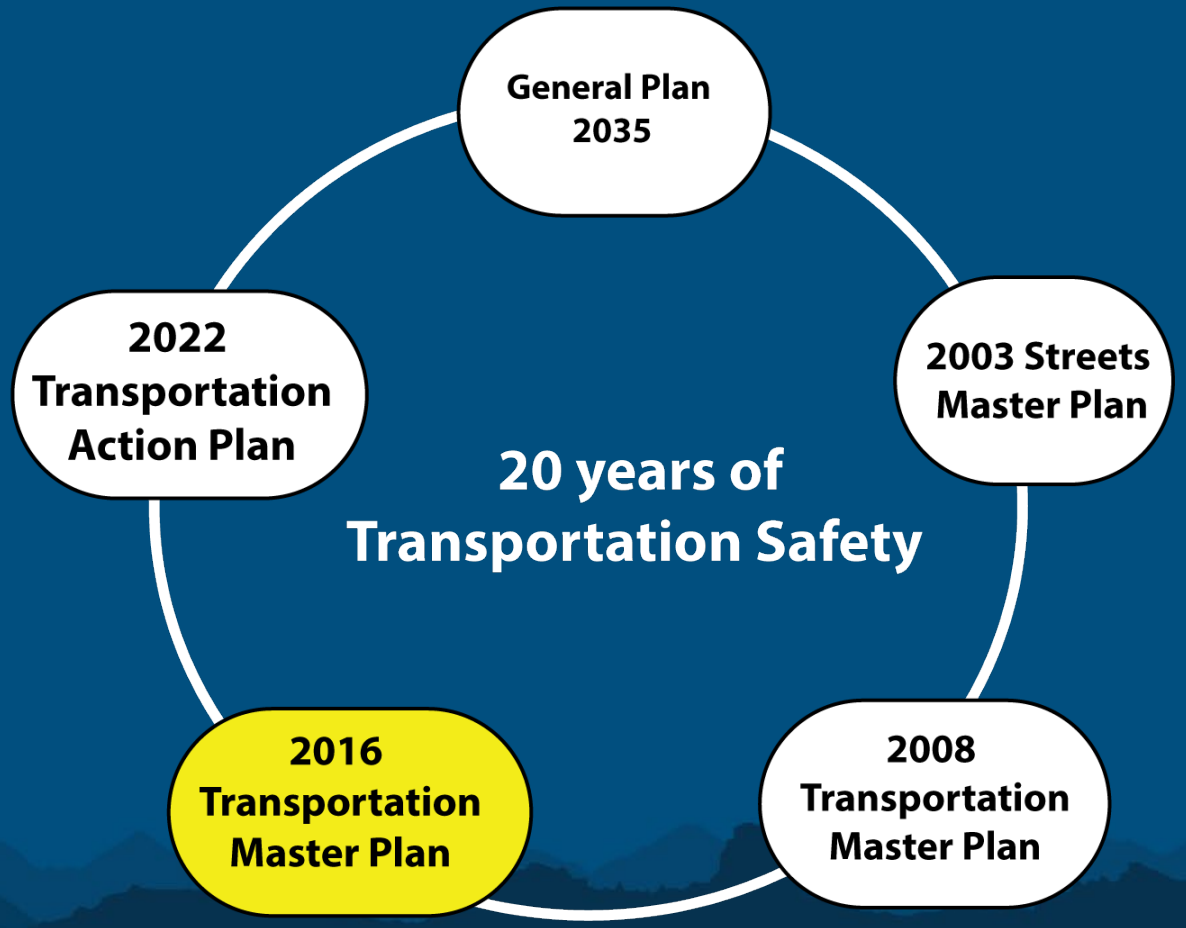
2016 Transportation Master Plan Update

- Greater importance on information for data-driven solutions
  - A Roundabouts First Policy
  - Traffic Volume and Collision Rate Report shall be prepared biennially
  - Comprehensive speed limit studies



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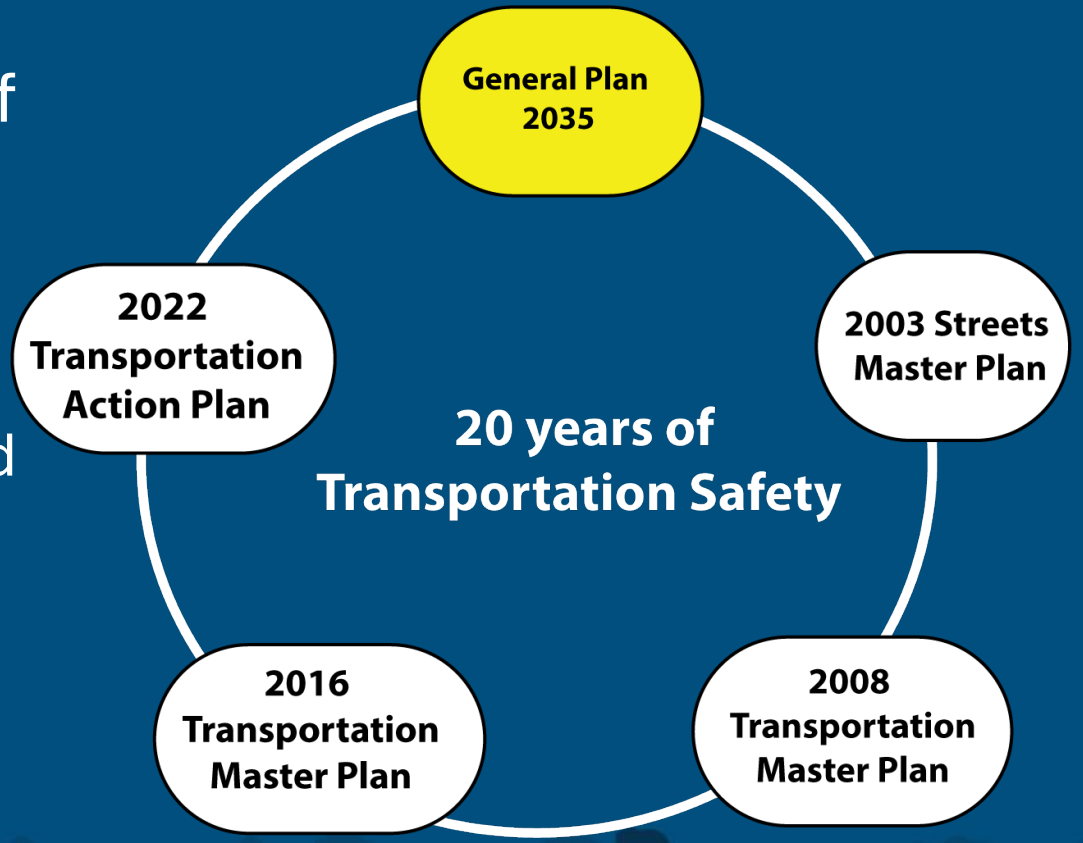
Voter Approved General Plan 2035

- General Plan recognizes the primary role of the automobile but also looks to fully integrate other modes
- Transportation Safety Goals Include:
  - Improve transportation corridors for safety and efficiency
  - Reduce conflict points between modes
  - Retrofit aging infrastructure and streets
  - create non-motorized connections



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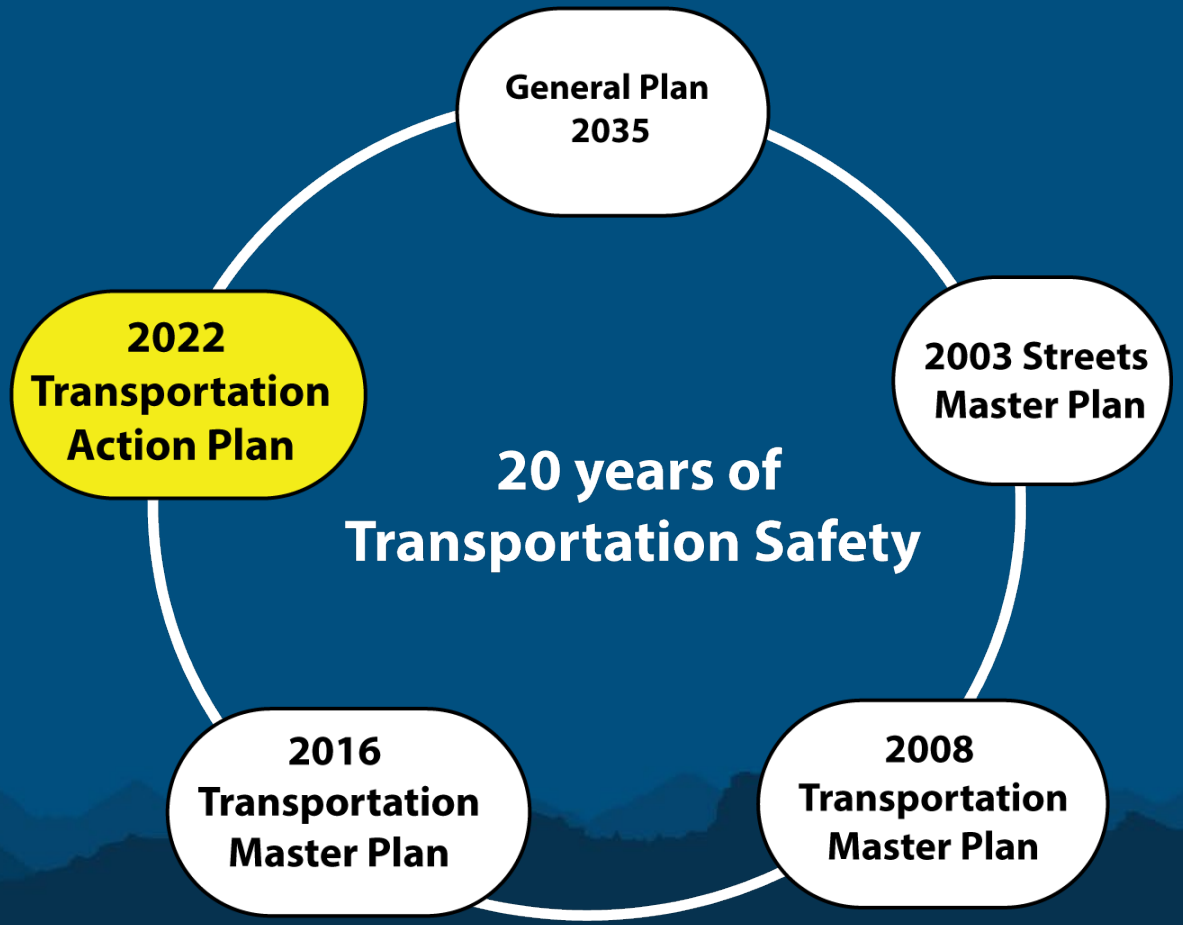
2022 Transportation Action Plan

- Preservation and refinement of the existing transportation system
- Additional bicycle and pedestrian safety facilities



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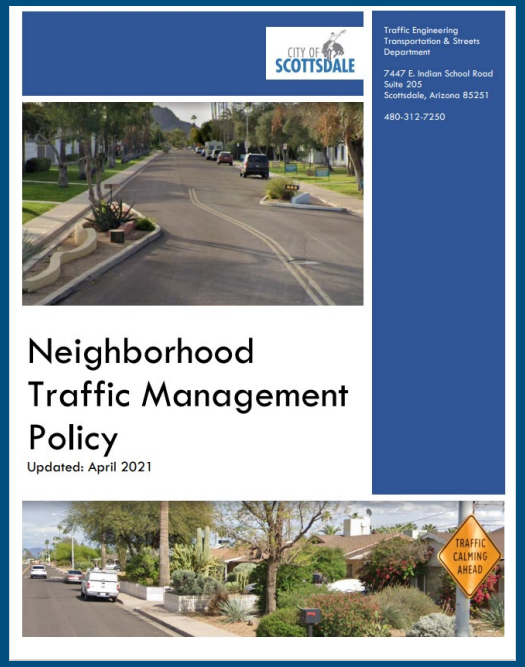
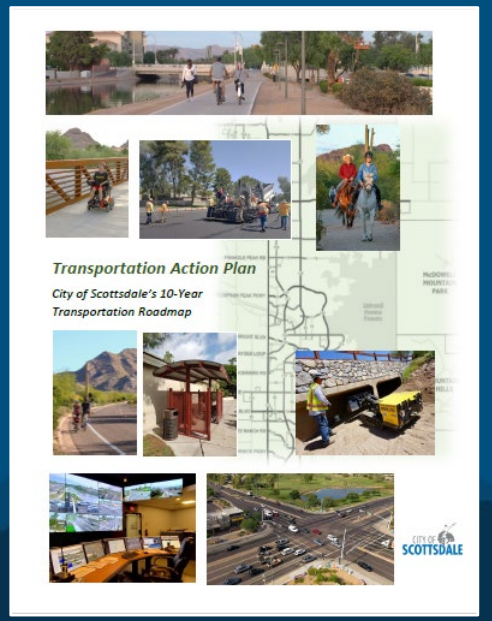
Current Safety Measures Installed in the City: Planning and Analysis Efforts

- Pavement Friction Management
- Road Safety Audits
- Road Safety Plans
- Neighborhood Traffic Management





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Current Safety Measures Installed in the City: Intersection Improvements

- Lagging Left-Turn Arrows
- Yellow Flashing Arrows
- Roundabouts
- Corridor Access Management
- Yellow Change Intervals
- Backplates with Retroflected Borders
- LILOs
- Dedicated Left and Right-Turn Lanes

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Current Safety Measures Installed in the City: Speed Management

- Appropriate Speed Limit for All Road Users
- Variable Speed Limits
- Speed Safety Cameras

Enforcement in Partnership with Scottsdale PD

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Current Safety Measures Installed in the City: Bicycle and Pedestrian

- Leading Pedestrian Interval
- Grade separated crossings
- Hawks and RRFBs
- Crosswalk Visibility Enhancements
- Pedestrian Refuge Islands
- Walkways
- Bicycle Lanes (including Buffered Lanes)

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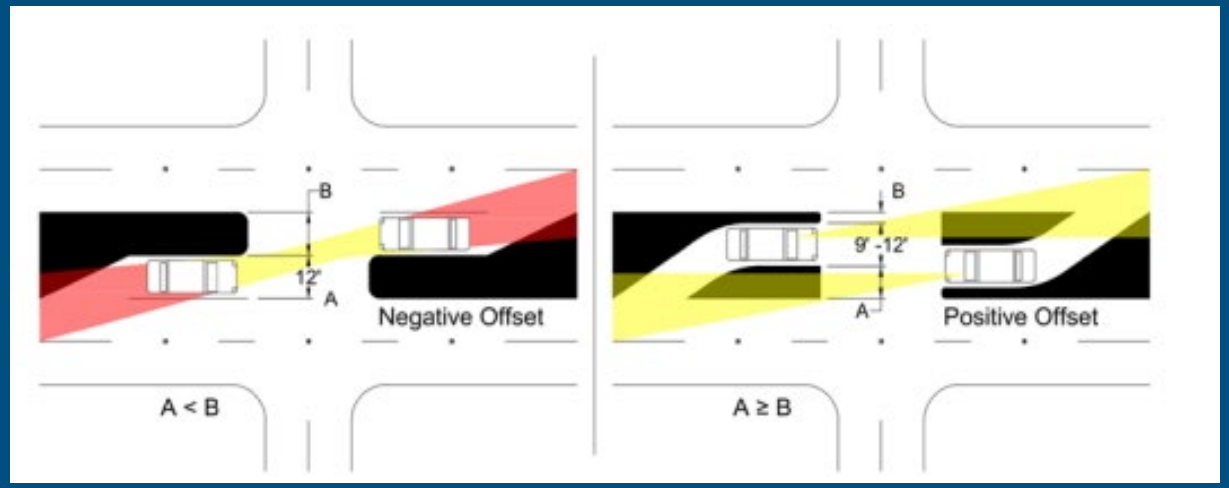
DSPM Standards

- No boulders in medians or landscape buffers
- Negative left turn offsets



- Based on safety analysis, the Transportation Department may request additional safety countermeasures be implemented by new developments.

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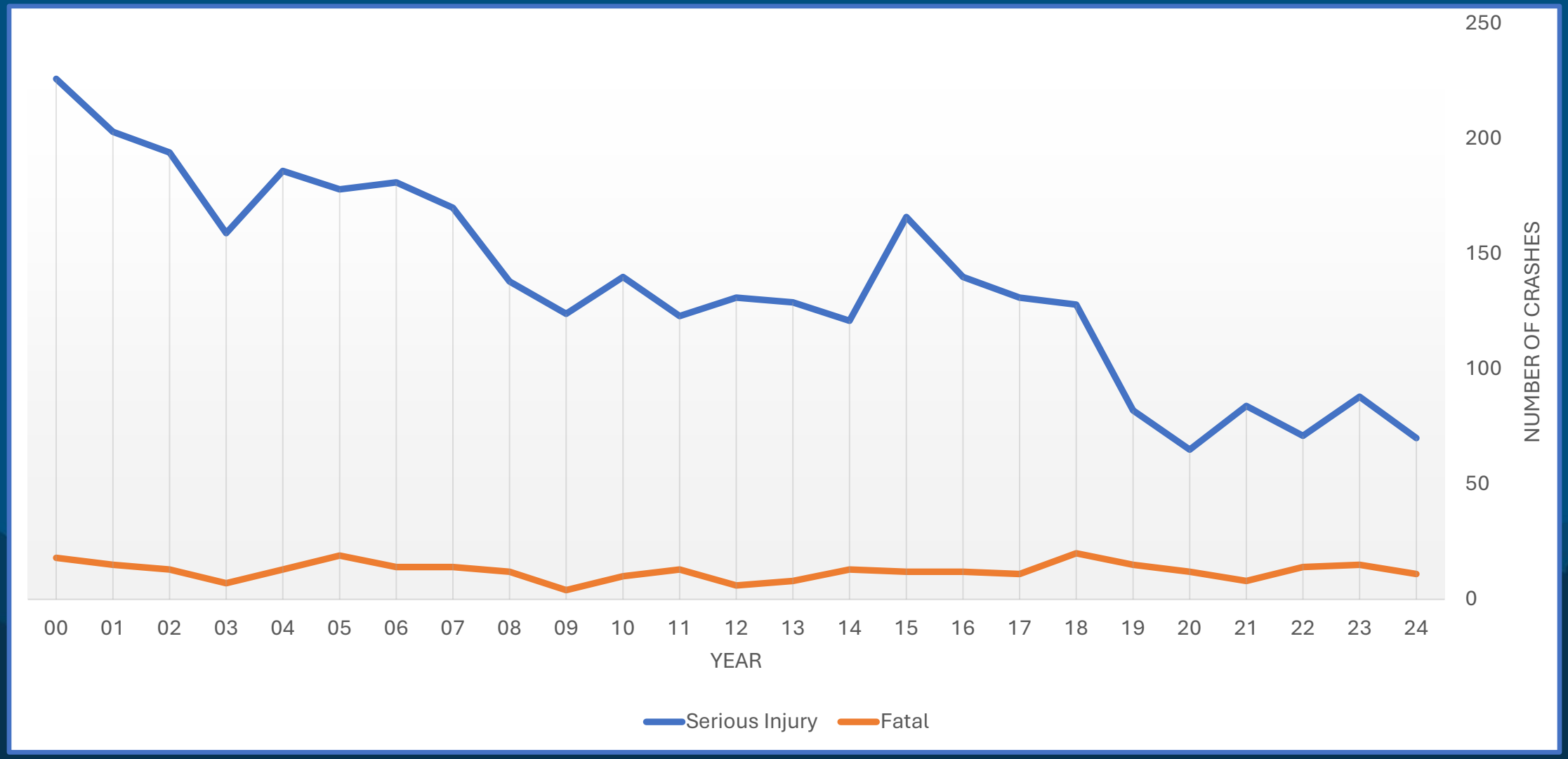
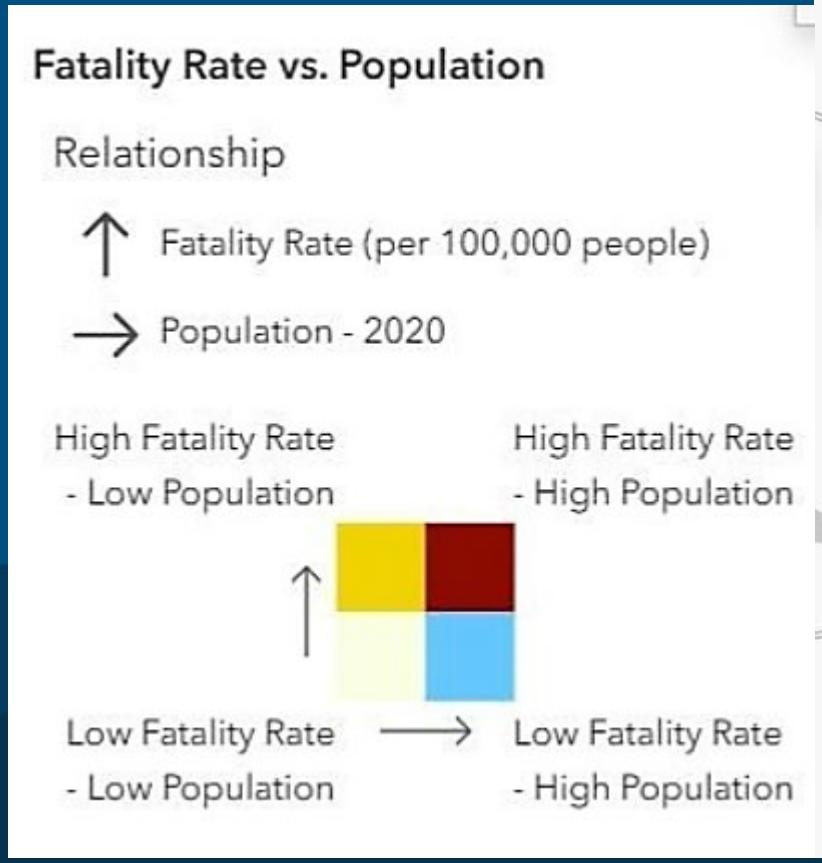
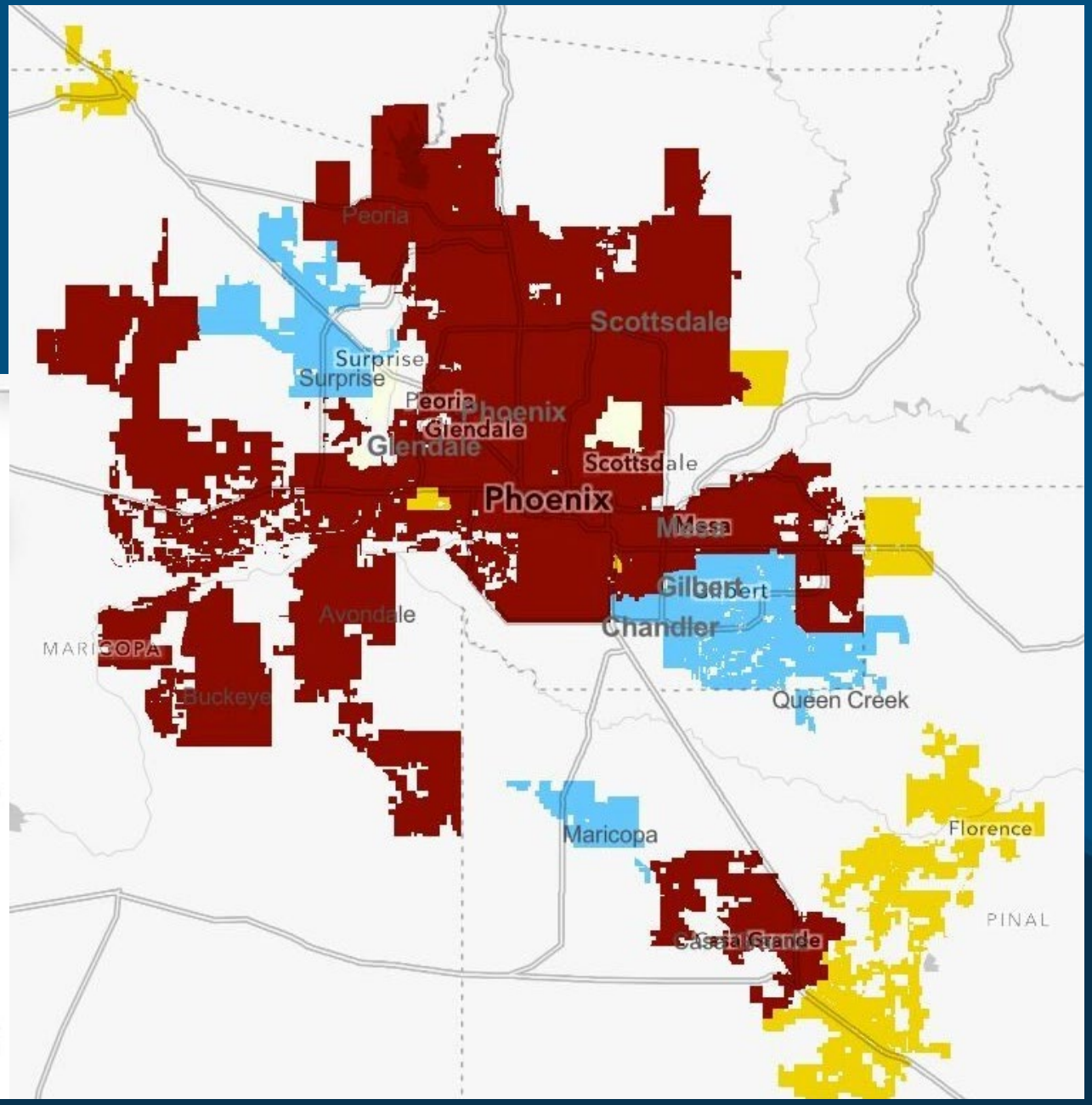
City of Scottsdale Fatal and Serious Injury Crashes



Regional Context





Consultant Team

The Transportation and Streets department is joined by a consulting team consisting of:

- **TYLin** – leading the effort with road safety, transportation planning, and engineering expertise with an office based here in Scottsdale
- **NAU** – providing data analytic support and familiar with Scottsdale
- **Blue Zones** – providing engagement and communication support with connections between traffic safety and health outcomes

TYLin

NAU

BLUE ZONES®

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Agenda

- Why is the Safety Plan needed
- Note about Language
- Common Practices Assessment
  - Identifying common features in other communities' safety plans
    - Safe System Approaches
    - Culture of Safety
    - Vulnerable Users
    - Collision Factors Summary
    - Roadway Safety Analysis and High Injury Network
    - Safety Countermeasures
- Timeline

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Why a Scottsdale Safety Plan?

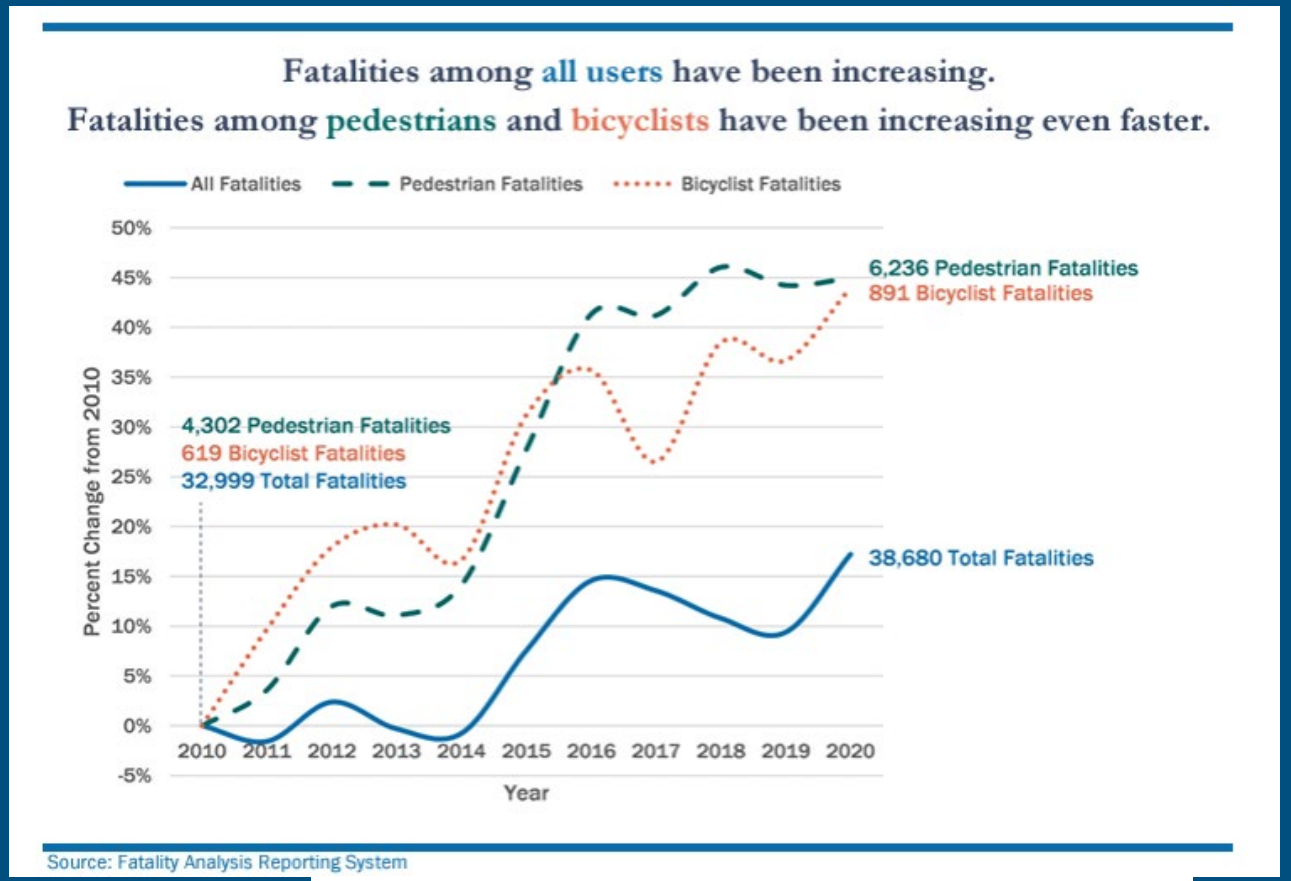
Traffic safety trends across the U.S. is concerning.

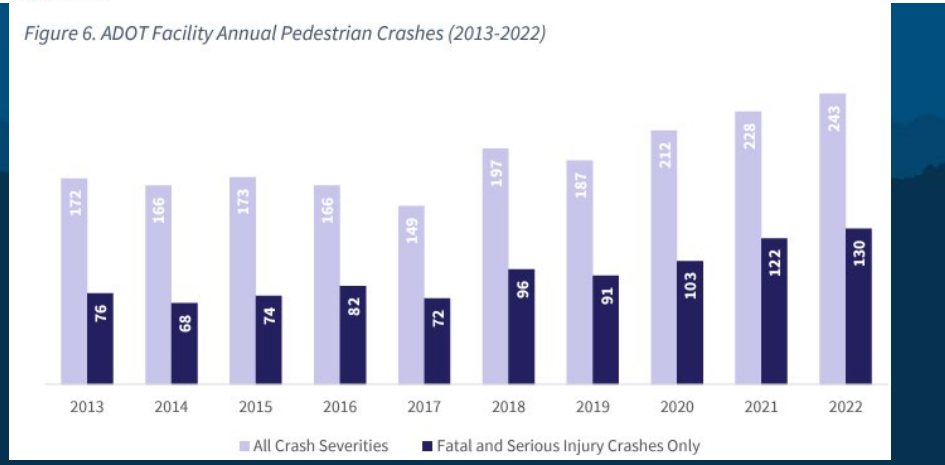
Traffic safety in effort to improve people's lives with enjoyable, safe, and healthy arrivals.

Scottsdale can tailor proven strategies for the riskiest crash trends on the City's roadways, delivering on Transportation Action Plan goals established in 2022.

To maintain high competency of transportation services and safety practices.

To improve collaboration during the process of making and implementing a plan.





Note on Language

"VisionZero" Branding is not required by USDOT and will not be included in the Scottsdale Safety Plan

Equity Goals will not be included in the Safety Plan

Common Practices Assessment

- Reviewed several plans:
  - Nationally
  - Statewide
- Common elements were identified
- Some plan features were highlighted
- Best Practices assessment offer:
  - A collection of researched strategies offering measurable benefits and effectiveness.

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Safe System Approaches

Most safety plans reviewed looked to use the Safe System Approach for transportation safety.

Anticipating human mistakes and minimizing impacts on the human body when crashes do occur

Six Safe System Principles

Five Elements

- Safe Road Users
- Safe Vehicles
- Safe Speeds
- Safe Roads
- Post-Crash Care

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Culture of Safety

The Plans we reviewed identified improving two-way communication between the government departments and communities most impacted by serious traffic crashes

A safety culture aimed to reduce risky behaviors such as aggressive drivers and/or impaired driving.

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Vulnerable Users

The plans identified need to improve safety for vulnerable roadway users. Vulnerable roadway users include:

- people walking
- bicycling, and
- riding motorcycles

Are more likely to be killed or seriously injured.

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Collision Factors Summary

The plans identified that crashes occur because of a variety and often a combination of contributing factors.

These factors may include:

- excessive speed,
- roadway conditions,
- equipment failure,
- inexperience,
- environmental conditions (e.g., weather, lighting, glare),
- and human behaviors, including distraction, impairment, and not complying with traffic laws.

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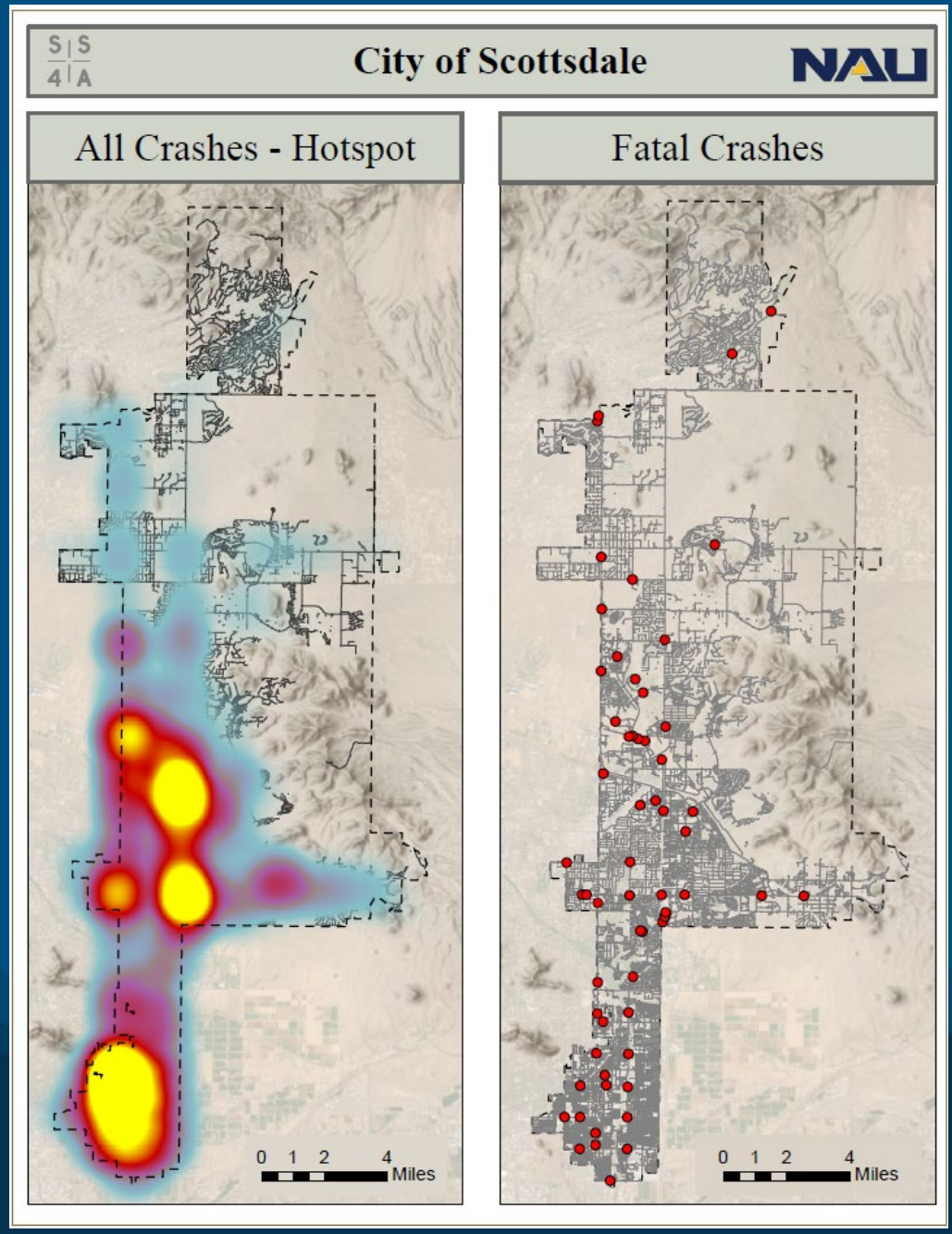
Roadway Safety Analysis and High Injury Network

Data-driven planning requires data be:

- **Validated**
- **Disaggregated by different vulnerabilities**
- **Assessed for trends and predictive indicators among intertwined factors**
- **Developed to investigate the preventable crashes and reduce crash severity**

Many more maps and charts to come.

Will be presented at April Transportation Commission Meeting



Safety Countermeasures

Most plans identified infrastructure safety countermeasures

The toolbox of countermeasures and strategies that are proven to be effective in reducing roadway fatalities and serious injuries:

Crash Trend	Crash Data	Countermeasure	Cost per Location	Type of Application
Negotiating Curves	388 KA Crashes 24% of Rural	Enhanced delineation for horizontal curves	$	Systemic
		Wider Edge Lines	$	Systemic
		High friction surface treatments	$$	Point
		Adjust cross-slope and superelevation	$$	Point
		Rumble strips (centerline and edge line)	$	Systemic
		SafetyEdge	$	Systemic
		Roadside design improvement at curves	$$	Point
		Remove obstacles near road	$$	Point
Left Turn Maneuvers	57 KA Crashes 4% of Rural	Flashing yellow arrow signal heads	$	Systemic
		Corridor access management	$$$	Systemic
		Roundabouts	$$$	Point
Head-on/ Lane Departures	143 KA Crashes 9% of Rural	Rumble strips (centerline and edge line)	$	Systemic
		Dedicated left- and right-turn lanes at intersections	$$	Point
		Improve shoulders	$$	Systemic
		Add passing or truck climbing lanes	$$$	Point
		Use No Passing Zone Pennant and regulatory signs	$	Systemic
		Add raised median or median barrier	$$	Point
		Construct a 2+1 roadway (passing lanes)	$$$	Point

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ADOT's SHSP

Example of priorities

Detailed strategies:

Reduce high-risk movements.

Description: Implement one or more countermeasures at intersections with crash patterns associated with high-risk movements….

Potential Output Measure:
# of Intersections Modified

Table ES-1. High-Priority Recommended Strategies

STRATEGY	
SAFE ROADS	Improve visibility of VRUs, all users, and roadway features. Incorporate VRUs more prominently in planning, design, and programming process. Reduce high-risk movements. Keep vehicles in their lane.
SAFE ROAD USERS	Conduct high-visibility enforcement at intersections.
SAFE SPEEDS	Increase automated/mobile enforcement of speeds.
POST-CRASH CARE	Promote safety at crash scenes. Improve Tribal crash data collection and sharing.

Note: No high-priority strategies were recommended within the Safe Vehicles Safe System element.

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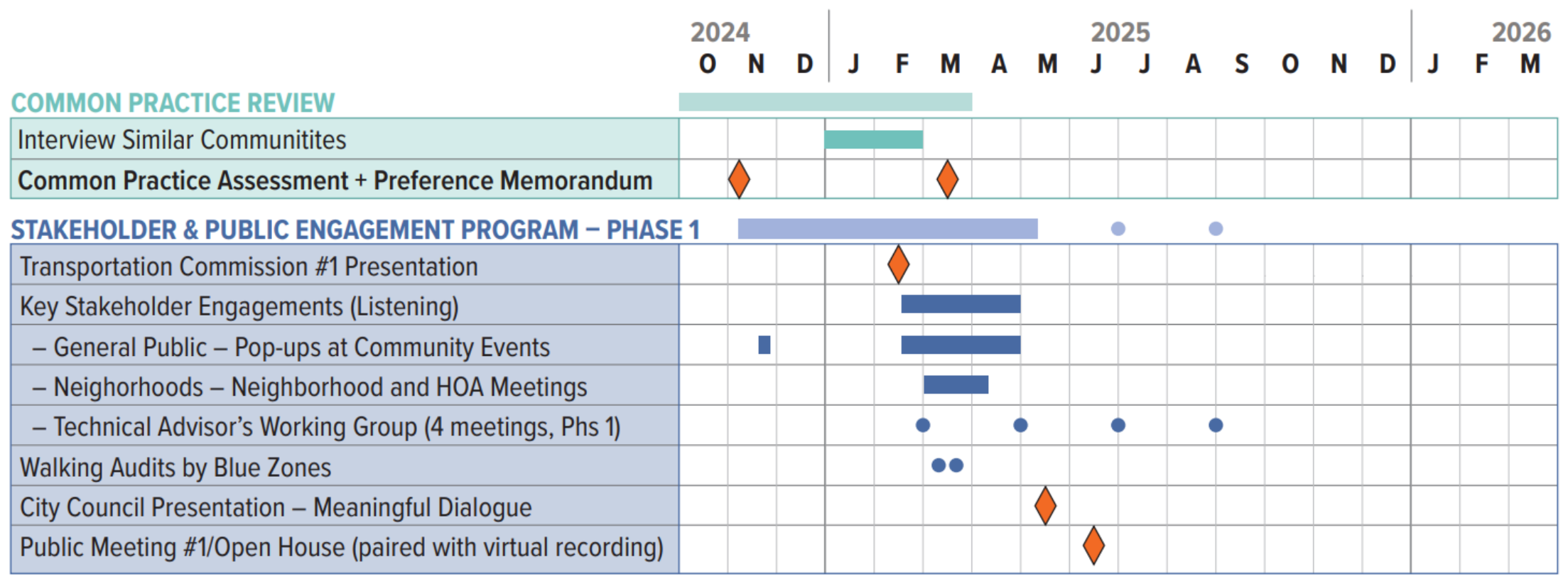
Projected Timeline



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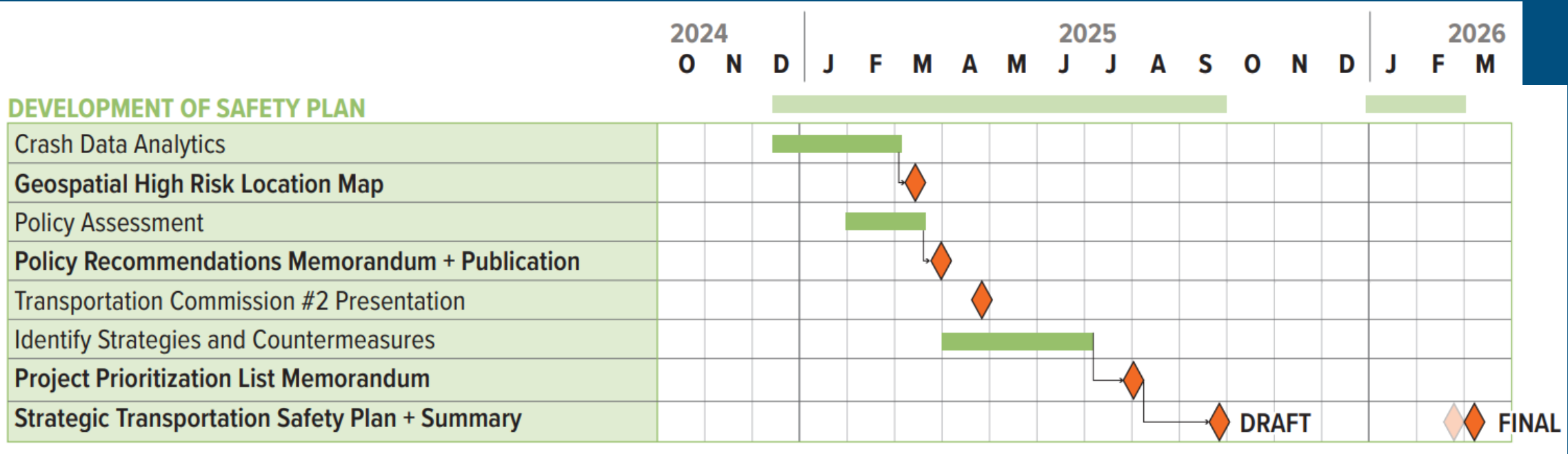
Projected Timeline



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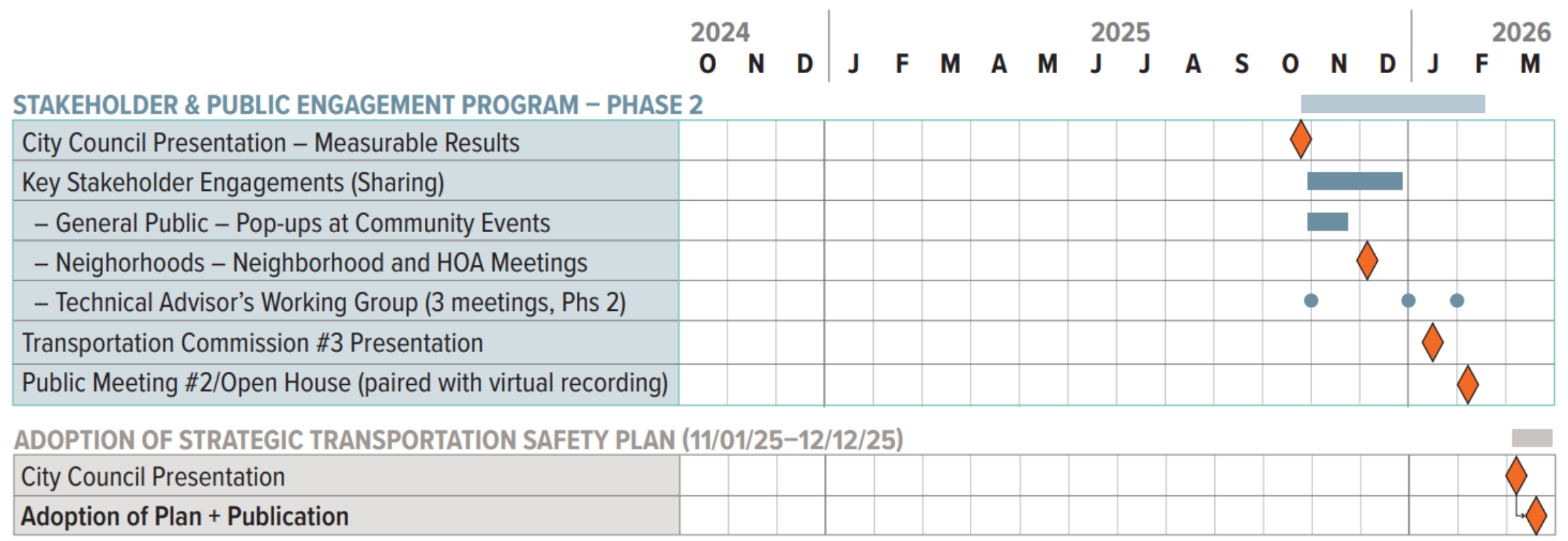
Projected Timeline



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Public Involvement + Communication

- Community values being observed through Community Resident Feedback Questionnaire
- Promote an informative and accurate description for data collection and analysis.
- Interrogate assumptions and interpretations related to human behavior and program priorities.

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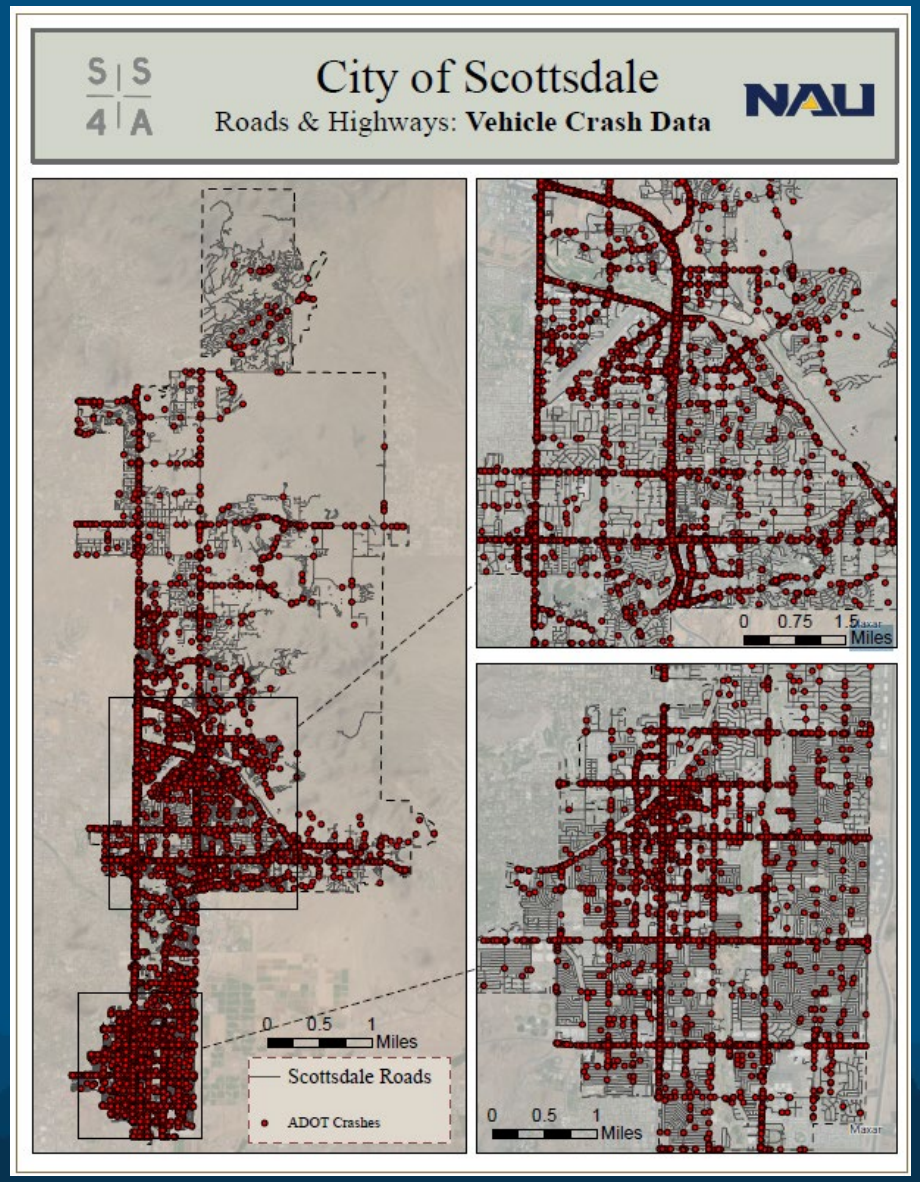
Recommendations and Action Plan

Include at minimum:

Collison Factors

High Injury Network

List of Strategies and Tools



CITY OF SCOTTSDALE


Questions
and
Discussion

Next Meeting: 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.

CITY OF SCOTTSDALE

SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To: **Transportation Commission**
From: **Nathan Domme, Transportation Planning Manager,**
Subject: **Local Area Infrastructure Plans Review**
Meeting Date: **February 20, 2025**

ITEM IN BRIEF

Action: Item is for Action

Purpose: Staff will introduce the Local Area Infrastructure Plans and a new effort to update the plans.

Background:
The city of Scottsdale annexed much of this northern area of the city from Maricopa County in the early to mid-1980s, with a goal to minimize development and preserve the rural and equestrian character consistent with the Sonoran Desert. The Local Area Infrastructure Plans (LAIPS) are part of the strategy to maintain this character when connectivity to the houses is provided.
The LAIPs show potential transportation improvements to effectively manage traffic circulation and future demand in Scottsdale's predominantly rural, low-density northern area neighborhoods outside of master-planned communities. These areas mainly consist of large parcels of single-family development developed individually rather than in a platted subdivision. The result of this development pattern is an ever-evolving transportation network. The following are transportation system-specific goals, objectives, and policies based on the City of Scottsdale General Plan and the City Council goals:

- Coordinate infrastructure so that they are not planned independently of one another
- Create a neighborhood design that establishes a balance between accessibility and access control and builds only the streets that are needed to serve each parcel
- Provide predictability for City budgeting and maintenance programs
- It provides consistency in decision-making across the city while also allowing for the ability to make informed site decisions that would alter the plans.
- Increase public awareness about what may happen in their neighborhood regarding infrastructure
- Provide a safe and efficient transportation system.
- Maintain and improve traffic flow on the major street network.
- Protecting neighborhoods from unwanted through traffic.
- Maintain existing/utilized street layout whenever possible.
- Minimize the cost of the improvements.

This update aims to include improvements that have already been established in the areas and recommend strategic solutions that will maximize safety, travel options, and efficiency and ensure transportation solutions that are in concert with the area's environmental sensitivity and aesthetic guidelines. Provide property owners consistent information regarding planned service infrastructure related to their property. In addition, the process and update to the LAIPs will continue to coincide with the goals and values of the adopted 2022 Transportation Action Plan.

Issues with the LAIPS and Next Steps

While the LAIPS are an essential tool for staff to make decisions related to transportation infrastructure in these neighborhoods, the process and plans need to be updated. Staff is looking to review the LAIPS, meet with the residents, coordinate with impacted departments, and provide updates and recommendations to improve the process. These plans have not been approved or adopted by an official body but serve as guides for City staff when reviewing development proposals. We would look to create a formal document.

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Local Area Infrastructure Plans

Transportation Commission
February 20, 2025

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Agenda

- What are the Local Area Infrastructure Plans (LAIP)?
- Where are they located?
- How does Transportation Staff use the Plans?
- Recommendation
- Recommended Action

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What are the Local Area Infrastructure Plans

Local Area Infrastructure Plans (LAIPS) guide implementation of neighborhood-specific infrastructure

The plans serve as guides for city staff reviewing:

- development proposals
- land divisions and
- single family home construction

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Local Area Infrastructure Locations

Rural and equestrian character in Northern Neighborhood

- Desert Foothills
- Desert Highlands
- Dynamite Foothills
- East Shea
- Horseman's Park
- Whisper Rock

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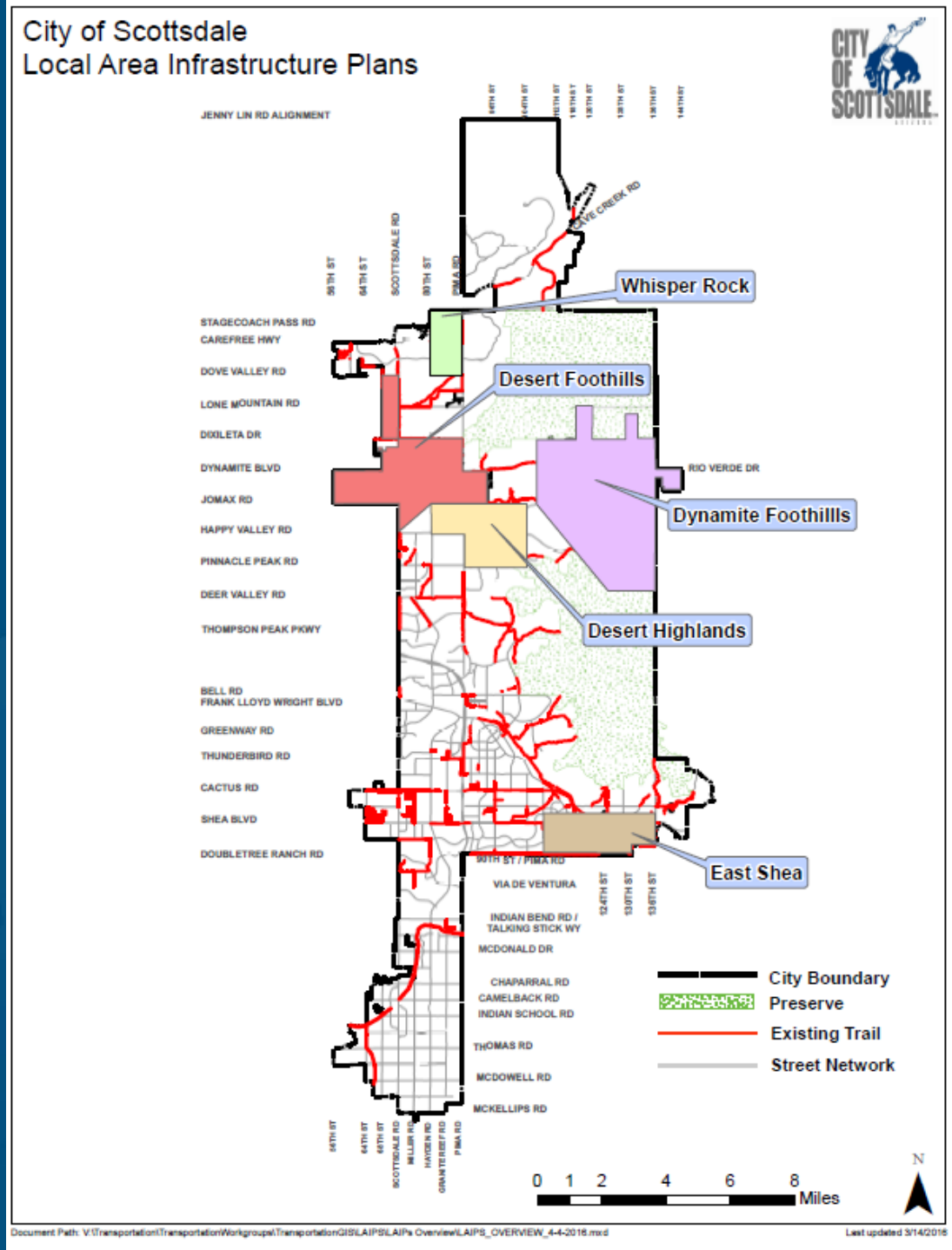

Transportations Use of the LAIPS

LAIPs are a key tool for staff when determining Right of Way dedications in the neighborhoods by:

- Providing a guide for the abandonment of GLOPEs in the City
- Designating what streets are through streets or cul-de-sacs
- Clarifying what areas should have unpaved trails

- Adheres to the Goals and Values of the 2022 Transportation Action Plan

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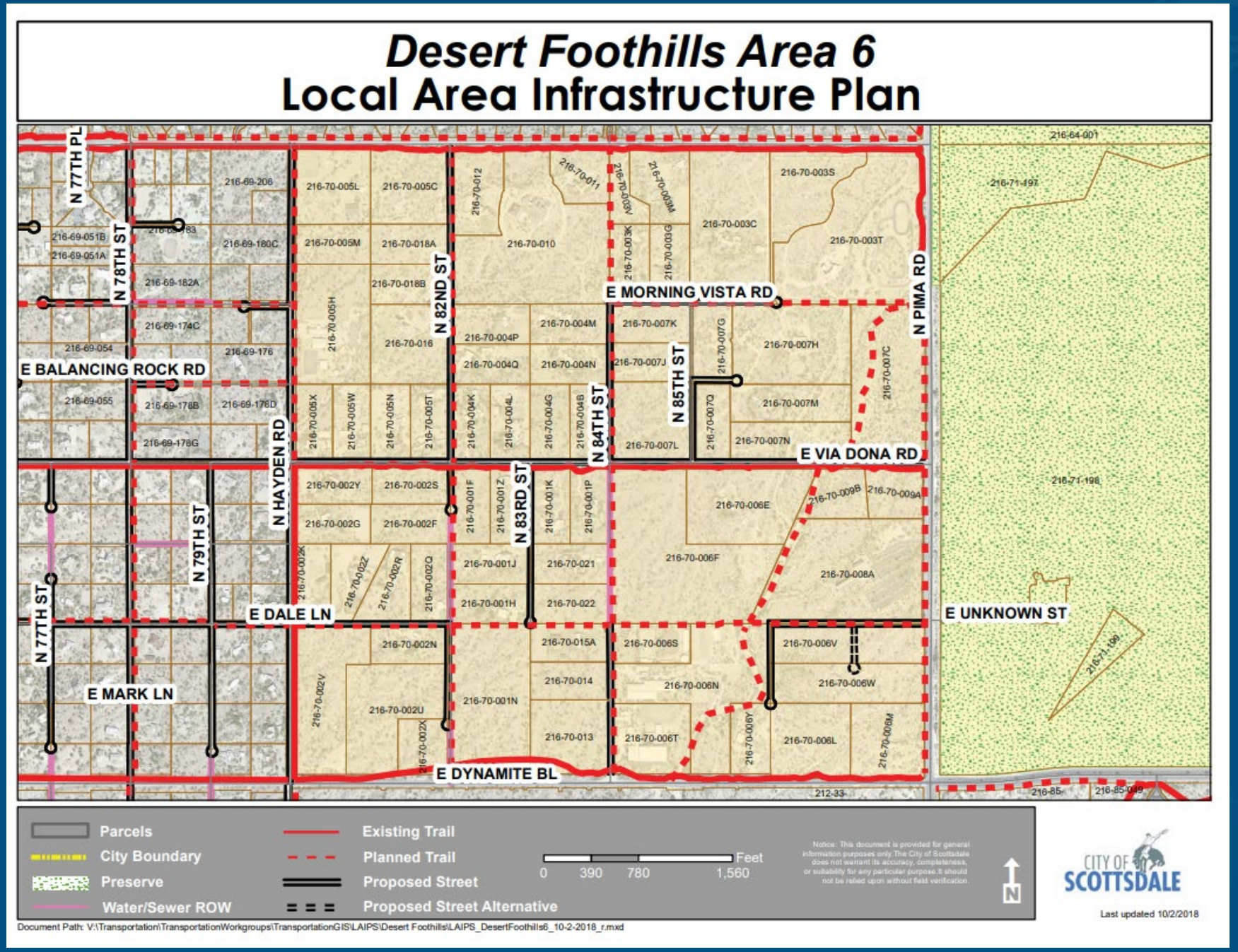
LAIP Example



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Issues with LAIPS

- Not Council or Commission adopted
- No formal or established process exists for updates or changes to the LAIPs.
- Outdated and in many cases do not reflect current trail and roadway planning
- Needs to be reviewed by public in the area.

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Steps Moving Forward

- Undergo Public Outreach effort with the communities
- Coordinate closely with impacted departments
- Establish a formal process for requesting update to the LAIPS
- Present to Transportation Commission the process results and updated maps

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Questions
and
Discussion

Action:

- Recommend to staff to update the Local Area Infrastructure Plans and create a formal process to request changes

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