SCOTTSDALE TRANSPORTATION COMMISSION

***Amended**

Notice and Agenda

Date: Thursday, April 17, 2025
Time: 5:15 P.M.
Location: Kiva – City Hall
3939 N. Drinkwater Boulevard
Scottsdale, AZ 85251

***Changed Item 2 to Information and Discussion**

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 – March 20, 2025

2. **Strategic Transportation Safety Plan: Data Analysis and High-Risk Locations----Information and Discussion**
   Overview of the Crash Data Analysis and High-Risk Locations – Nathan Domme, Transportation Planning Manager

3. **Strategic Transportation Safety Plan: Strategies/ Countermeasures Identification ---------Information and Discussion**
   Overview of the Strategies and Identification of Countermeasures – Nathan Domme, Transportation Planning Manager

4. **Operating Budget and Capital Improvement Plan for Fiscal Year 2025/26 ----------Action**
   Information on the Proposed Operating Budget and Capital Improvement Plan for Fiscal Year 2025/26 – Nathan Domme, Transportation Planning Manager

Adjournment

Persons with a disability may request a reasonable accommodation by contacting Susan Conklu at 480-312-2308. 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 Susan Conklu at 480-312-2308.

DRAFT SUMMARIZED MINUTES

CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING

Thursday, March 20, 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 5:16 p.m.

ROLL CALL

PRESENT: Mary Ann Miller, Chair
Kerry Wilcoxon, Vice-Chair
Emmie Cardella
Lee Kauftheil
Robert Marmon
Mailen Pankiewicz

ABSENT: Kyle Davis

STAFF: Nathan Domme, Transportation Planning Manager
Sam Taylor, Principal Traffic Engineer
Cristina Lenko, Public Information Officer
Susan Conklu, Senior Transportation Planner
Greg Davies, Senior Transportation Planner
Kyle Lofgren, Office Manager

PUBLIC COMMENT

Mr. Lofgren advised there were no members of the public who wished to speak, and no written comments were submitted.

1. Approval of Meeting Minutes

Chair Miller commented on changes to page 3 to clarify the streets being discussed, 5 to spell out the acronyms, and 7 to change JAS to GIS.

COMMISSIONER KAUFTHEIL MOVED TO APPROVE FEBRUARY 20, 2025, TRANSPORTATION COMMISSION REGULAR MEETING MINUTES AS AMENDED. VICE-CHAIR WILCOXON 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. Prop 479: Arterial Life Cycle Program

Nathan Domme, Transportation Planning Manager, provided an overview of the Prop 479: Arterial Life Cyle Program (ALCP). Prop 479 is a continuation of Prop 400 for the regional sales tax passed during the last election, and funding will continue for another 20 years. This effort to fund arterial and highway improvements started in 1985 with Prop 300 using a .5 percent sales tax. In 2004, Prop 400 was passed, adding another .5 percent sales tax. In 2024, Prop 479 passed, adding another .5 percent sales tax.

Locally, in 1989 a .2 percent sales tax was passed for operating and capital transportation improvements as well as for the local match on federally funded projects. In 2019, the City of Avondale sought dedicated local match funding for ALCP projects with a .1 percent sales tax, which expires in 2029.

Prop 479 is a regional 5 percent sales tax paid to Maricopa County to fund 70 percent of the ALCP projects. This funding will be maintained by Maricopa County until 2045. At the local level, the Cities are required to provide a 30 percent local match, find the consultants for design, find the contractor, and manage the project through the end. Maricopa Association of Governments (MAG) reimburses the City upon completion of the project.

The purpose of ALCP is to widen existing roads, match future capacity needs, improve intersections, construct new arterial segments, and bring segments to current standards and ultimate configuration based on the needs of the surrounding area. Another important goal is to connect the regional arterial roadway network for consistency among multiple jurisdictions. Local projects can also include bike lanes, sidewalks, roundabouts, bike paths, trails, and anything that supports local policies and design standards.

Prop 400 funding will end December 2025 and will continue to be the dedicated funding source for those previously approved projects. Prop 479 picks up in January 2026 and becomes the dedicated funding source for newly approved ALCP projects. Scottsdale’s .1 percent sales tax that passed in 2019 and is the dedicated funding source for the 30 percent match on ALCP projects and will continue to be used for Prop 400 and Prop 479.

Mr. Domme reviewed and discussed a series of arterial projects under Prop 479 to bring existing roadways to current standards and ultimate configuration. There is a strong need for northern arterial projects, that includes stormwater improvements, reducing wet crossings, and putting in culverts, which will postpone the transportation projects. The area of focus will be the

east-west arterial movements in the northern part of the city. Prop 400 projects were focused on north-south routes. The total cost of the improvements over the next 20 years is $320 million, which includes $96 million of local match funds.

Presently, the City is working with MAG on developing a phasing plan based on need to ensure proper spacing, minimized disruption, and not overload one side of the network with construction. Coordination with other infrastructure is achieved by working with other departments and internal staff. A pre-project assessment and resident feedback is done prior to implementation.

A map was shown reflecting comprehensive network and arterial improvements completed through Prop 400 and those that will be completed through Prop 479. Prop 400 had 67 percent of the projects with capacity improvements and Prop 479 will have 66 percent of the projects with capacity improvements.

Commissioners were given an opportunity to comment and ask questions. Mr. Domme responded:

- Although they try to come up with a good phasing plan they can follow, there are times that adjustments must be made, and the City has flexibility to do so working through MAG for approval.
- Regarding the Scottsdale Road: Highland Avenue to Frank Lloyd Wright Boulevard project, a preliminary analysis will be conducted to determine what improvements are needed. Upon completion of the analysis, a plan will be developed on how to best approach the project, such as dividing it into multiple smaller projects.
- Thompson Peak Parkway is a bond project that is presently in design.
- Grants have not been used in the past for the local 30 percent match, but it can be investigated as a possible source of funding.
- MAG and the City consistently review the cash flow of the tax funds. MAG works with the City to cover projected budget cost increases, and the City has supplemented with the local tax. Projects can also be moved, rescoped, or canceled should the cost become unreasonable.
- The Hayden Road: McKellips Road to Indian School Road project will be a reconfiguration that includes curb modifications, new medians, stormwater improvements, and sidewalks. The timing of this project would fall at the tail end of Prop 479 and will require new pavement treatment as well.
- The estimates on the chart represent the amount requested. A preliminary design and new cost estimate will be conducted on all proposed projects.
- MAG uses a calculation regarding the necessity and importance of projects, they want to get the most out of the money. Another factor considered is the distribution throughout the region.

3. Feasibility Studies and Conceptual Designs for Capital Projects

Nathan Domme, Transportation Planning Manager, provided an overview of and discussed the feasibility studies and conceptual designs for capital projects. The Capital Improvement Program (CIP) is an annual year-long process that begins in October with Traffic Planning, Traffic Engineering, and Transportation Planning staff to evaluate requests for safety needs and concerns along the roadways. A list is prepared for Budget to review and prioritize funding for the next year.

There are several factors that go into which projects are recommended and how they are prioritized.

- Safety and regulatory complaint requirements
  - Matching the Americans with Disability Act
- Condition and maintenance of existing assets
  - An example is the 64th Street Canal wall that is in such a state that performing the repairs before they present major concerns would make it a priority.
- Citizen input
- Expected usage levels
  - Use of development fees for another asset
- Federal and Regional Funding
- Funding for nonauto options to the Transportation Action Plan
- The Transportation Action Plan implementation section is the guiding source for all projects to be accomplished

The main funding source used for CIP projects is the .2 percent sales tax. The .1 percent sales tax is dedicated to ACLP projects. Scottsdale's benefits from having dedicated funding sources for CIP projects and prioritization, which allows management of the transportation projects on the list. Presently, CIP projects are 41 percent funded with local funds, 26 percent with federal grants, and 33 percent with regional funds.

An overview of the timeline for the budget was provided, starting with the kickoff in November through to the adoption in June.

Presently, estimates are created prior to design and without an understanding of what is happening with the roadway network, right-of-way concerns, stormwater concerns, or utility concerns, and it is impactful on the project estimate especially with inflation increases over the past four years. The 77th Street Emergency Access project and the Cap Canal Project were discussed as examples. A feasibility and preliminary design effort is being reviewed to get preliminary designs prior to presenting a final estimate request to the Council. This process will fit into the current CIP request timeline

Additional money was added to the operating budget for the purpose of conducting feasibility studies. Performing these preliminary measures help determine any obstacles or fatal flaws related to a project. This provides a more accurate estimate to be presented to the Council, provides documentation that answers recurring requests as well as design alternatives that stay on file for future use, so Council can determine approval of projects.

Effective FY25/26, the only money requested in the CIP funding is for design, not construction. The 15 percent design will be performed to understand if there are any right-of-way, stormwater, and utility concerns, as well as other obstacles that may exist. An estimate will be prepared to be presented to the City Council for a second approval for the actual project.

Mr. Domme described the process for conceptual designs and how estimates are determined after obstacles are identified. At that time all funding goes towards construction of the project, and provides the Council with two approvals. The project needs approximations of the true costs of the project to be visible to the Council. Admittedly, the 15 percent design is limited and there will be more things that come, but it provides a cleaner estimate.

Commissioners were given an opportunity to comment and ask questions. Mr. Domme responded:

- A solid number estimate that is generated along with the Civil Engineering crew and the estimators is provided based on what the scope of the project is, where it is, the affected area, and what is generally known about the area. All projects are presented with conservative estimates and a 20 percent contingency noted at the bottom, which provides some flexibility. Should a range or higher contingency be added, it would limit the number of projects that could be funded each year, because funds would be tied up in contingencies. The goal is to avoid going back to the Council asking for budget increases due to unknowns.
- Even with the 15 percent design, the estimate will not be perfect because there will still be unknowns. The intent is to alleviate as many of the unknowns as possible.

4. Path Wayfinding Signage Update

Susan Conklu, Senior Transportation Planner, provided an overview and discussed the path wayfinding signage update. An overview on the background of the wayfinding signage was provided, noting it was recommended on paths and unpaved trails as part of the 2008 Transportation Master Plan Bicycle Element. The project began in 2011 with test signage that was prepared in house and installed in 2013 along Indian Bend Wash Path from McKellips Road to 92nd Street and Shea Boulevard. In 2016, a project was created to hire design consultants Gavan and Barker along with JRC Design as subconsultants.

Significant public outreach occurred including presentations to the Transportation Commission, Paths and Trails Subcommittee, Parks and Recreation Commission, with mockups being made available for viewing at public events. A project website was created in 2021, and sign package guidelines and designs were presented to the Development Review Board for amended approval.

Feedback was provided throughout this process from staff, residents, paths and trail users, and the Transportation Commission. Many comments asked for the signs to include rules and laws, which were included along with the most common infractions observed. In FY20/21 capital improvement funding was received

An overview of the various sign types was provided, including the bridge and underpass crossings that are important safety and policy information signage. Based on feedback, yellow regulatory and path rules signage will be installed every 1/4 to 1/8 of a mile along the path.

Phase 1 includes Transportation and Capital Project Management staff coordination along with the contractor, Valley Rain Construction, for field verification of all locations and content. Valley Rain, along with their subcontractor Sierra Signs and Service, provided a submittal of 50 pages with every sign which received staff approval. Fabrication of the signs began in the fall of 2023. In January 2024, installation began of over 200 new signs on 7 miles of paths, as did removal of old signage from Thomas Road to Indian Bend Road. The next steps include inventory, mapping, and capturing photos of the completed signage. A review of the remaining budget will occur, and necessary additional budget requests will be presented to the City Council for approval.

Citizen requests are received on a regular basis related to path and on-street user behavior.

One particular interest involved e-bike riders on the Arizona Canal Path. Motorized devices are permitted on the Indian Bend Wash Path and Neighborhood paved paths but prohibited on Canal property that is owned by the Bureau of Reclamation. This is information the City has wanted to convey to the public on the signage or other messaging platforms. New signage will be installed on Canal property stating, “no motorized vehicles or devices allowed on Canal property," and "all users yield to pedestrians”. Twelve of these signs will be put in seven locations this spring along the unpaved bank, entrances from off the streets, links from multifamily developments, and public neighborhood and alley connections. Preliminary approval was received from SRP.

The Scottsdale Transportation Safety Plan has started, and work will be done with the public providing information on current regulations, which have not changed since 2018, as well as bikeway improvements. Additional outreach includes a double-sided brochure on e-bikes that will be placed at bike shops and community centers. Staff keeps informed with what the police department is working on to not duplicate efforts, and rider data is obtained for areas of most concern showing how frequently e-bikes are used as well as any other noticeable behavior. The plan was to continue collecting feedback from the public to determine if other signs are needed or if the message needs to be adjusted.

Commissioners were given an opportunity to comment and ask questions. Ms. Conklu responded:

- Valley Path branding and signage were implemented in parts of Phoenix and Mesa through the Active Transportation Committee at MAG, but Scottsdale moved parallel with their own sign package. The methodologies with sign types and packages are very similar but not consistent.
- Vice-Chair Wilcoxon recommended increasing the sign height from five feet to the bottom to seven feet to avoid anyone walking or riding into the signage. The manual on uniform traffic control device requirements for ROW will provide additional information.
- Mr. Davies noted an additional benefit with different signs is that path and trail users will be able to differentiate the differing regulations.
- Ms. Conklu noted uncertainty if there is signage from neighboring cities along the Arizona Canal Path or the Cross Cut Path but will find out.
- Commissioner Kauftheil commended staff on changing the language related to e-bikes from classes to speed, making it easier for the average user to understand.

Adjournment

VICE-CHAIR WILCOXON MOVED TO ADJOURN THE MEETING. COMMISSIONER KAUFTHEIL SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ONE (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.

With no further business to discuss, being duly moved and seconded, the meeting adjourned at 6:50 p.m.

Recorded and Transcribed by eScribers, LLC.

SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To:	**Transportation Commission**
From:	**Nathan Domme, Transportation Planning Manager** **Ryan Wozniak, Senior Transportation Planner TYLIN** **Brendan J. Russo, Associate Director AZTrans/ Associate Professor Northern Arizona University**
Subject:	**Strategic Transportation Safety Plan: Data Analysis & High-Risk Locations**
Meeting Date:	**April 17, 2025**

ITEMS IN BRIEF

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 previous Transportation Commission meetings, the STSP is expected to focus more on refining the existing transportation system's safety. Ryan Wozniak of TYLin International and Brendan J. Russo of Northern Arizona University, to provide a presentation on the Data Analysis & High-Risk Locations. This includes:

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

This is an informational item only, and an opportunity for questions and answers will follow the presentation.

Background:

The consultant team analyzed crash data for the most recent five years available (2019-2023). Two data sources were utilized:

- Arizona Department of Transportation (ADOT) for vehicle-only crash data
  - 18,279 total crashes
  - 376 **Fatal Injury or Serious Injury (KSI) crashes** representing 2.1% of the total
- City of Scottsdale crash data for pedestrians and bicyclists
  - 719 total pedestrian/bicyclist crashes
  - 111 **KSI** pedestrian/bicyclist crashes representing 15.4% of the total
    - This represents 7.33 times the vehicle-only rate for KSI crashes

The combined final crash dataset includes:

- 18,899 total crashes
- 487 **KSI** crashes representing 2.6% of total crashes

The team evaluates additional data beyond the crash-specific data including:

- Roadway Information
- Built Environment Data
- Demographic Data

- Speeds
- Transit Ridership

Next Steps

The consultant team and the Transportation and Infrastructure staff will continue developing the Strategic Transportation Safety Plan. The May 15th Transportation Commission meeting will include the Initial Goals and Policies Discussion and Education Component for the Safety Plan.

Contacts:

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

City of Scottsdale
Strategic Transportation Safety Plan

TRANSPORTATION COMMISSION

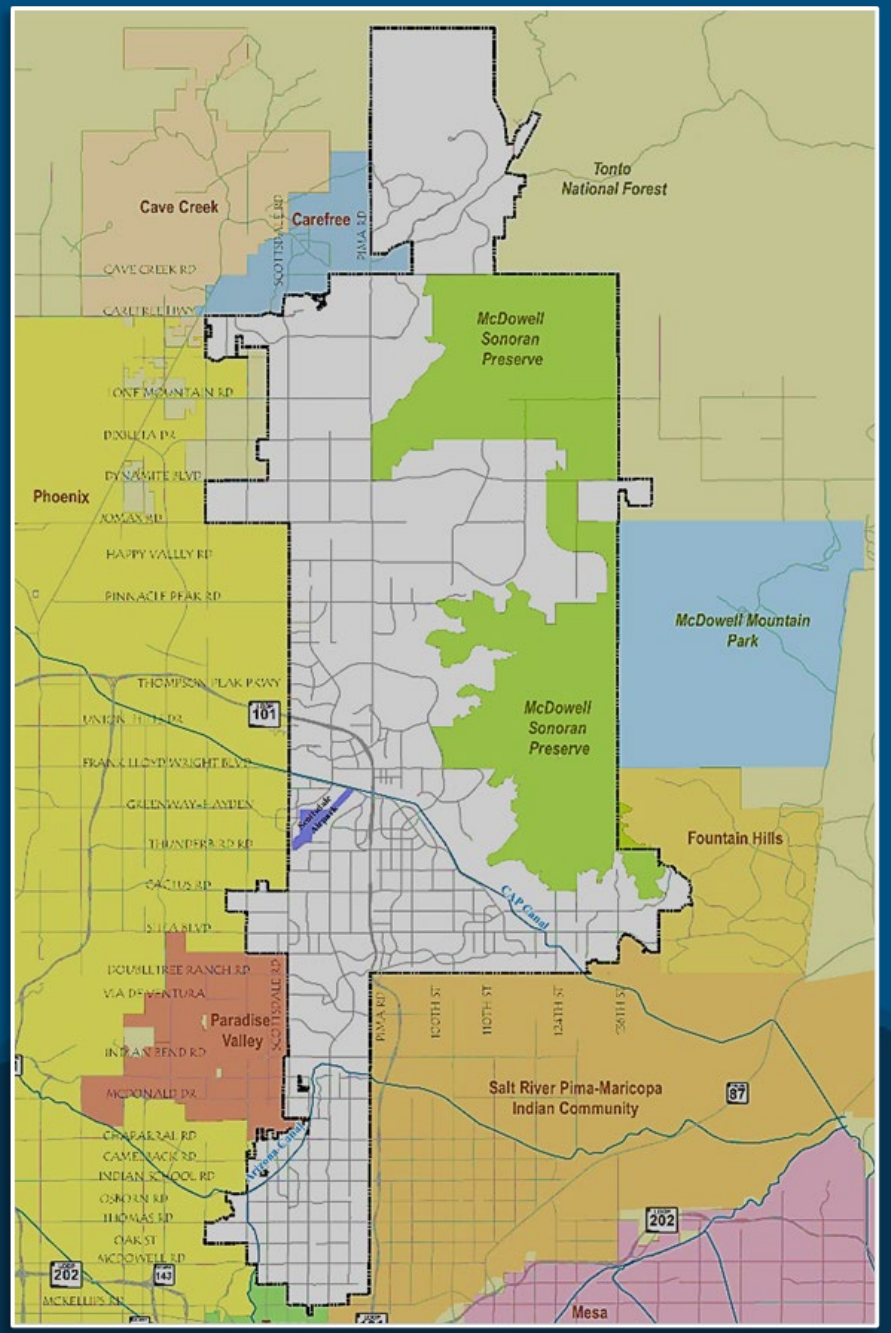
April 17, 2025

CITY OF SCOTTSDALE

Tonight's Meeting

STSP Item 3: *Data Analysis & High-Risk Locations*

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



Consultant Team Presenters

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

TYLin

NAU

CITY OF SCOTTSDALE

Crash Data Summary

- Crash data for most recent 5 years available (2019-2023)
- Two sources:
  - ADOT (vehicle-only crash data)
    - 18,279 total crashes
    - 376 KSI crashes (2.1%)
  - City of Scottsdale (pedestrian and bicycle crash data)
    - 719 total ped/bike crashes
    - 111 KSI ped/bike crashes (15.4%)
      - 7.33 x vehicle-only rate for KSI crashes
- **Combined Final Crash Dataset:**
  - **18,899 total crashes**
  - **487 KSI crashes (2.6%)**

A note about "**KSI**"

K = Fatal Injury Crash
SI = Serious Injury
Suspected Crash

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Range of Data Collection beyond crash data

Roadway Information

- Functional classification
- Traffic Volume (AADT)
- Number of lanes
- Speed limit
- Network crossings
- Non-motorized network
- Intersection Control
- Capacity and more

Speeds

- Synthetic Data: Replica
- Maintains privacy

Built Environment data

- Schools
- Bus stops
- Parks
- Land use
- Others

Transit Ridership data

- Trolley Ridership
- Valley Metro Ridership
- Stop Locations

Demographic data

- Households without a vehicle available
- Housing Units
- Households at or below 150% Poverty
- Populations 65 or older
- Populations 17 or under

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Data accuracy, completeness, and uniformity

Low Accuracy & Reliability

Witness reported
Driver reported
Memory-based
Technical
Subjective definitions

High Accuracy & Reliability

Observed by the officer
Evidence-based
Non-technical
Clear, objective definitions

Characteristics of accurate and reliable crash data collection that is complete and uniform

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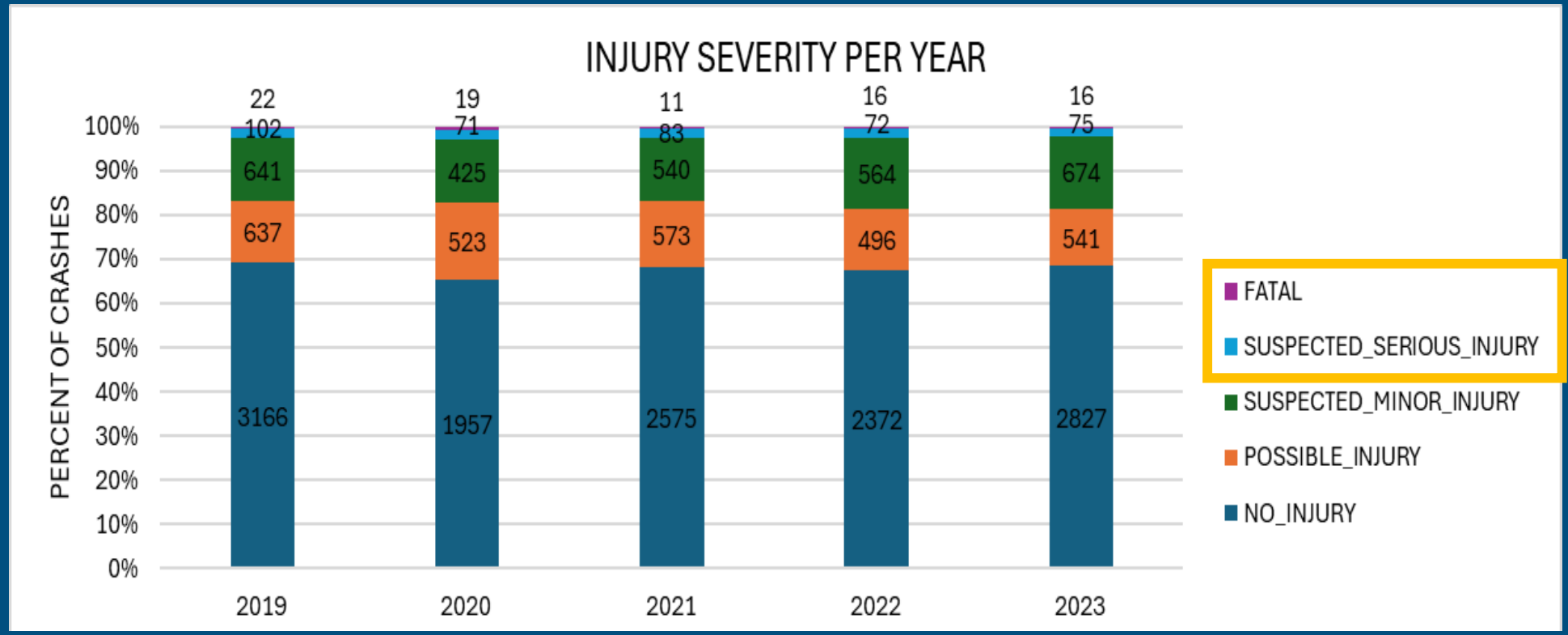
Total Crashes by Injury Severity and Year



The percent of **KSI** crashes:

2019	2.71%
2020	3.01%
2021	2.49%
2022	2.50%
2023	2.20%
5-Year	2.56%

MAG	Scottsdale	
Fatal%	Fatal%	Points +/-
0.71%	0.48%	0.23%
1.08%	0.67%	0.41%
1.04%	0.26%	0.78%
1.21%	0.48%	0.72%
1.26%	0.41%	0.84%

The percent of **Fatal Crash Comparison** is favorable for Scottsdale:

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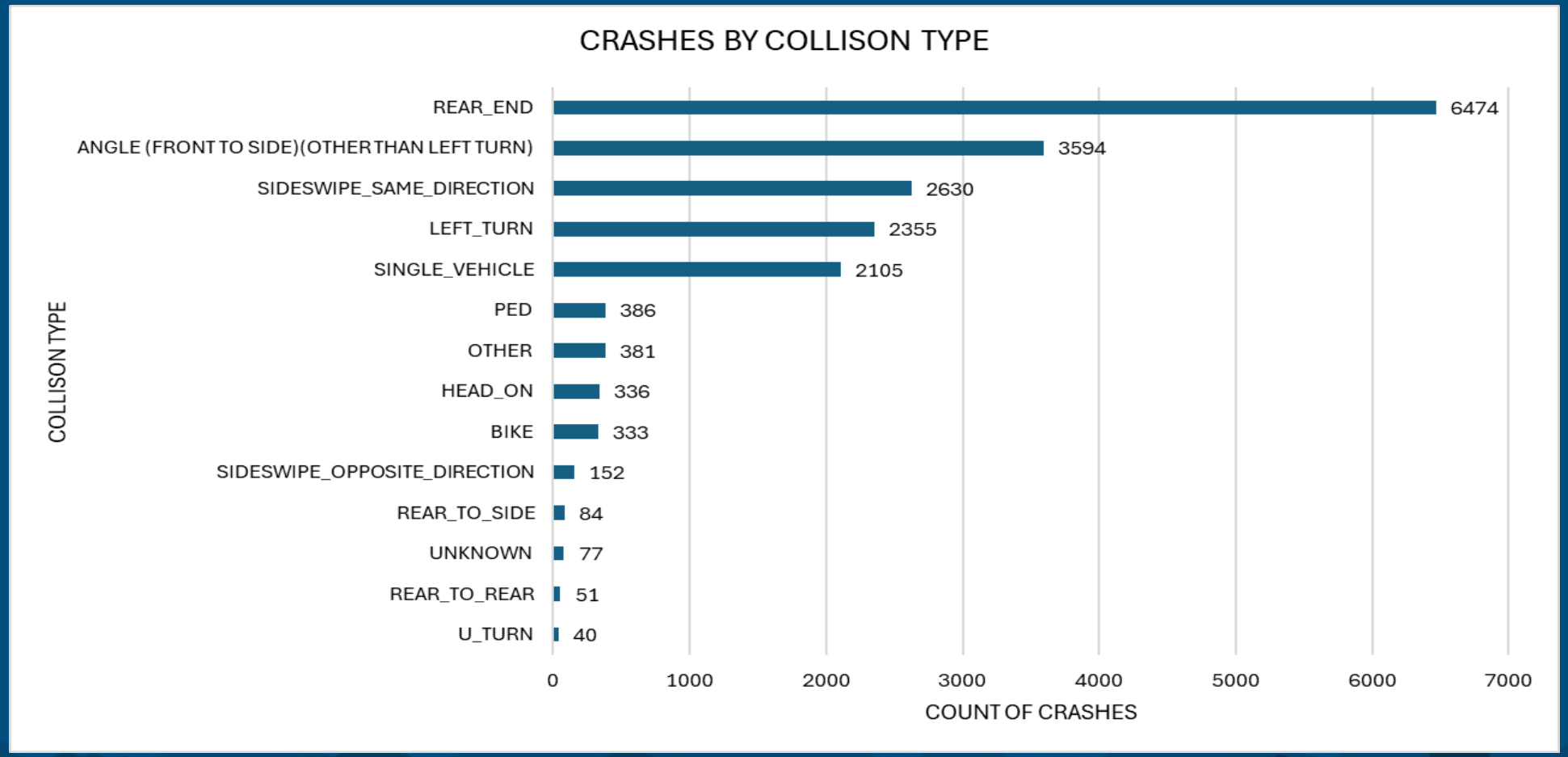
Total Crashes by Collision Type



The top 3 crashes are:

- Rear End
- Angle (Front to side, other than left turn)
- Sideswipe (same direction)

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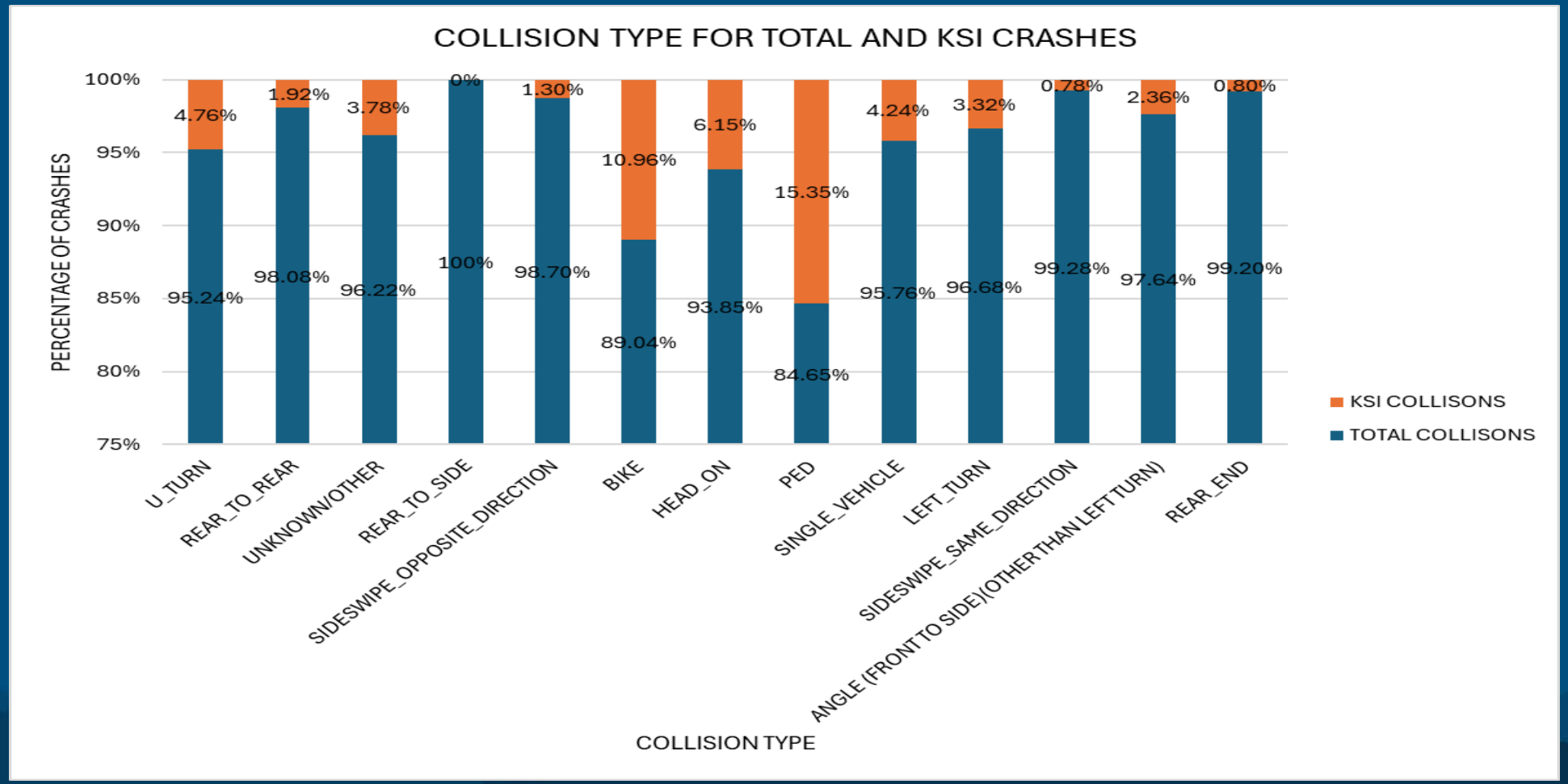
Crashes by Collision Type and Severity



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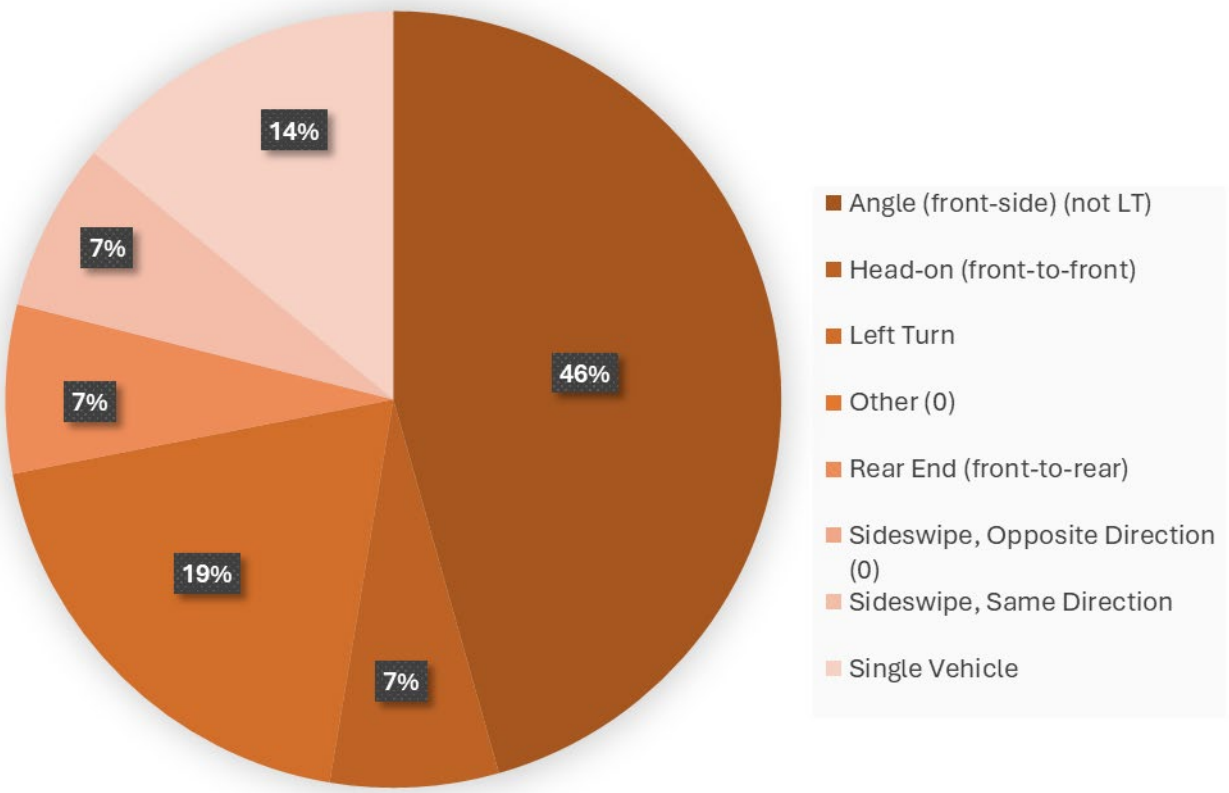
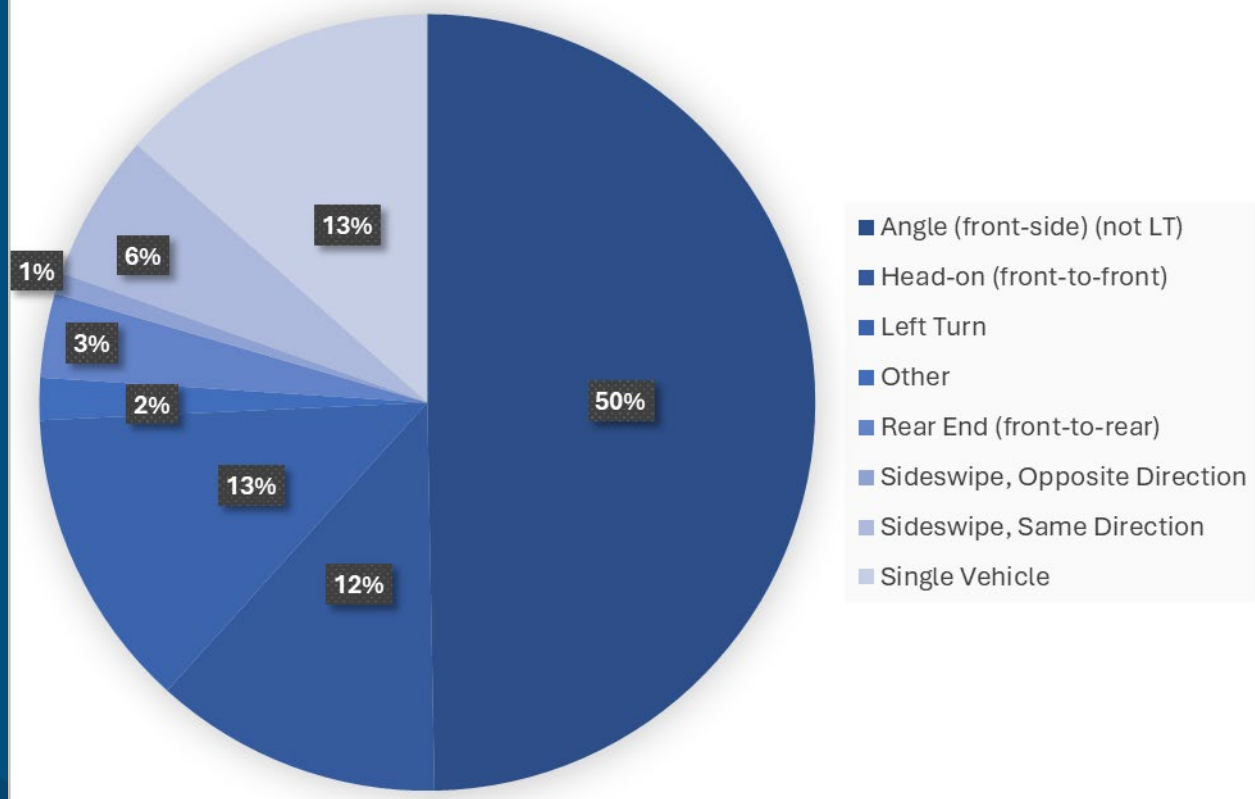
Pedestrian & Bicyclists Crashes by Collision Type and Severity

KSI



Injury Severity = 4, 5

Minor to No Injury



Injury Severity = 1, 2, 3

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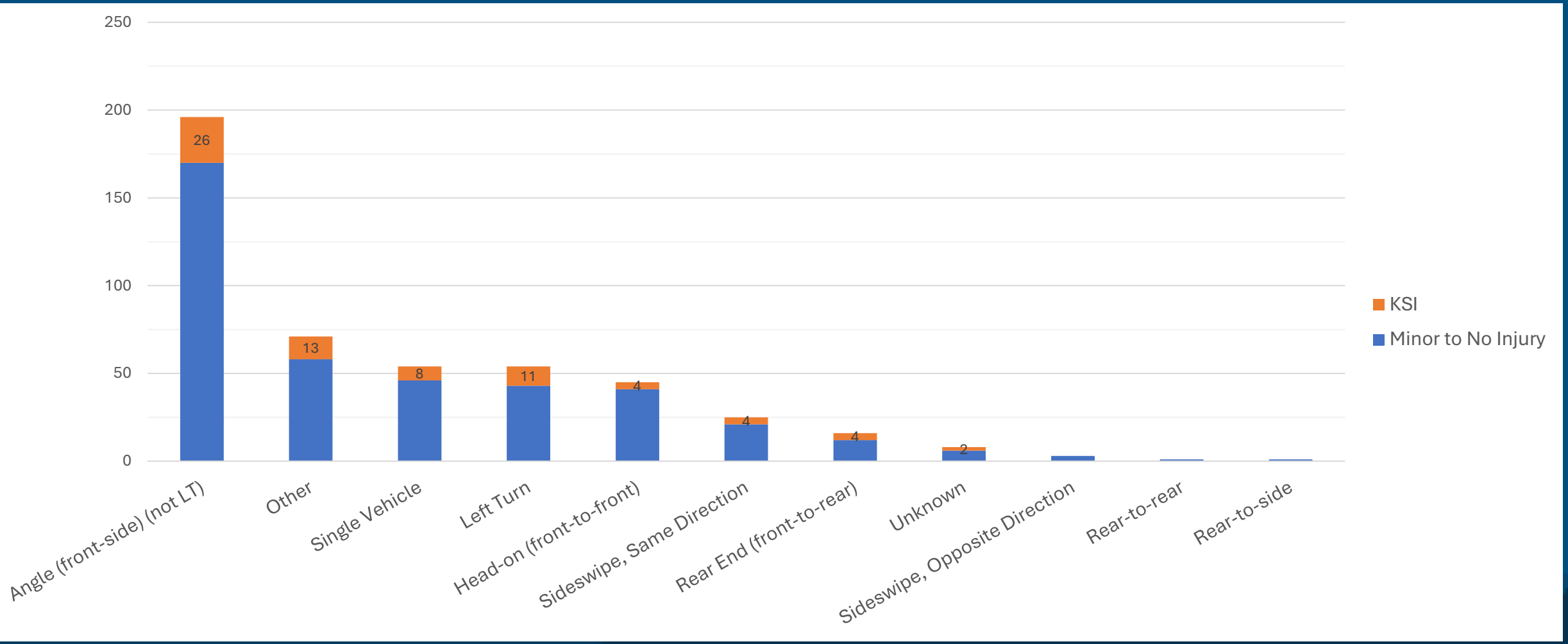
Pedestrian & Bicyclists Crashes by Collision Type



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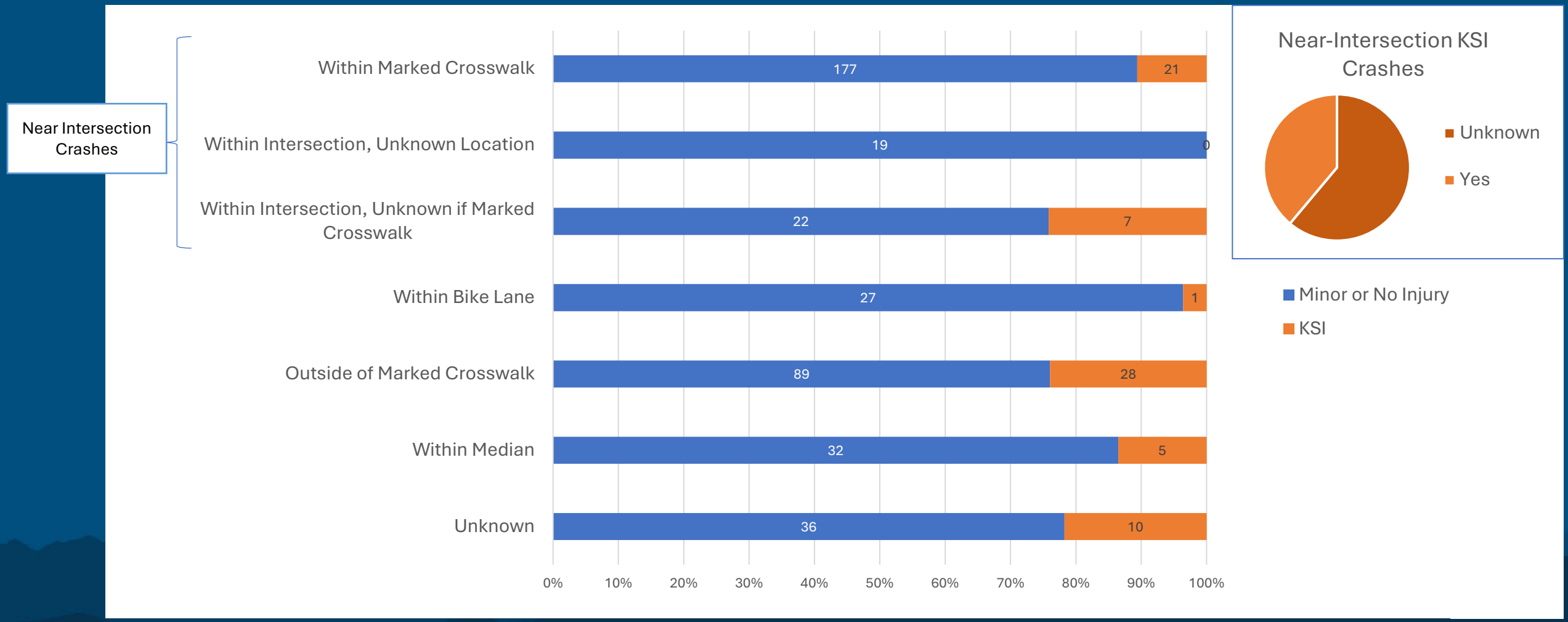
Location of Bike/Ped Crash by Severity



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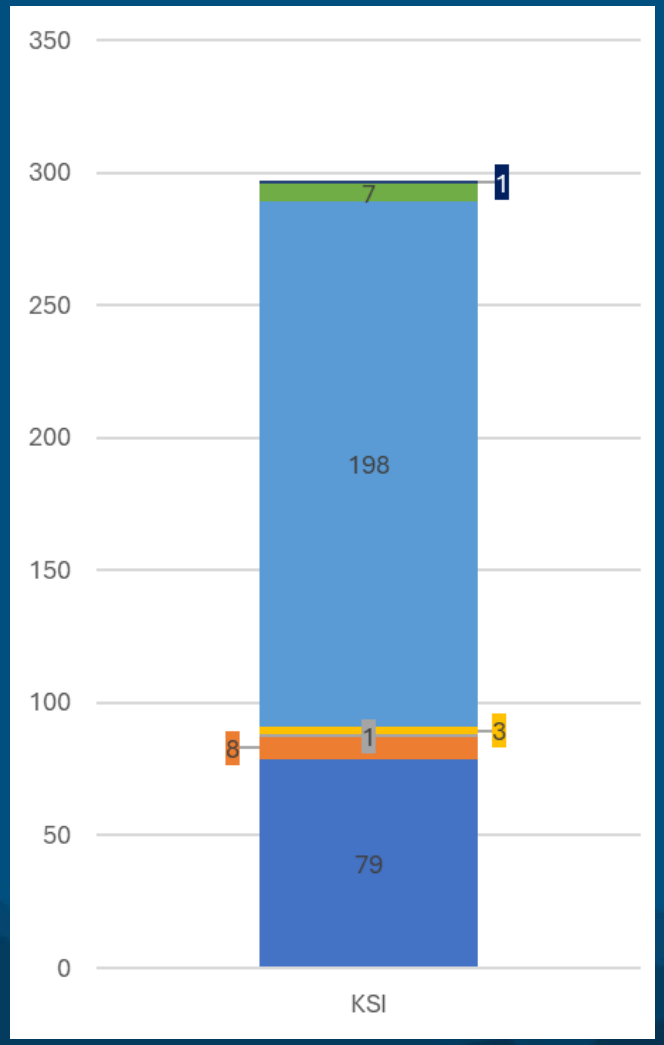
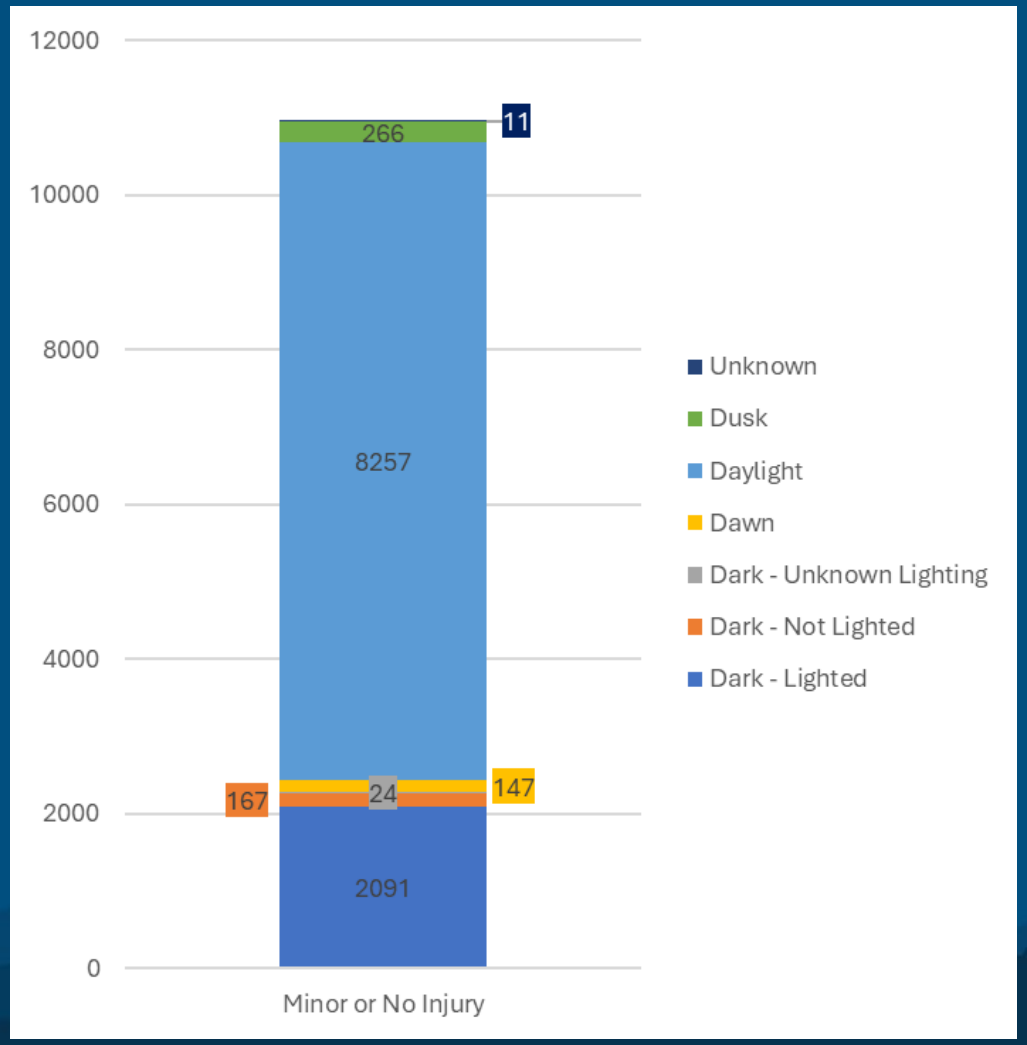
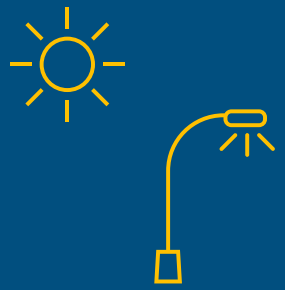
Total Crashes by Lighting Condition







The percent of non-daylight KSI crashes are 35.52%

The percent of non-daylight Total crashes are 25.49%

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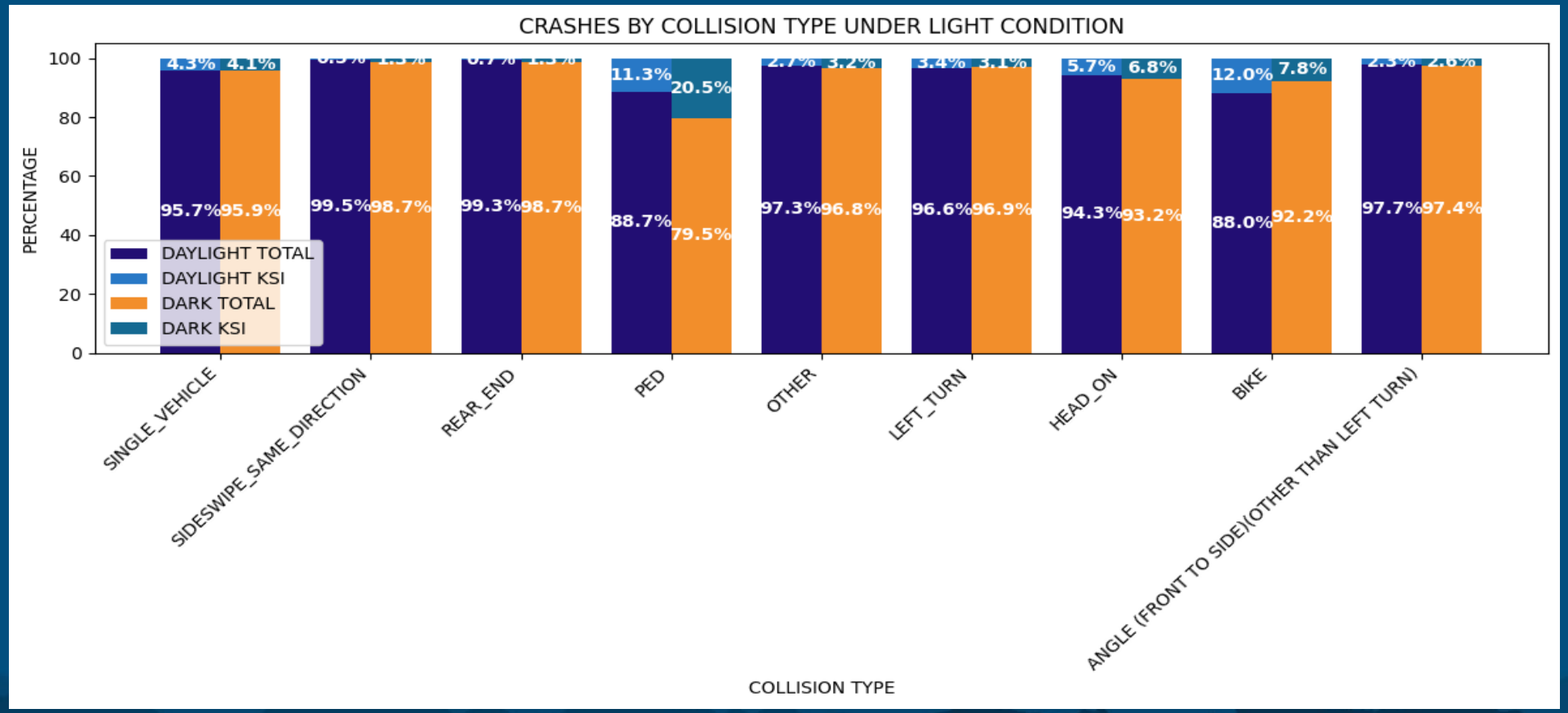
Crashes by Collision Type and Light Condition



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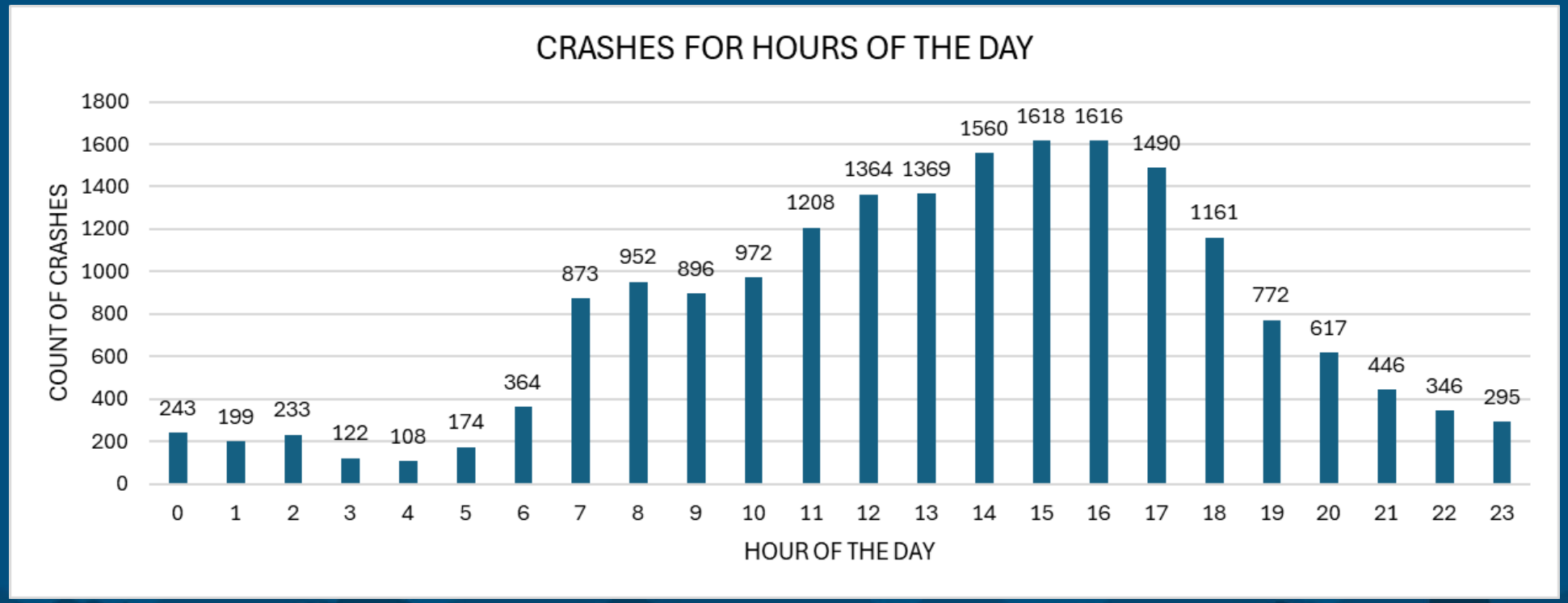
Total Crashes by Hour of Day



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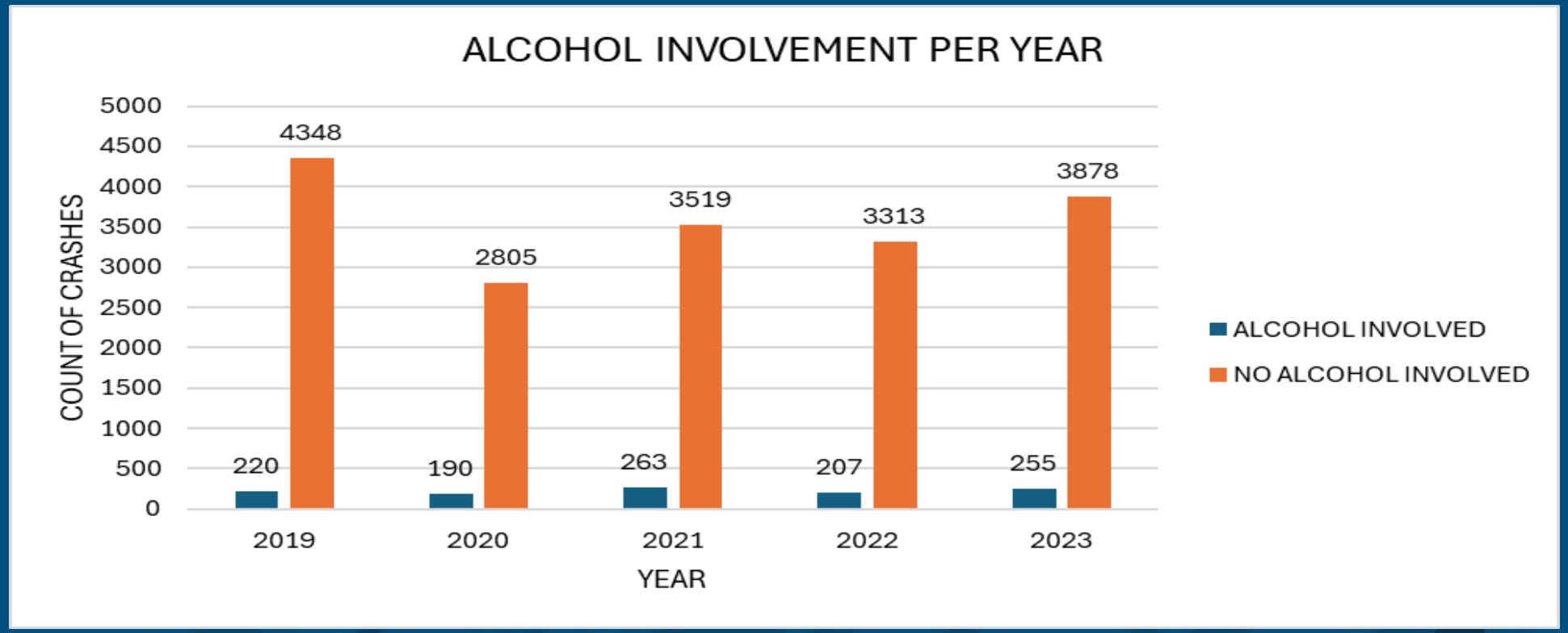
Total Crashes by Alcohol Involvement per year



The percent of alcohol involved crashes are 5.97%

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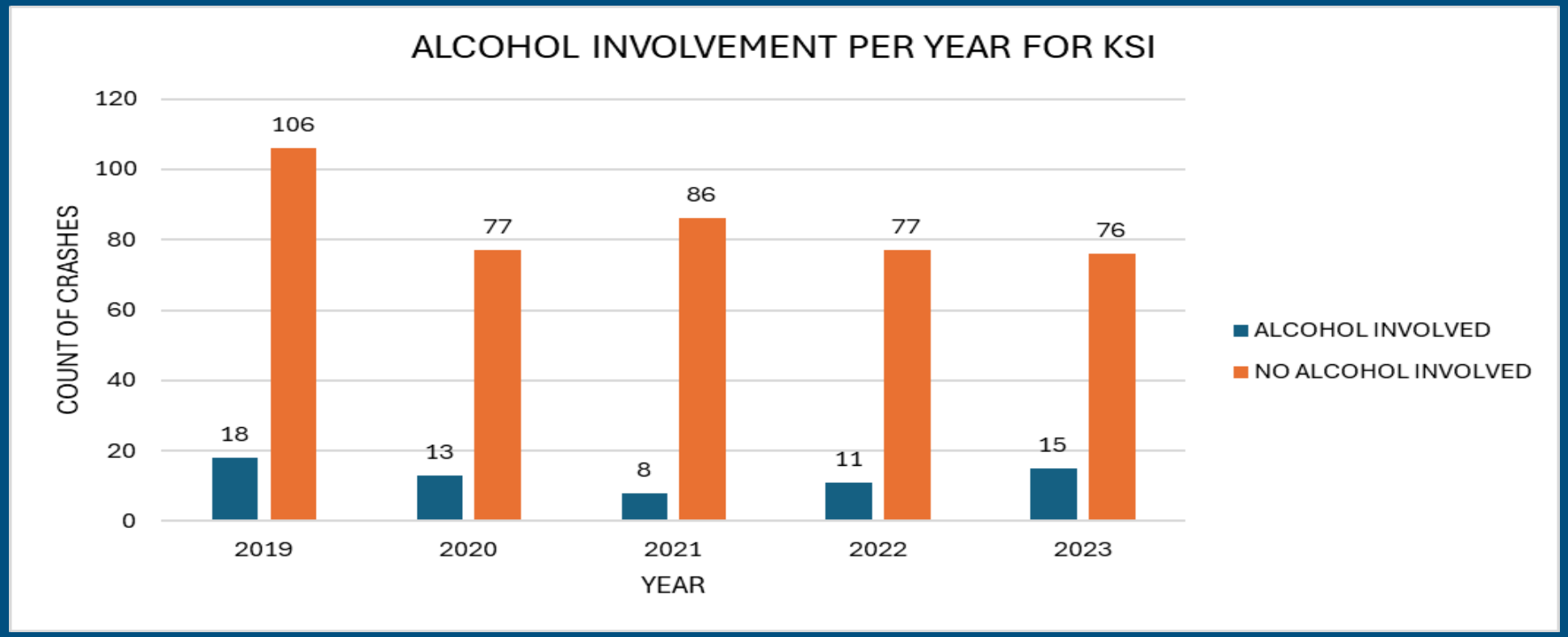
KSI Crashes by Alcohol Involvement per year



The percent of alcohol involved KSI crashes are 13.34%

Comparison: 2.6% overall crashes, alcohol involvement increases KSI rate by 5.13 multiplier

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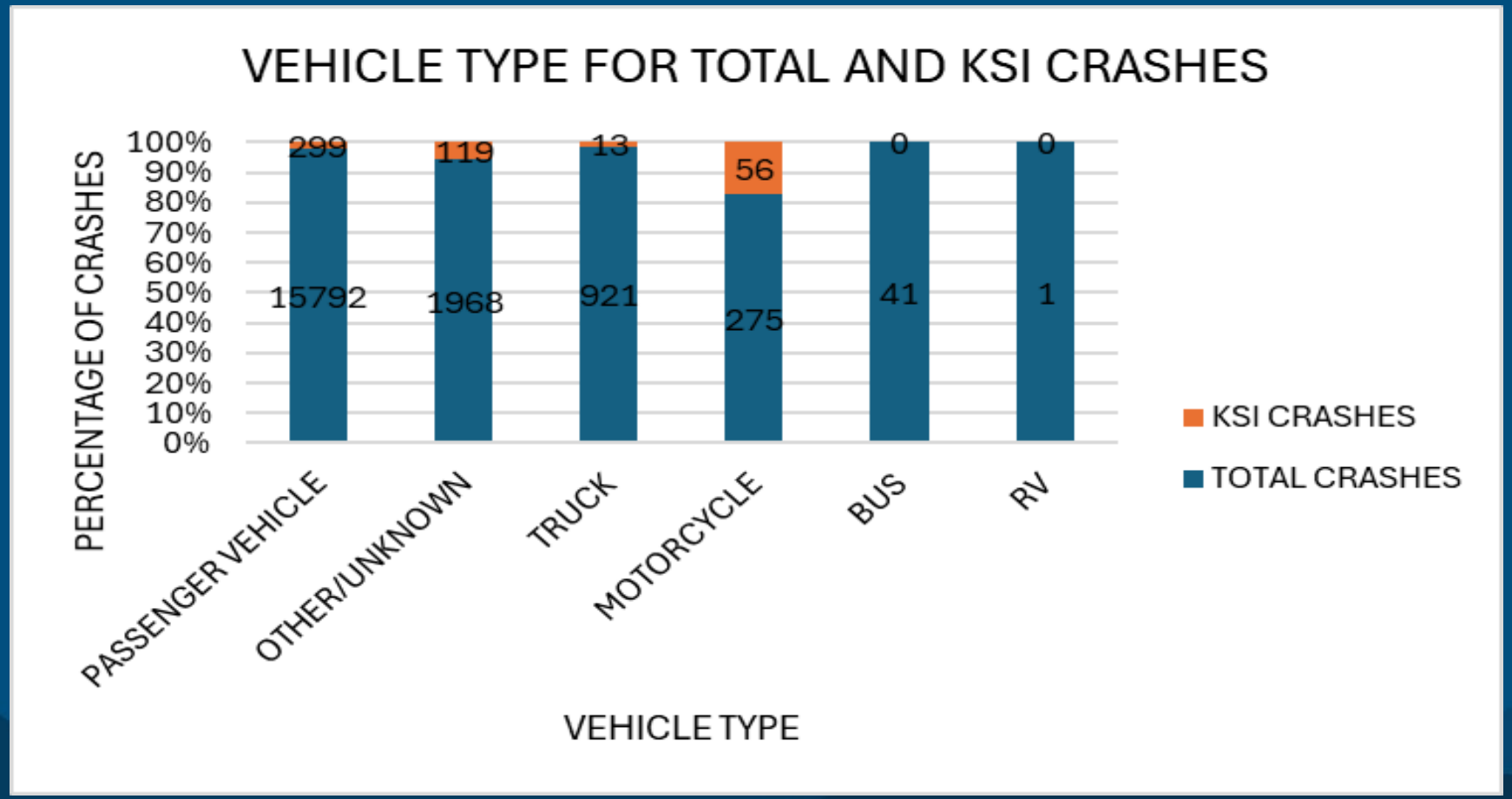
Total Crashes by Vehicle Type (Unit 1)



Vehicle Type	KSI %	Total %
Passenger Vehicle	61.40%	83.10%
Motorcycle	11.50%	1.40%
Truck	2.70%	4.90%
Bus	0.00%	0.20%
RV	0.00%	0.00%
Other/Unknown	24.40%	10.40%

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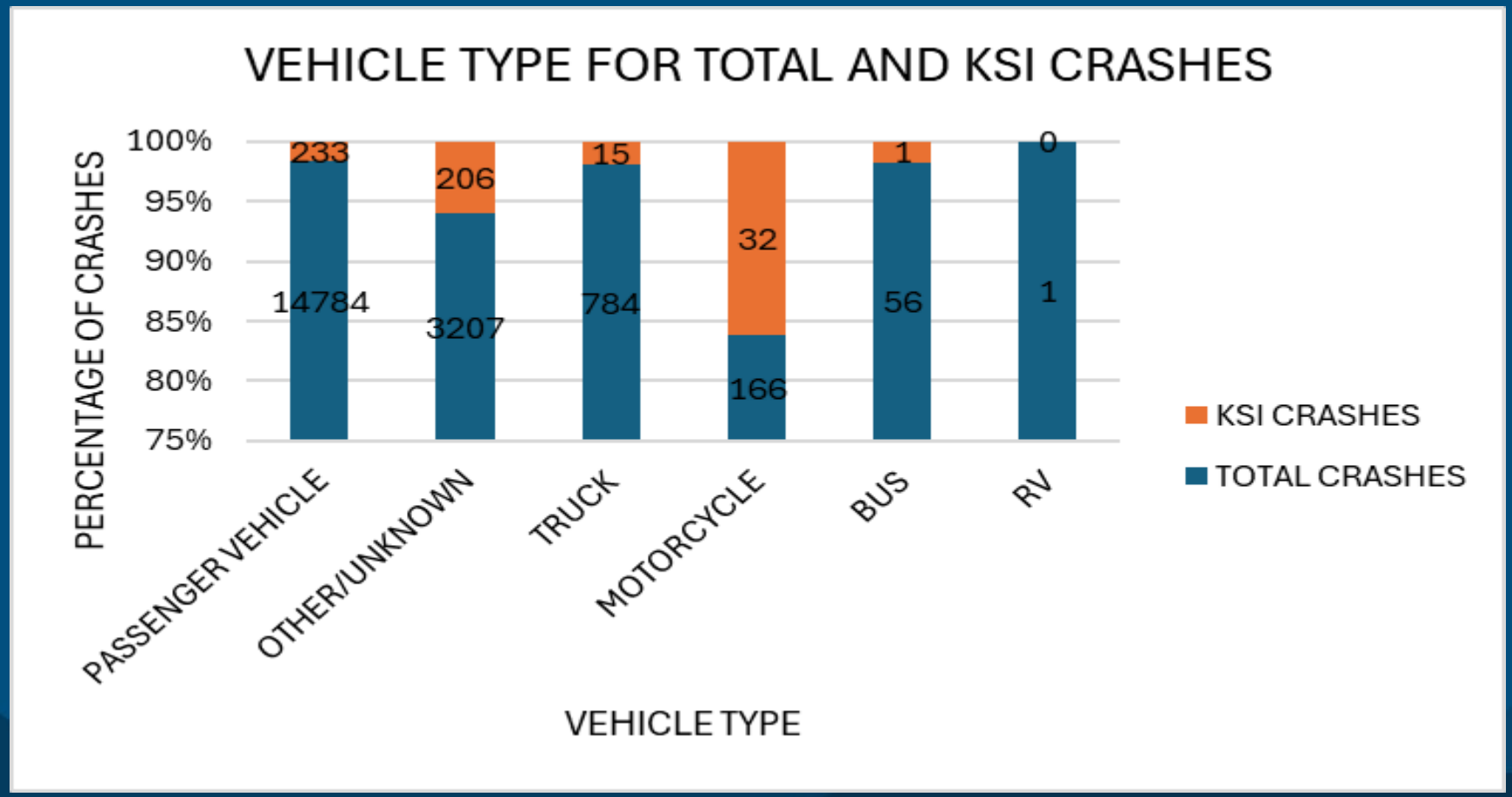
Total Crashes by Vehicle Type (Unit 2)



Vehicle Type	KSI %	Total %
Passenger Vehicle	47.90%	77.90%
Motorcycle	6.60%	0.90%
Truck	3.10%	4.10%
Bus	0.20%	0.30%
RV	0.00%	0.00%
Other/Unknown	42.30%	16.90%

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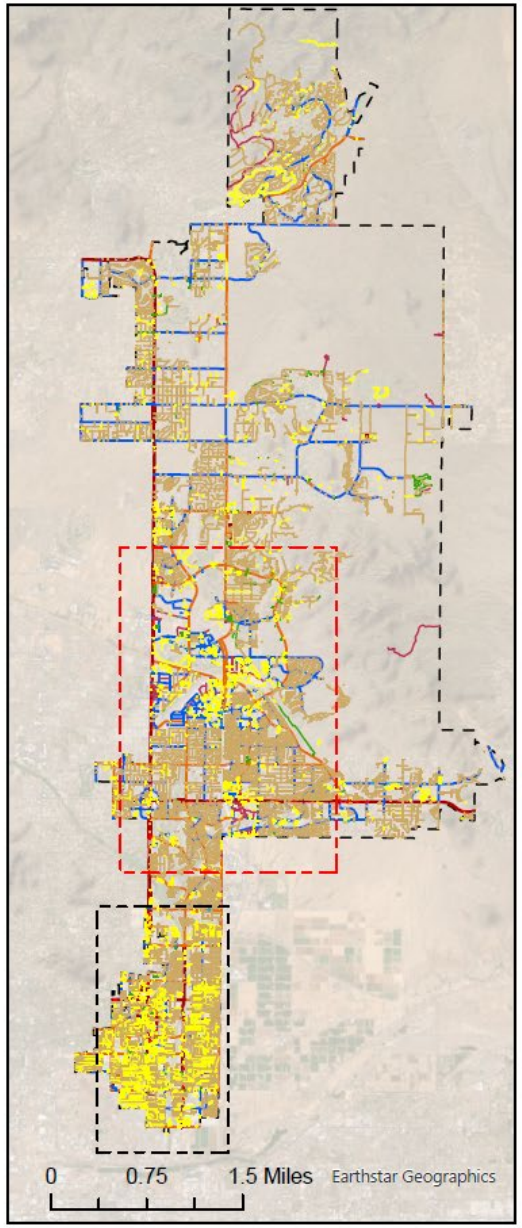
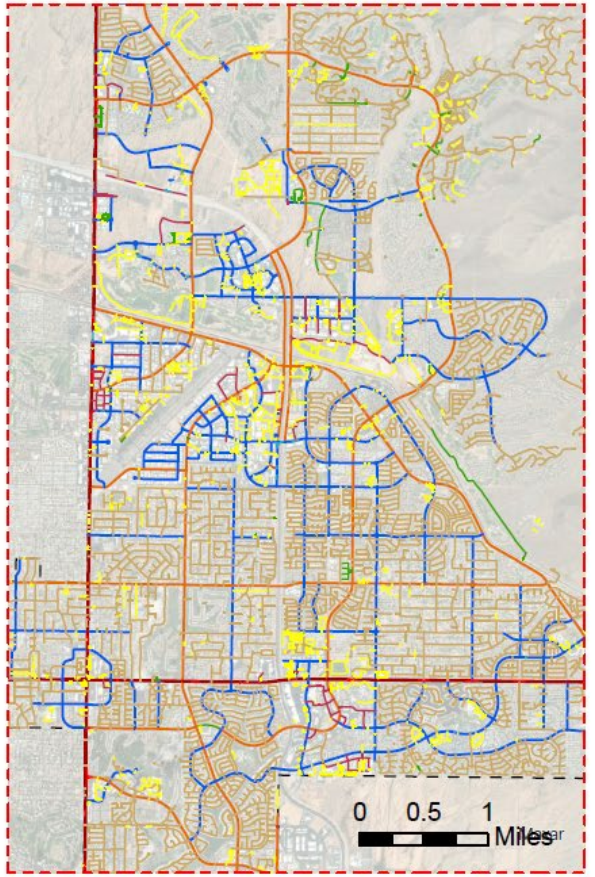
Roadway Types





Highway/Road

- construction
- path/footway/trail/ cycle
- primary
- primary_link
- residential
- secondary
- service
- steps
- tertiary
- tertiary_link
- trunk
- unclassified

City of Scottsdale

Roads & Highways: **Road Type**

SS4A

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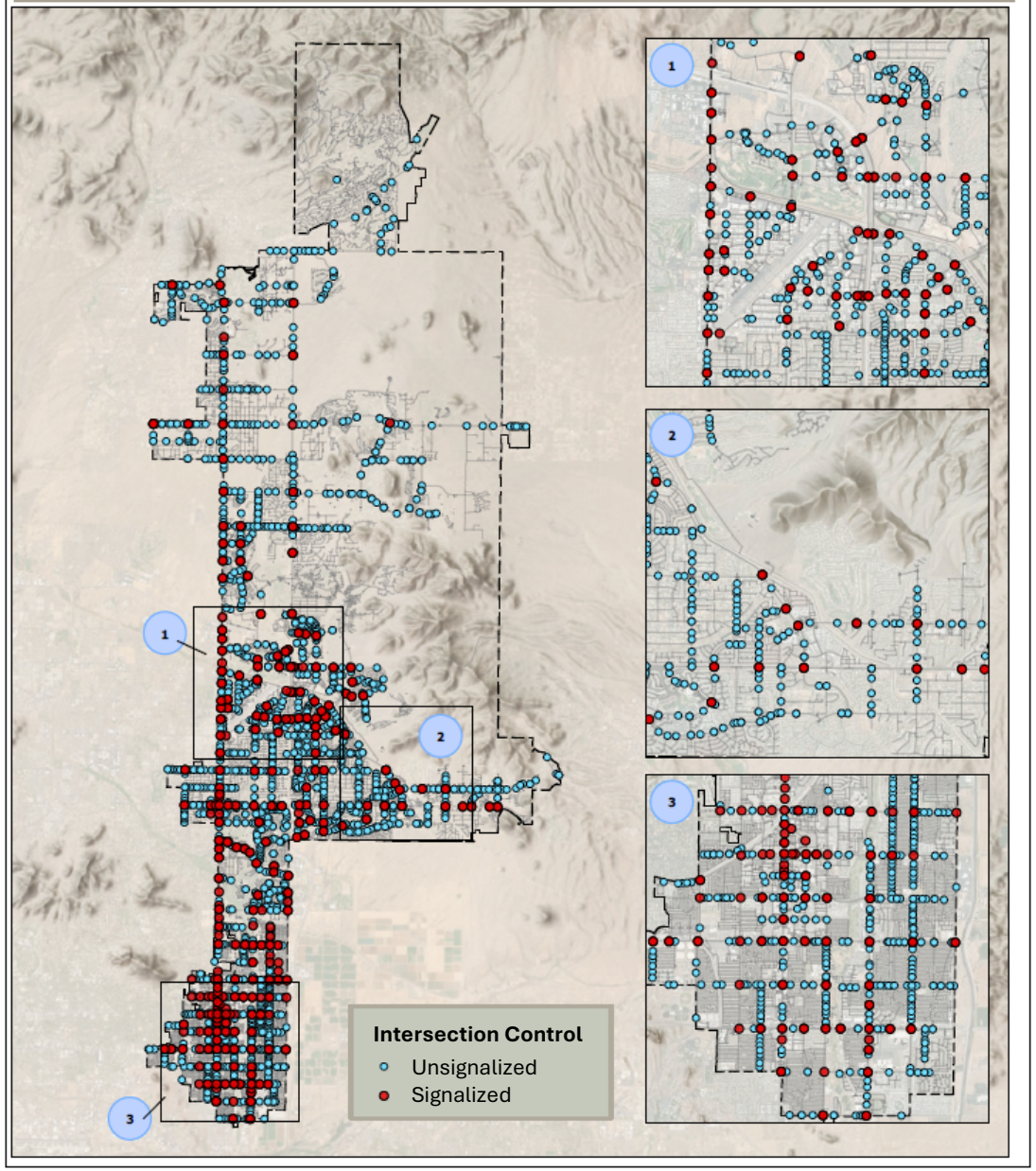
City of Scottsdale

Intersection Signalization



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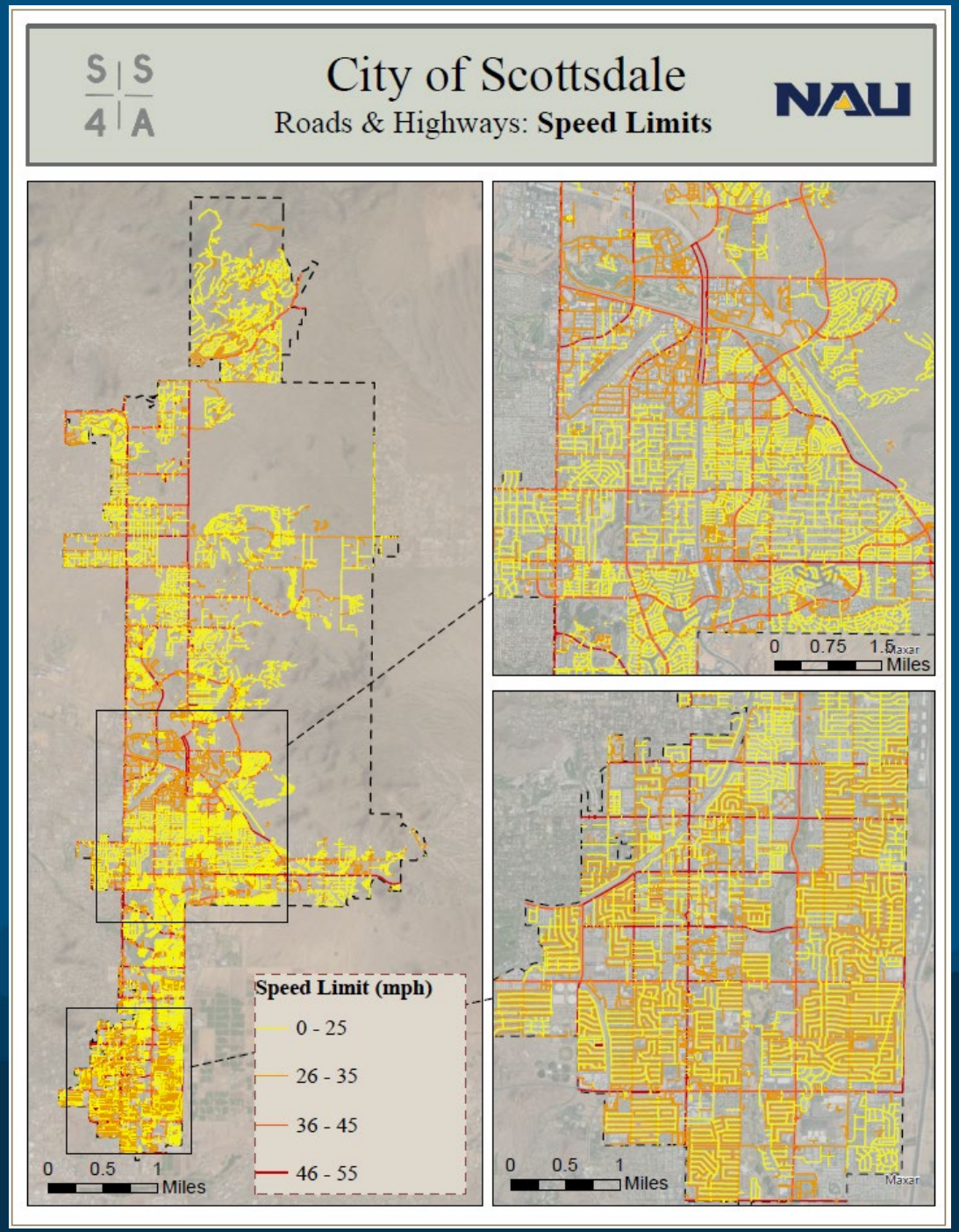
Roadway Speed Limits



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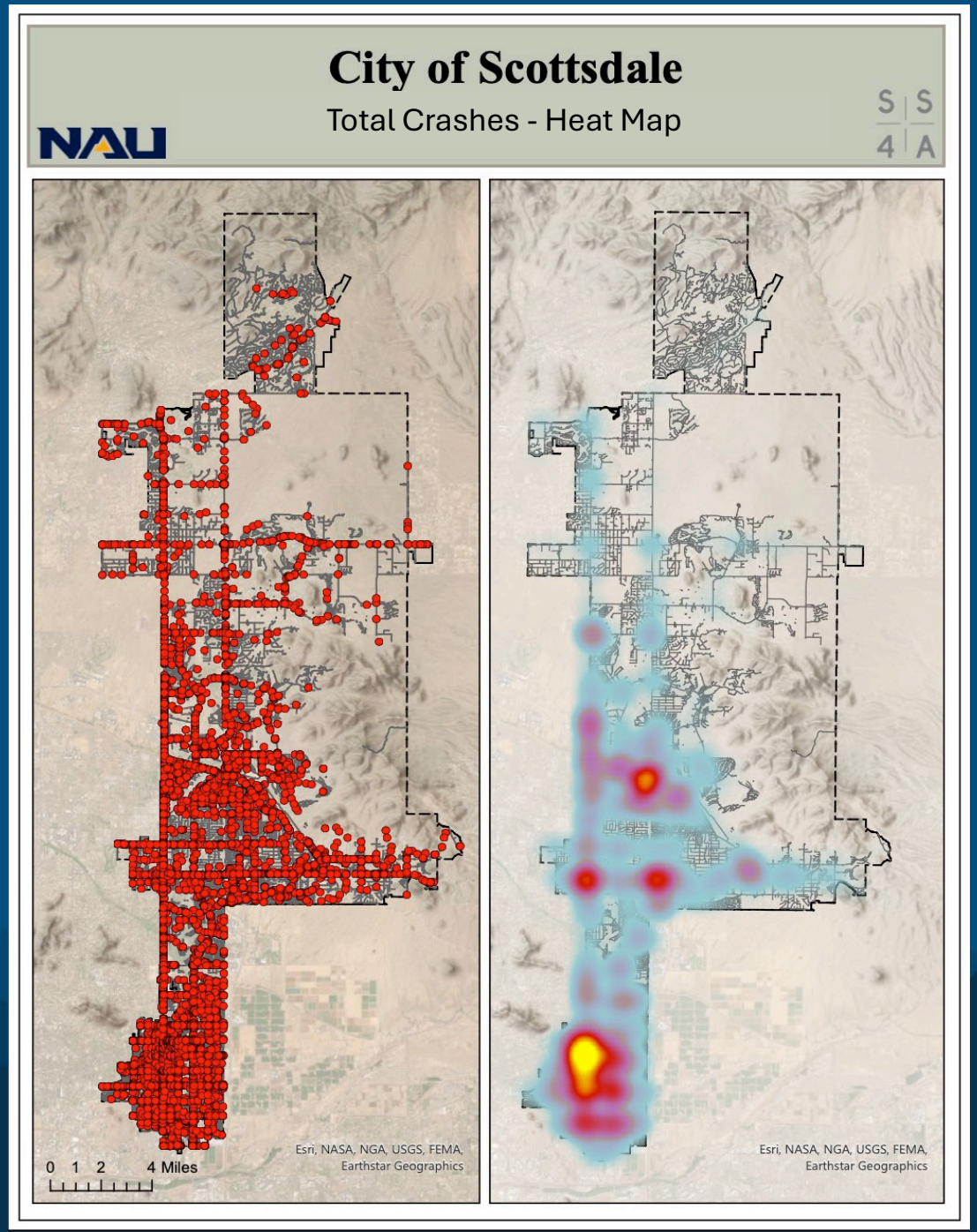
Total Crashes with Heat Map

Analysis omits ADOT facilities



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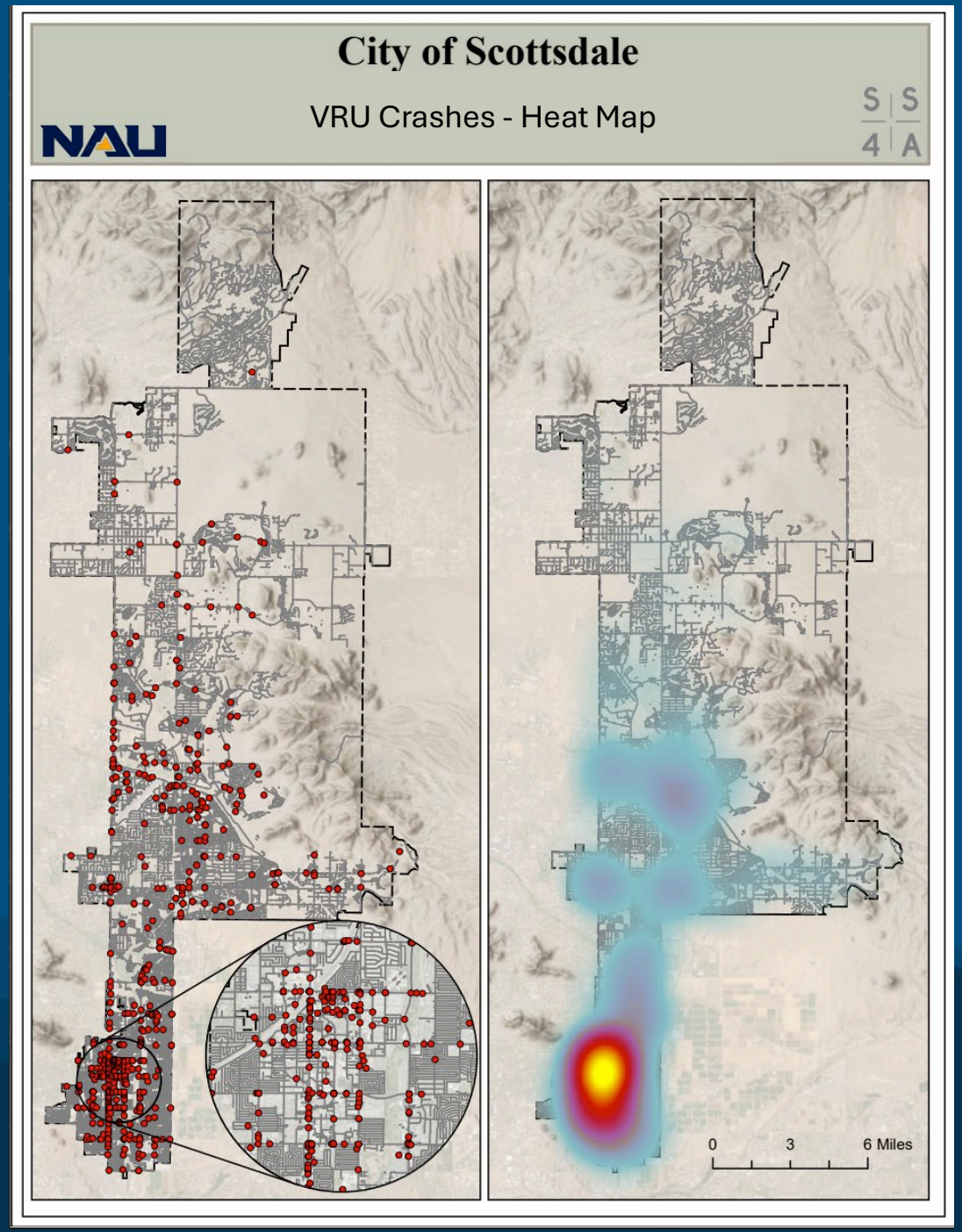
Pedestrian and Bike Crashes with Heatmap



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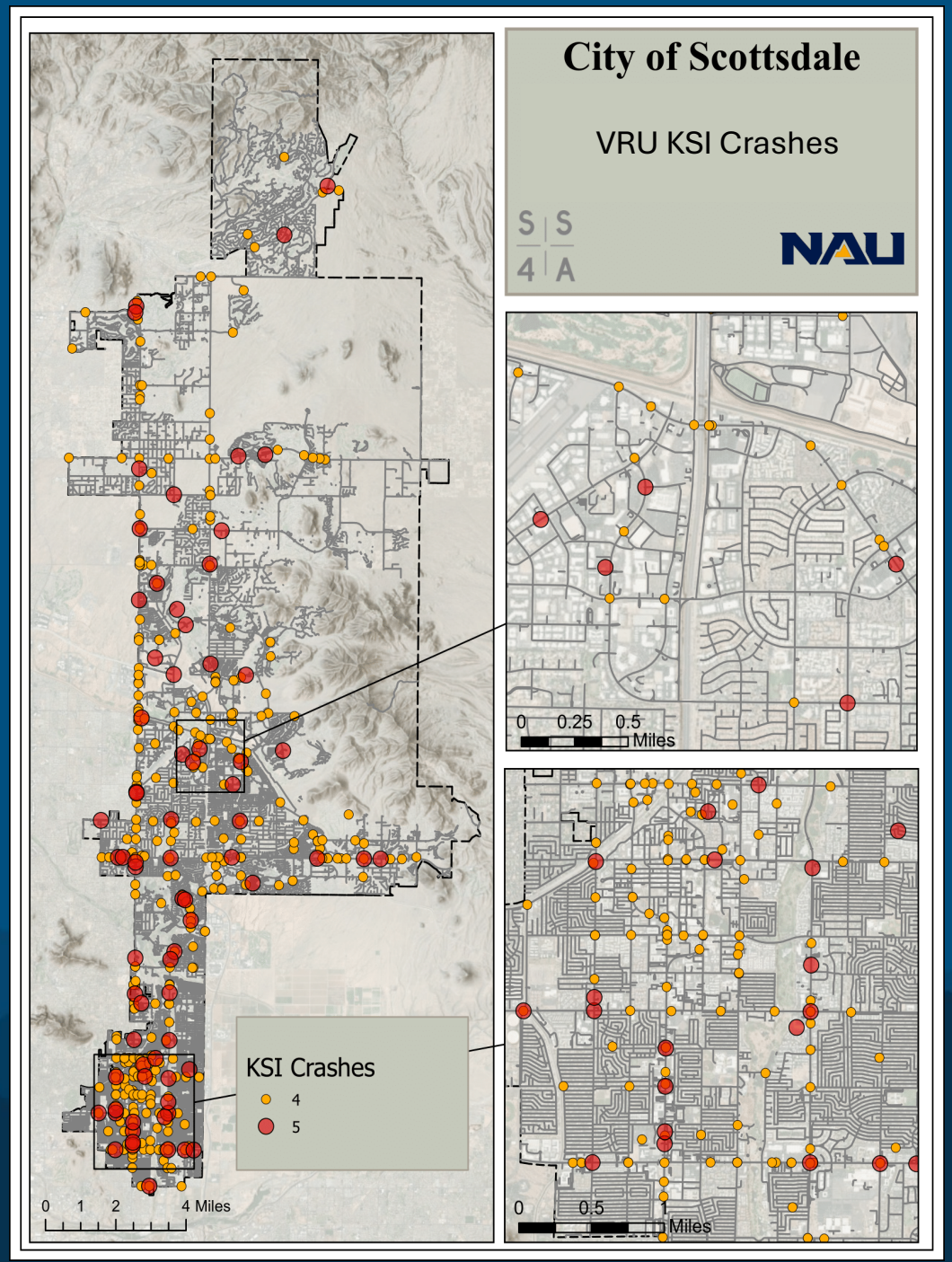

- KSI Crashes,
  Bike and Pedestrian focus

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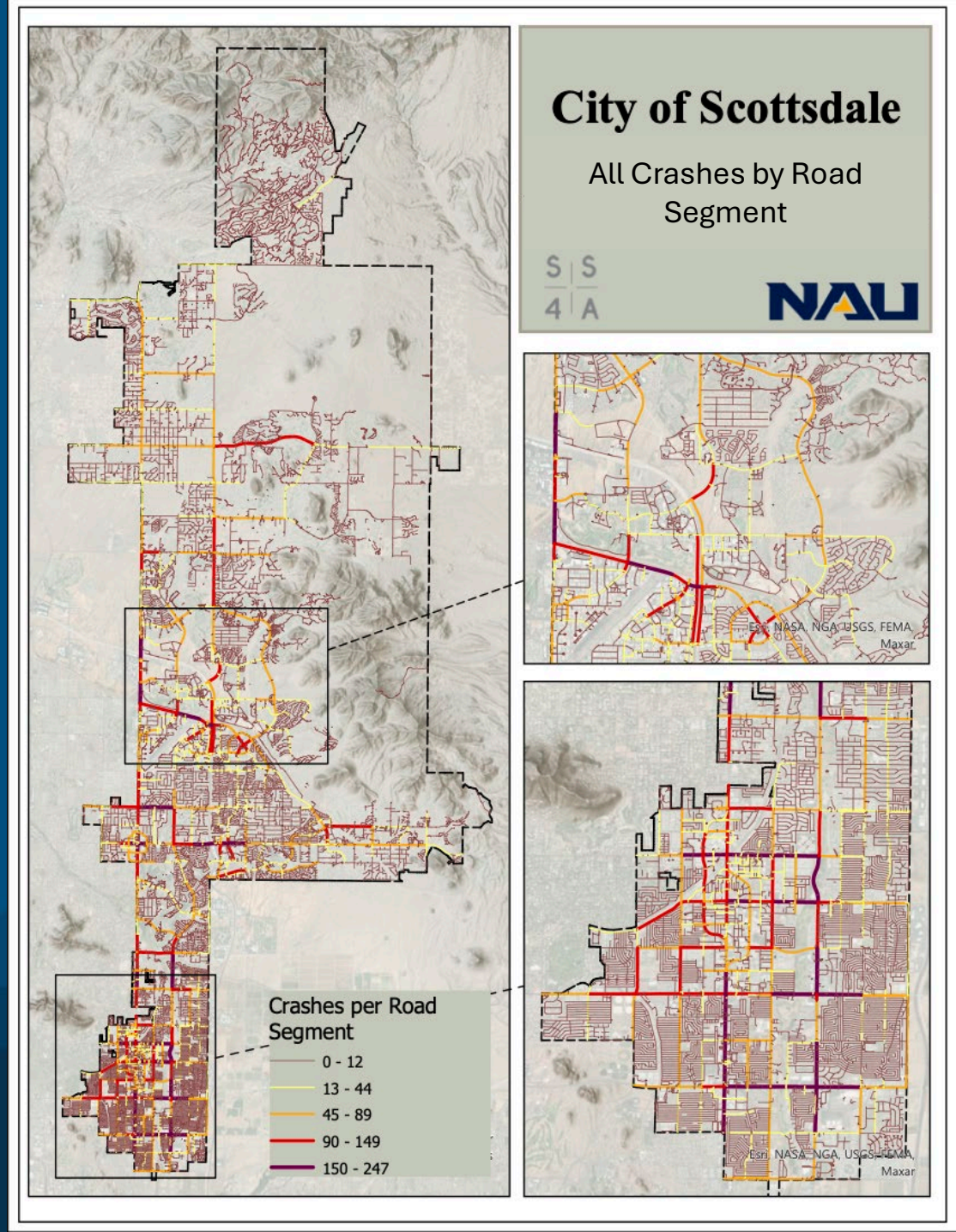

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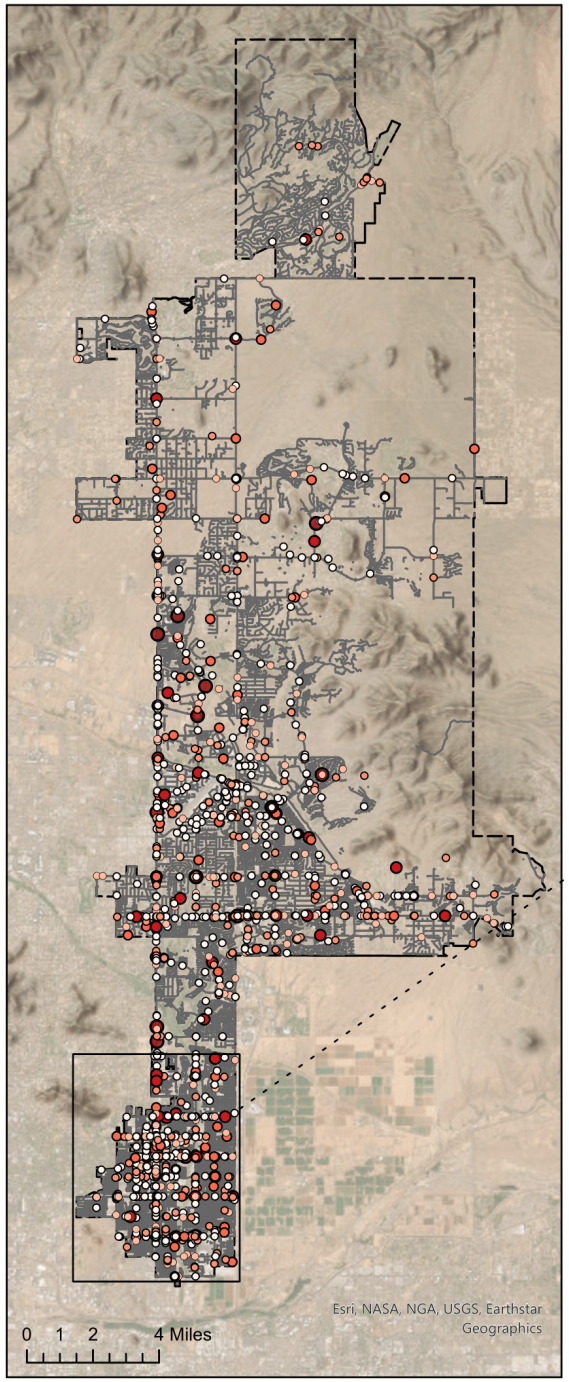

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All Crashes Exceeding Speed Limits

S|S
4|A

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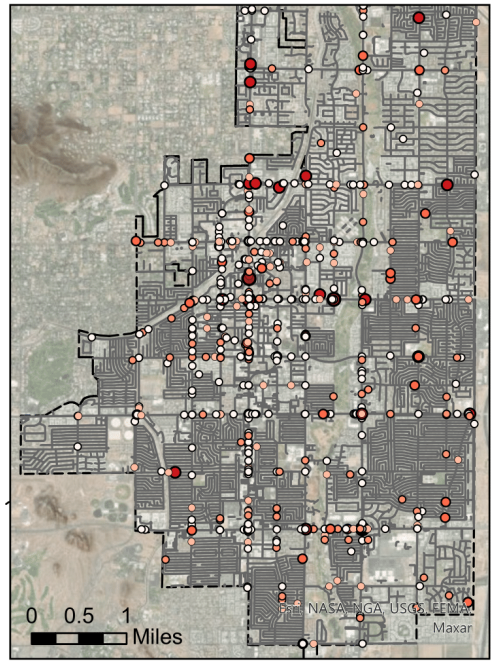

Crashes - Speed Over Limit

- < 5 mph
- 6 - 10 mph
- 11 - 20 mph
- 21 - 30 mph
- 31 - 50 mph
- 50+ mph

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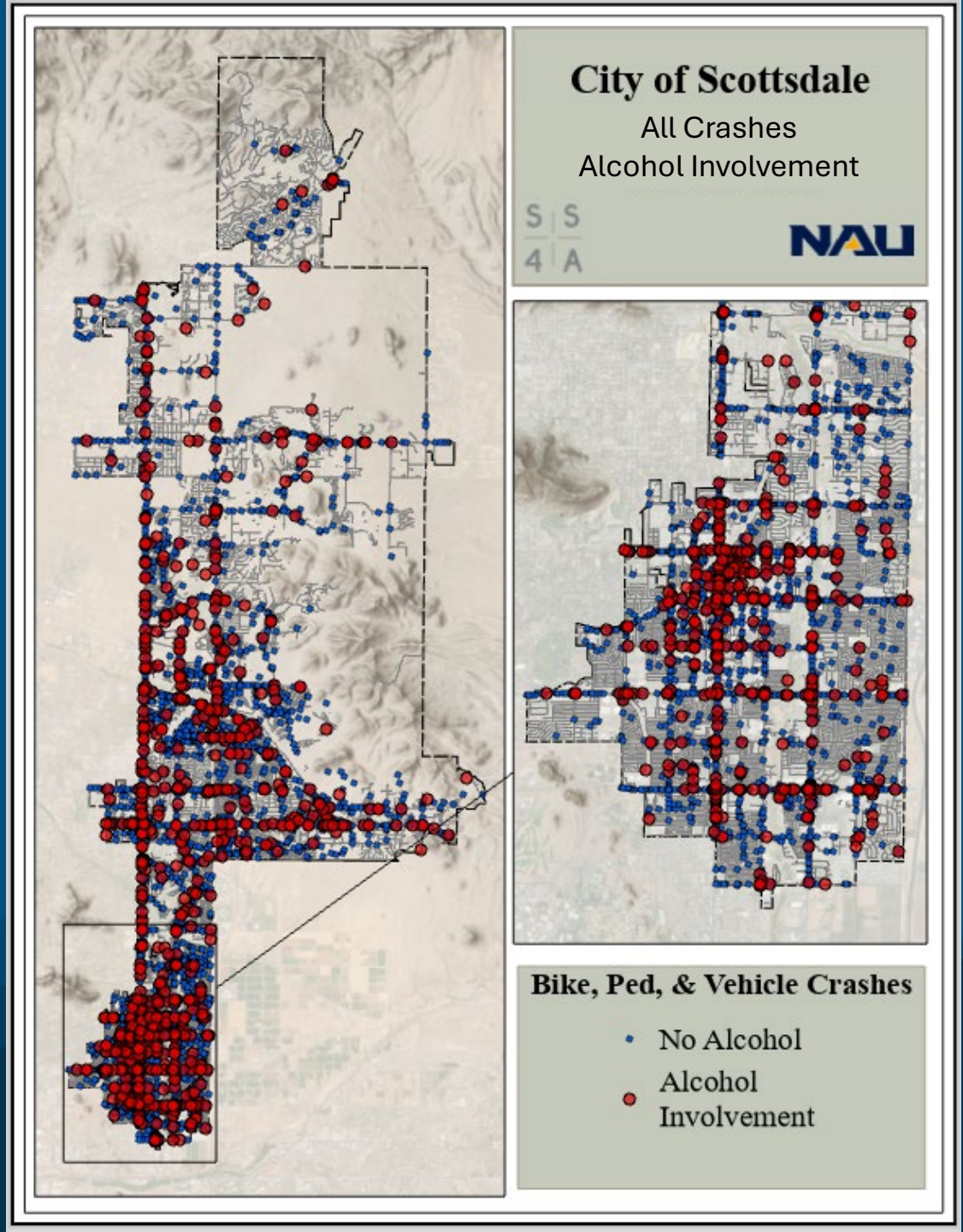

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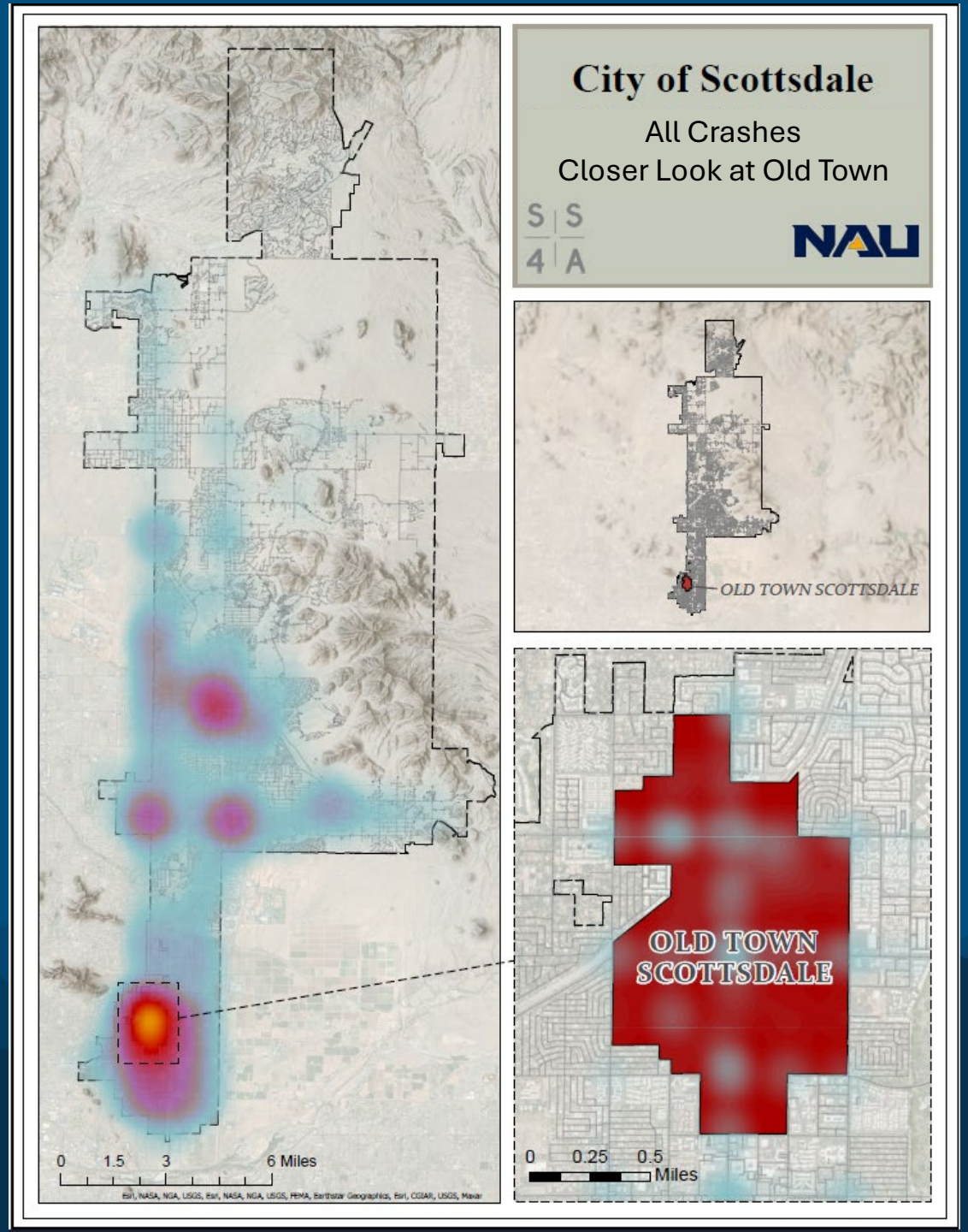
Old Town Scottsdale Total Crashes



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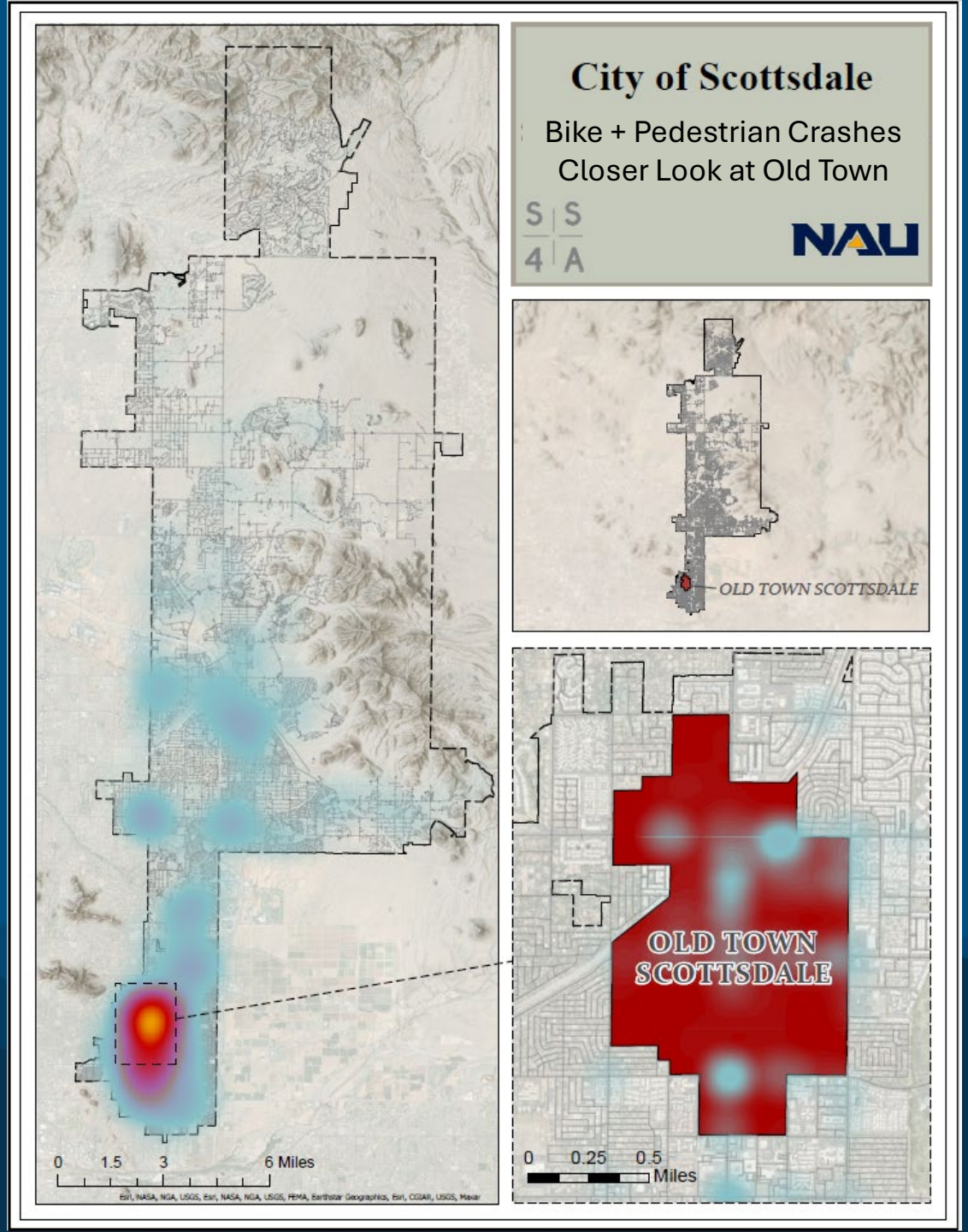
Old Town Scottsdale
Vulnerable hotspots



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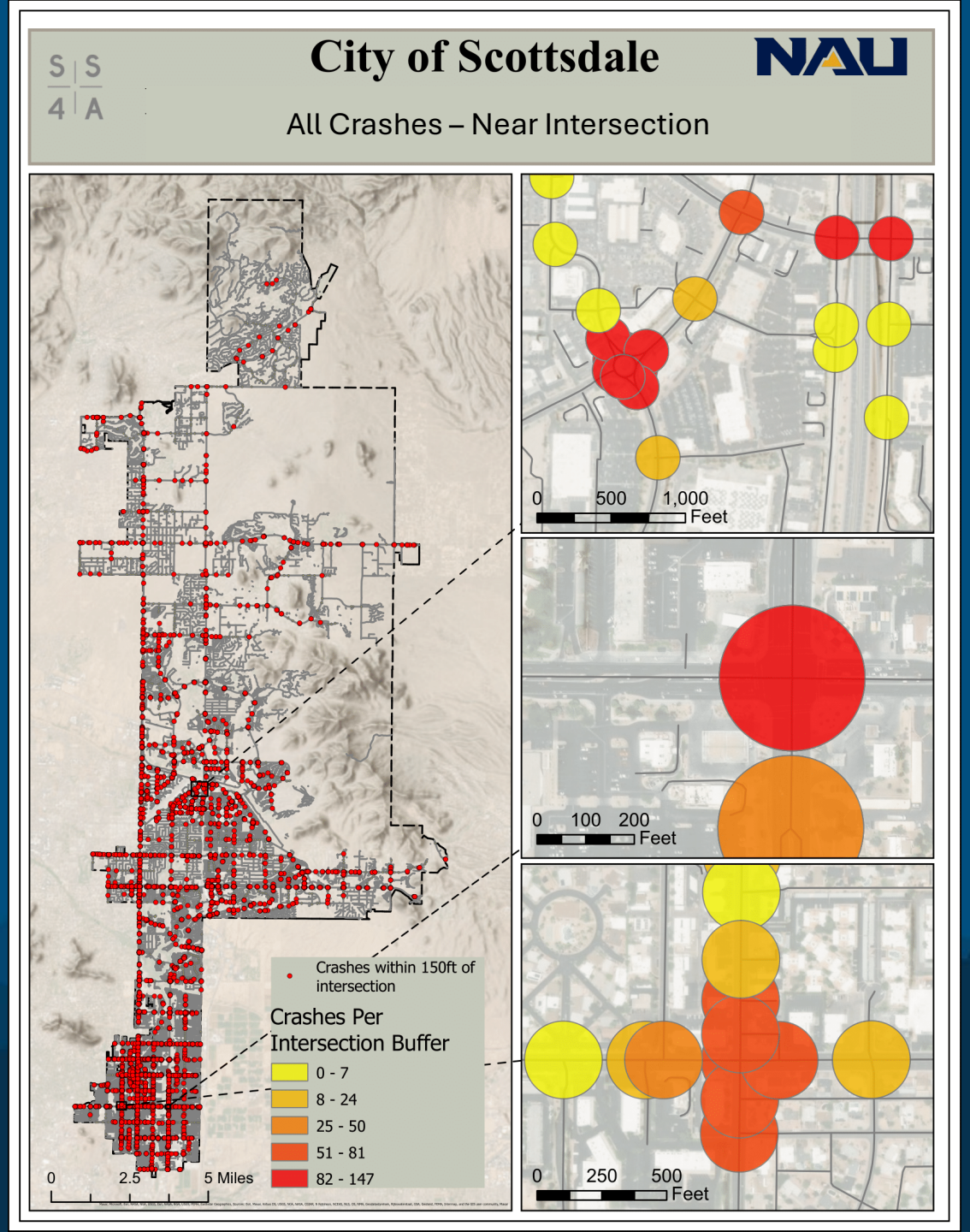
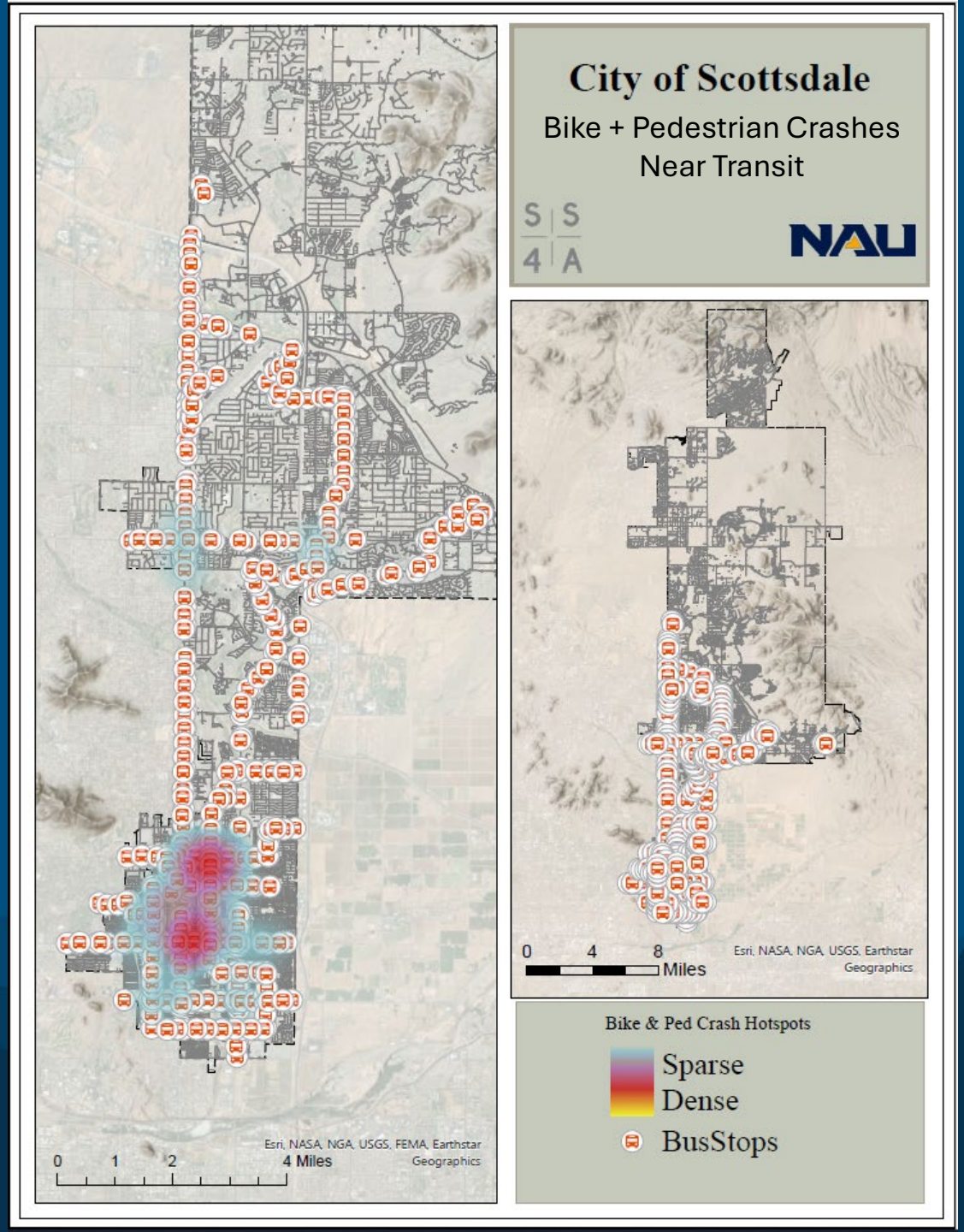
Near Intersection All Crashes



Near Bus Stop
Bike / Pedestrian Crashes
Heat map



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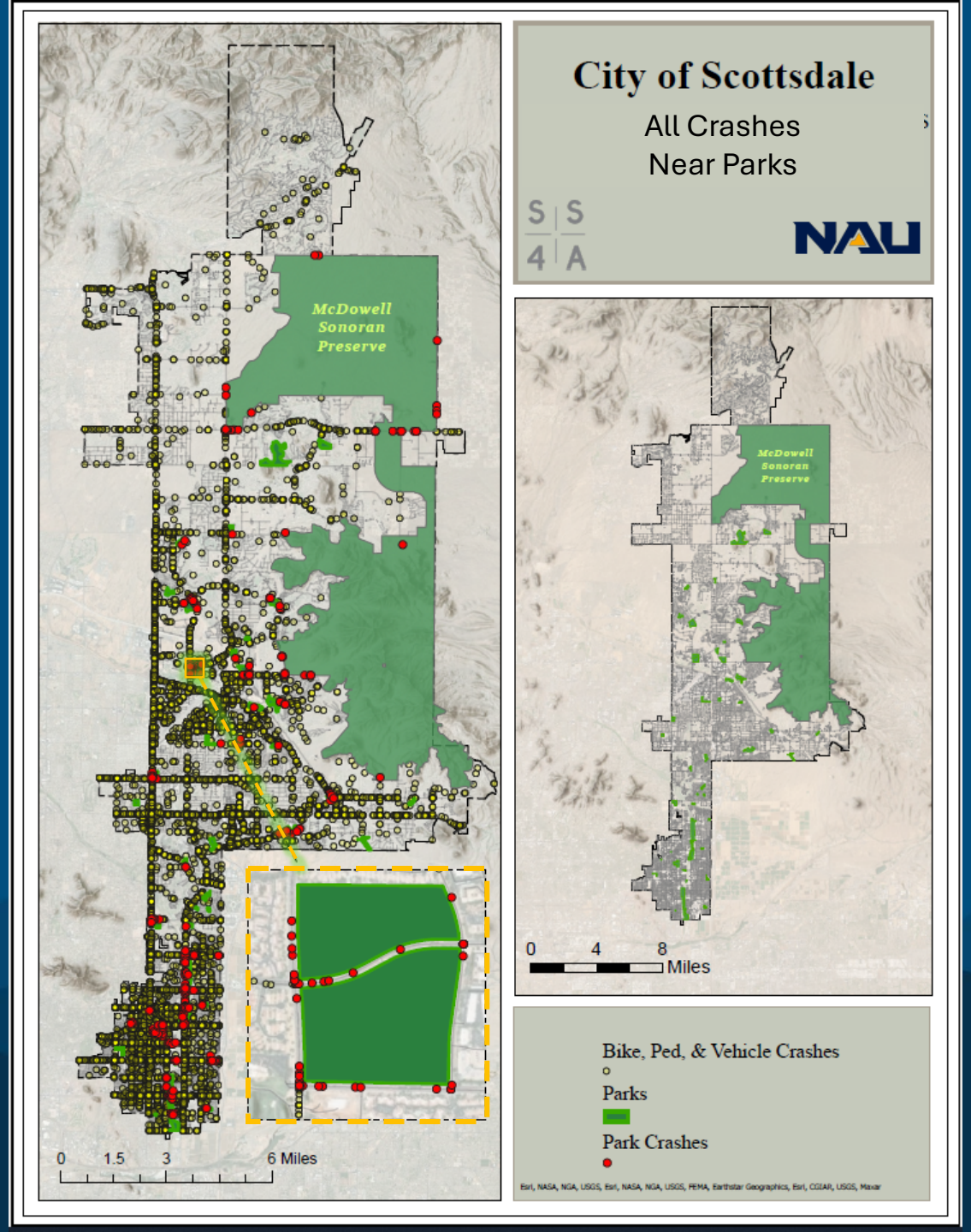

Safe access to Parks
Possible analysis

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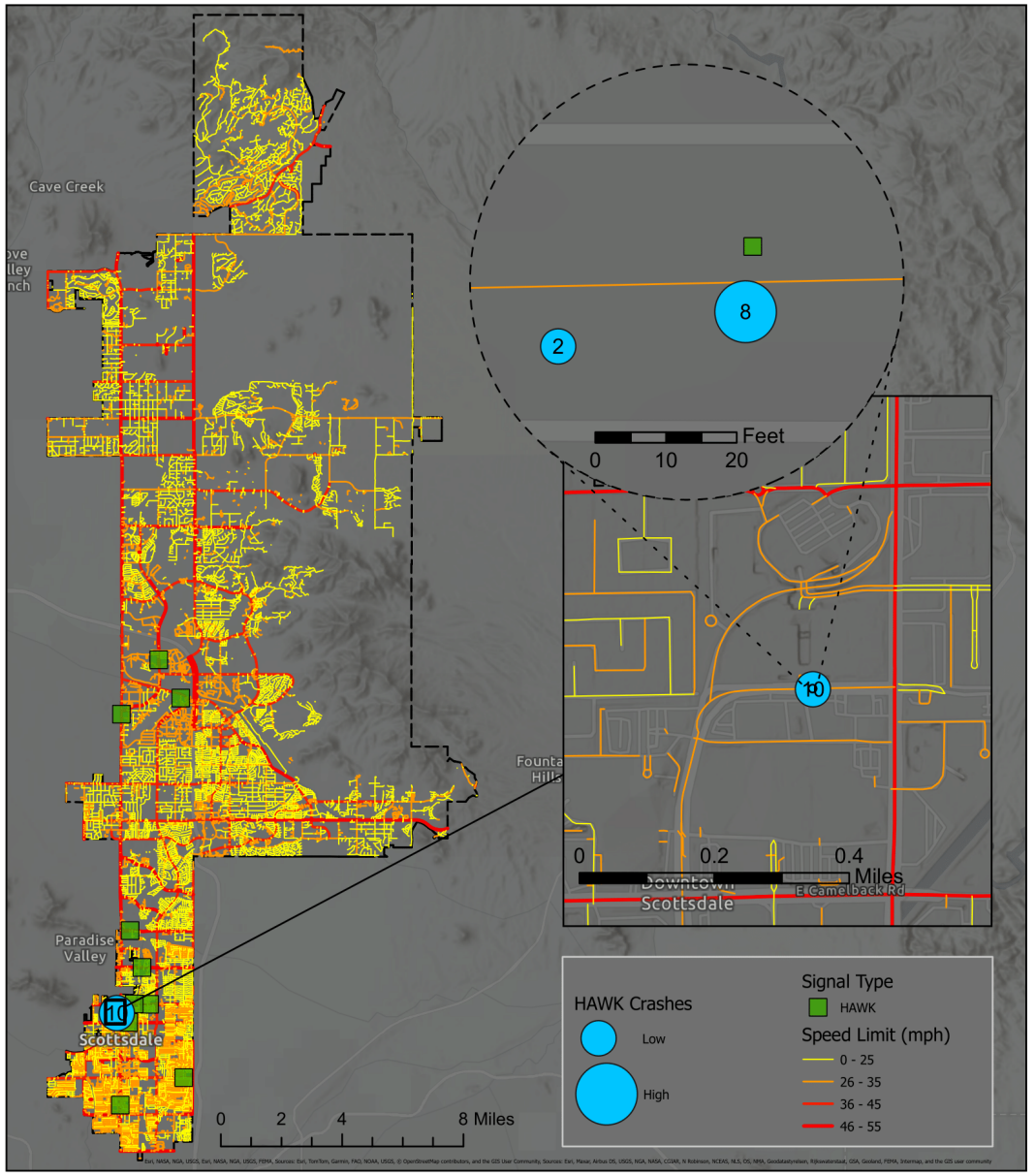
All Crashes – Near HAWK Crossings



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Preliminary Findings: High Crash Segments and Intersections

Assessment of:

- Top 5 highest crash frequency segments
  - Total crashes
  - KSI Crashes

- Top 5 highest crash frequency intersections
  - Total crashes
  - KSI Crashes

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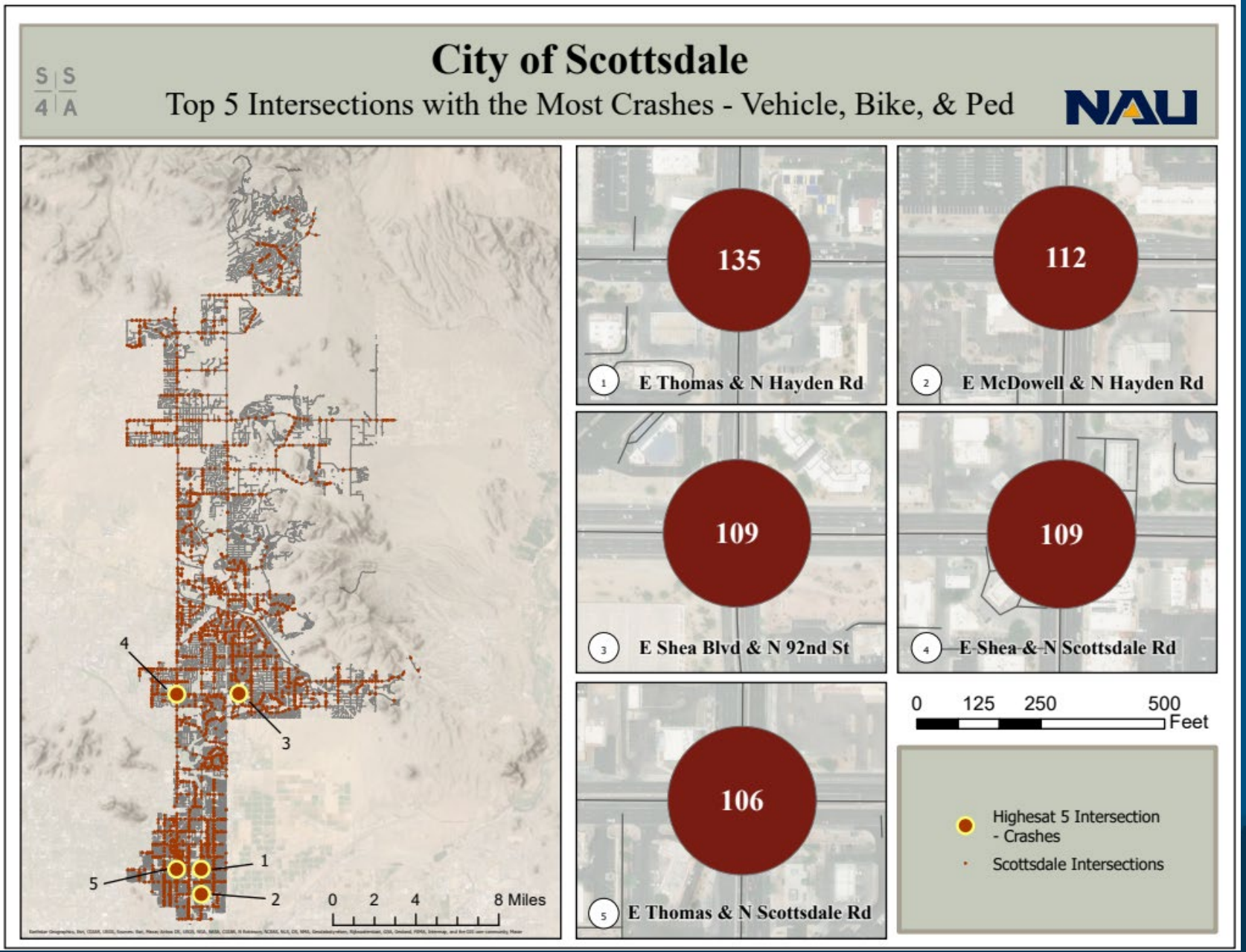

Crashes

Intersections

All Severities

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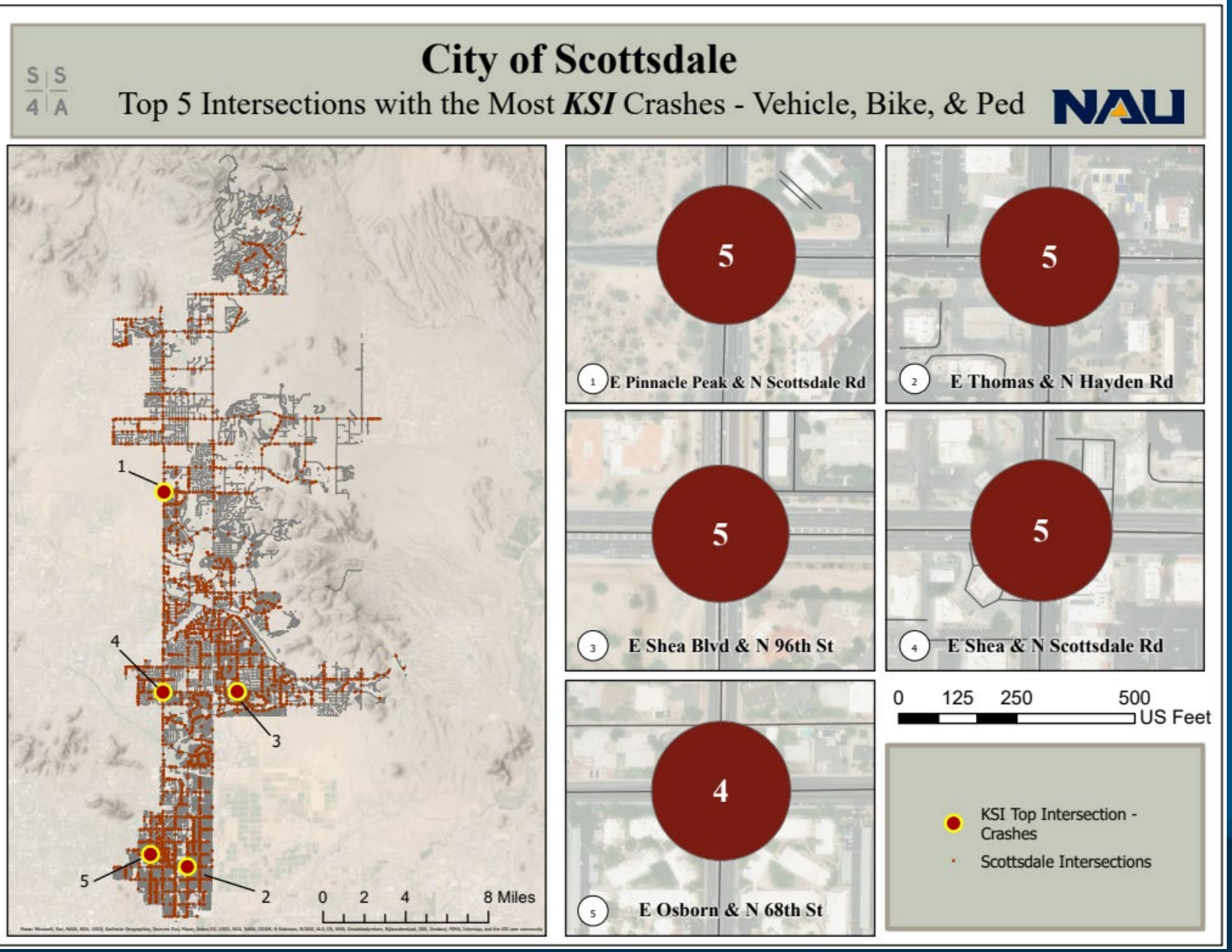

Crashes

Intersections

KSI Severities

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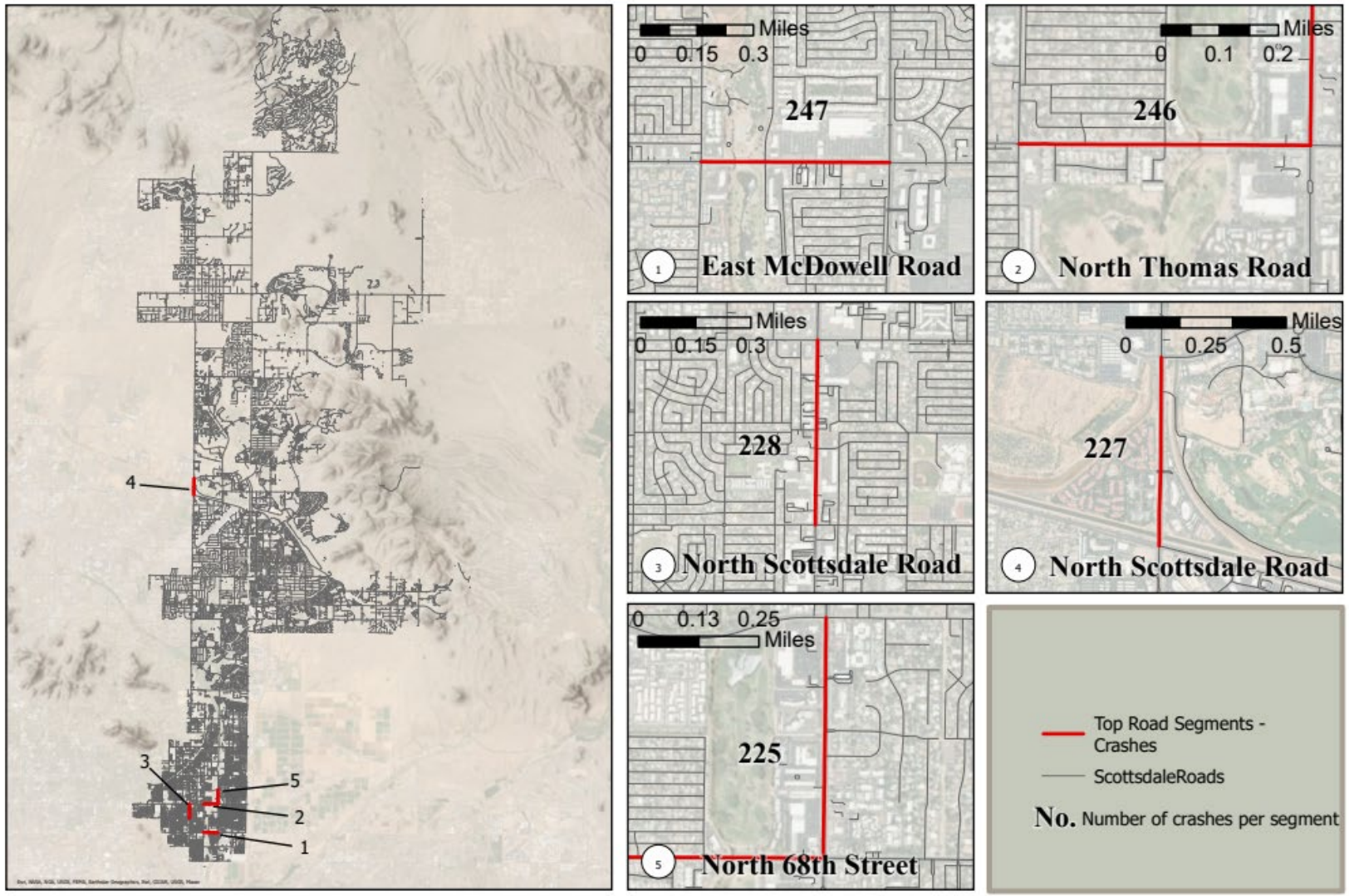
Crash Type Comparison at High Crash Intersections

Crash Type	All Intersection Crashes		Top 5 Total Intersection Crashes		Top 5 KSI Intersection Crashes	
	Freq.	Percent	Freq.	Percent	Freq.	Percent
Single Vehicle	931	8.2%	15	2.6%	0	0.0%
Angle	2758	24.3%	131	22.9%	7	29.2%
Left-Turn	1964	17.3%	55	9.6%	6	25.0%
Rear-End	3381	29.8%	247	43.3%	5	20.8%
Head-On	224	2.0%	16	2.8%	3	12.5%
Sideswipe Same	1265	11.1%	77	13.5%	0	0.0%
Sideswipe Opposite	88	0.8%	3	0.5%	0	0.0%
Rear-to-Side	28	0.2%	0	0.0%	0	0.0%
Rear-toRear	21	0.2%	2	0.4%	0	0.0%
U-Turn	24	0.2%	0	0.0%	0	0.0%
Ped/Bike	488	4.3%	23	4.0%	3	12.5%
Other	150	1.3%	2	0.4%	0	0.0%
Unknown	30	0.3%	0	0.0%	0	0.0%



Crashes
Segments
All Severities

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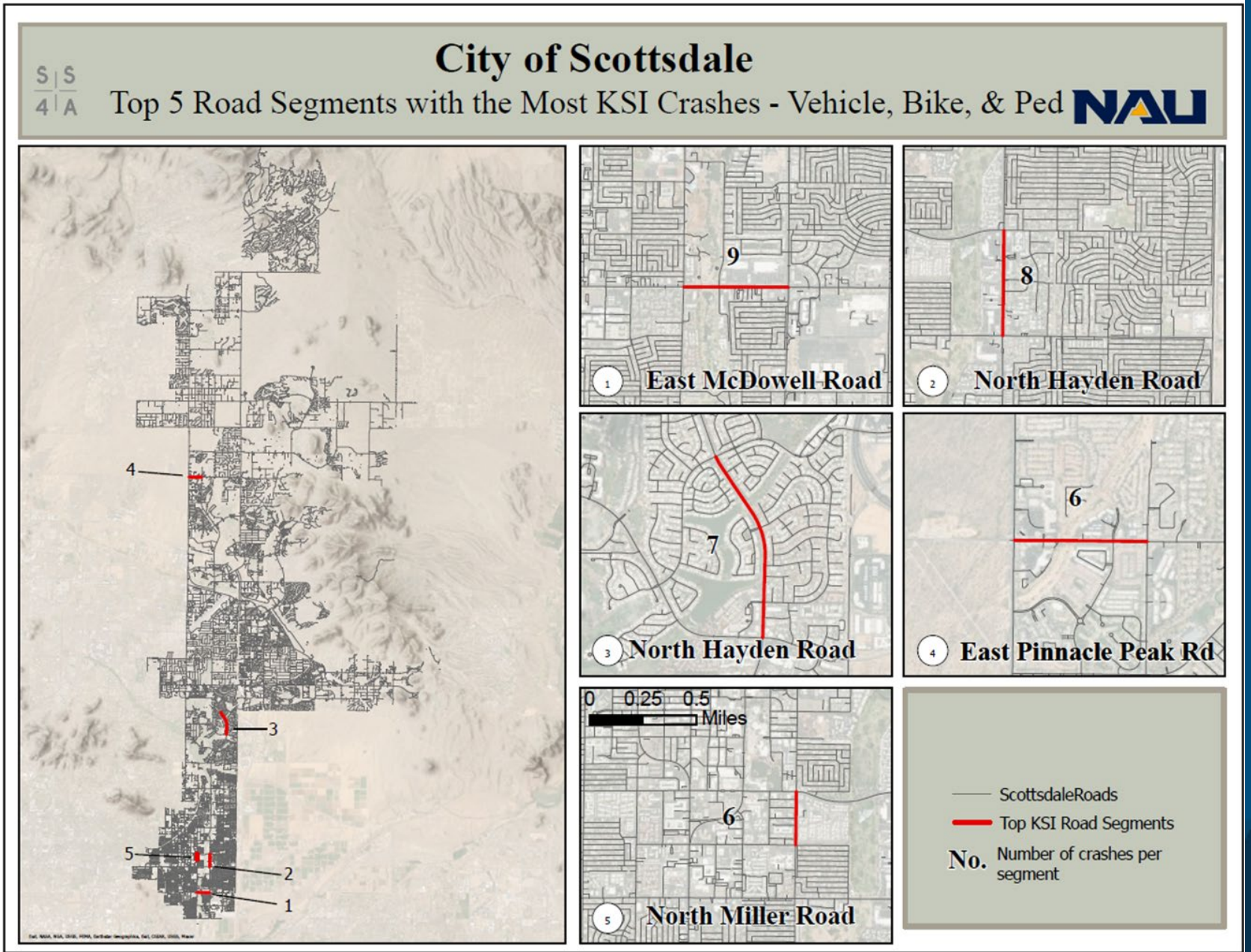

Crashes
Segments
KSI Severities

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Crash Type Comparison at High Crash Segments

Crash Type	All Segment Crashes		Top 5 Total Segment Crashes		Top 5 KSI Segment Crashes	
	Freq.	Percent	Freq.	Percent	Freq.	Percent
Single Vehicle	1672	10.3%	36	4.8%	7	19.4%
Angle	3490	21.6%	183	24.4%	7	19.4%
Left-Turn	2333	14.4%	133	17.7%	13	36.1%
Rear-End	5046	31.2%	238	31.7%	2	5.6%
Head-On	323	2.0%	15	2.0%	1	2.8%
Sideswipe Same	2012	12.4%	97	12.9%	0	0.0%
Sideswipe Opposite	149	0.9%	3	0.4%	0	0.0%
Rear-to-Side	82	0.5%	2	0.3%	0	0.0%
Rear-toRear	49	0.3%	0	0.0%	0	0.0%
U-Turn	40	0.2%	4	0.5%	0	0.0%
Ped/Bike	624	3.9%	29	3.9%	6	16.7%
Other	276	1.7%	11	1.5%	0	0.0%
Unknown	71	0.4%	0	0.0%	0	0.0%

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Questions
and
Discussion

Next Meeting: May 15th Meeting

Item 2: *Initial Goals and Policies Discussion (moved from March)*

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.

SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To: Transportation Commission
From: Nathan Domme, Transportation Planning Manager
Ryan Wozniak, Senior Transportation Planner TYLIN
Subject: Strategic Transportation Safety Plan: Strategies and Countermeasures
Meeting Date: April 17, 2025

ITEMS IN BRIEF

Action: Information and Discussion

Purpose: Staff are in the early stages of drafting a new Strategic Transportation Safety Plan (STSP) that will guide the installation of safety improvements in the transportation network. As noted at the previous Transportation Commission meetings, the STSP is expected to focus more on refining the existing transportation system's safety. Ryan Wozniak of TYLin International will provide a presentation on the Strategies & Countermeasures to be used at high-injury locations.

Background:

The consultant has started to identify the High Injury Network and Overall Crash network for the city of Scottsdale. Along with this is to determine effective strategies and countermeasures that can be implemented in order to reduce the frequency of injury crashes and overall crashes. The consultant has applied to level the types of strategies the city can use. One is systemic-level analysis and approach. Looking at the overall improvement of the city's network, the city will deploy efforts to improve the overall crash rate, including:

- Transit Stop Locations/design
- Education Campaigns
- Enforcement Initiatives
- Development Standards in High Demand for Access

The consultant also incorporates site-specific countermeasures. This will focus on options to counteract particular crashes and patterns in corridors and locations.

Next Steps

The consultant team and the Transportation and Infrastructure staff will continue developing the Strategic Transportation Safety Plan. The May 15th Transportation Commission meeting will include the Discussion of Initial Goals and Policies and the Education Component for the Safety Plan.

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

City of Scottsdale
Strategic Transportation Safety Plan

TRANSPORTATION COMMISSION

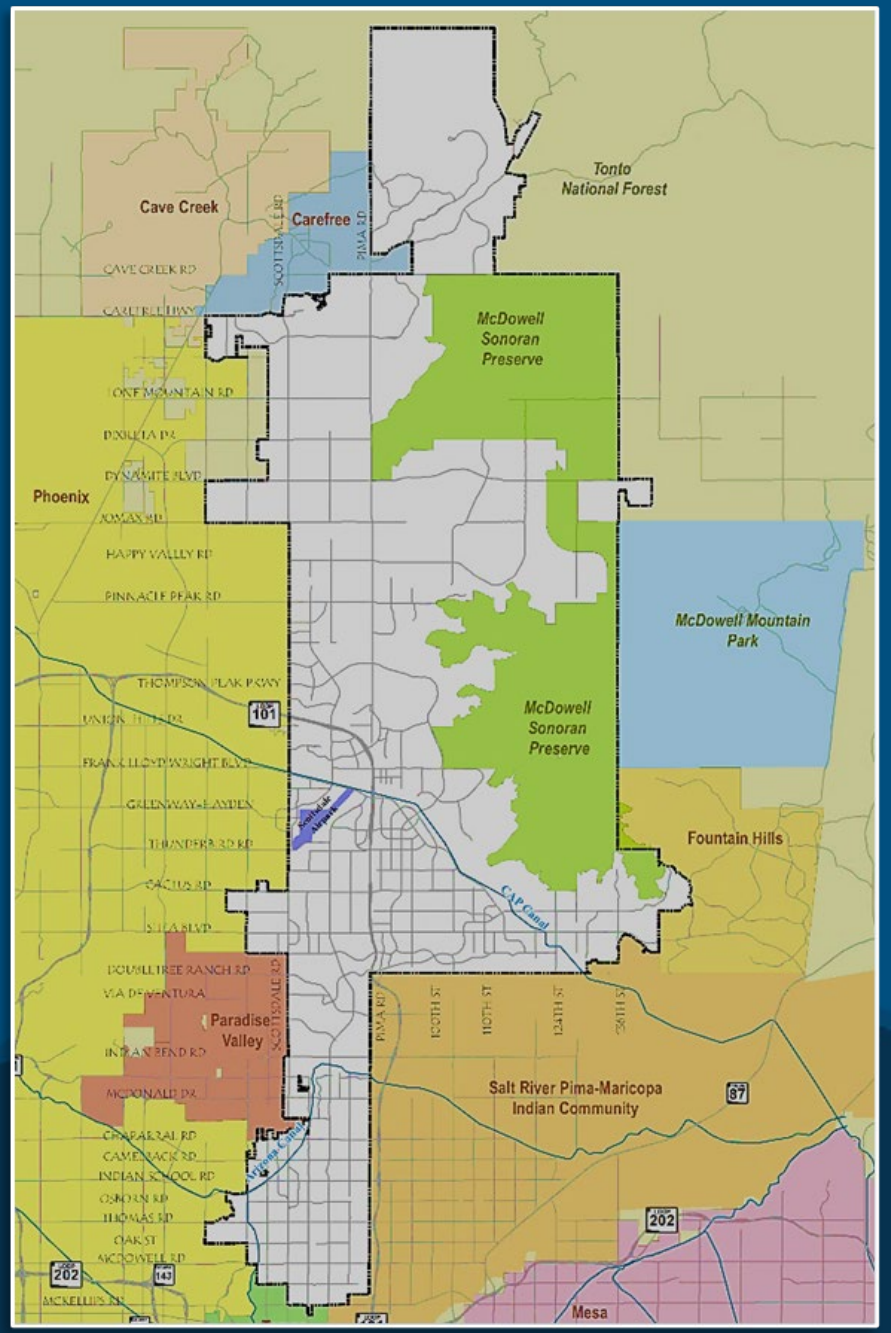
April 17, 2025

CITY OF SCOTTSDALE

Tonight's Meeting

STSP Item 4: *Strategies/ Countermeasure Identification*

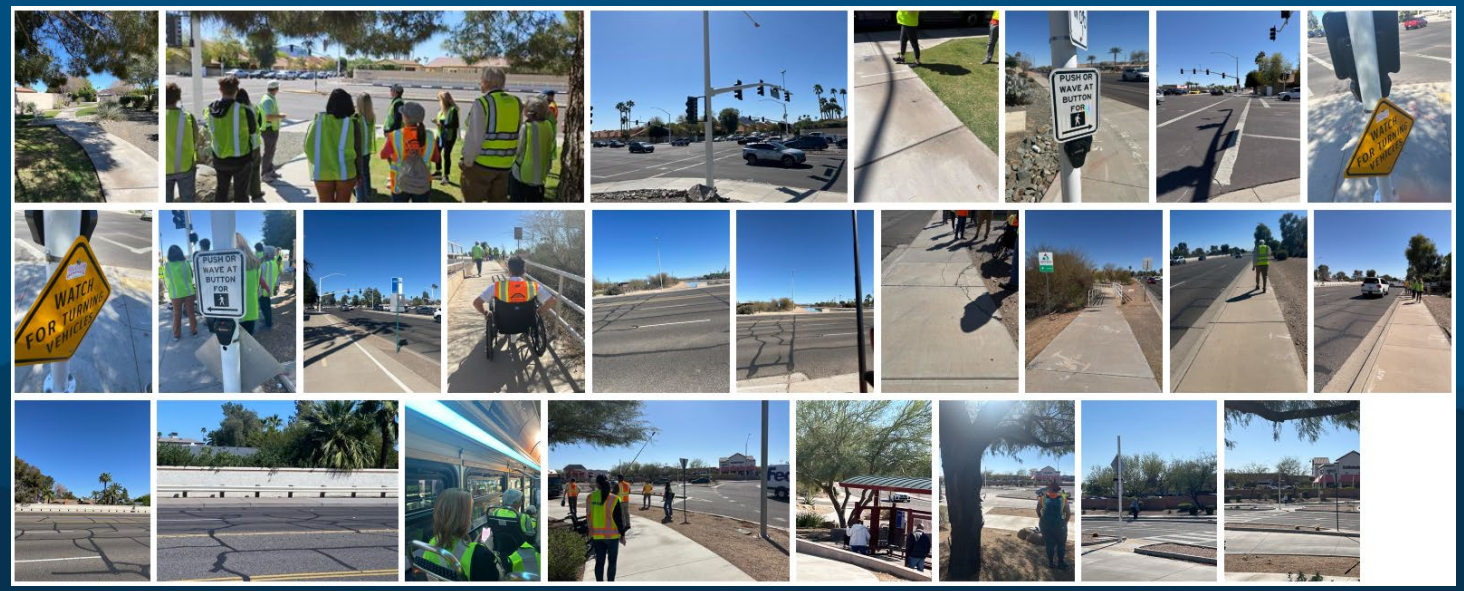
- Present Safety Countermeasures and Solutions that are identified in the Plan



Walk Audits + Surrogate Data

Walk Audit, Many Perspectives

- Observed 4 different locations with contexts representative of many of Scottsdale's intersections and corridors
- Lighting: 3 in daytime, 1 in dark - lighted
- Observations were recorded via mobile survey app with 51 impressions recorded



The Role for Surrogate Data

Observational; note risky travel behavior and near-miss incidents. Common tool for proactive site-level countermeasures. Unlike Crash Data.

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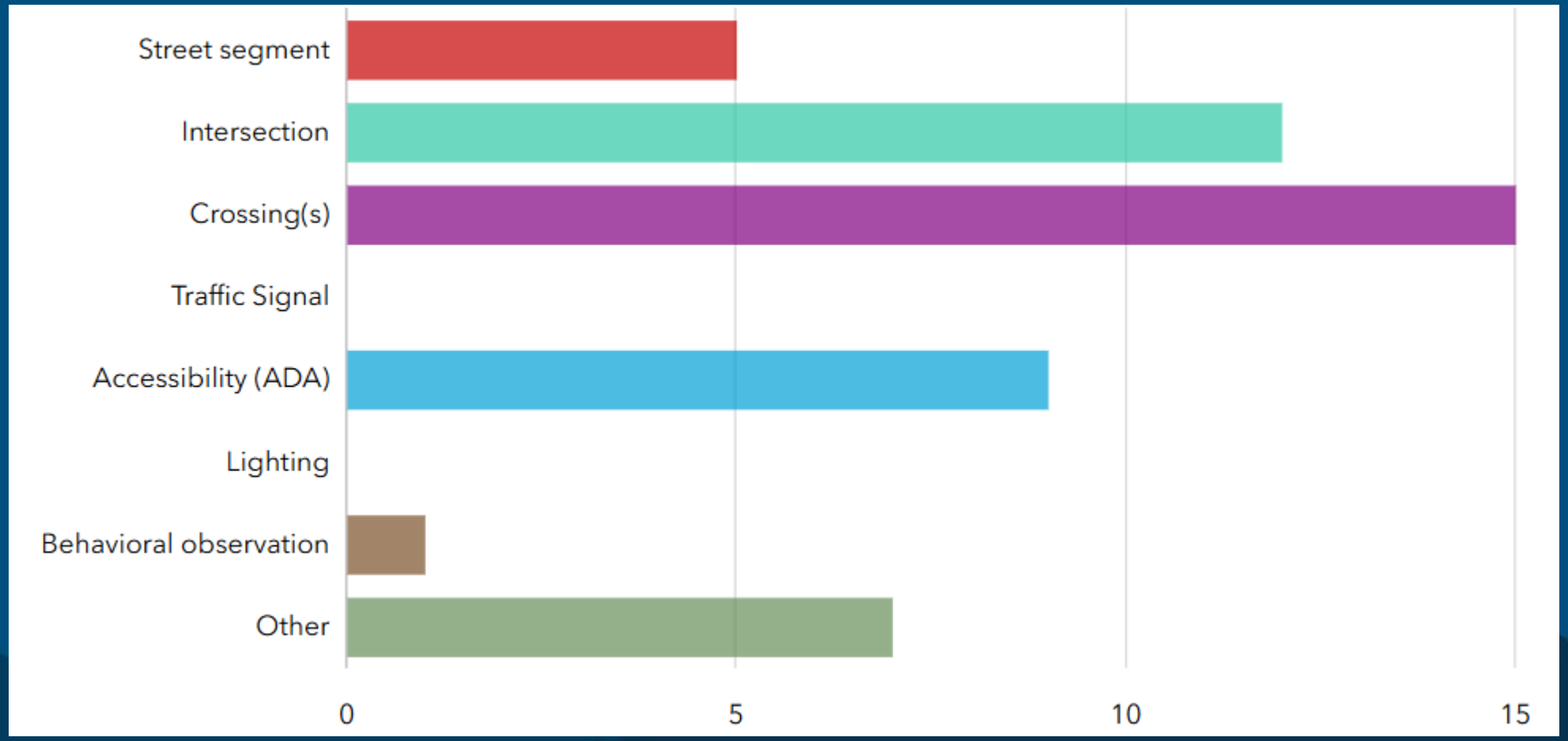
Walk Audits + Surrogate Data



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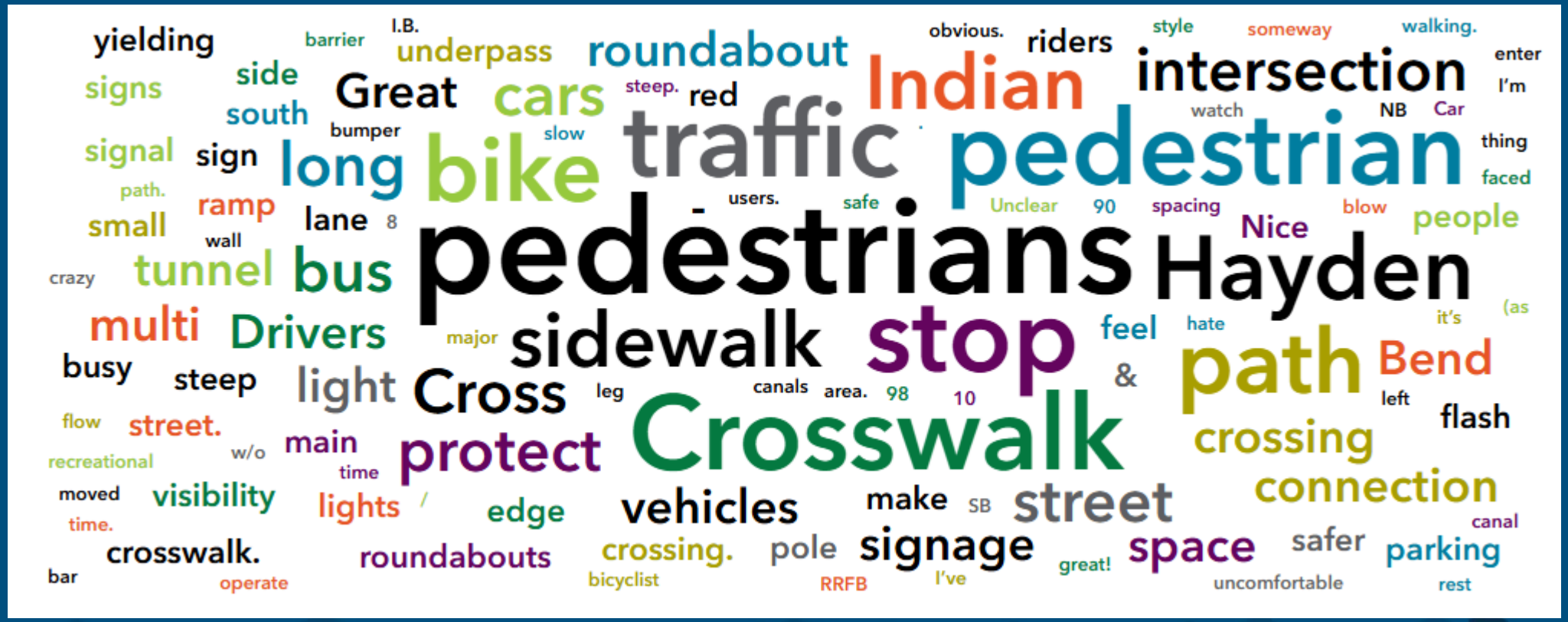
Walk Audits + Surrogate Data



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Data-Driven Countermeasures

Early assessment and Overview

- To develop a logical selection process when applying countermeasures (oftentimes multiple)
- To methodically advance the Safe System Approach
- The role of engineering judgment remains critical
- **CMF** Overlap considerations
  - Complement
  - Replacement
  - Counteracting
  - Location and context factors to be considered

A note about "**CMF**"

Crash Modification Factor:
A statistically-based estimation for assessing expected result of an engineering intervention influencing crash rates

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Data-Driven Countermeasures

Considerations

- Site-level or System-level Approaches
- Team and Meeting Frequency considerations
  - Programmatic recommendations for technical advisors to maintain standing meetings about the progress of the plan
- Notice of Funding Opportunity 2025
  - Provides insights on new USDOT priorities
  - Includes Areas of Persistent Poverty

Future Deliverable: Crash Analysis Memo

- Your insights and curiosity will inform the scope of this work

Site-Level Approach

- **Network screening**
- **Crash patterns**
- **Countermeasures**
- **Benefit-Cost Analysis**
- **Prioritization**
- **Effectiveness Monitoring**

System-Level Approach

- **Design Standards**
- **Educational Campaigns**
- **Enforcement initiatives**
- **Participation in Wider Geographic Programs (Neighboring Jurisdictions, MAG, ADOT)**

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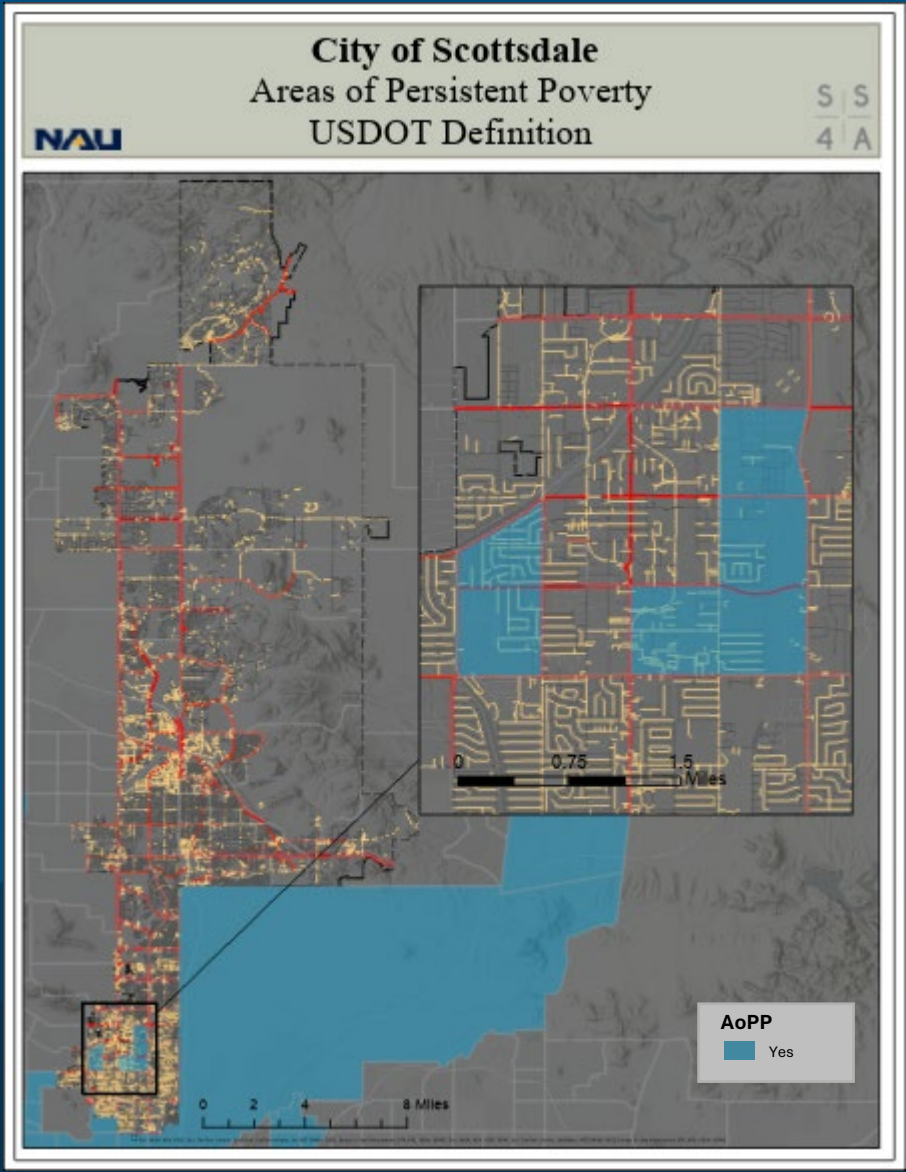
Areas of Persistent Poverty



Implementation Grant Considerations: Implementation Grants are highly competitive. USDOT seeks to make awards to projects and strategies that reduce roadway fatalities and serious injuries, incorporate engagement and collaboration in their execution, and are likely to complete the full scope of funded projects and strategies within 5 years after the establishment of a grant agreement.

— **ADDITIONAL AWARD CONSIDERATIONS:**

- first-time applicants now receive preference
- have a high percentage of funds that benefit Areas of Persistent Poverty
- are in rural areas
- request less than $10m in federal funds
- support geographic diversity amongst the Implementation Grant award recipients
- have a finalized comprehensive safety action plan that meets all the requirements in the Self-Certification Eligibility Worksheet, not just the minimum requirements
- and/or have a high Killed and Serious Injuries rate per $1m in federal funding

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Data-Driven Countermeasures

Exploring 3 Examples:

- 2 for Systemic-Level Approach
- 1 for Site-Level Approaches

Rationale for this exercise:

- Empowering this advisory body
- The scope of this work depends on your direction and practical insights based on this exercise

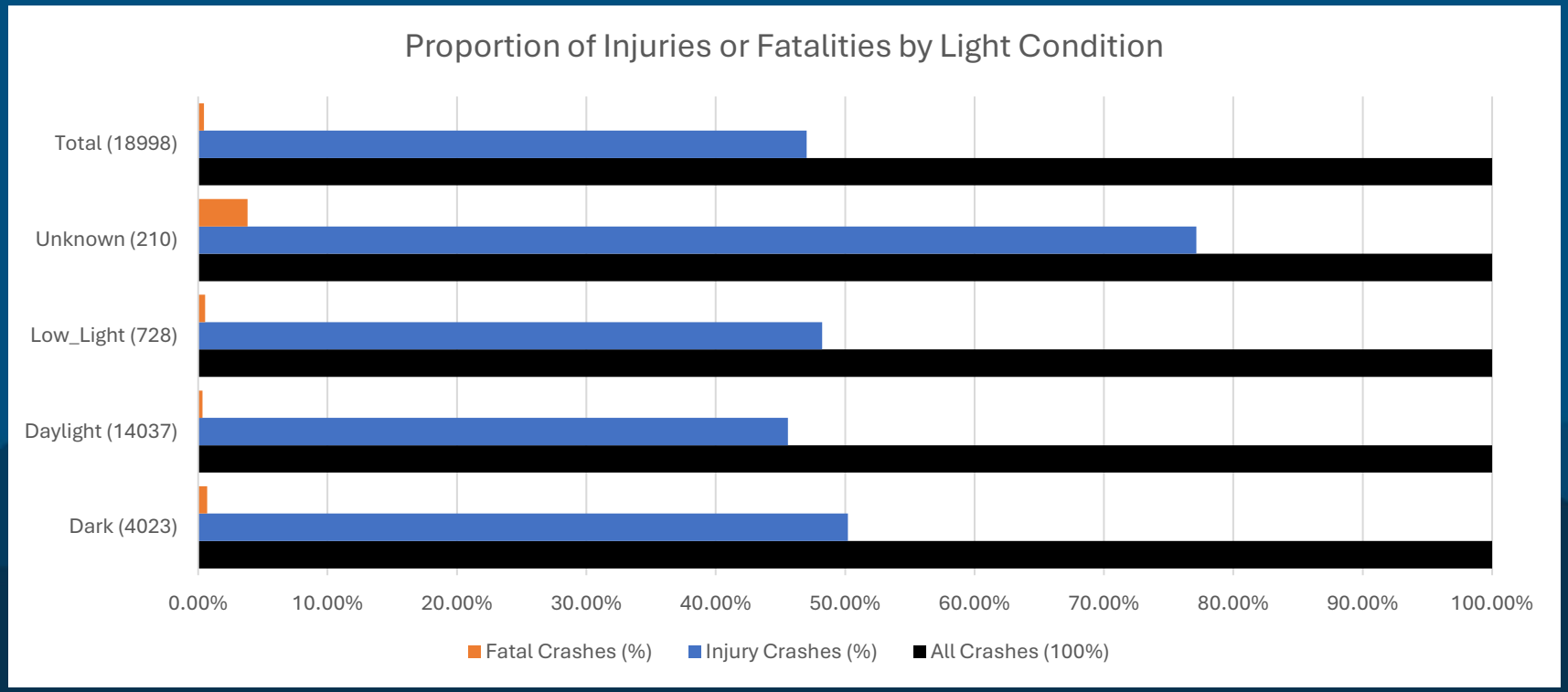
CITY OF SCOTTSDALE

Example of *potential* data-driven countermeasure

Systemic-Level Application

Are Dark Conditions MORE DANGEROUS than Daylight Conditions?

In Dark Conditions:
Fatal Crash Rates increase by a factor of more than 1.5x compared to overall fatal crash rates



Light Condition	Injuries Relative to Total	Fatalities Relative to Total
Dark (4023)	1.07	**1.54**
Daylight (14037)	0.97	0.72
Low_Light (728)	1.03	1.21
Unknown (210)	1.64	8.42

Additional Splits?

By Age, Alcohol, etc.
More data analysis could code the "Unknown" (210 crashes) by time of day

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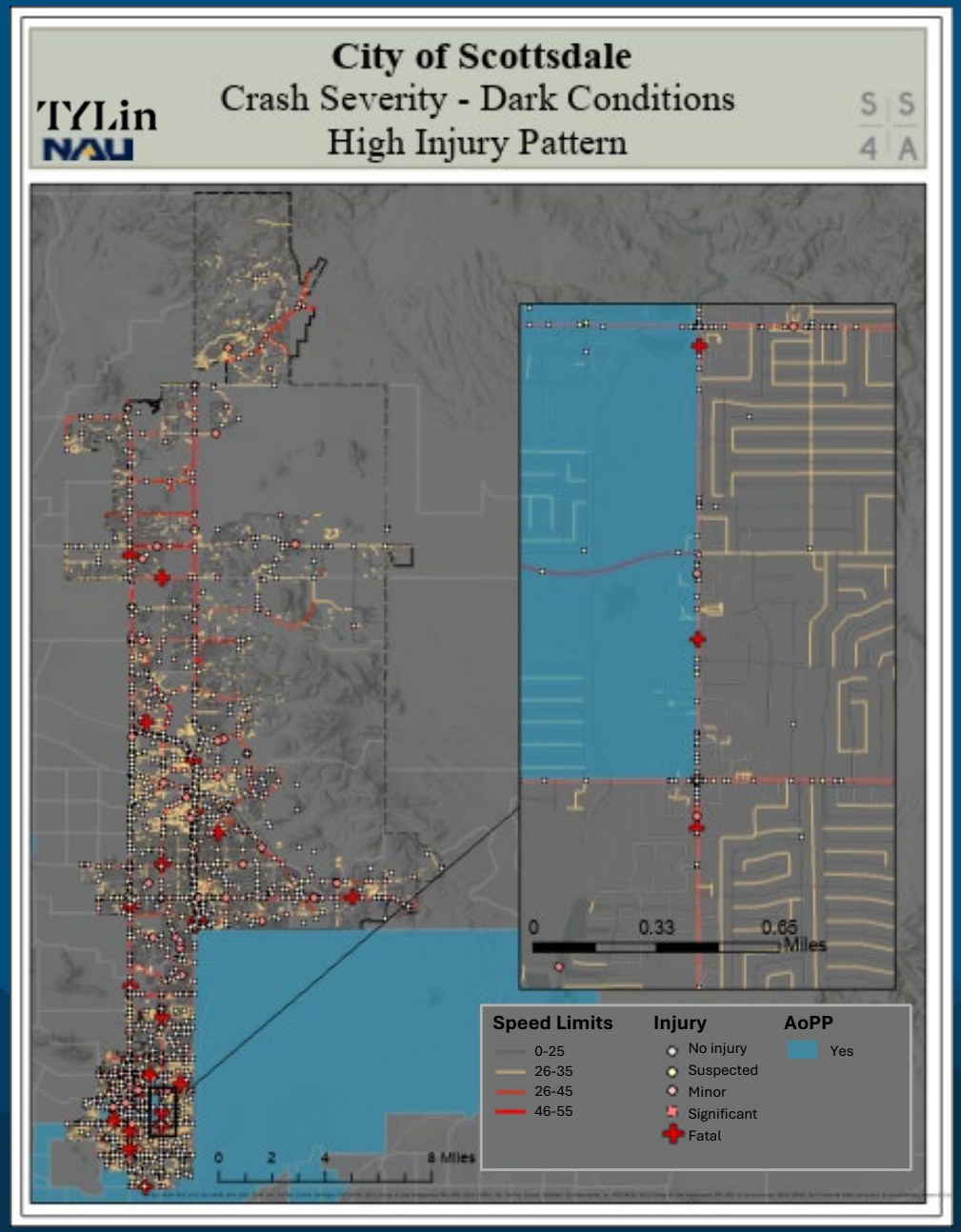

Example of *potential* data-driven countermeasure

Systemic-Level Application

Are Dark Conditions MORE DANGEROUS than Daylight Conditions? If so, where?

Data can narrow your options, but options will remain

- Investigating the patterns and proportion of injury severity by lighting conditions
  - Hayden Road, a higher speed corridor
  - Adjacent to USDOT recognized Area of Persistent Poverty (competitive for USDOT funding)

- Review lighting standards as installed
- Compare to current lighting standards
- Review crash type

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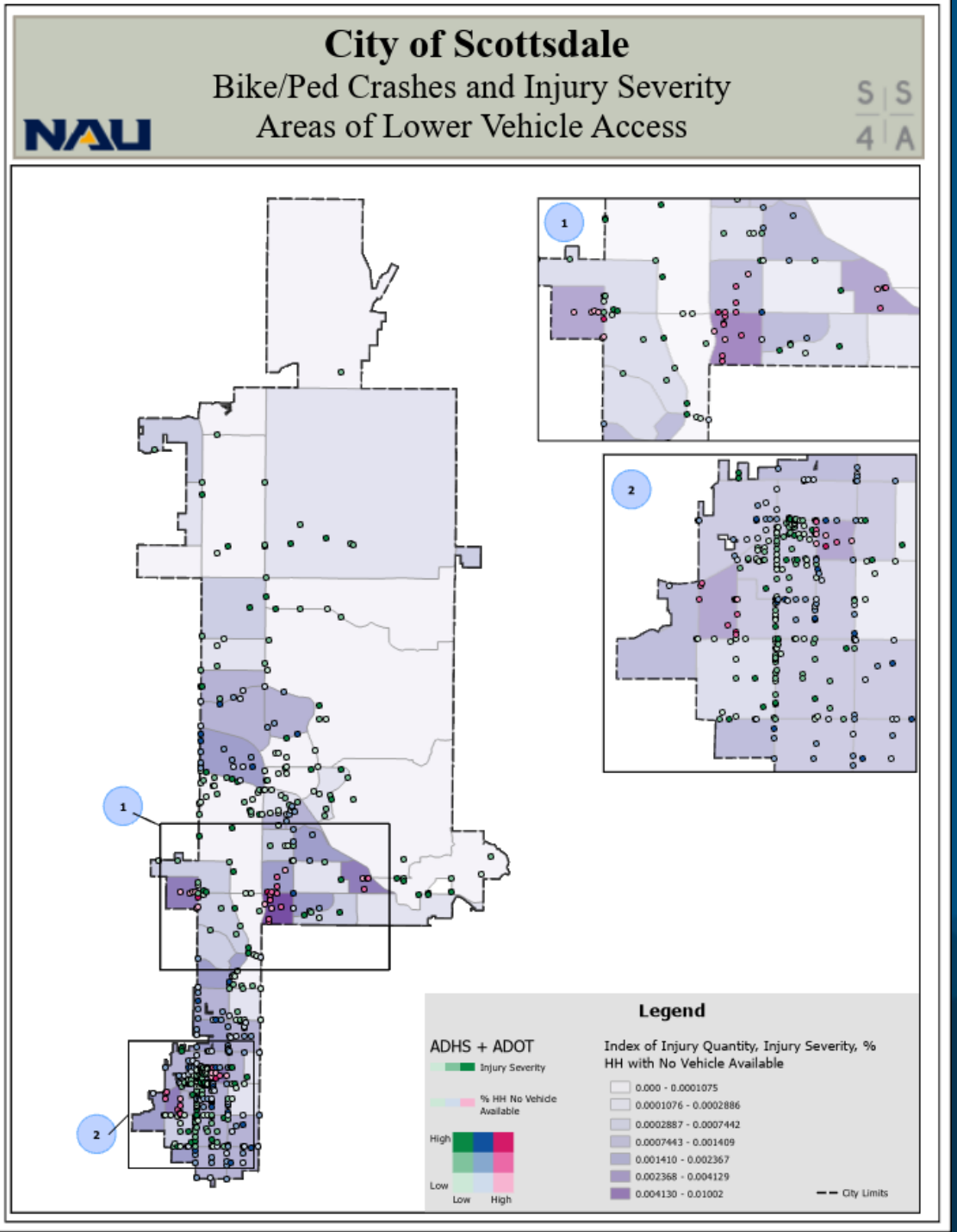

Example of *potential* data-driven countermeasure

Systemic-Level Analysis
Data can narrow your options, but options will remain

Options for **Countermeasures**:

- Transit Stop locations/design
- Education Campaigns
- Enforcement Initiatives
- Development Standards in High-Demand for access

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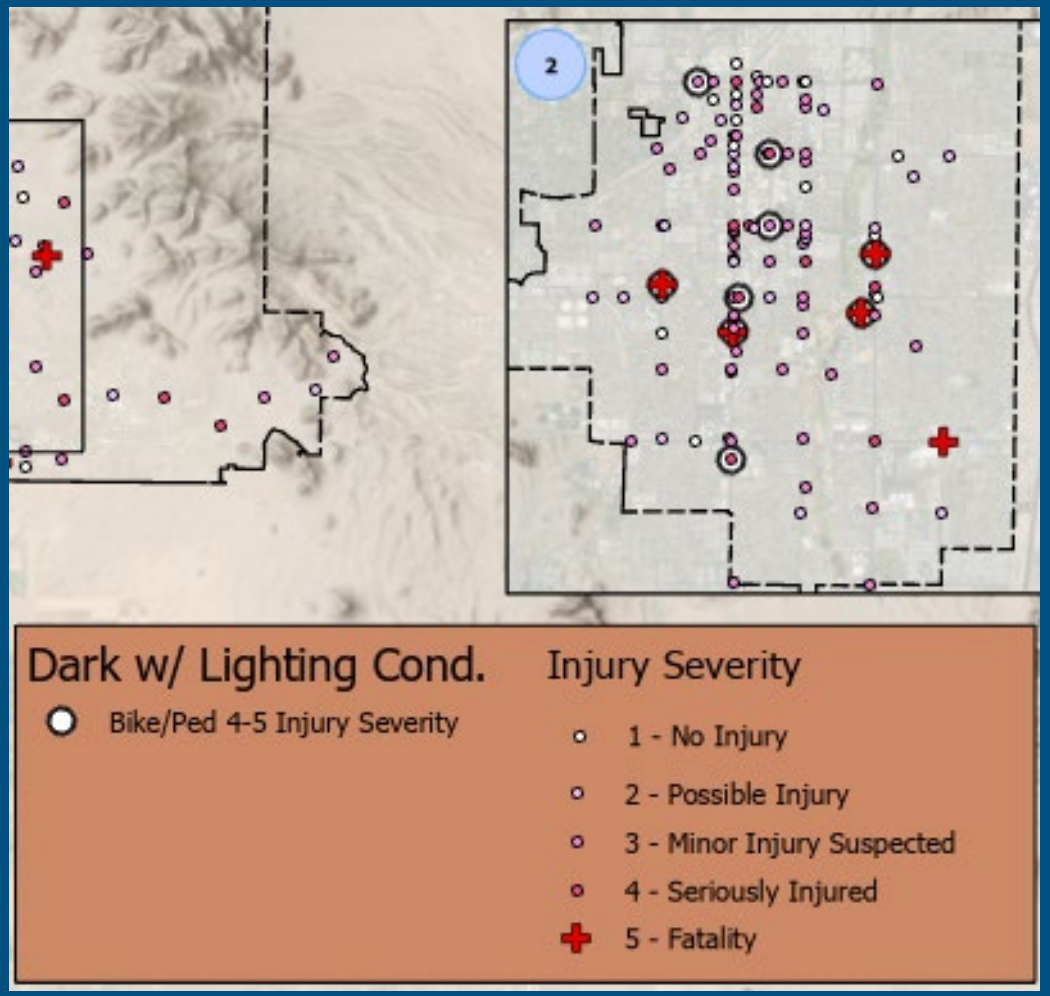

Example of *potential* data-driven countermeasure

Site-Specific Application
Data can narrow your options, but options will remain

- Crash types: Angle and Left Turns
- Crash location pattern: Near intersections
- Lighting Condition: Dark - Lighted

Options for **Countermeasures**:

- Examine for **Proper** Lighting
- Assess Sight Visibility Triangles (SVTs) from intersections
- Assess geometry and speed and angles through the intersection
- Crosswalk Treatments/Markings
- Assess midblock crossings
- Assess Leading Pedestrian Interval (LPI)
- Assess signal timing

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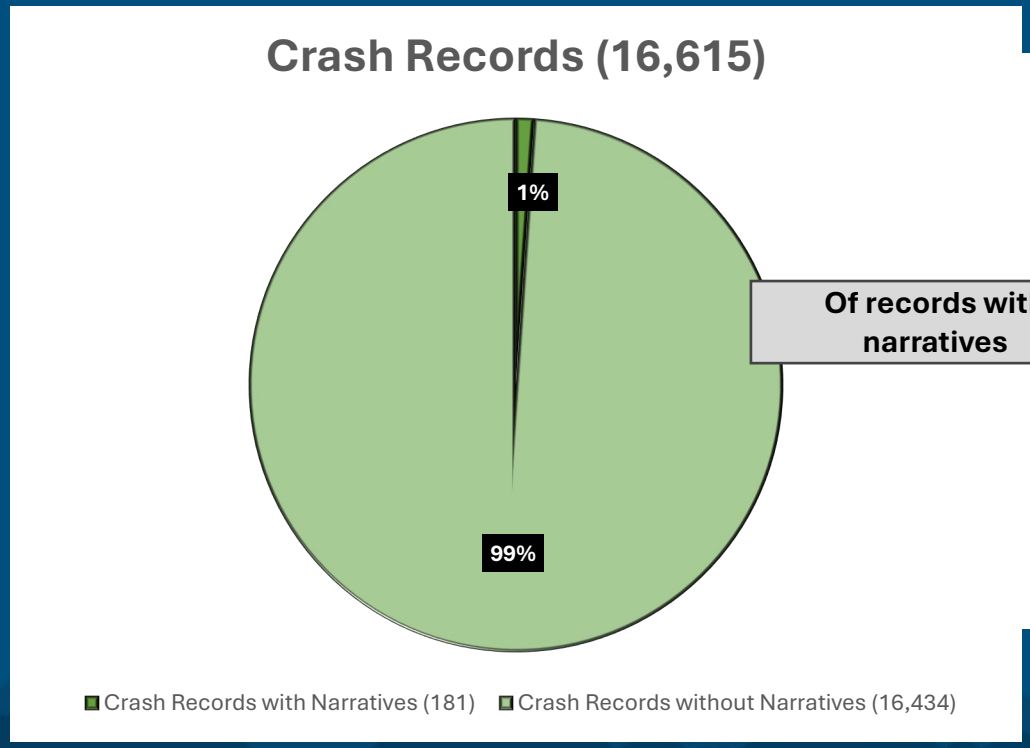
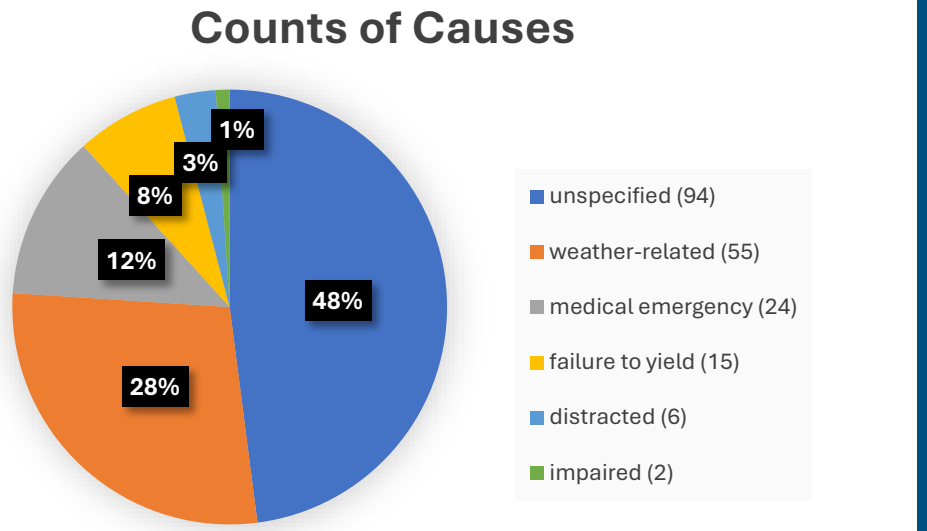
The Language of “Cause”
Crash Narratives for ALL Crashes



Of records with narratives

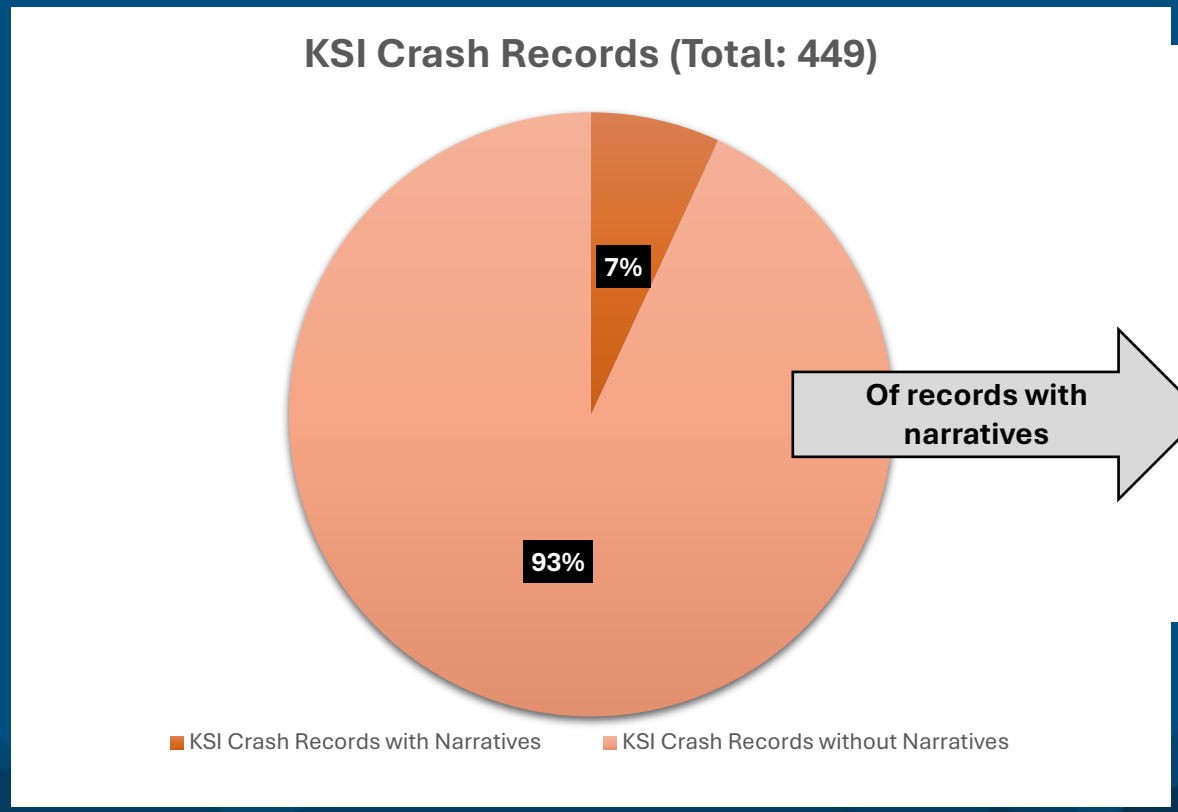


How might consistent narrative documentation find accountability?
How might it help inform causal factors?

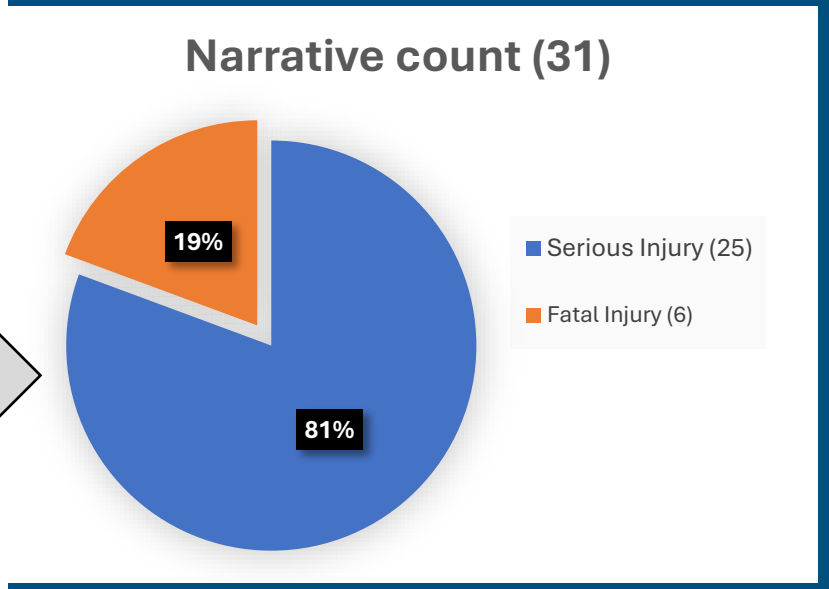
Data Source: Crash Data: Veh, Ped, Bike. Narrative analysis performed on 'RTF_Narrat' field. Not found in ADOT-supplied records. Analysis conducted using natural language processing with Python (2025).

CITY OF SCOTTSDALE

The Language of Failure
Crash Narratives for KSI Crashes



Of records with narratives



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CITY OF SCOTTSDALE


Questions
and
Discussion

Next Meeting: May 15th Meeting

Item 2: *Initial Goals and Policies Discussion (moved from March)*

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.

SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To: **Transportation Commission**
From: **Nathan Domme, Transportation Planning Manager**
Subject: **Operating Budget and Capital Improvement Plan**
Meeting Date: **April 17, 2025**

ITEMS IN BRIEF

Action: ***Recommend that the City Council approve the Transportation & Infrastructure's proposed Fiscal Year 2025-26 Operating and Capital Improvement Budgets***

Purpose:

Present the recommended Transportation & Infrastructure Department operating budget and capital projects for inclusion in the City Council's FY 2025/26 Operating Budget and 5-Year Capital Improvement Plan.

Background:

The City Council adopts a new operating budget and five-year Capital Improvement Plan (CIP) every spring. Only the first year of the CIP is funded, with the following four years serving as a forecast for future capital budget needs.

Operating Budget:

The Mayor and City Council set the direction for staff related to the forthcoming budget by establishing broad goals for the organization to serve as a basis for decision-making. The City Council reviews key features of the City Manager's proposed budget. The budget development process culminates in the spring, with the Mayor and City Council holding public budget hearings. The Mayor and City Council are ultimately responsible for reviewing the proposed budget, a tentative budget adoption (mid-May), and the budget's final adoption (early June). All City Council budget discussions are open to the public for comments and are broadcast on CityCable 11 and the City's web page.

To initiate the budget process, the City Council typically reviews citizen input, citizen board and commission feedback, financial policies, citizen feedback, and the most current financial forecast. They discuss broad organizational goals, priorities, constituents' suggestions, and expectations for Scottsdale. The division directors and senior management staff update city financial policies, plans, programs, and management strategies to outline how the City will achieve its broad goals. Within this framework, the city staff formulates the proposed operating budget.

In the early winter, the divisions submit their proposed operating budget requests to the Budget Department. Funding recommendations proceed through a lengthy public comment and refinement process. The discussions focus on the City's five-year financial plans, how the divisions' operating budgets address citizens' priorities, and the City Council's broad goals. Next, a series of required public budget hearings are held, and the City Council adopts the budget and

property tax levy consistent with the City Charter and state law. In July, city staff implement the operating budget and are accountable for budgetary control throughout the fiscal year.

The City Charter requires monthly ongoing monitoring of the city's financial performance. All city divisions must submit monthly written budgets for actual expenditure variance reports.
The two primary sources funding the City's operating budget for the Transportation & Infrastructure Department are the City's allocation of the Arizona Highway User Revenue Fund tax and the 0.2% of privilege tax for transportation improvements.

5-Year CIP:

The first step in the annual CIP process, per State law, is re-budgeting projects not completed during the current fiscal year unless they have been terminated or deferred by the City Council. The second step is determining whether existing projects have appropriate budgets and whether new sources of funding (grants, developer contributions, etc.) have become available to reduce the use of City funds. After these steps have been taken, a combination of projects that have been previously reviewed but not funded and new project concepts are identified for consideration and prioritization.

The primary funding sources for transportation capital projects are 50% of the City's 0.2% Transportation Privilege Tax, the Regional 0.5% Transportation Sales Tax (Proposition 400), and Federal grants. Each year the Transportation CIP is adjusted to match the funding levels programmed by the Maricopa Association of Governments (MAG) in their Arterial Life Cycle Program (ALCP).

Scottsdale voters passed Question 1 in November 2018, which authorized the City to collect an additional 0.1% Transportation Privilege Tax for 10 years. This temporary funding source is prioritized to ensure the availability of the 30% local match required for ALCP roadway corridor improvements.

Since last November, a citywide review process culminated in a recommendation to the City Manager. The City Manager's recommendation is then presented to the City Council as part of the proposed budget, which considers the input of the department and the Transportation Commission.

Next Steps
The proposed FY 2021-22 Operating Budget and CIP will receive public and City Council review prior to adoption of the Tentative Budget and CIP in May 2021.

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

Capital Improvement Program and Operating Budget: Fiscal Year 2025-2026

Discussion on History and Future of the ALCP

TRANSPORTATION COMMISSION

April 17, 2025

CITY OF SCOTTSDALE

Jomax Rd: East of Scottsdale Rd

Capital Improvement Program

2026 to 2046

CITY OF SCOTTSDALE

CIP Prioritization Process

Step 1:
Re-budget ongoing projects with no cost or timing changes (not ranked)

Step 2:
Update database and prioritize projects that require cost or timing changes

Step 3:
Develop project scopes/cost estimates for unbudgeted projects and prioritize

- January/March – review by City Manager's Executive Team
- April/June – review and adoption by City Council

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Existing Transportation Projects

Project	Description	Cost	Funding Sources
Bridge on Thompson Peak Parkway over Reata Pass Wash	Construct New Bridge	$6.3 Million	Local
68th St Street Sidewalk	New Sidewalk	$3 Million	Local
Goldwater Blvd Pedestrian and Bicycle Underpass at Scottsdale Rd	New Grade Separated Crossing	$2.9 million	Federal
Indian Bend Wash Path Renovation (Phase 1 and 2)	Multi-Use Path Widenings	$5.4 Million	Local
Pima Road: Dynamite Boulevard to Las Piedras	Roadway Widening	$25.5 Million	ALCP/Reginal
Pima Road: Happy Valley Road to Jomax Road	Roadway Improvements	$18 Million	ALCP/Reginal
PM-10 Dirt Road Paving	Pavement Improvement	$4.7 Million	Federal
Scottsdale Road: Dixileta Drive to Carefree Highway	Roadway Improvements	$25.9 Million	ALCP/Reginal
Scottsdale Road: Jomax Road to Dixileta Drive	Roadway Improvements	$43 Million	ALCP/Reginal

Existing Transportation Projects – Continued

Project	Description	Cost	Funding Sources
Scottsdale/Drinkwater Intersection Improvements	Intersection Improvements	$6.2 Million	Local
Shea Boulevard Intersections: Arizona State Route 101 to 136th Street	Intersection Improvements	$18.9 Million	ALCP/Regional
Traffic Signal Pole Inspection and Replacement	Replace aging infrastructure	$4 Million	Local
Intelligent Transportation System Infrastructure and Network Improvements	Improve Intelligent Transportation System Infrastructure	$5.8 Million	Federal
Scottsdale Flashing Yellow Arrow Pilot	Install yellow arrow heads	$827,500	Federal
Scottsdale Road Signal Detection System Upgrade	Install advanced traffic signal detection systems	$3.4 Million	Federal
Shared-Use Path Sign Program	New signage along the shared-use paths	$802,600	Local
2nd St from Drinkwater Blvd to Goldwater Blvd	Pedestrian Improvements	$1.8 Million	Local

Existing Transportation Projects – Continued

Project	Description	Cost	Funding Sources
Buffered Bike Lane Installation	Install roadway markings	$2.8 Million	Local
Central Arizona Project Canal Path - Scottsdale to Northsight	New Multiuse Path	$2.7 Million	Federal
Downtown Main Street Streetscape & Pedestrian Improvements	Pedestrian Improvements	$8.1 Million	Local
Pedestrian Crossing Improvements (Phase 1 and 2)	New Pedestrian Crossings	$2.8 Million	Local
Pima Road: Jomax Road to Dynamite Boulevard	Design Report for Roadway Widening	$300,000	ALCP/Regional
Pima Road: Las Piedras to Stagecoach Pass	Roadway Widening and Signal Improvement	$33.6 Million	ALCP/Regional
Trolley Vehicle Purchase	New Bus Procurement	$4.4 Million	Regional
Illuminated Street Signs	New Street Name Signs	$6.5 Million	Local

CITY OF SCOTTSDALE

Projects Recommended for Budget Adjustments and New Projects

Project	Change	Description	Cost	Funding Sources
Alma School and Jomax Rd	Scope Change	Roadway Widening and Intersection improvements	$6.7 Million	Local
Carefree Hwy	Budget Increase	Roadway Widening	$27.3 Million	Regional
Doubletree Ranch Road and Mountain View Road Bridge Repair	Scope Change	Structural Modification to Existing Bridges	$5.5 Million	Local
Old Town Concrete Improvement	New Project	Sidewalk Improvements	$2 Million	Local
Goldwater Blvd & Camelback Intersection Improvements	New Project	Signal Upgrade	$1.9 Million	Federal
Digital Messaging Signs Upgrade	New Project	Remove and upgrade DMS Signs	$1.1 million	Local
64th Street Canal Path Wall: Thomas Road to Indian School Road	New Project	Repairs to the retaining wall	$633,000	Local
McCormick Parkway Shared Use Path (Conceptual Design)	New Project	New Multiuse Path	$502,000	Local

Redfield Roundabout 2023

Continued Yearly Funding

Project	Description	Cost	Funding Sources
Streetlight Replacement	Replace streetlight poles	$200,000	Local
Roadway Capacity & Safety Improvements	Modify Roadways	$841,000	Local
Pavement Overlay Program	Repaving	$41 Million	Local
Pavement Overlay Alleys	Repaving	$250,000	Local
Traffic Signal Construction	Install new traffic and pedestrian signals	$600,000	Local
Bikeways Program	Continuation of Bikeway Network	$370,000	Local
Trail Improvement Program	Continuation of Unpaved Trail Network	$170,000	Local

CITY OF SCOTTSDALE

Jomax Rd: East of Scottsdale Rd

Operating Budget FY 25/26

CITY OF SCOTTSDALE

Transportation Fund Revenue

Revenue Source	Actual 2023/24	Adopted 2024/25	Proposed 2025/26
Sales Tax – Transportation (0.20%)	$33,635,523	$34,179, 900	$33,618,917
Highway User Tax	$18,742,665	$19,344,049	$19,537,489
Interest Earnings	$2,562,415	$3,747,159	$2,942,285
Local Transportation Assistance Fund	$610,192	$610,000	$610,000
Other	$572,208	$126,600	$239,678
Total	**$56,123,003**	**$55,547,708**	**$56,948,369**

CITY OF SCOTTSDALE

Transportation Fund Expenditures

Expenditures	Actual 2023/24	Forecast 2024/25	Proposed 2025/26
*Personnel Services	$8,978,973	$10,448,488	$13,025,051
Contractual Services	$16,776,910	$18,398,441	$20,287,020
Commodities	$1,339,729	$1,628,215	$1,503,299
Capital Outlays	$2,504,646	$1,704,550	$2,267,017
Transfers Out - CIP	$35,189,396	$34,064,310	$24,409,457
Total	**$64,789,654**	**$66, 244,004**	**$61,491,844**

*Includes vacancy savings and personnel programs

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Sales Tax – Transportation (0.20%)

- Transportation Planning
- Transit Operations
  - 3 Trolley Routes & Support
  - Paratransit
- Trip Reduction
- Path and Trails Maintenance
- Emergency Response
- Alley Maintenance
- Transportation Admin
- Median & ROW

CITY OF SCOTTSDALE

Highway User Revenue Fund

- Grading and Drainage
- Street Sweeping
- Asphalt & Maintenance
- CIP Advance Planning Program
- Traffic Engineering
- Intelligent Transportation Systems
- Traffic Signals
- Street Light Maintenance
- Signs and Markings

CITY OF SCOTTSDALE

New FY 2025/2026 Budget Requests

Total Budget Request $1,685,904

12 budget packages

- **Sales Tax – Transportation (0.20%)**
  - Transit: Bus Shelter Painting
  - Phase 2 ADA Transition Plan
  - 1.0 FTE Senior Project Manager
  - 32% of 1.0 FTE ITS Analyst
  - 32% of 1.0 FTE Management Analyst
- **Transfer between Funds (Net Zero Budget Impact**)
  - MultiUse Path Maintenance
- **Highway User Revenue Fund**
  - Vehicle for TMC Staff
  - Vehicle for Grading & Drainage Union Hills Crew
  - Traffic Signal & Streetlight Poles Painting
  - Dented Pole Replacement
  - Certified Lineman Contract Streetlight Poles Contract
  - 2.0 FTE ITS Signals Tech I & II

CITY OF SCOTTSDALE

- Requested Action:

  Recommend that the City Council approve the Transportation and Streets Department's proposed Fiscal Year 2025-26 Operating and Capital Improvement Budgets

CITY OF SCOTTSDALE


Questions?

From: McWilliams, Jason
To: Tymkiw, Alison
Cc: Conklu, Susan
Subject: FW: Planning Commission Public Comment
Date: Tuesday, April 15, 2025 1:39:20 PM
Importance: High

Hey Alison/Susan - Should this go to the Transportation Commission?

Thanks,

Jason

From: WebServices <WebServices@scottsdaleaz.gov>
Sent: Tuesday, April 15, 2025 11:53 AM
To: Planning Commission <Planningcommission@scottsdaleaz.gov>
Subject: Planning Commission Public Comment
Importance: High

Name: Paula Rudnick
Address: 8029 E. Granite Pass Rd. Scottsdale, AZ 85266
Email: rudnickpaula@gmail.com
Phone: (814) 769-1675

Comment:
We just got a postcard in the mail that the City of Scottsdale is "improving" the road on Hayden and Westland by taking the stop sign away!!!!!!!!!! And fixing the intersection. How can you do that? People/caars fly by on Westland as it is and speed. At least the stop sign helps slow down the traffic. Also there are many walkers that walk along Westland and we need safety. Taking this away will cause more accidents and maybe a fatile one!!!!! Please do not let them do this. Years ago when it was brought up by city council almost all the HOA's and owners here came to the meeting and voiced their concerns and so city council left it alone. Now you are making that intersection a death trap and Westland Road a speedway!!!!!!! Please do something about this ASAP!!!!! Paula Rudnick a Scottsdale Voter