AMENDED

SCOTTSDALE TRANSPORTATION COMMISSION
Notice and Agenda

Date: Thursday, October 16, 2025
Time: 5:15 P.M.
Location: Kiva – City Hall
3939 N. Drinkwater Boulevard
Scottsdale, AZ 85251

***REMOVED ORIGINAL ITEM #4. ADDED A NEW ITEM FOR ITEM #3 AND MOVED ORIGINAL ITEM #3 TO ITEM #4.**

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://ww2.scottsdaleaz.gov/boards/transportation-commission

1. **Approval of Meeting Minutes**---------- **Action**
   Regular Meeting of the Transportation Commission – September 18, 2025

2. **MAG Update on Pima Road Project from Las Piedras to Cave Creek Road**----------**Information**
   Tim Strow, Major Projects Manager, Maricopa Association of Governments

3. **Scottsdale's Signaling System, Left-Turn Signals, and Red-Light Timing**----------**Information**
   Information on Scottsdale's Signaling System, Left-Turn Signals, and Red-Light Timing -------- John Hoang, Senior Manger Traffic Engineering

4. **Functional Classification Changes and Amendment to the Transportation Action Plan** ---**Action**
   Nathan Domme, Senior Manager Transportation Planning

5. **Commission Identification of Future Agenda Items** ---------- **Discussion**
   Robust discussion of potential future agenda items for the Transportation Commission – Nathan Domme, Senior Manager Transportation Planning

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, September 18, 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 5:17 p.m.

ROLL CALL

PRESENT: Mary Ann Miller, Chair
Kerry Wilcoxon, Vice-Chair
Robert Marmon
Lee Kauftheil (via Teams)
Mailen Pankiewicz
Emmie Cardella
Kyle Davis

STAFF: Nathan Domme, Transportation Planning Manager
Sam Taylor, Principal Traffic Engineer
Susan Conklu, Senior Transportation Planner
Greg Davies, Senior Transportation Planner
John Hoang, Traffic Engineering and Operations Manager

PUBLIC COMMENT

Chair Miller said there is one request to speak for Agenda Item #2.
Ms. Conklu said two written comments were received, one for Agenda Item #2 and the other is a general non-agendized comment. Both were emailed to the Commissioners prior to the meeting as well as staff, who will respond.

1. Approval of Meeting Minutes

VICE-CHAIR WILCOXON MOVED TO APPROVE AUGUST 21, 2025, TRANSPORTATION COMMISSION REGULAR MEETING MINUTES AS WRITTEN. COMMISSIONER MARMON

SECONDED THE MOTION, WHICH CARRIED SEVEM (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.

2. 78TH Street and Gold Dust Traffic Calming

Principal Traffic Engineer, Sam Taylor, discussed the purpose of the presentation and Traffic Calming Exceptions. There have been documented speeding issues on 78th Street, Shea BlVD, and Mountain View Road. In January 2025, the La Cuesta community submitted a petition to the City Council with 40 signatures with three requests.

1. All-way stop controls at the intersection of 78th Street and Gold Dust Avenue
2. Speed Limit lowered from 30 MPH to 25 MPH
3. Reclassification from minor collector to local street

Mr. Taylor provided a brief overview of the layout of the streets within the affected area. Stating that 78th Street didn't need to be a minor collector because Miller Road and Hayden Road are also minor collectors. The City initially saw the request as an intersection-related issue and approached it that way. Approximately eight years ago bike lanes were added to 78th Street, which temporarily helped to reduce speeds. The daily traffic volume on 78th Street is 1,144 vehicles per day and 726 vehicles per day on Gold Dust Avenue. Data was collected prior to receipt of the petition due to another citizen request received. Collision data shows only one accident reported in the past five years that was in December 2024.

The Neighborhood Traffic Management Program (NTMP) criteria include three main terms.

1. The volume criteria must be more than 500 or less than 3,000 vehicles per day
   The key information is the percentage of vehicles going 5 MPH and 40 MPH above the posted speed limit. Most local streets have lower percentages and do not meet the criteria. Upon review and discussion of the petition, City Council directed the City Manager to respond to the petition.

2. The City Manager's response agreed on a two-phase solution
   a. Phase One - To have a public meeting with residents of La Cuesta and Gainey Ranch, including transportation staff. Transportation will work with residents of the communities in a public workshop to hear feedback about decreasing speed limits and adding traffic calming solutions, inclusive of raised intersections and striped crosswalks.
   b. Phase Two – Traffic Calming and Crosswalk Improvements
      After feedback is provided from residents, staff will address speeding and pedestrians' safety by installing solutions in coordination with the improvements, the speed limit will be lowered to 25 MPH and 78th Street will be reclassified as a local collector street.

A public meeting occurred on May 1, 2025, post cards were sent to all homes in the vicinity of 78th Street. There was a total of 27 members in attendance. Comment cards generated from the meeting had a strong consensus of what they wanted. The first being speed reduction with varying ideas presented on how to accomplish it. The City was also moving forward with the preferred option of raised cross walks to address the speeding issue by limiting the amount of cut through traffic on 78th Street. A concern pertained to recreational pedestrian crossing 78th Street. Additional options were discussed including chicanes, speed cushions, all-way stop control, and raised intersections. The City Managers response included reclassification and

speed limit reduction, and both will move forward regardless of the Commissions vote. After the public meeting design ideas were shared with different City Departments. The Fire Department did not support the raised crosswalk due to the impact on their vehicles and response times in that area.

Staff went back to the drawing board and, not being able to use raised crosswalks, the next best option became speed cushions that may have a similar effect in slowing traffic on 78th Street. They are more economical, and a striped crosswalk could be installed. Additionally, this changes the criteria of the road to match the speed limit reduction while requiring physical changes to the roadway that forces vehicles closer to the decreased speed limit.

There are two parts to the Neighborhood Traffic Management Program (NTMP) that will not be satisfied, and staff is seeking the commission to make exceptions for those two criteria to allow the project to move forward.

1. Taking both sides of the street into consideration, the street has more than 50 percent direct residential access.
    a. 78th Street does not have any residential access but does traverse through an entire residential area that blends the local and collector street characteristics. This criterion excludes a lot of streets from participating in NTMP or traffic calming.
2. Initiate a neighborhood petition
    a. An exception to the requirement of NTMP to go through a neighborhood petition since the neighborhood already submitted a petition to the City Council and attended a public meeting. All things gathered suggest there is a strong consensus from the community to move forward with the project. The main reason for the petition portion of the NTMP is to ensure strong community consensus. Staff find that information has been gathered through different means and ask for the exception to be approved.

Staff's recommended actions are to approve an exception to the NTMP's criteria for direct driveway frontage on the affected street segment. Approve an exception for the NTMP's requirement for a petition with signatures from 70% of affected residents.

Chair Miller opened public comments, inviting feedback from the public attendees.

Wayne Monie, President La Cuesta HOA, discussed the impact the speeding has on the La Cuesta community and residents who walk to visit neighbors typically crossing at the intersection. Noting that he can hear vehicles racing down 78th Street at night. Mr. Monie opined that this was a great start for moving forward.

Chair Miller closed public comments after pointing out that one of the written comments was in support of this recommendation.

Vice Chair Wilcoxon clarified if the recommendation moves forward an additional petition would not be required. The 40 signatures received cover the area affected. Mr. Taylor confirmed no additional petitions would be filed. Mr. Taylor discussed how the area and subsequently number of residents that are affected is determined. There are some properties of a collector street it is almost impossible to determine affected residents because some people use it just as a cut through. However, through the petition and meeting process, as well as post cards being sent to homes within a half-mile radius, no opposition was received, which is a good sign to move forward. Vice Chair Wilcoxon confirmed the Fire Department is acceptable of the speed cushions.

Mr. Taylor confirmed they are noting the Fire Department worked with transportation to develop a custom speed cushion as a primary traffic calming device. Vice Chair Wilcoxon discussed how drivers reacted to the speed cushions in Phoenix by entering other lanes to go around them. Mr. Taylor said that it was noticed in Scottsdale as well, especially if there is enough space on the sides. When we get to the design phase widening the cushions will be discussed to prevent these maneuvers. Vice Chair Wilcoxon stated he is opposed to marked crosswalks as traffic calming devices, do they meet the warning and normal practice within Scottsdale for marked crosswalks. There are four unmarked crosswalks there and is there enough crossing volume to justify a marked crosswalk or is the purpose only for traffic calming measures.

Mr. Taylor noted a full crosswalk evaluation was not conducted and the information provided is from observations only where five to ten people crossed every 30 minutes. The crosswalk meets all geometric requirements for a crosswalk. There are guidelines for installing pedestrian crosswalk treatments and it does meet the requirements for striped high visibility crosswalks based on the speed limit, higher volume street and the staff are comfortable moving forward with a striped crosswalk with adequate warning signage. Chair Wilcoxon said he is okay with speed cushions where they are being located, but it may not be enough. He asked that staff ensure the marked cross walk is warranted prior to installation. If this deviation is allowed, does it open doors for other communities with similar situations.

Mr. Taylor discussed the uniqueness of this petition that was brought through the City Council first, who directed the City Manager to respond. The hope is this unique process will not be abused by others trying to follow the same route. Staff vetted this making sure it was a good project to move forward with, brought it to the Transportation Commission for judgement, and we will address the bypassing of the NTMP program.

Commissioner Marmon noted the lane width on 78th Street are extra wide and suggested restriping to the 11-foot lanes to enhance bike lane protection. Mr. Taylor confirmed the travel lanes are 11 feet wide, which is the minimum standard lane width.

Commissioner Pankiewicz commented on the decreased residential access on 78th Street that can create the speeding situation because there are no “eyes” on the street can encourage bad behavior. In terms of waving the second criteria, it is warranted in this situation but at the same time it could open doors to others and encourage staff to balance both conditions. She asked if there were any discussions about the Fire Department visiting other cities with raised crosswalks to see how emergency access has worked for them.

Mr. Taylor said an appeal was made to the Fire Department which escalated up the ranks and the answer remained they would not support it and we did not want to engage in a back-and-forth discussion including suggesting visiting other cities. Commissioner Pankiewicz asked if a speed study was conducted on Gold Dust Avenue because people need to cross from the south side also and may require cross walks with striping on both sides of Gold Dust Avenue and redirecting ramps from an ADA perspective. Mr. Taylor noted the complaints were from 78th Street, therefore only the volume was captured from Gold Dust Avenue. Commissioner Pankiewicz inquired if bike lanes extended along 78th Street from Shea BLVD to the south most street for the area studied. Mr. Taylor advised there are bike lanes along the entire segment. Commissioner Pankiewicz asked how many speed cushions will be installed. Mr. Taylor explained initially two will be installed and described the next steps of collecting additional data should additional cushions be required.

Commissioner Davis queried the typical street classification for a ¼ mile street. Mr. Taylor said the City of Scottsdale does not have a typical street classification because it depends on spacing; however, a ¼ segment would probably be a collector street. Commissioner Davis asked if 78th Street being labeled as a major collector was representative of an overall design area. Mr. Taylor clarified it was labeled as a minor collector, and he does not have the background on why it was classified as that. As previously stated, it has the characteristics of a collector and local street, but it does not meet the driveway criteria.

Commissioner Davies asked what the difference is between a minor collector and local street. Mr. Taylor did not have the characteristics available but said 78th Street would be closer to a collector because of the striped bike lane but there are striped bike lanes on local streets, which are used as a pseudo traffic calming measure. It really can go both ways. Commissioner Davis noted his questions are to understand the change in designation and how it is reflected in the design. What would the design look like from inception to deter speeding. Mr. Taylor said it is hard to tell; this situation has adults walking around and crossing at intersections to local streets.

Commissioner Davis asked what the percentage of traffic is cutting through versus those going home to La Cuesta. Mr. Taylor advised that it was not quantified but from observations it appeared to be 50/50. Commissioner Davis commented on the outcome of drivers obeying the speed limit or seeking alternative routes, such as Miller Road and Hayden Road, would there be an impact to traffic on those roads. Mr. Taylor said the speed cushions will not prevent all cut through traffic. It is believed approximately 250 additional vehicles will travel on Hayden Road and Miller Road.

Commissioner Davis inquired why the crosswalk was placed on the north side versus the south side or both. Mr. Taylor noted there was no reason. He discussed the church that generates traffic on the weekends, and the south bound vehicles turn to go around to the back side of the church, and a raised crosswalk would have prevented that ability. The Commission could make a recommendation to approve the exception, but a crosswalk study must be conducted prior to approval of the crosswalk and where it would be located. In response to Commissioner Davis's question, Mr. Taylor explained speed cushions are installed 300 to 500 feet apart to prevent speeding up and slowing down maneuvers between each one. If these do not help data will be recollected and additional recommendations may be presented to the Commission.

Commissioner Cardella questioned if the bike lanes could be painted as buffered bike lanes. Mr. Taylor said this is something they can research; however, the travel lanes are 11 feet wide and with five-foot-wide bike lanes. A buffer requires two feet leaving three feet for a bike lane which is too narrow.

Commissioner Kauftheil clarified the Fire Department would not approve raised crosswalks based on the impact to their response times. Where foot traffic appears to be a main concern, if the neighborhood wanted raised crosswalks can they override the Fire Department's objection because it would be a good solution.

Mr. Taylor advised the Fire Department's response is looked at case specific and based on location, there is a possibility they would agree to raised sidewalks in the future, but I cannot speak on their behalf. Raised crosswalks was not part of La Cuesta's request and was presented as an alternative. I am not sure they would be interested in moving forward with a difficult process.

Chair Miller asked what the timing of the project would be if it was approved. Mr. Taylor advised this is a straightforward project that should take between six and twelve months if everything goes well.

Vice Chair Wilcoxon inquired about the cost to install the speed cushions. Mr. Taylor stated that four years ago the cost was between $5,000 and $10,000 per set. Vice Chair Wilcoxon expressed concern with violating policy for two speed cushions that may not work and will be asked to violate policy again to install more because the speeds are still high. Mr. Taylor clarified the request is for an exception to the policy. This is a unique project with a goal to reduce cut through traffic which will hopefully reduce the speeds as well. Many agencies have been successful with speed reduction using speed cushions, warning and advisory signs. The possibility of this coming back I hope is low. John Hoang, Traffic Engineering and Operations Manager, added they are hopeful with the improvements and installation of speed cushions it will help reduce speeding. Historically, speed cushions have created slower speeds.

Wayne Monie, President of La Cuesta HOA, shared the traffic on 78th Street is 20 percent local and 80 percent through traffic. The school bus stops on 78th Street between Shea BLVD and Gold Dust Avenue in the morning and afternoons. To bypass the busy intersection of Scottsdale Road and Shea BLVD, drivers go over Mountain View Road, skip over Miller Road because it has a traffic light, and speed down 78th Street.

Commissioner Davis inquired if two-week evaluation would be conducted after the cushions are installed. Mr. Taylor clarified the speed counts are conducted over a 24-hour period on a normal weekday. Commissioner Davis asked to have the results of said study distributed to the Transportation Commission so they can see the effectiveness of the cushions.

VICE-CHAIR WILCOXON MOVED TO ALLOW THE DEVIATIONS FROM THE POLICY WITH THE PROVISO THAT A CROSSING STUDY BE CONDUCTED TO VERIFY THE NEED FOR CROSSWALKS. COMMISSIONER DAVIS SECONDED THE MOTION.

Commissioner Pankiewicz requested that the motion clearly define the recommended actions, adding the crossing study and additional cross walks at the stop sign on Gold Dust Avenue.

VICE-CHAIR WILCOXON MOVED TO AMEND HIS MOTION TO APPROVE THE FIRST TWO STAFF RECOMMENDATIONS AND CONDUCT A PEDESTRIAN CROSSING STUDY TO DETERMINE THE NEED FOR AND LOCATION FOR MARKED CROSS WALKS AT ALL FOUR LEGS. COMMISSIONER DAVIS 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.

3. Strategic Transportation Safety Plan: Education Component

Transportation Planning Manager, Nathan Domme, discussed and presented the Education Component of the Transportation Safety Plan. Education is the pillar of the Safe System approach. The intent is to incorporate speeding campaigns into the safety plan because there are varying factors that contribute to crashes including behavior. Education and enforcement components combined with new laws along with many other components have had positive effects on the traveling publics' increased use of seat belts. The goal as shown last month is to encourage safe, responsible behavior and support a culture of safety.

Behavioral risk reduction is when the public takes a shared responsibility to be safe on the roadway as well as looking for and promoting ways to reduce the risks of speeding or impaired driving. Participating in and promoting community education campaigns and school-based programs that can be incorporating them into the Safety Plan. Performing targeted outreach for specific groups to enforce compliance with traffic laws and promoting respect between all users of the system utilizing the education campaign.

Targeted audiences include drivers of all ages, knowing younger drivers are less experienced while older drivers may be facing challenges with a goal of finding ways to market educational campaigns for the various age groups especially to beginning drivers to establish good behaviors and practices from the beginning. Where bicyclist and pedestrians are vulnerable users of the roadway, driver impacts on pedestrian and bicyclist safety along with their impact on driver safety will be studied to encourage proper use. A campaign targeting visitors and tourists who come here to have fun but not take away safety components. Finally, exploring ways to enforce safety for commercial drivers while using local roads.

The school safety education campaign includes safe routes to school program that will be reinitiated and incorporated into the Safety Plan. Engaging with MAG Safety Programs such as the crossing guard, studies throughout the valley and funding opportunities. Ms. Conklu provided an overview of the available funding for the Safe Routes to School initiative. Mr. Domme continued discussing safety events that are held on a regular basis at different schools, such as bike rodeos and pedestrian safety events that engage partners to promote safety. Scottsdale also engages in partnerships with the Scottsdale and Paradise Valley Unified School Districts that will continue to be enhanced and promoted in the Safety Plan.

Public awareness campaigns will highlight contents of the Safety Plan, what the City is doing, and implementation of the plan. Citywide Communications Campaign includes everything the City is currently doing with a focus on safety to generate branding of the Safety Plan and the Citywide Initiative for Safety. A seasonal focus will include messages such as changes in traffic patterns. Further, the campaign will partner with City Safety Campaigns such as Plug Into a Safe Ride (e-bikes). Driver Education initiatives will include creating videos related to traffic engineering safety, defensive driving techniques in conjunction with the Police Department. The development of the Safety Plan will include collaboration with many partners, such as schools, universities, Police Departments, Fire Departments, stakeholders, and regional partners. Reinforcing the campaign and keeping it inline with those of regional partners is helpful.

Success will be measured by the reduction of crashes related to behavior changes, feedback results on safety awareness, lessons learned from other agencies, use of the High Injury Network and countermeasures, utilization of technology and transportation trends to improve roadway efficiency for users, such as autonomous vehicles, ride-share, and party bikes, and implementation of real-life scenarios to increase community awareness and participation. Constantly evaluate counts and speeds on multi-use paths, leading pedestrian intervals and how effective and appropriate they are, and use of high visibility pavement markings. Determining if these measures are generating the desired results.
Next steps include implement phased education campaigns, expand partners with schools and businesses and maintain constant outreach to get the message out, and evaluate annually and refine approaches.

In response Mr. Domme advised City uses Polco platform to conduct an online survey, which has been very successful with the last survey generating 1,500 responses. As a public entity it

is difficult to get messaging out, but we use as many platforms as possible. Currently funds are available for the campaign and once the plan is prepared it would be worked into the budget and used to seek additional funding sources. The previous Safe Routes School Coordinator's responsibility would be part of this Safet Plan.

Ms. Conklu provided an overview of the establishment of that position and the events that occurred that prevented the position from moving forward. The City maintains varying relationships with several schools, businesses, and community agencies which they are looking to reinforce in addition to creating new relationships. They will investigate how high school students are obtaining drivers education. Although it was mentioned that that the responsibility falls on the parents to find private programs because the program is no longer offered through the school. Transportation will have a booth at the Fall Festival related to the Safety Plan that is transit focused with various activities including a virtual bike.

Commissioner Davis commented positively on the public outreach provided by the Parks and Rec social media account and suggested they could assist with promoting the Safety Plan.

4. Projects and Programs Update

Transportation Planning Manager Nathan Domme presented an overview of major capital projects and initiatives from regional partners and public outreach for the safety plan gearing towards the fall festival. Areas reviewed along with brief descriptions of individual projects included recently completed and near completion projects, Projects under construction, and projects in design including the last two Pima ALCP projects.

Greg Davies, Senior Transportation Planner is leading Scottsdale's participation in MAG's Northeast Valley Transportation Study to evaluate current and future land use and the impacts of that overall transportation network which incorporates the City of Phoenix. The study began on July 21, 2025, and will last 16-months. A public open house is scheduled for October 14, 2025, from 5:00 to 7:00 PM at the Paradise Valley Community Center. Updates will be provided to the Commission as results are received.

The Safe Streets Public Outreach Campaign will begin in the Fall with three events scheduled including the Fall Festival, an online community Survey, and an interactive walking assessment throughout the city.

Commissioners were invited to make comments and/or ask questions.

In response to questions, Mr. Domme stated grant funds were received, and the pavement project is federally funded. Construction of the 68th Street sidewalk is scheduled to be fully completed in early 2027. The width of the sidewalk on the expansion of Pima from Via Linda to McDowell Road will be the standard six feet.

5. Commission Identification of Future Agenda Items

Transportation Planning Manager Nathan Domme, stated he would like to hear what the Commission wants to see.

Mr. Domme noted the Safety Plan: Enforcement, First Responders and Workforce in the Right-of-Way components for the safety plan will be presented at the next meeting. MAG is

completing an extensive study of Pima from Las Piedras to Cave Creek and will be visiting both the City of Scottsdale and Town of Carefree for further review. The Commission will be updated on the date of that visit once it is scheduled.

Commissioner Cardella asked for an update on the pavement plan, how it was developed, and recent investments. Mr. Domme said he just spoke with the pavement manager about that opportunity, and it will be November or early 2026 when that could get on the schedule.

Commissioner Pankiewicz suggested MAG come before the Commission to discuss the Trip Reduction Program and how Scottsdale compared to other cities. Further, what opportunities are available for improving transit, transit schedules, and routes. Mr. Domme said conversations have taken place with the Transit team about coming back in the Spring to provide transit updates.

Commissioner Kauftheil queried what City staff would want to implement if they had an infinite budget and workforce. Mr. Domme focused everyone's attention to the implementation section of the Transportation Action Plan, highlighting the Cactus Road Corridor from 101st Street to the City of Phoenix that improves the bike and pedestrian infrastructure.

Chair Miller stated if Commissioners have additional future agenda items to add, let staff know so it can be added. The safety plan has been and will continue to take up space for the next few months.

Mr. Domme highlighted the ADA Transition Plan that the City Manager's team is working with a consultant on, stating he will bring that before the Commission at various times to keep them updated on the collaboration with Transportation and the status of the project.

Adjournment

COMMISSIONER DAVIS MOVED TO ADJOURN THE MEETING. VICE-CHAIR WILCOXON 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.

With no further business to discuss, being duly moved and seconded, the meeting adjourned at 7:11 PM.

Recorded and transcribed by eScribers, LLC.

SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To: **Transportation Commission**
From: **Tim Strow – MAG Major Projects Manager**
Subject: **MAG Update on Pima Road Project from Las Piedras to Stagecoach**
Meeting Date: **October 16, 2025**

ITEMS IN BRIEF

Action: Information

Purpose:

This report provides an update on the Pima Road improvement project from Las Piedras Drive to Cave Creek Road, including recent coordination efforts between the City of Scottsdale and the Town of Carefree. The presentation will present the findings of a study for the corridor between Maricopa Association of Governments (MAG), town of Carefree and city of Scottsdale.

Background:

Pima Road serves as a critical north–south arterial providing regional connectivity between the City of Scottsdale and the Town of Carefree. The segment between Las Piedras Drive and Cave Creek Road represents the northernmost portion of Scottsdale's jurisdictional limit and forms the transition point between the two municipalities.

The Maricopa Association of Governments (MAG) provided funding for a Preliminary Assessment Study to coordinate the two adjacent Arterial Life Cycle Program (ALCP) projects along Pima Road. Specifically, the City of Scottsdale's segment from Las Piedras Drive to Stagecoach and the Town of Carefree's segment from Stagecoach to Cave Creek Road. This assessment is intended to ensure that both projects are developed with consistent design standards, cross-sections, drainage systems, and right-of-way alignments.

The current roadway is a two-lane undivided rural section with limited shoulders and drainage facilities. Traffic volumes are projected to increase due to residential growth in north Scottsdale and Carefree, generating safety and mobility concerns related to shoulder drop-offs, limited sight distances, and the lack of multimodal facilities.

Project Scope

Planned improvements include:

- Widening Pima Road to a four-lane divided roadway consistent with the City's Transportation Action Plan functional classification for a minor arterial.
- Construction of curb, gutter, and drainage improvements, including new box culverts to address stormwater conveyance.
- Installation of bike lanes and shared-use paths to complete multimodal connectivity north to Cave Creek Road.
- Coordination of intersection signalization at multiple intersection in partnership with the Town of Carefree and Maricopa County Department of Transportation (MCDOT).
- Evaluation of right-of-way needs and boundary confirmation at the municipal limits.

Funding

The segment is identified in the Arterial Life Cycle Program (ALCP) as part of Scottsdale's long-range transportation investments, supported by Proposition 400 regional sales tax funding. Preliminary design and coordination activities are locally funded through the Transportation 0.1% sales tax.

Future construction may involve an intergovernmental agreement with MAG and the Town of Carefree, depending on timing and regional programming.

Next Steps

- Finalize intergovernmental coordination with the Town of Carefree and MAG on continuing the Design.

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

PIMA ROAD CORRIDOR STUDY UPDATE
LAS PIEDRAS TO CAVE CREEK ROAD

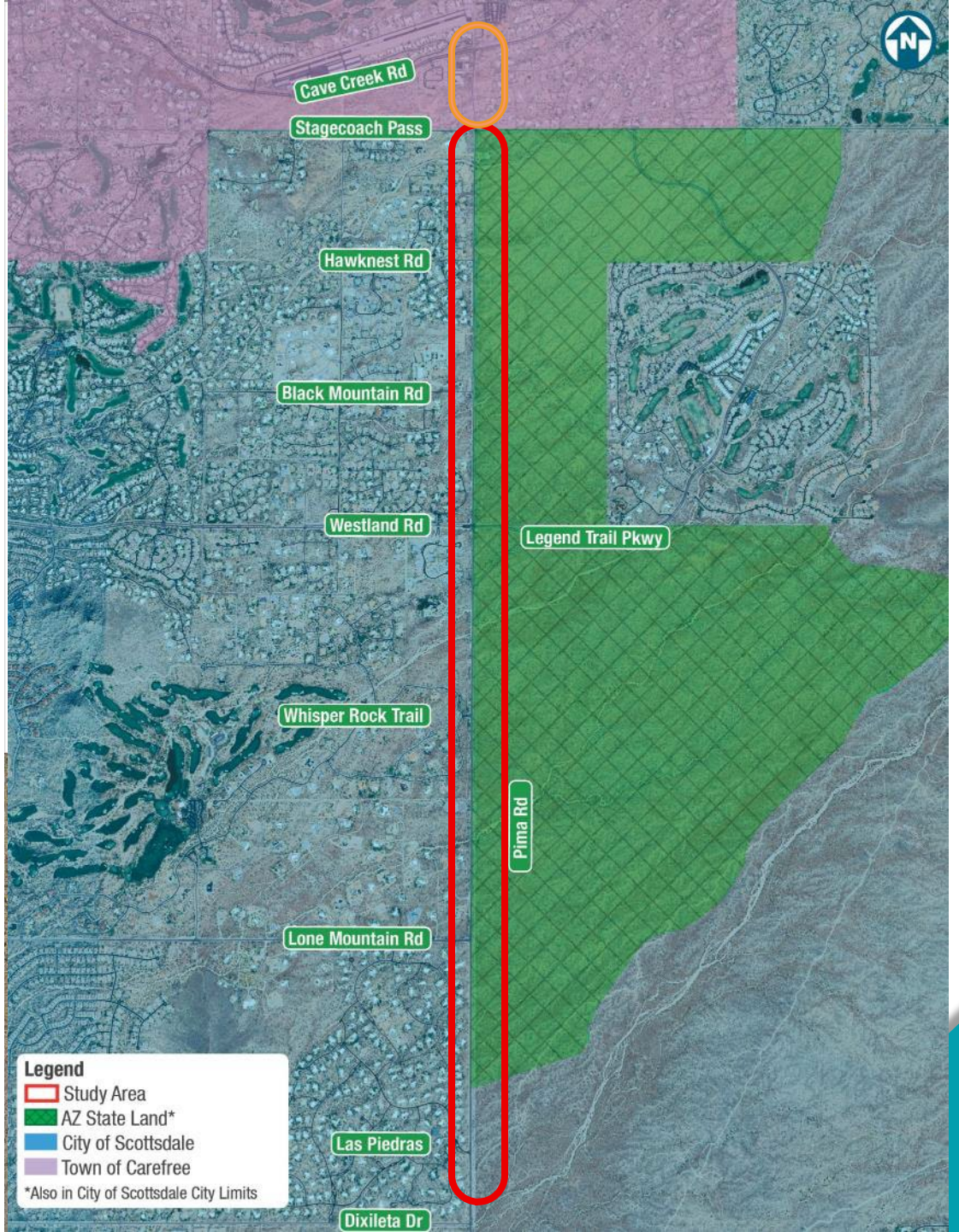
City of Scottsdale
Transportation Commission Meeting
October 16, 2025

MARICOPA ASSOCIATION of GOVERNMENTS

PURPOSE OF THE STUDY

The study will help the City of Scottsdale and Town of Carefree gain a better understanding of transportation needs along the study corridor and provide a strategic implementation plan for this section of Pima Road to support projected growth.

- Address Capacity Constraints and Improve Safety
- Finalize MAG Arterial Life Cycle Programming (Prop 400)
  - Las Piedras to Stagecoach Pass
  - Stagecoach Pass to Cave Creek Road
  - ASLD/City of Scottsdale Future Developments

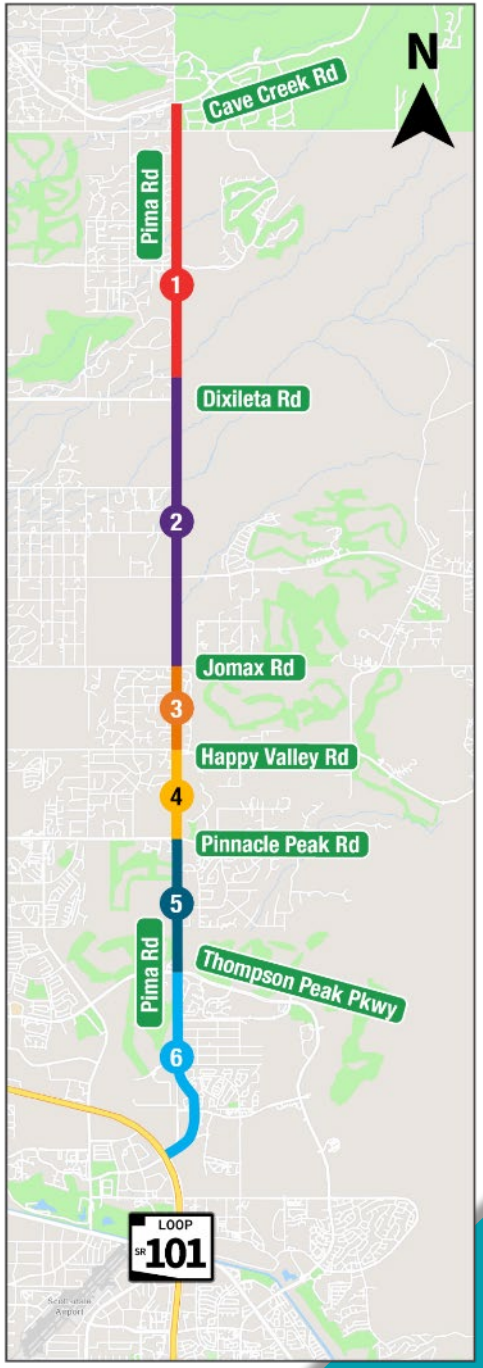


IMPROVEMENTS CONSIDERED

- Road Widening
- Signalization
- Roundabout
- Access Management
- Bike Lanes
- Sidewalks
- Paved/Unpaved Trails
- Landscaped Medians
- Lighting

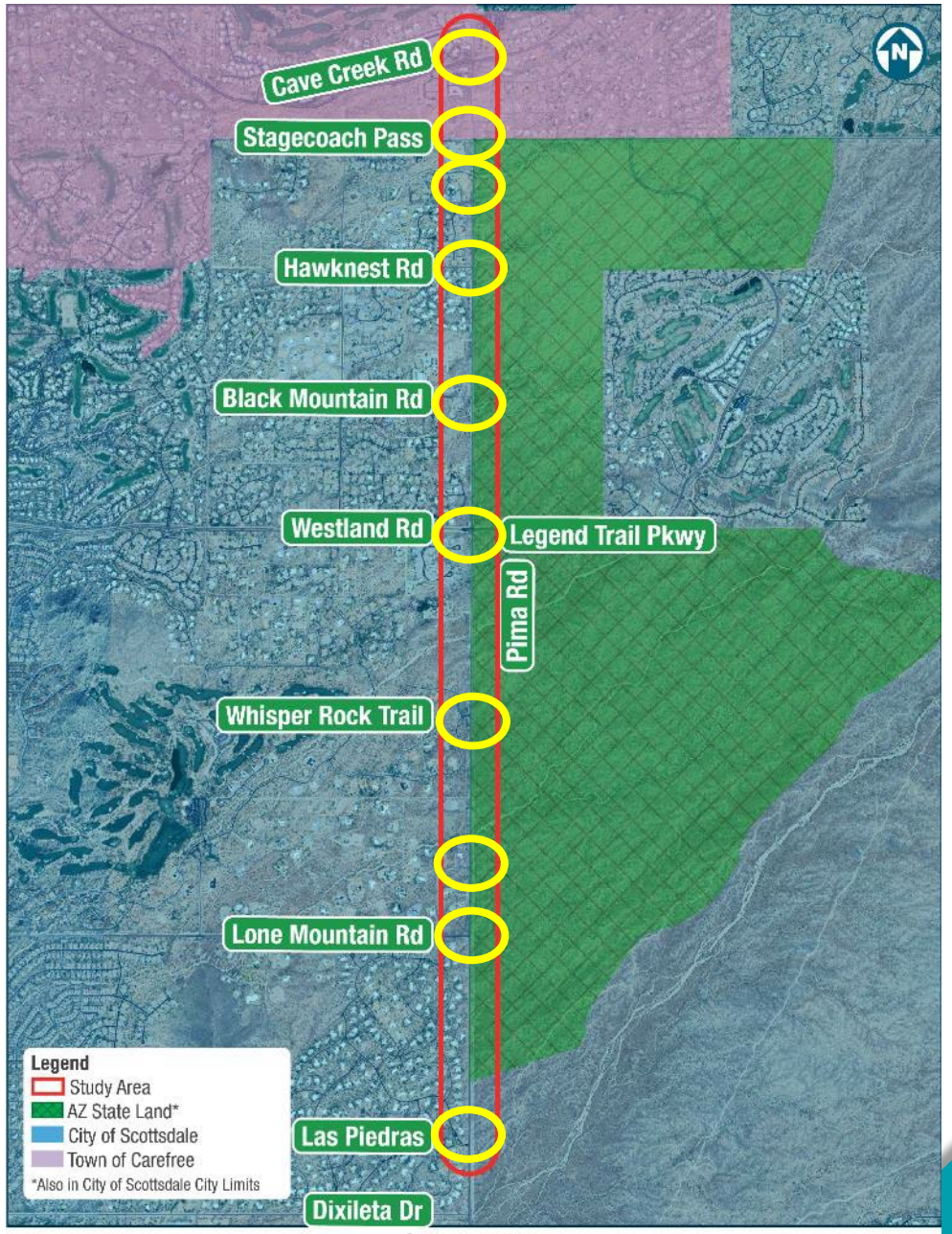
HISTORY OF PIMA ROAD

Section and Limits	Current Condition	Proposed Condition	Status
1 **Las Piedras to Cave Creek Road**	**2-lane Arterial**	**TBD**	**Current Study**
2 Jomax Road to Las Piedras	2-lane Arterial	4-lane Arterial with Median	Under Design (By City of Scottsdale)
3 Happy Valley Road to Jomax Road	4-lane Arterial	4-lane Arterial with Median	Under Design (By City of Scottsdale)
4 Pinnacle Peak Road to Happy Valley Road	6-lane Arterial with Median	N/A	Constructed (2024)
5 Thompson Peak Parkway to Pinnacle Peak Road	6-lane Arterial with Median	N/A	Constructed (2012)
6 Loop 101 to Thompson Peak Parkway	6-lane Arterial with Median	N/A	Constructed (2007)



STUDY INTERSECTIONS

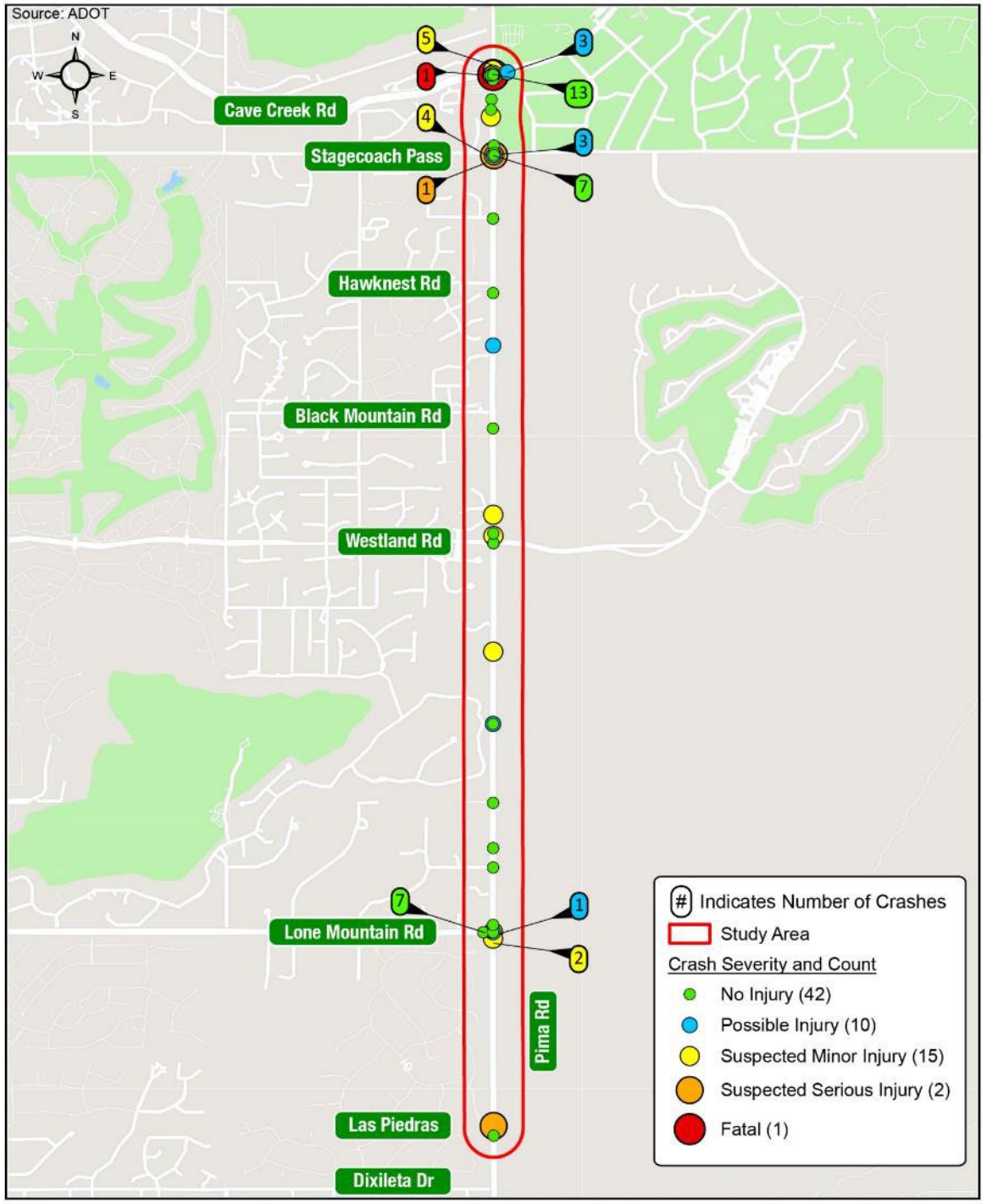
- **Cave Creek Road**
- **Stagecoach Pass**
- Woodley Way
- Hawknest Road
- Black Mountain Road
- **Westland Road/Legend Trail Parkway**
- Whisper Rock Trail
- Ranch Road
- **Lone Mountain Road**
- Las Piedras



Study Area Map
Pima Road: Las Piedras to Cave Creek Road

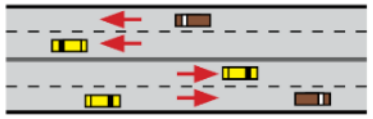
SAFETY FOCUS

- One fatal crash
  - Cave Creek Road/Pima Road (2023)
- Two serious injury crashes
  - Las Piedras/Pima Road
  - Stagecoach Pass/Pima Road
- 40 (57%) crashes
  - Stagecoach Pass to Cave Creek Road
- Two bicycle-related crashes
  - Cave Creek Road/Pima Road
  - Lone Mountain Road/Pima Road



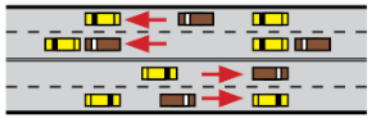
EXISTING LEVEL OF SERVICE (LOS)

A



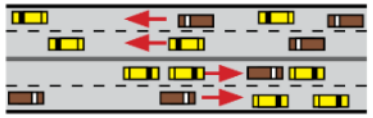
Free flow, low traffic density.

B



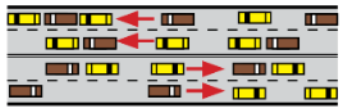
Minimum delay, stable traffic flow.

C



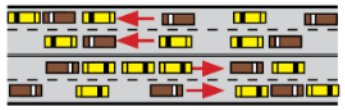
Stable condition, movements somewhat restricted due to higher volumes, but not objectionable for motorists.

D



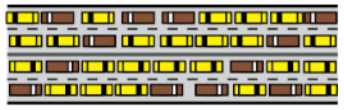
Movements more restricted, queues and delays may occur during short peaks, but lower demands occur often enough to permit clearing, preventing backups.

E

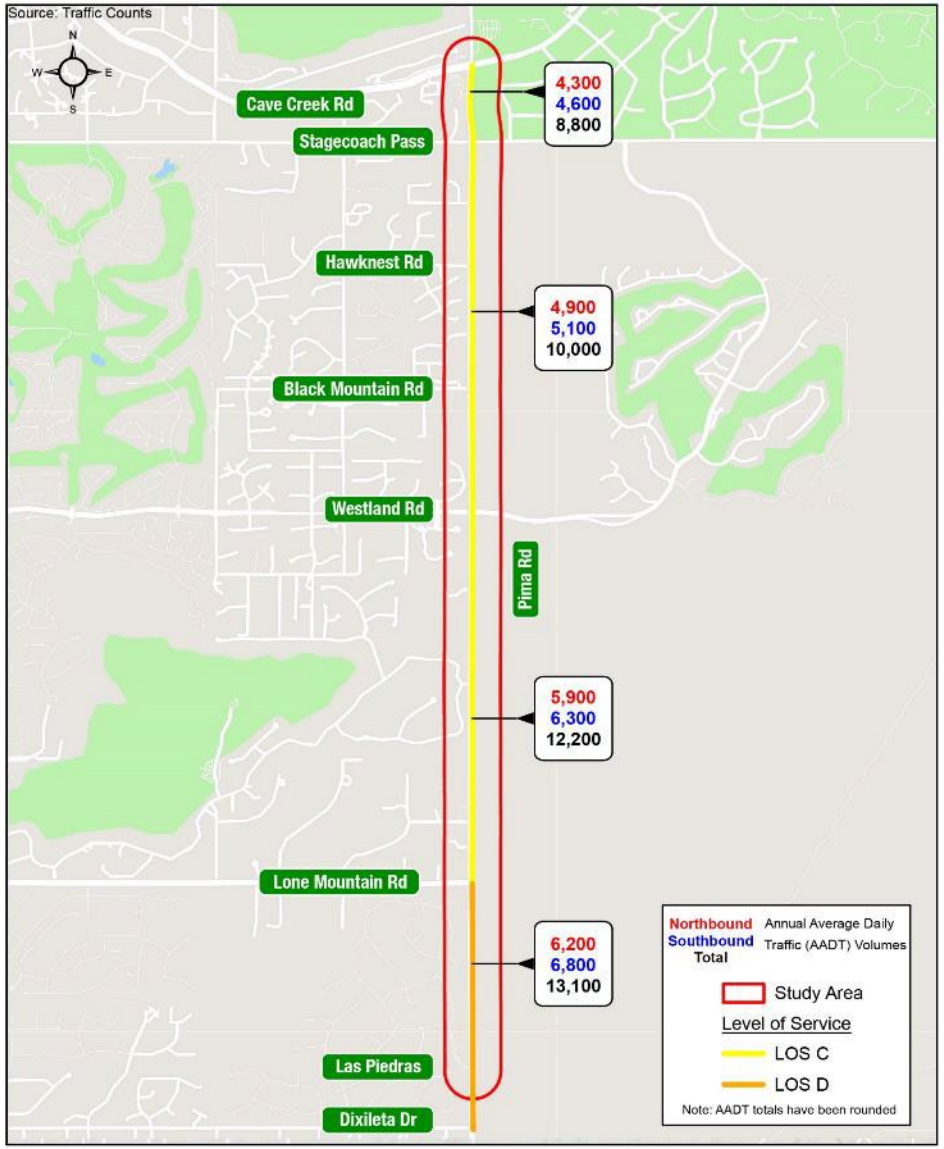


Actual capacity of the roadway involves delay to all motorists due to congestion

F

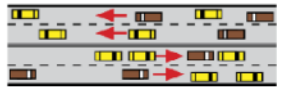


Forced flow with demand volumes greater than capacity resulting in congestion.



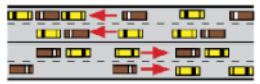
LEVEL OF SERVICE – NO BUILD

C



Stable condition, movements somewhat restricted due to higher volumes, but not objectionable for motorists.

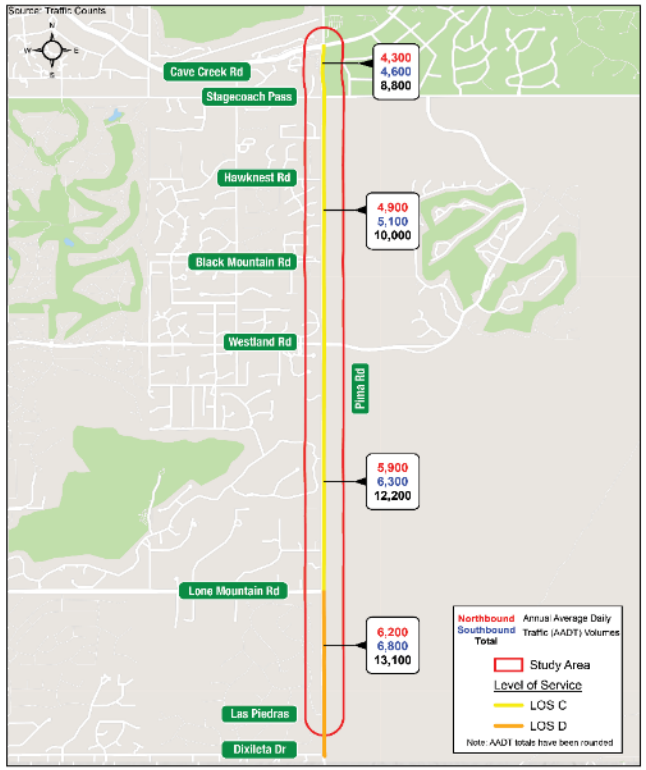
D



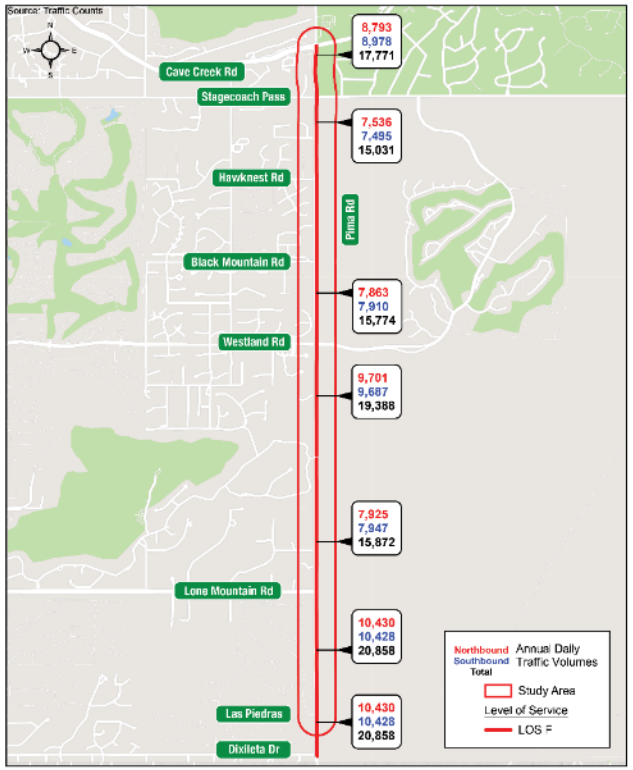
Movements more restricted, queues and delays may occur during short peaks, but lower demands occur often enough to permit clearing, preventing

F

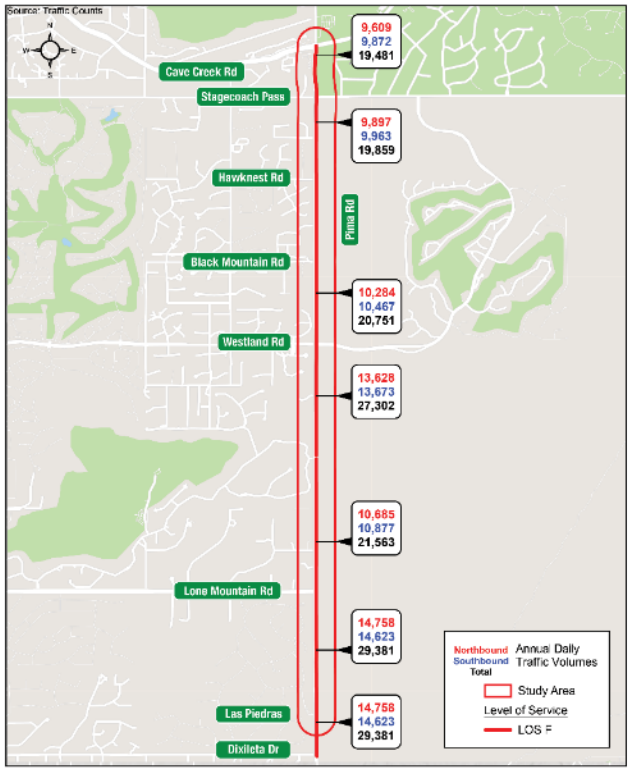
Forced flow with demand volumes greater than capacity resulting in



Existing (2-Lane)



2035 Existing (2-Lane)



2050 Existing (2-Lane)

PUBLIC MEETING #1

- Public Meeting held November 11, 2024
- Focus on getting the public's comments on issues and opportunities along the corridor
- 50 residents attended
- 60 survey responses (online and in-person)
- 63 comments collected on roll plot map
- 22 additional comments on the online interactive comment map

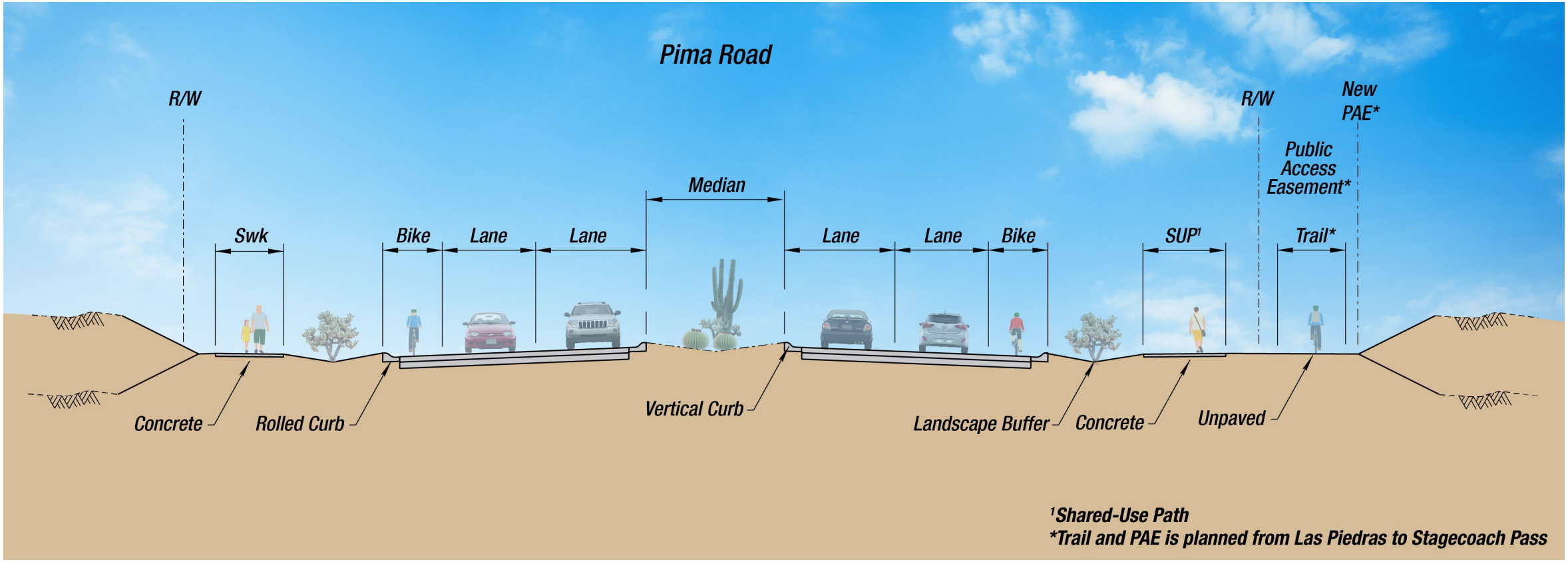
SURVEY QUESTION: DESCRIBE THE **EXISTING** CORRIDOR IN ONE WORD

SURVEY QUESTION: DESCRIBE YOUR **IDEAL FUTURE** CORRIDOR IN ONE WORD

PUBLIC MEETING #2 - ALTERNATIVES

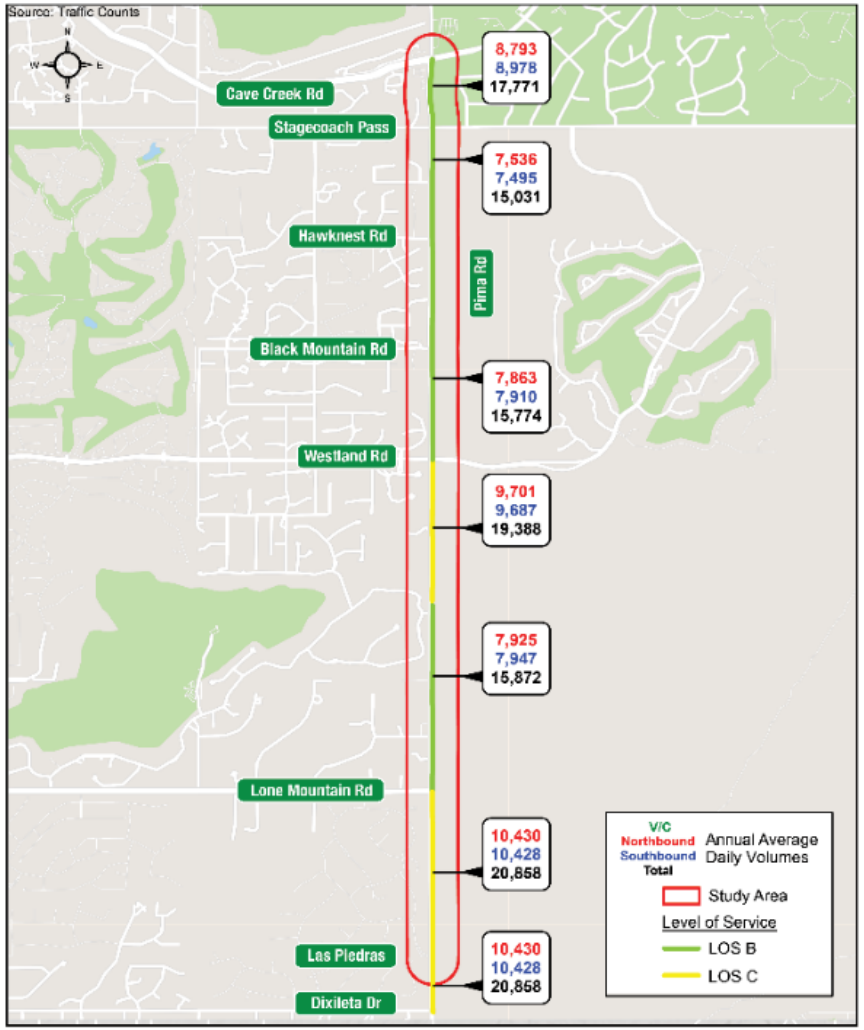
- June 26, 2025
- Holland Center - Scottsdale
- Presented proposed draft alternatives to the public
- 82 residents attended
- 97 survey responses received in person and online

VISION FOR THE CORRIDOR

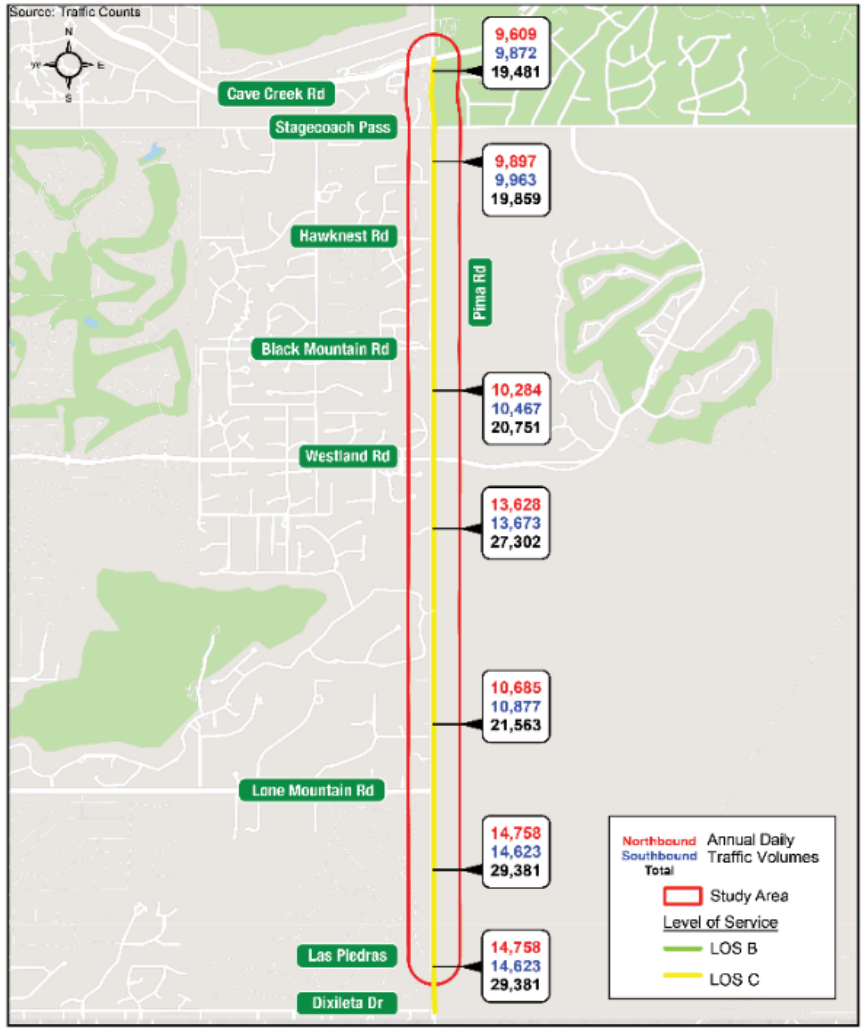


- **Note:** Section from Stagecoach Pass to Cave Creek Road will be narrowed based on existing constraints. This includes potentially attaching sidewalk and narrowing the median island. The trail will not continue north of Stagecoach Pass.

LEVEL OF SERVICE – 2035 AND 2050 BUILD



2035 (4-lane)



2050 (4-lane)

STUDY INTERSECTIONS:
PIMA ROAD AND LONE MOUNTAIN ROAD

Level of Service:
2035: LOS B
2050: LOS C

Level of Service:
2035: LOS A
2050: LOS F

Recommended Alternative:

- Signalized Intersection

Justification:

- Improved LOS
- Consistent intersection type within the area
- Smallest footprint/reduced impact

	Pima Road & Lone Mountain Road		
Evaluation Criteria	**No Build**	**Traffic Signal**	**Roundabout**
Overall Intersection Delay	✗	✓	✗
Impact to Developable Land	✓	✓	✗
Access Control Impacts	○	✗	✗
Stakeholder Support	✗	✓	✗
Total Cost	✓	○	✗

Legend: ✓ Advantage ○ Neutral ✗ Disadvantage

- *92% for signalized intersection*
- 8% for multilane roundabout

STUDY INTERSECTIONS:
PIMA ROAD AND WESTLAND ROAD/LEGEND TRAIL PARKWAY

Level of Service:
2035: LOS B
2050: LOS C

Level of Service:
2035: LOS A
2050: LOS F

Recommended Alternative:

- Signalized Intersection

Justification:

- Improved LOS
- Consistent intersection type within the area
- Smallest footprint/reduced impact

	Pima Road and Westland Road/Legend Trail Parkway		
Evaluation Criteria	**No Build**	**Traffic Signal**	**Roundabout**
Overall Intersection Delay	✗	✓	✗
Impact to Developable Land	✓	✓	✗
Access Control Impacts	○	✗	✗
Stakeholder Support	✗	✓	✗
Total Cost	✓	○	✗

Legend: ✓ **Advantage** ○ **Neutral** ✗ **Disadvantage**

- *87% for signalized intersection*
- 13% for multilane roundabout

STUDY INTERSECTIONS:
PIMA ROAD AND STAGECOACH PASS

Level of Service:
2035: LOS A
2050: LOS A

Level of Service:
2035: LOS A
2050: LOS A

Recommended Alternative:

- Signalized Intersection

Justification:

- Improved LOS
- Consistent intersection type within the area
- Smallest footprint/reduced impact

	Pima Road and Stagecoach Pass		
Evaluation Criteria	**No Build**	**Traffic Signal**	**Roundabout**
Overall Intersection Delay	✗	✓	✓
Impact to Developable Land	✓	✓	✗
Access Control Impacts	○	✗	✗
Stakeholder Support	✗	✓	✗
Total Cost	✓	○	✗

Legend: ✓ Advantage ○ Neutral ✗ Disadvantage

- *78% for signalized intersection*
- 22% for multilane roundabout

STUDY INTERSECTIONS:
PIMA ROAD AND CAVE CREEK ROAD

Level of Service:
2035: LOS B
2050: LOS C

Level of Service:
2035: LOS A
2050: LOS A

Recommended Alternative:

- Roundabout

Justification:

- Improved LOS
- Provide traffic calming for lower speed area
- Locally supported based on community feedback

	Pima Road and Cave Creek Road		
Evaluation Criteria	**No Build**	**Traffic Signal**	**Roundabout**
Overall Intersection Delay	✗	○	✓
Impact to Developable Land	✓	✓	✗
Access Control Impacts	○	✗	✗
Stakeholder Support	✗	✗	✓
Total Cost	✓	○	✗

Legend: ✓ Advantage ○ Neutral ✗ Disadvantage

- *53% for signalized intersection*
- 47% for multilane roundabout

COST BY SEGMENT

Study Segment	Pima Road Segment	Length (Miles)	Estimated Cost (Millions)
1	500′ south of Las Piedras to 900′ north of Lone Mountain Road	1.2	$21.9
2	900′ north of Lone Mountain Road to 500′ south of Westland Road/Lone Mountain Parkway	1.4	$23.4
3	500′ south of Westland Road/Lone Mountain Parkway to 900′ south of Stagecoach Pass	1.0	$27.2
4	900′ south of Stagecoach Pass to 500′ north of Cave Creek Road	0.6	$16.2
	Total	**4.2**	**$88.7**

Segment 4 Cost Split:

- Town of Carefree
  $10,400,000
- City of Scottsdale
  $5,800,000

NEXT STEPS

- Finalize recommendations
- Implementation and funding plan
- Final report and deliverables

MARICOPA ASSOCIATION of GOVERNMENTS

THANK YOU

Tim Strow, Major Projects Manager
TStrow@azmag.gov

www.azmag.gov/pimaroadcorridorstudy

SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To: **Transportation Commission**
From: **John Hoang – Senior Manager Traffic Engineering**
Subject: **Scottsdale's Signaling System, Left-Turn Signals, and Red-Light Timing**
Meeting Date: **October 16, 2025**

ITEMS IN BRIEF

Action: Information

TMC OVERVIEW

Scottsdale's Traffic Management Center (TMC) opened in 1993 with a single camera and the goal of alleviating congestion during the Phoenix Open. Since then, the TMC has expanded to include an extensive network of cameras, detection systems, traffic signal controllers and communication systems. In 2014 the TMC relocated from One Civic Center to the North Corporation Yard where it is staffed by several full-time employees including traffic engineers, Intelligent Transportation Systems (ITS) analysts and operators, and traffic signal technicians. The group's responsibilities include:

- Installing and maintaining ITS devices: traffic signals, cameras, detection systems, communication devices, and streetlights.
- Adjusting traffic timing plans for signalized intersections to meet real-time traffic patterns and demands.
- Monitoring and managing live traffic during significant roadway construction, traffic collisions, special events and other road incidents.

The ITS systems includes:

- 226 miles of fiber optic cable
- 86 radio communication devices
- 229 video detection systems
- 243 live-feed pan tilt zoom cameras
- 307 signalized intersections
- 14 Pedestrian Hybrid Beacons
- 9,358 Streetlights

TRAFFIC SIGNAL TIMING

The TMC develops and maintains traffic signal timing at signalized intersections throughout the city. These plans are developed using traffic engineering modeling software and comply with applicable city, state, and federal regulations. The plans and real-time traffic data determine signal phasing and timing for left-turn arrows, red lights and green lights. Signal timing plans are unique to each intersection and are dependent upon the intersection's traffic volumes, geometric design characteristics and the progression of traffic in a coordinated corridor.

Signal operations like leading or lagging left-turn arrows and yellow and red-light clearance intervals can be adjusted when needed to help improve both traffic progression and road safety. These decisions are made on a case by case basis by traffic engineers. A clearance interval that is too short can compromise safety by increasing the risk of a red-light violation collision occurring shortly after a phase change, while a clearance interval that is too long can lead to confusion, long delay, decreased signal efficiency, increased chance of rear end collisions and an increase in risky driving behavior.

Making real-time signal changes to address high traffic volumes, road construction or event traffic is standard practice at the city and among other agencies in the valley.

SPECIAL EVENTS

During event season the TMC works with Scottsdale's police and fire departments to efficiently improve traffic flow in and outside the road restrictions and closures near the WMPO and WestWorld. Signal timing, surrounding the event venue, is implemented ahead of time to meet anticipated traffic volumes in the area; this includes traffic headed to the event (personal vehicles and ride-share services) as well as the traveling public. The TMC works closely with Scottsdale PD and communications staff to inform the public about planned road restrictions and to promote ride share queuing areas and off-site park and ride transportation to event venues. During special events the TMC is managed by traffic engineers and operators, Scottsdale PD and the department PIO to post traffic updates on social media.

Contacts:
John Hoang, 480-312-7645, Jhoang@scottsdaleaz.gov

Traffic Management Center (TMC) Overview

Scottsdale's Signal System, Left-Turn Signals, and Red-Light Timing

Transportation Commission
10/16/2025

Signal Basics

Leading and Lagging Operations

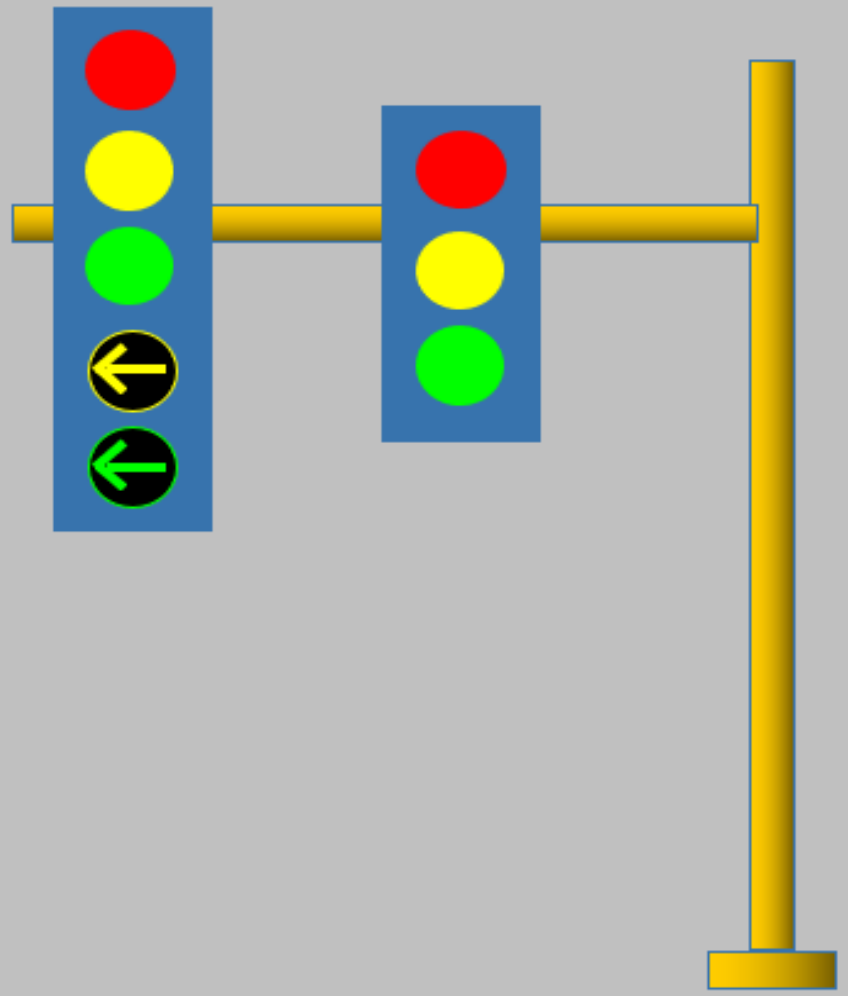
Surrounding Agency Comparisons

Signal Clearance Times

Scottsdale staff recommendations

Signals Basics

PERMISSIVE/PROTECTED



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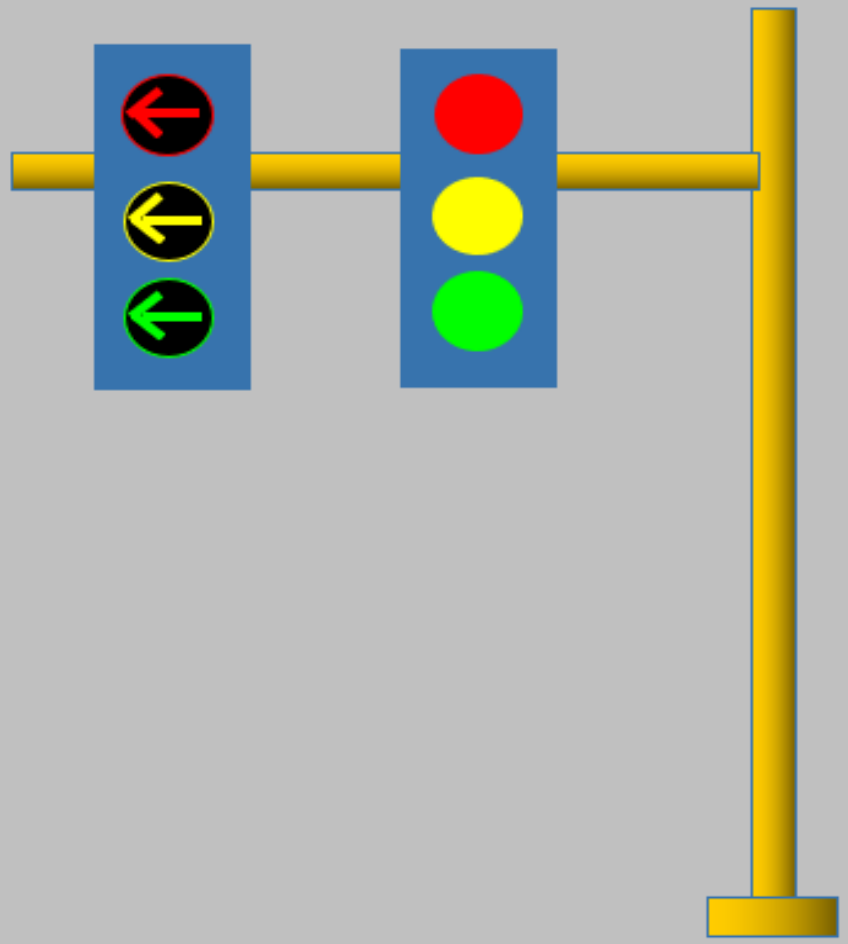
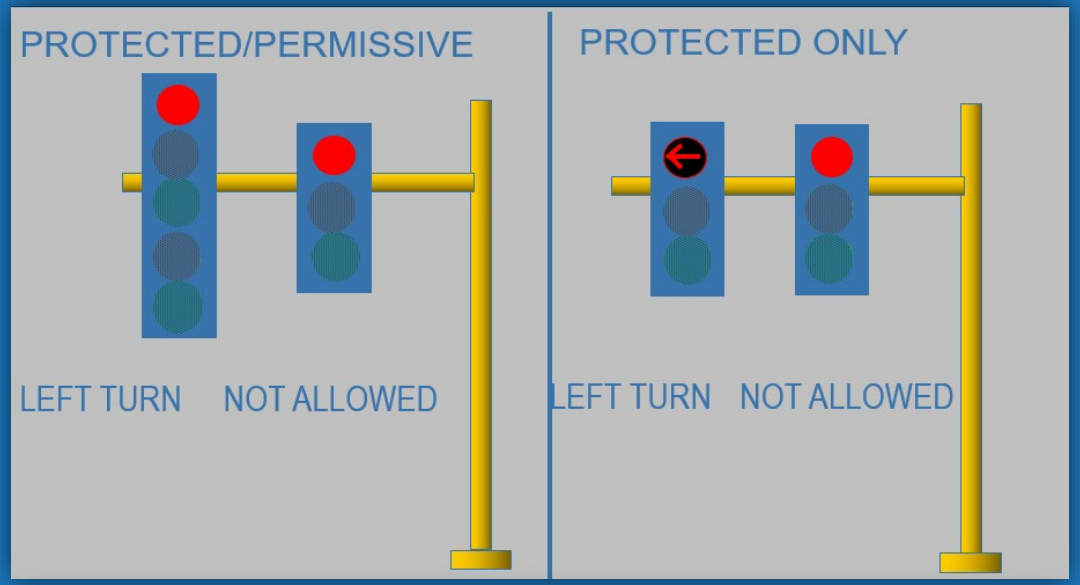
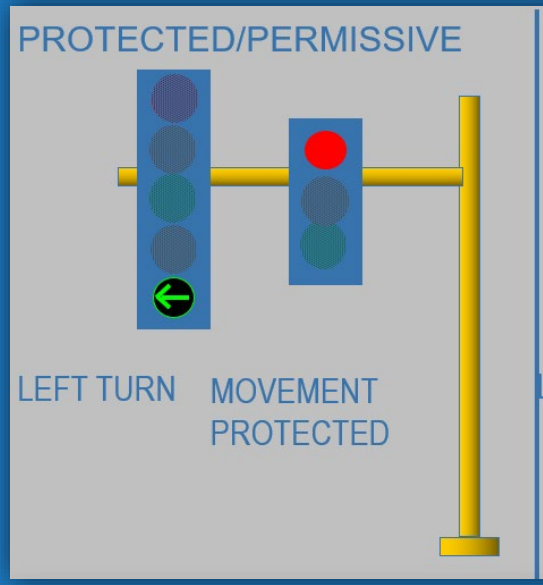
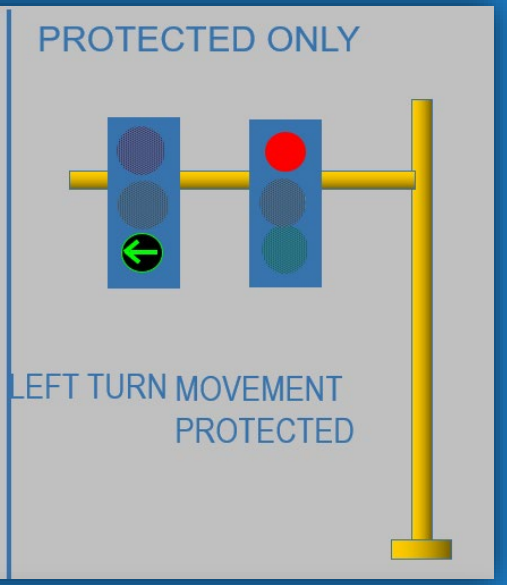
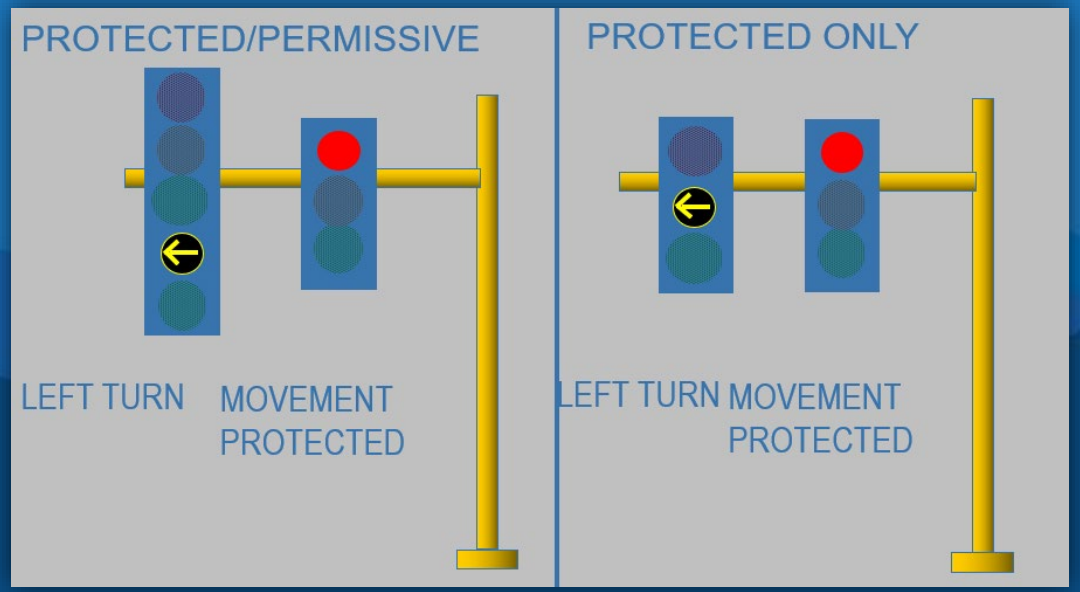


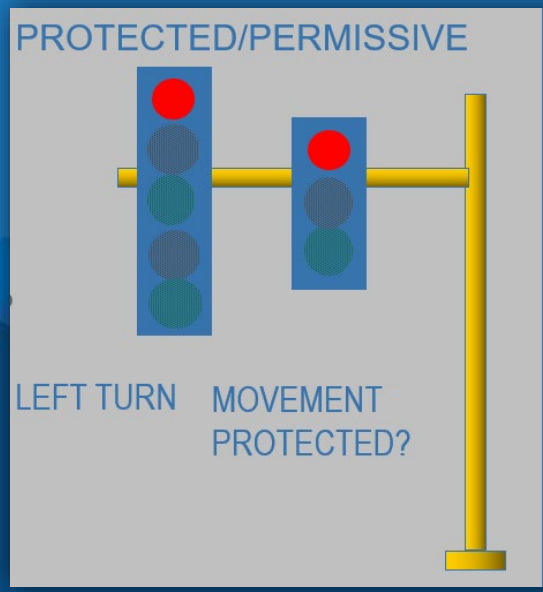
Leading Left Turn Arrow Sequence

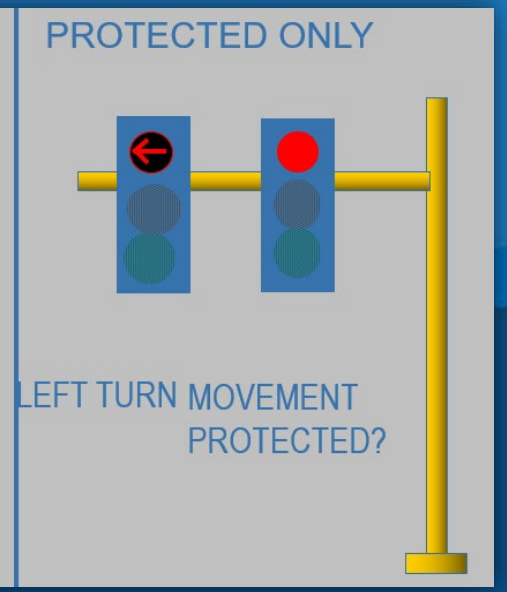




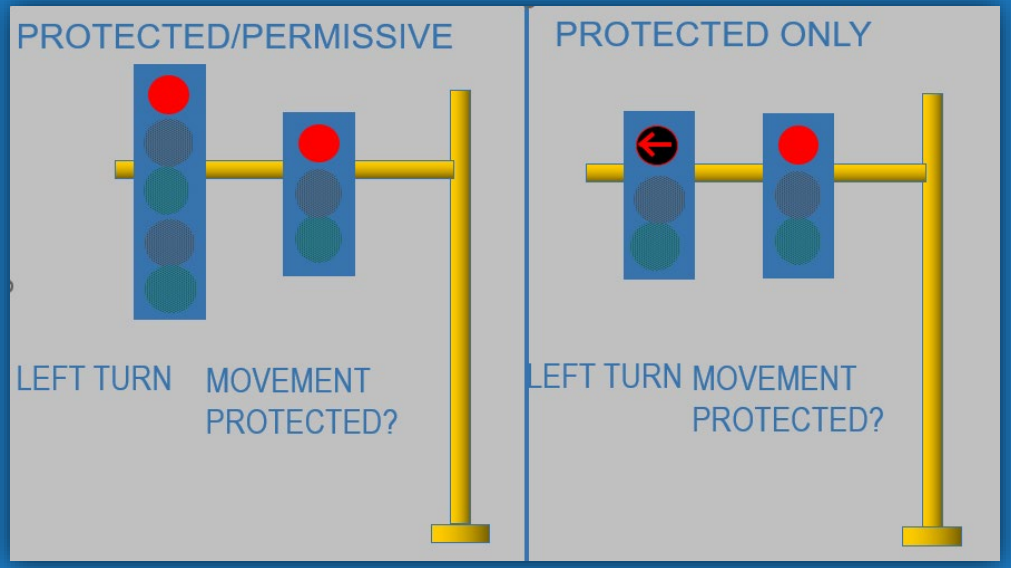


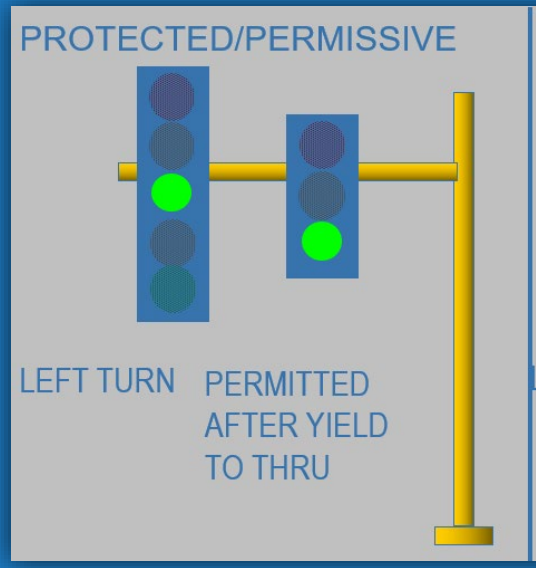


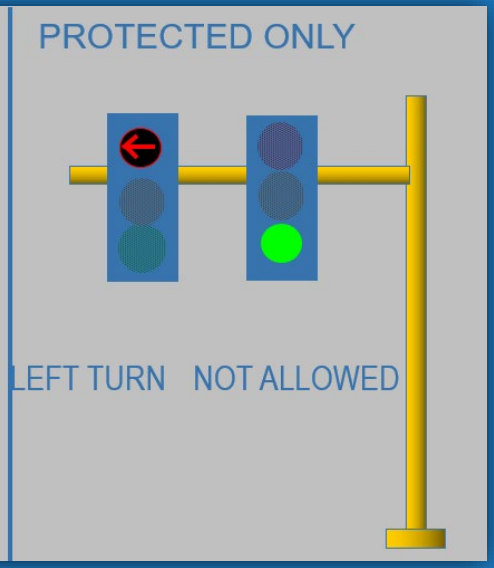


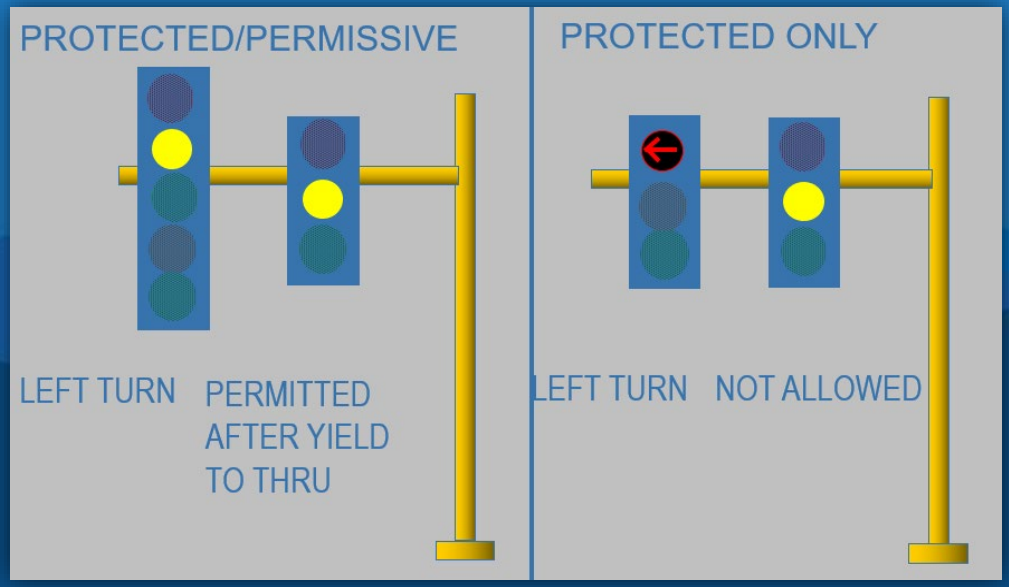


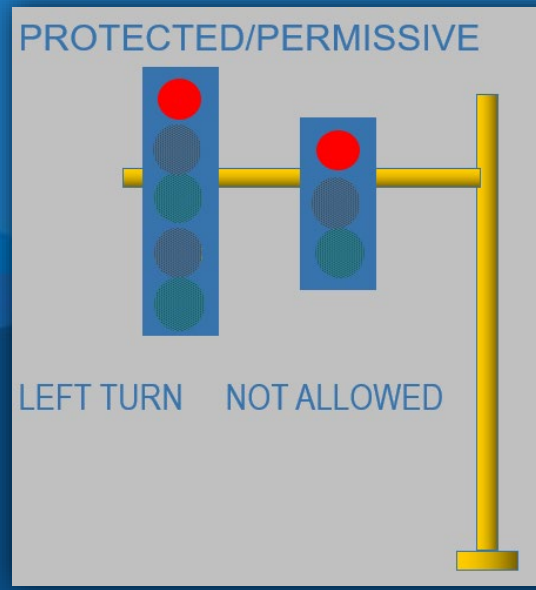
Leading Through Movement Sequence

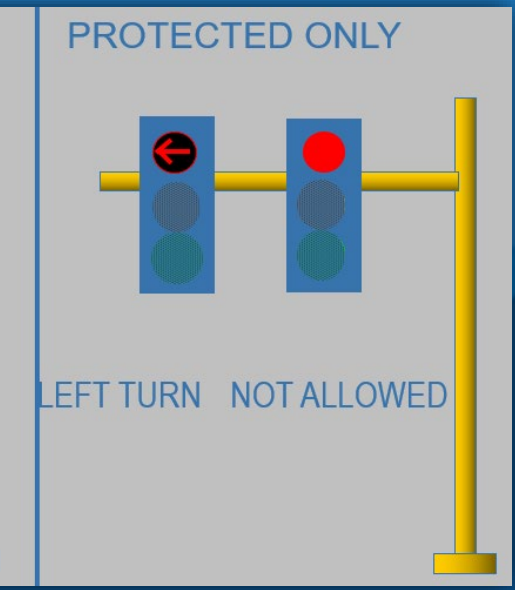




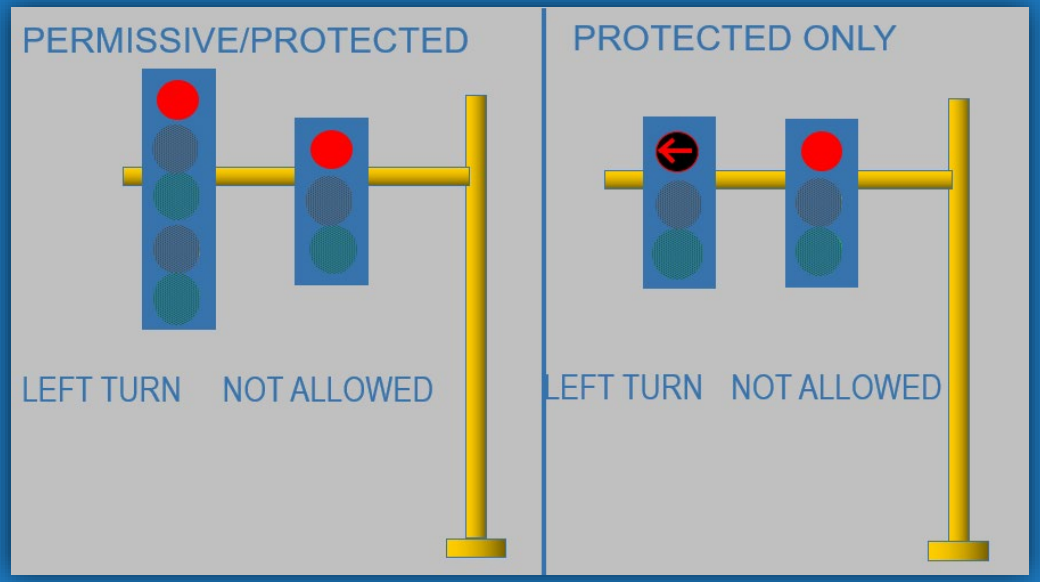


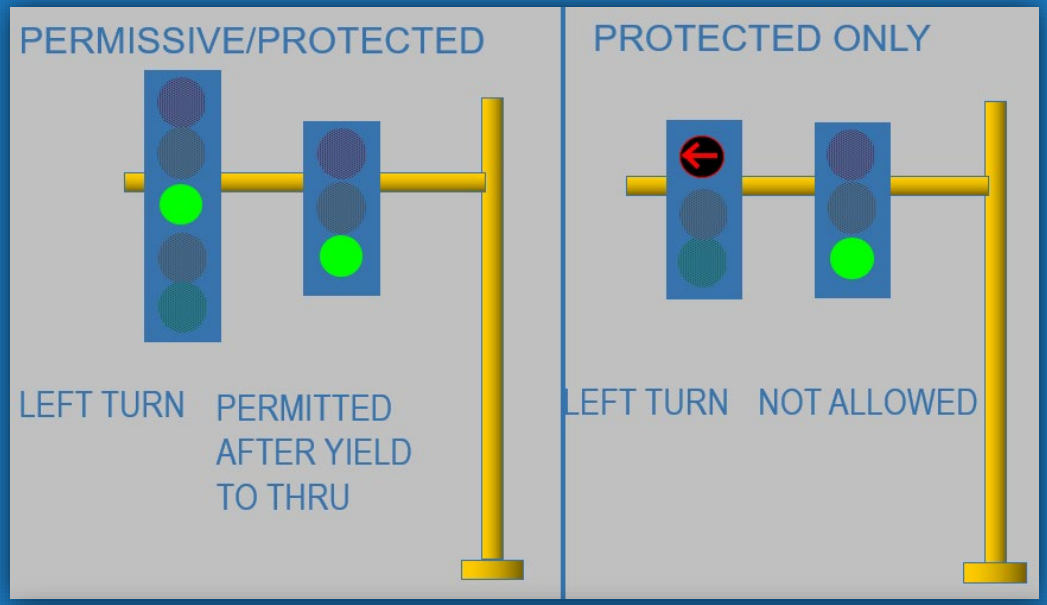


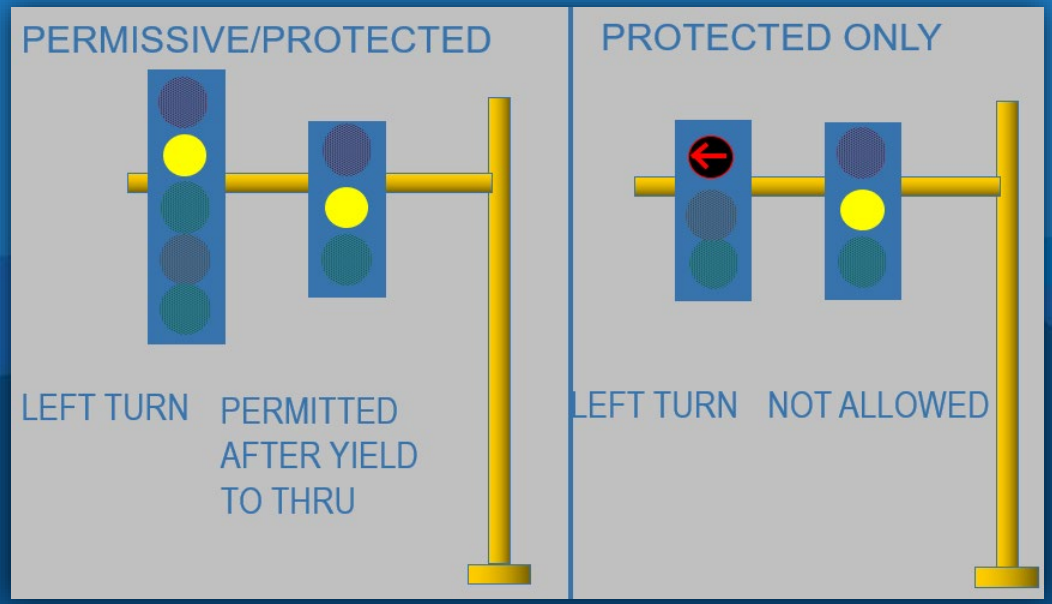


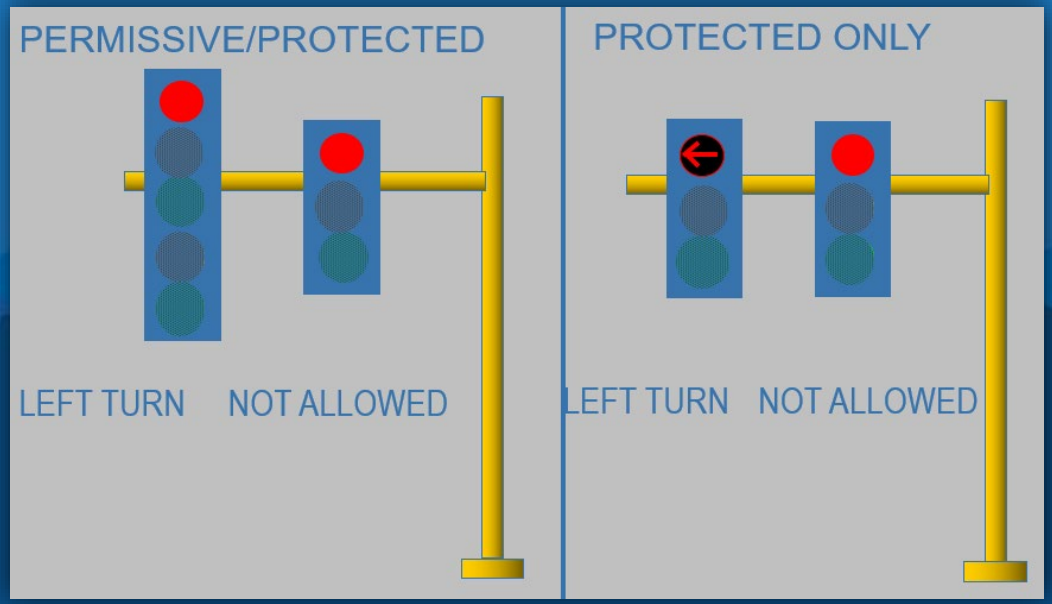


Lagging Left Turn Arrow Sequence



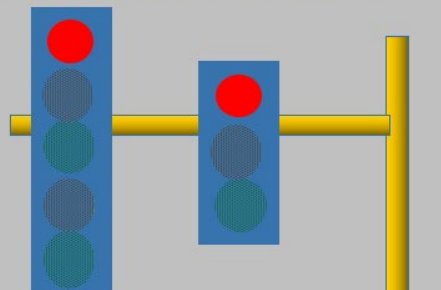






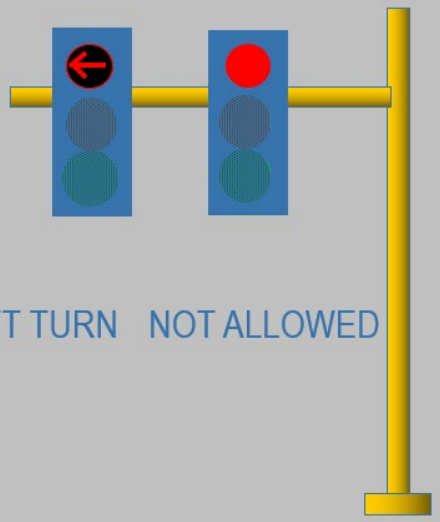
Lagging Left Turn Arrow Sequence

PERMISSIVE/PROTECTED



LEFT TURN NOT ALLOWED

PROTECTED ONLY



LEFT TURN NOT ALLOWED

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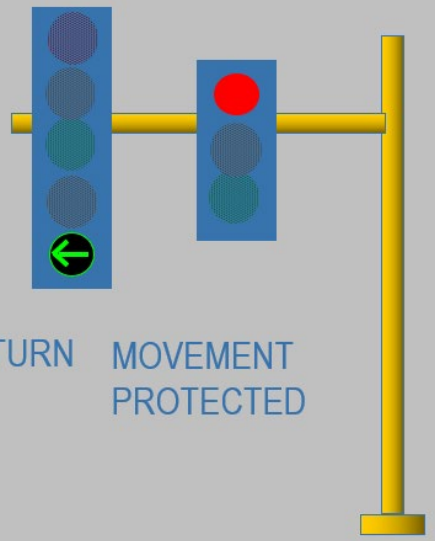
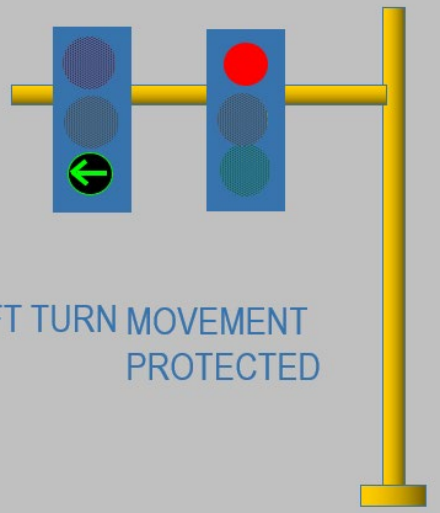


LEFT TURN MOVEMENT PROTECTED

PROTECTED ONLY



LEFT TURN MOVEMENT PROTECTED

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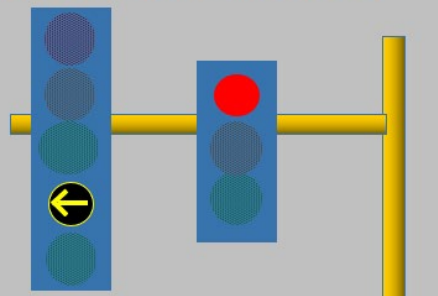

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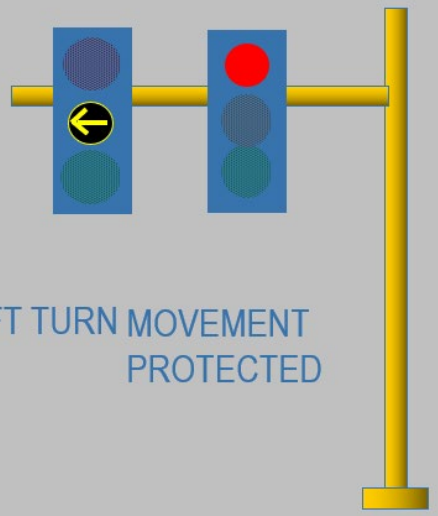
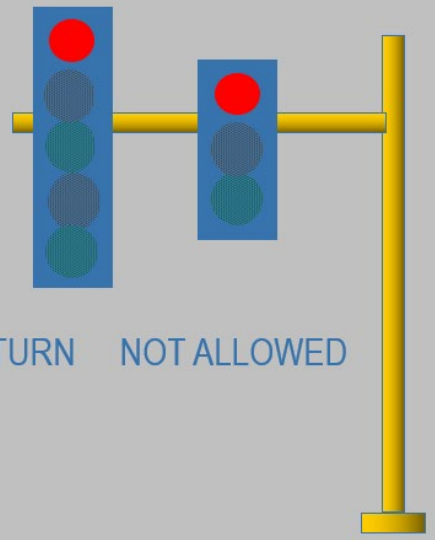
PROTECTED ONLY



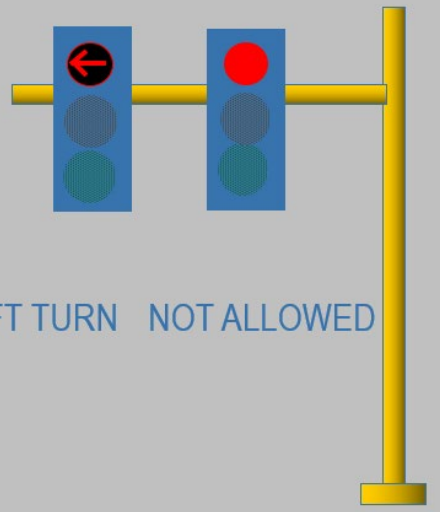
LEFT TURN MOVEMENT PROTECTED

PERMISSIVE/PROTECTED



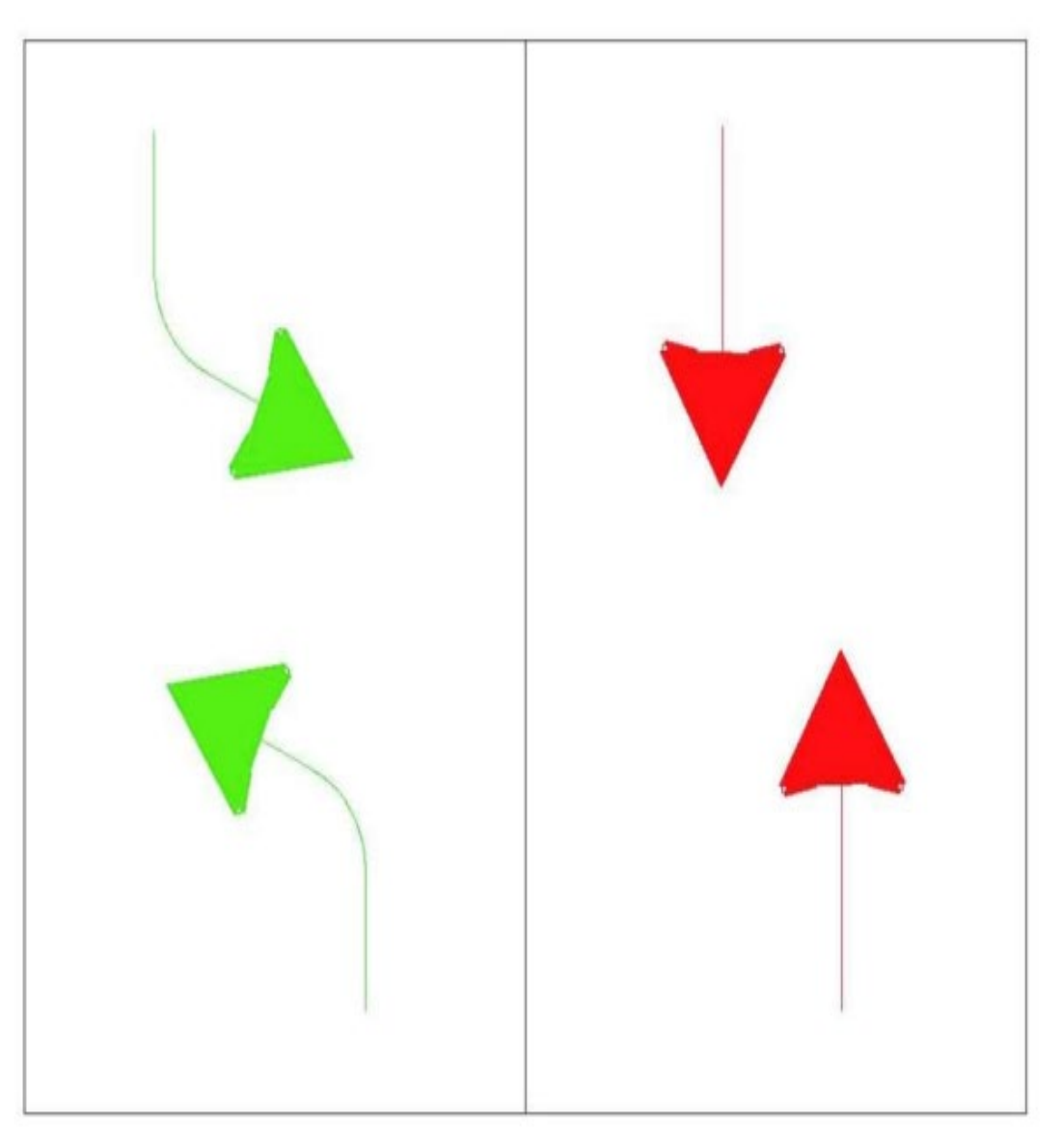
LEFT TURN NOT ALLOWED

PROTECTED ONLY

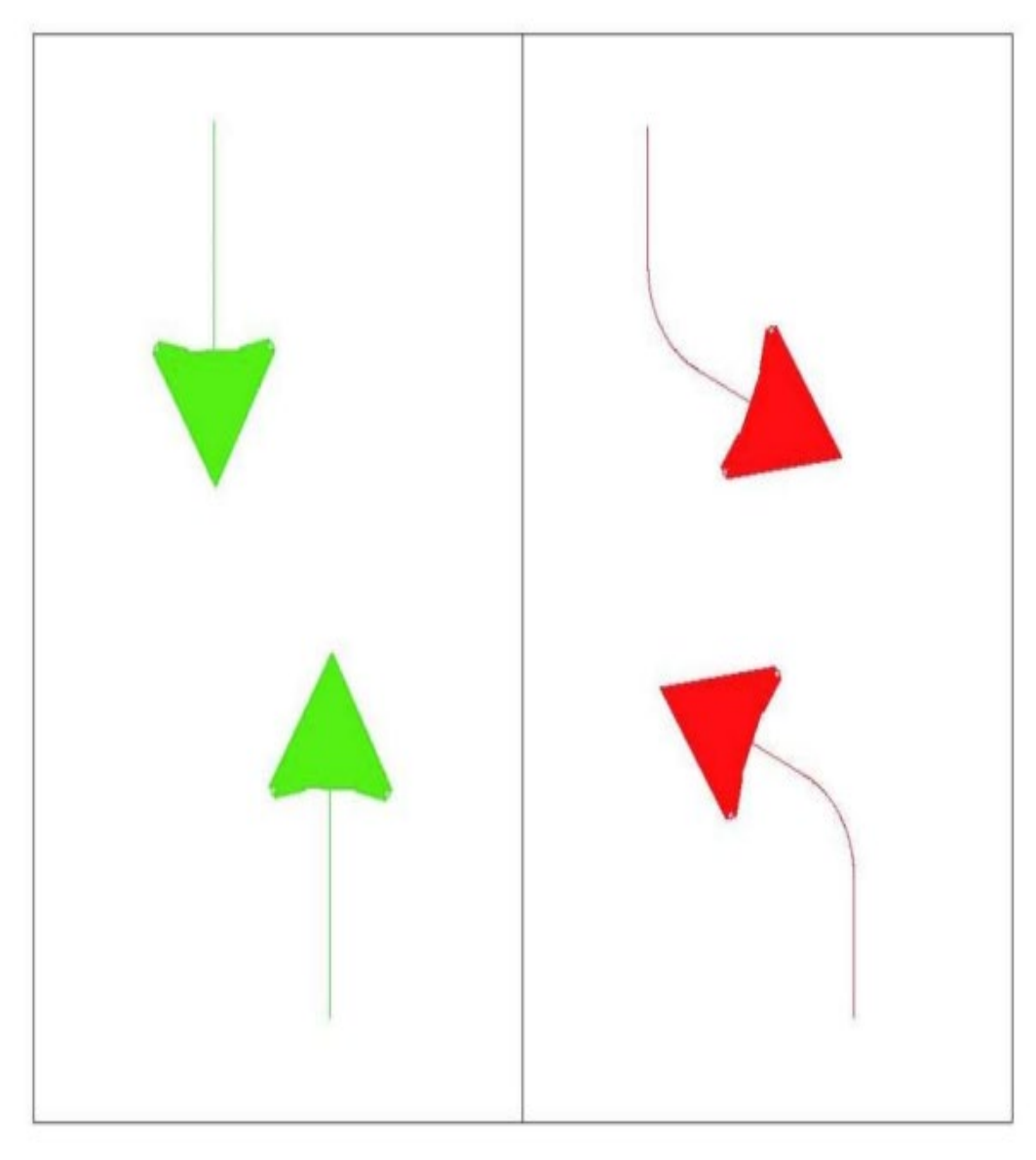


LEFT TURN NOT ALLOWED

Leading



Lagging



Left Turn Phasing Options

Exhibit 5-4 Left-Turn Phasing Options

Left-Turn Phasing Option	Description	Advantages	Challenges
Permitted Left-Turn Phase	Served with the adjacent through movement, requiring left-turning vehicles to yield to conflicting vehicle and pedestrian movements	□ Reduced intersection delay □ Efficient green allocation	□ Requires users to choose acceptable gaps in traffic □ Yellow trap can occur if opposing movement is a lagging left turn
Protected Left-Turn Phase	Left-turning vehicles are given the right-of-way without any conflicting movements	□ Reduced delay for left-turning vehicles □ Users always receive exclusive right-of-way; gaps in traffic do not need to be identified	□ Increased intersection delay
Protected-Permitted Left-Turn Phase	Combination of permitted and protected left-turn phasing; users receive a protected interval, but can also make permitted movements as the conflicting through phase receives a green indication	□ Compromise between safety of protected left-turn phase and efficiency of permitted left-turn phase □ No significant increase in delay for other movements	□ Fewer options for maximizing progression of through vehicles during coordination (unless flashing yellow arrow displays are used) □ Yellow trap can occur if opposing movement is a lagging left turn

Decision Making Guide for Traffic Signal Phasing (2020) NCHRP 284

6.2 Phase Sequence Considerations

Some agencies use the same phasing sequence at all (or most) intersections. A 2003 report indicated that 83 percent of signals with protected-permissive left-turn phase mode used leading left-turn sequence, while 11 percent used lagging and 6 percent used lead-lag (NCHRP 2003). These percentages may have changed somewhat since 2003, but the leading left-turn sequence certainly remains the most common.

Using a common phase sequence at all intersections is likely not the most efficient, because one phase sequence may be superior on certain approaches and another may be preferable elsewhere. Phase sequence should be considered for each pair of opposing approaches to determine if a certain sequence can provide better operational or safety performance.

- Crash Modification (CMF) Clearing House (Austin Study 2009)
- Comparative Analysis of Leading and Lagging Left Turns Report (Lee Study, August 1991)
- Box Study (November 1999)
- Valley Traffic Engineers (VATEC) Meeting (November 2000)
- Chandler-Gilbert Study (2007)

Similar crash rates for leading and lagging

No statistical evidence of difference

Consideration should be based on multiple factors such as safety, efficiency, consistency, and resources.

Surrounding Agency Comparison

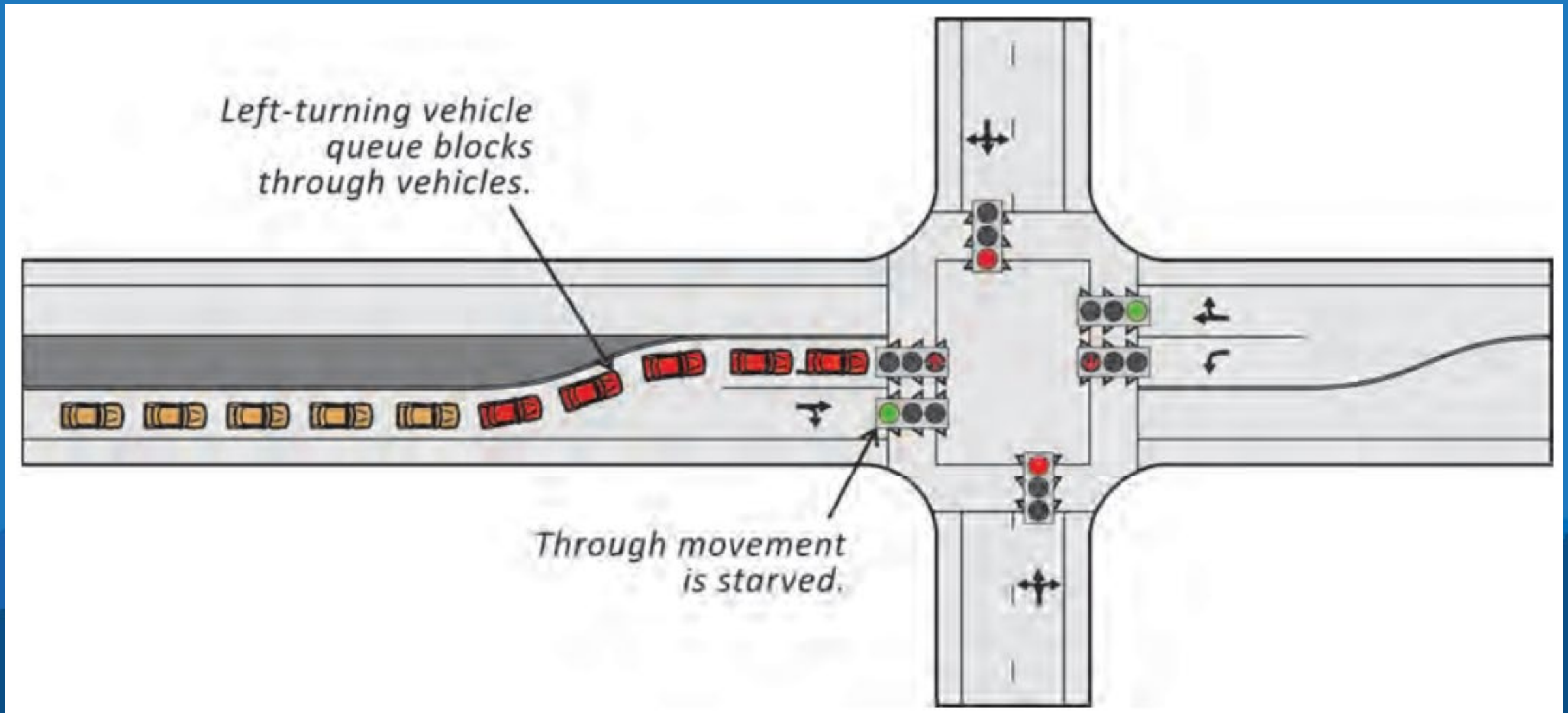
Left-Turn Operation Status/Comparison of Surrounding Agencies

	Scottsdale	Chandler	Gilbert	Glendale	MCDOT	Mesa	Peoria	Phoenix	Surprise	Tempe
Total # of Signals	307	236	227	205	180	511	142	1300	76	246
Lead-Lead all directions	5%	30%	>95%*	6%	100%*	90%	47%	>85%	91%	10%
Lag-Lag all directions	13%		0%	0%	0%	0%	0%	<10%**	0%	0.4%
Lead-Lag all directions	7%		2%**	3%	0%	10%**	0%	0%	1%	7%
Permissive all directions	38%	29%	-		-	46%	8%	-	1%	47%
Mixed LT operations	37%	38%	-	59%	0%		35%	<5%**	0%	36%
Adaptive (Mixed)	0%		0%		0%		7%	2%	7%	0%
Intersections in FREE	18%	6%	-	31%	>80%	<5%	85%	5%	-	7.20%
Flashing Yellow Arrow	7%	41%	-	21%	0%	15%	49%	20%	-	0

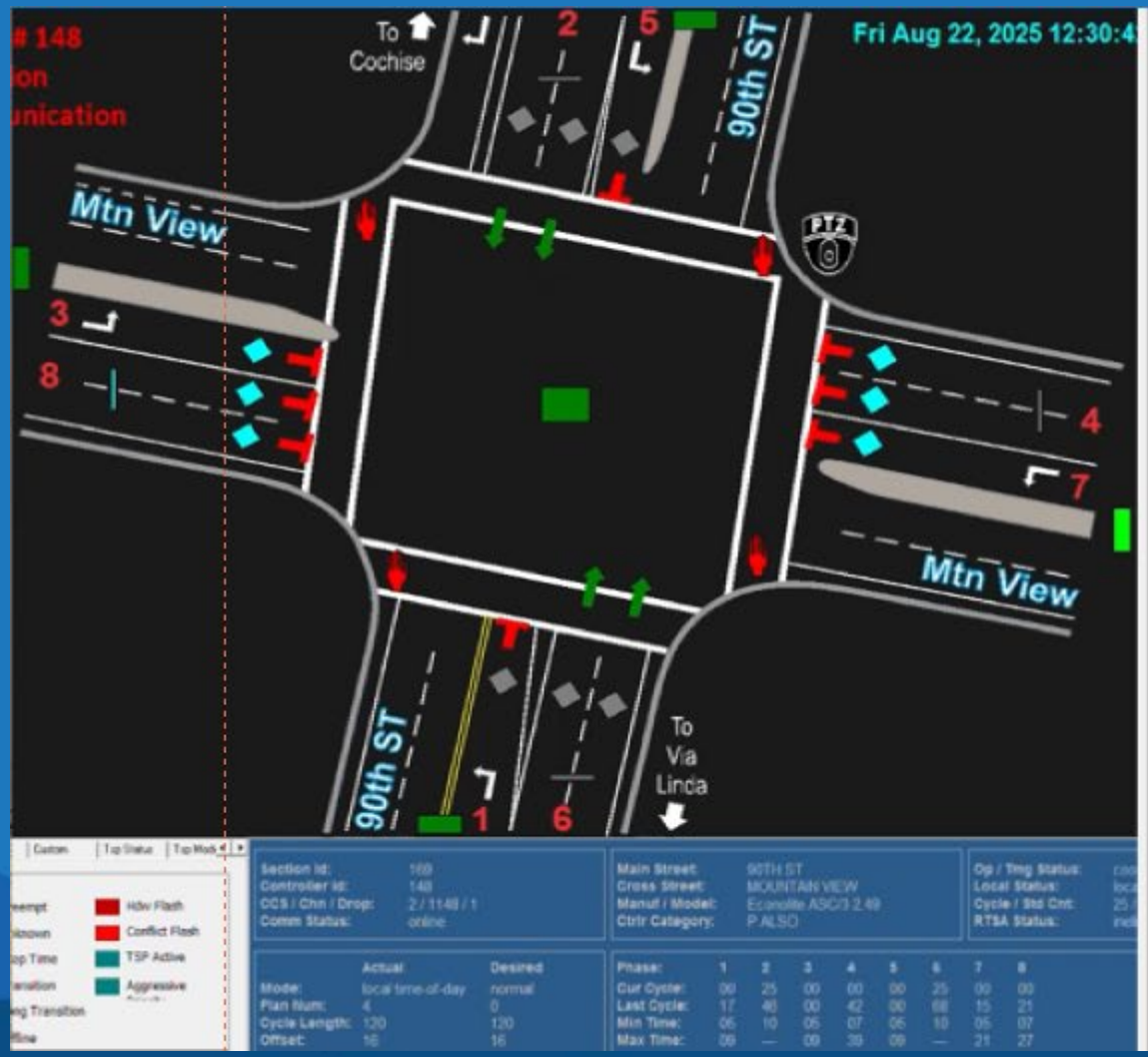
* - all LT arrows are 100% leading, but some locations are permissive LTs

** - @ TIs (freeway interchanges)

Left Turn Storage Spill Back



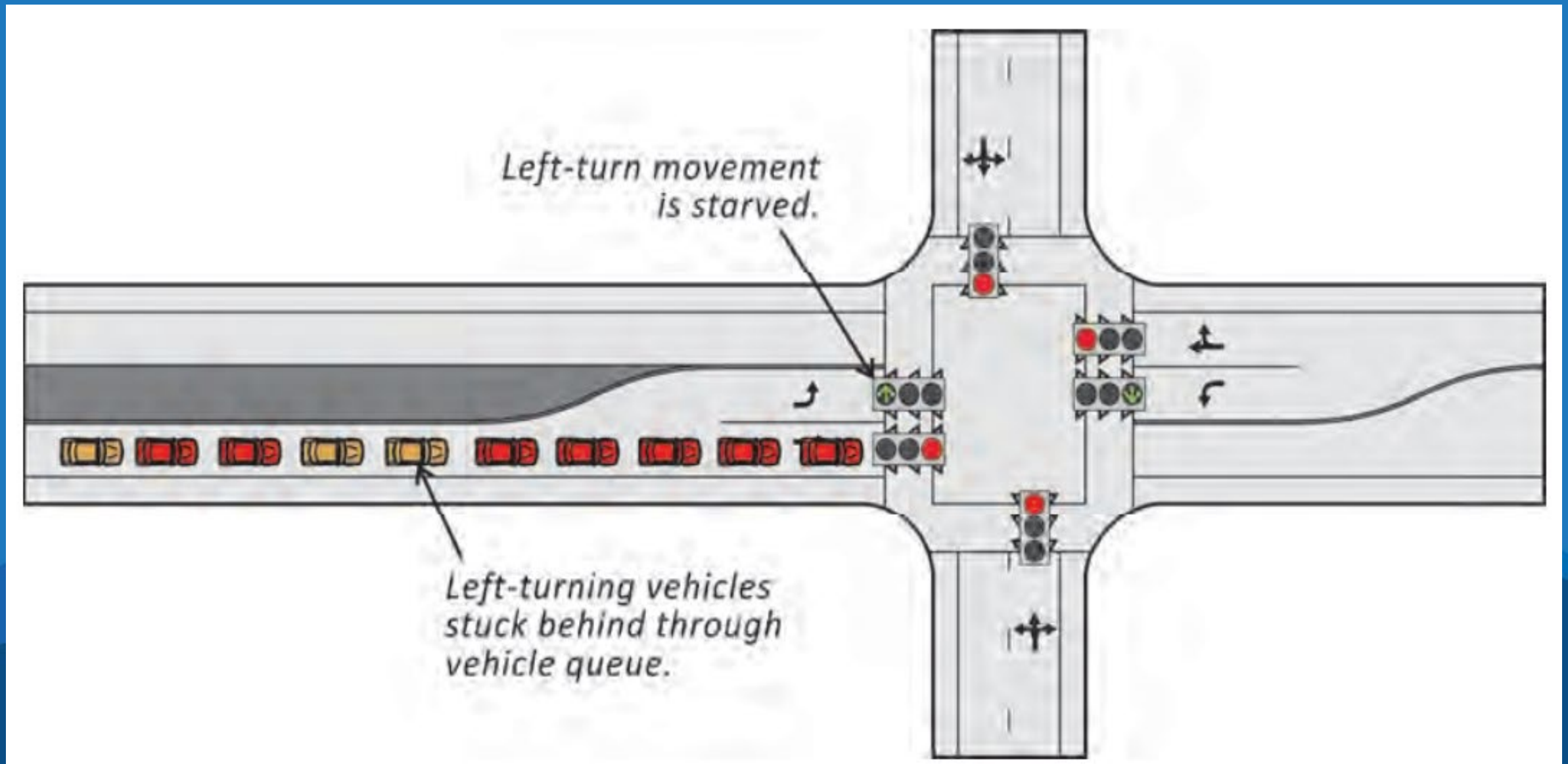
Leading option due to high volume of left turn traffic demand



Leading Left Turn Operation

- Provides additional capacity in most cases
- Affected by any interrelated factors such as geometrics, traffic volumes, cycle length, phase overlaps, driver habits, speeds, etc.
- Optimizing signals provides maximum use of available roadway capacity

Left Turn Storage Blocking



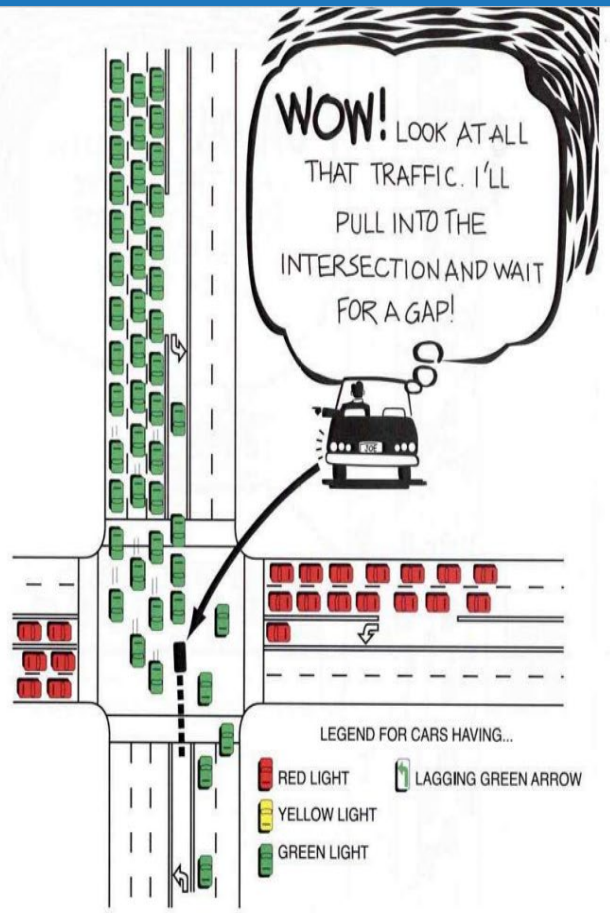
Lagging option due to high volume of through traffic demand

Lagging Left Turn Operation

- More Effective in Appropriate Situations:
  - Free Way Traffic Interchanges
  - Unusual Signal Spacing
  - Geometric Constraints (Short Left Turn Storage)

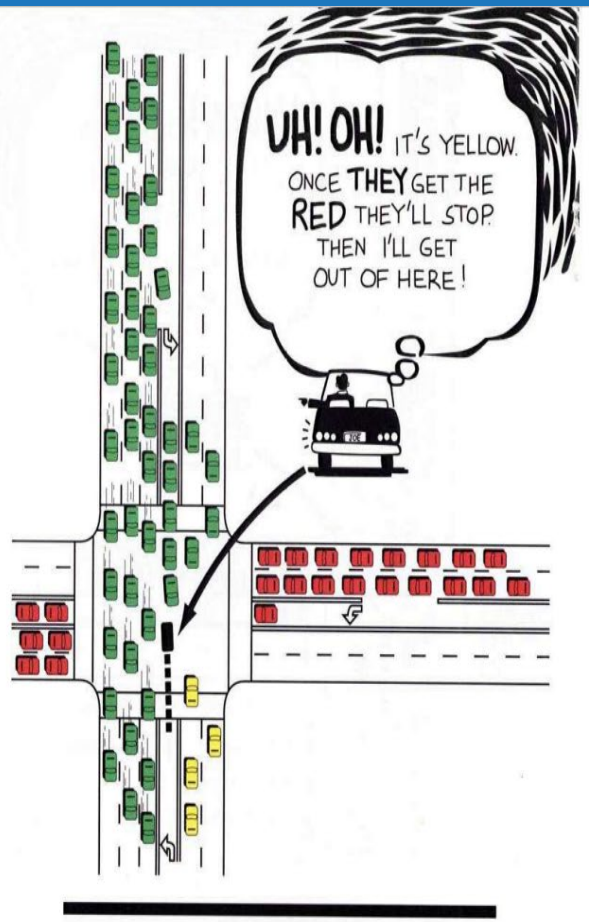
- Combination with Leading and Lagging provides better optimal traffic progression depending on Time of Day

Possible Yellow Trap Sequence



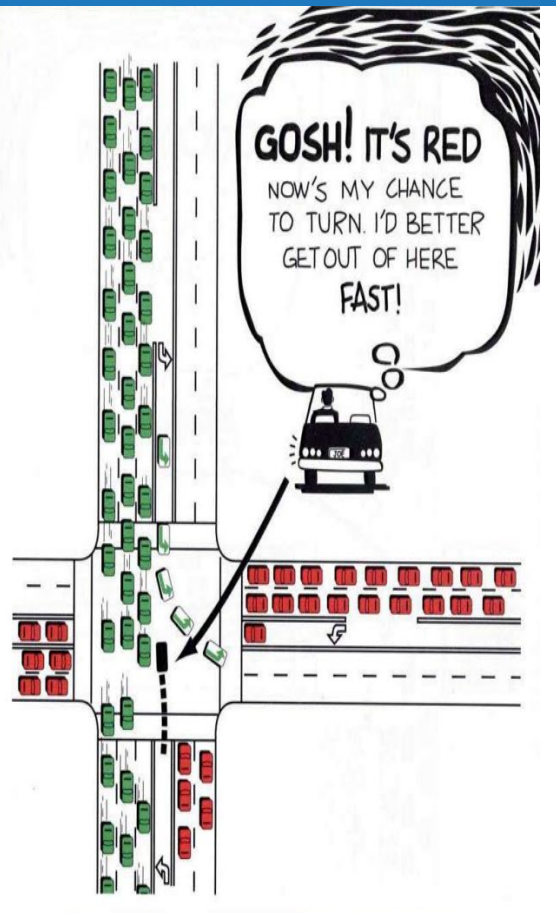
SITUATION - RUSH HOUR

Heavy traffic in the peak direction with moderate opposing traffic. Lonely Joe is waiting to turn left across heavy rush-hour traffic.



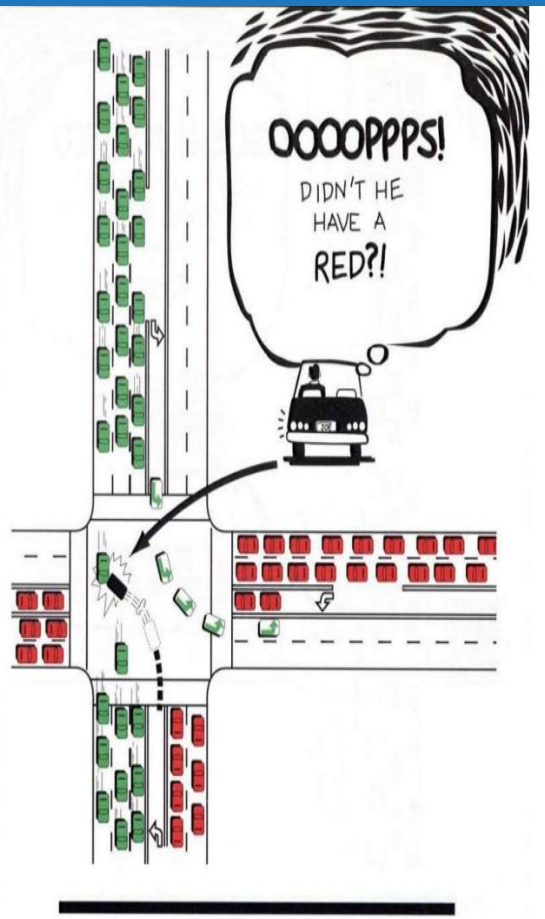
PROBLEM CREATED

Because no other vehicles are behind our left turner, the lagging left-turn arrow was not activated. However, the arrow **was** triggered in the opposing direction, causing Joe to get a yellow light, and he wrongly assumes the opposing driver does too. What he doesn't know is that opposing drivers continue to get a green light.



TENSION BUILDS

Under increasing stress, Joe gets a red light and feels "trapped". He wrongly assumes cross-street traffic now has a green light and will start coming at him. Feeling pressured, he makes a hasty (and bad) decision to force his turn into heavy and fast-moving traffic.

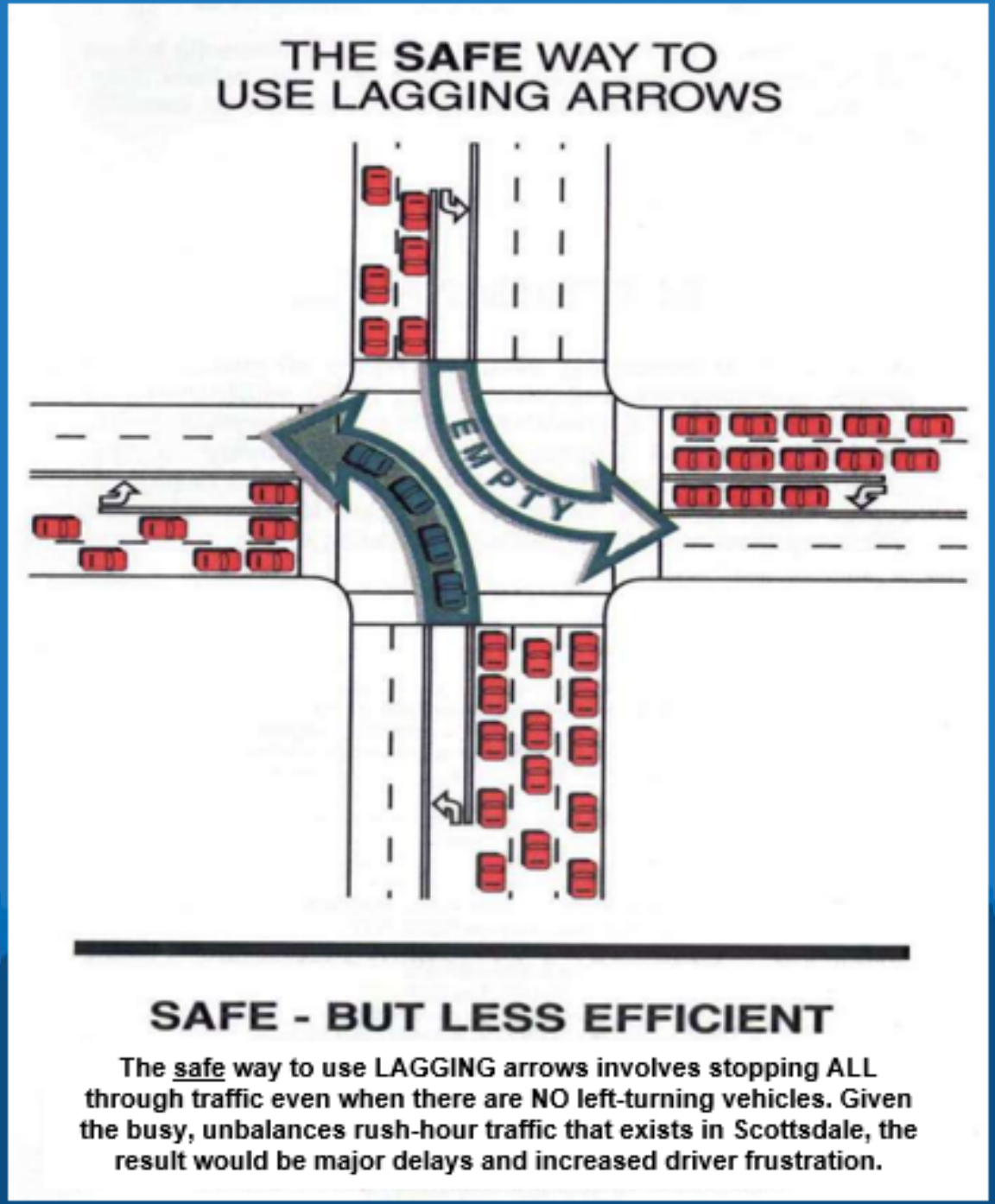


RESULT

Eliminating Yellow Trap

With Lagging, possible trap hazard for protected/ permissive lefts

Eliminating left turn trap results in operational inefficiency

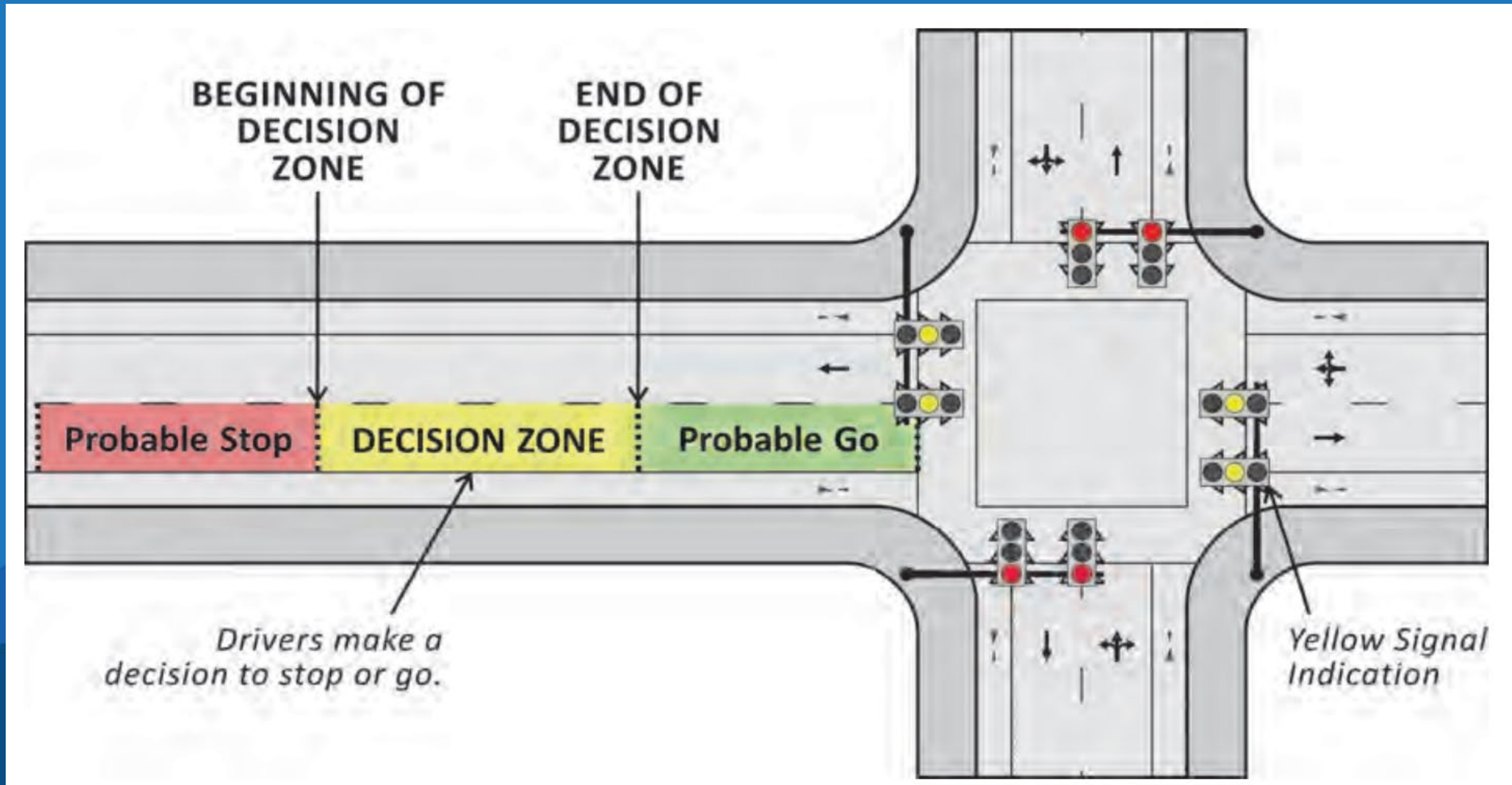


In Summary:

- Leading or Lagging is not a one size fits all.
- Consistency with neighboring agencies

Traffic Engineers should have the flexibility to implement the appropriate left turn operation based on thorough analysis, optimal throughput, safety and available resources.

Decision Zone



Limits of Decision Zone

Approach Vehicular Speed (Miles Per Hour)	Beginning of Decision Zone (5.5 Seconds from Stop Bar)	End of Decision Zone (2.5 Seconds from Stop Bar)
35	285 feet	125 feet
40	325 feet	145 feet
45	365 feet	165 feet
50	405 feet	180 feet
55	445 feet	200 feet

Basic Signal Timing Parameter Guidance

	Timing Parameter	Consequence for Too Little Time	Consequence for Too Much Time	Dependent On Variables Including:
Section 6.1.1	Yellow Change	□ May create a dilemma zone (Type I) □ May cause a higher frequency of red-light running	□ May encourage disrespect by familiar drivers	□ Driver perception-reaction time □ Vehicle deceleration rate □ Vehicle approach speed □ Approach grade
Section 6.1.2	Red Clearance	□ Potential conflict after phase begins	□ Wasted time at the intersection	□ Intersection width □ Vehicle length □ Vehicle approach speed

Duration of Minimum Yellow Change Interval

Approach Speed (MPH)	Minimum Yellow Change[1] (Seconds)
25	3.0*
30	3.2
35	3.6
40	3.9
45	4.3
50	4.7
55	5.0
60	5.4

[1] Based on negligible approach grades. Adjustments are required for upgrades and downgrades.

* The MUTCD (*2*) recommends a minimum duration of 3 seconds for the yellow change interval.

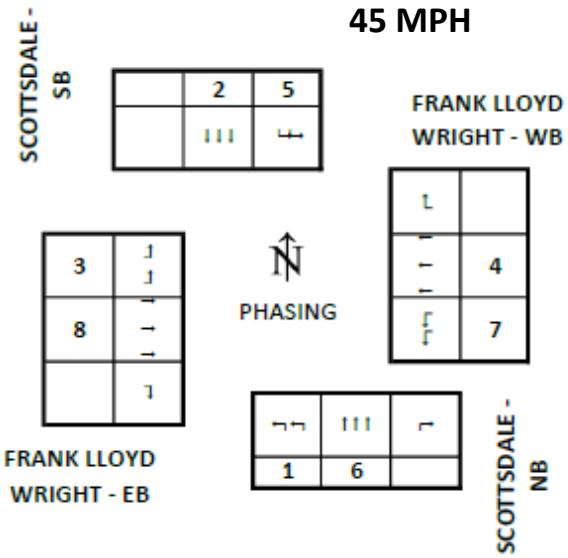
Scottsdale and Frank Lloyd Wright signal timing

SCOTTSDALE & FRANK LLOYD WRIGHT			System # 162
BASIC TIMING PLAN	Section #	I.P. Address MM1-5-1	Date Designed
	1617	172.27.11.62	1/15/2021

TIMING PLAN - MM-2-1

Phase	1	2	3	4	5	6	7	8
Movement	NBL	SBT	EBL	WBT	SBL	NBT	WBL	EBT
NOTES	L-P	COORD	PROT		PROT	COORD	L-P	
MIN GRN	5	10	5	10	5	10	5	10
BK MGRN								
CS MGRN	5		5		5		5	
DLY GRN								
WALK		4		4		4		4
WALK2								
WLK MAX								
PED CLR/FDW		30		26		33		32
PD CLR2								
PC MAX								
PED CO								
VEH EXT	2	1	2	1	2	1	2	1
VH EXT2								
MAX 1	20	45	20	45	20	45	20	45
MAX 2	40	55	35	45	40	55	30	50
MAX 3								
DYM MAX								
DYM STP								
YELLOW	4	4.7	4	4.7	4	4.7	4.0	4.7
RED CLR	2	1.1	2	1.1	2	1.1	2	1.1
RED MAX								
RED RVT	2	2	2	2	2	2	2	2
ACT B4								
SEC/ACT								
MAX INT								

45 MPH



PHASING SEQUENCES				
TOD: MORNING				
R1	1	2	4	3
R2	6	5	7	8
		B		B
Use Timing plan:				
TOD: MIDDAY				
R1	1	2	4	3
R2	6	5	7	8
		B		B
Use Timing plan:				

Other Agencies Standard of Practice

- ITE Guidelines for Determining Traffic Signal Change and Clearance Intervals
- Signal Timing Manual 2015 (NCHRP Report 812)
- AzTech White Paper
- Two agencies in the valley are piloting projects to increase their clearance intervals completion 2026 & 2028

Study in California found increasing clearance interval greater than ITE Guidelines

- Increased number of angle collisions (one of the most severe collision types) –

While overall collisions slightly decreased,

- that decrease was primarily led by decrease in rear end collisions (one of the least severe collision types)

MARCH 2020

Guidelines for Determining Traffic Signal Change and Clearance Intervals

A Recommended Practice
of the Institute of
Transportation Engineers

ite
A Community of Transportation Professionals

YELLOW Interval

Constants and Variables:

Y = Yellow interval (s)

v or V = vehicle or design speed in mph (if not in mph, indicated as such in table below)

t = perception-reaction time, 1.0s

a = deceleration rate, 10 ft/s^2

g = % grade (downhill is a negative grade)

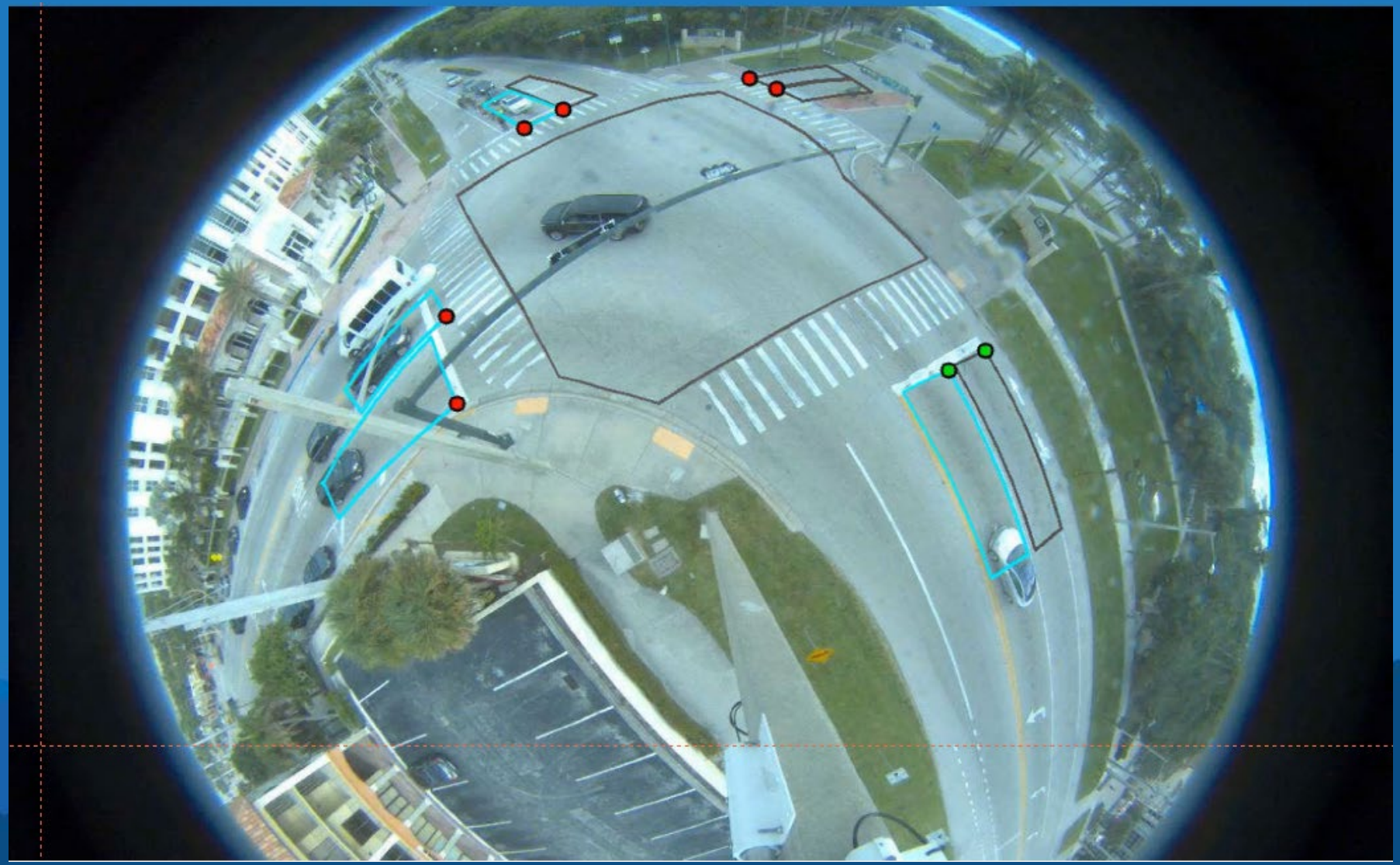
G = gravity constant 32.2 ft/s^2

Agency	Yellow Interval (s)	Notes/Comments
1	Through phase based on speed: • 35 mph or less, 3.5s • 40 mph, 4.0s • 45 mph, 4.5s Left turn phase based on speed: • Leading arrow, protected/permitted, 3.0s • Leading arrow, protected only, 4.0s • Lagging arrows all operations, same as adjacent through phase	• 7.0s maximum
2	$Y\,(\text{minimum}) = t_1 + t_2$ $t_1 = 1\text{s}\,(\text{perception - reaction time})$ $t_2 = \frac{1.47v}{(2a + 64.4g)}$	• 3.0s minimum • 6.0s maximum
3	$Y = t + \frac{V}{2a + 64.4g}$ V = approach speed in ft/sec	• 3.0s minimum • 6.0s maximum • If calculated time is longer than 5.0s, the remaining time will go to the all red interval • For protected-only left-turn arrows, 3.0s yellow interval is typically used
4	$Y = t + \frac{1.47v}{2(a + 32.2g)}$	• 3.0s minimum for all vehicle movements • 3.0s for separate left-turn phases • Rounded to the next highest 0.1 seconds • Approach speed (v) assumed to be posted speed
5	$Y = t + \frac{v}{2a + 2Gg}$ v = design speed (ft/s)	
6	$Y = t + \frac{1.47V}{2a + 2Gg}$	

Leveraging Intelligent Transportation Systems (ITS) Technologies

- Beta test of adaptive green time extension for bikes and pedestrians
- Beta test of adaptive green time extension for vehicles

Bike platoon green time extension



Green time extension for vehicles

Staff Recommendation

- City of Scottsdale currently meet or exceed the minimum yellow change.

- Our clearance times are more conservative and consistent with standard practice and requirements.

Leverage ITS technologies and pilot projects to provide green time extension to increase intersection safety


Questions
and
Discussion

SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To:	**Transportation Commission**
From:	**Nathan Domme, Senior Manager: Transportation Planning**
Subject:	**Functional Classification Changes and Amendment to the Transportation Action Plan**
Meeting Date:	**October 16, 2025**

ITEMS IN BRIEF

Action: Action

Purpose:

Staff are requesting that the Transportation Commission recommend approval of amendments to the Functional Classification Map contained within the City of Scottsdale's Transportation Action Plan (TAP). These amendments reflect updates to the city's roadway network based on recent planning, development, and resident petitions. The proposed changes ensure that roadway classifications remain consistent with current and anticipated travel demand, connectivity objectives, and design standards. The amendments will clarify roadway hierarchies to guide right-of-way preservation, access management, and future capital improvement programming.

Background:

The Transportation Action Plan (TAP) is the City of Scottsdale's long-range policy and planning framework guiding the development, operation, and maintenance of the city's transportation system. Originally adopted in 2008 and comprehensively updated in 2022, the TAP replaced the earlier Transportation Master Plan and was designed to align with the goals and policies of the Scottsdale General Plan 2035. The 2022 update emphasized the level of maturity in the city's existing transportation network, the new plan has been reoriented as 10-year action plan, rather than a long-range master plan.

The TAP defines the city's Functional Classification Map (the hierarchy and intended purpose of Scottsdale's Roadway network), establishes performance measures, and identifies investment priorities for streets, transit, bicycle, and pedestrian networks. It is intended to be a living document, updated periodically to reflect changing conditions, funding opportunities, and evolving transportation needs throughout the community.

Proposed Amendments:

78th St from Shea Blvd to Mountain View Road:

1) City staff have been working with residents of the La Cuesta HOA and Gainey Ranch HOA on addressing persistent speeding along 78th Street between Shea Boulevard and Mountain View Road. A citizen petition followed by traffic data analysis, a neighborhood meeting and direction for the city manager's office has led staff to the outcome of proposing traffic calming devices along this portion of 78th Street near Gold Dust Avenue.

One of the Requests was a street classification change for 78th street from a minor collector to a local residential street.

2) Modifications to the Transportation Action Plan Street Element related to 78th St from Shea to Mountain View Road.

    a. Page S-7 (Street Element): Add 78th St from Shea to Mountain View Road to Table S-2 indicating revision from minor collector road to a local road. (Table revision)
    b. Page S-8: Edit Figure S-2 (Functional Classification Map) to add 78th St from Shea to Mountain View Road to Figure S-2 indicating revision from a minor collector road to a local road. (Figure revision)

Chauncy Lane from Scottsdale to Miller:

1) During a recent review of the network, staff identified that Chauncey Lane, which is planned to connect to Miller Road, plays a larger role in the transportation system than currently reflected on the map. Chauncey Lane, which was previously classified as a local street, is essential for providing access between Scottsdale Road and Miller Road. Once constructed, Chauncey Lane will play a key role in the area's transportation network as a designated and designed collector roadway. The new road will facilitate efficient traffic distribution as development and employment in the Airpark continue to increase. Chauncy Lane will provide an alternative route in the roadway network, enhancing reliability and alleviating congestion on Princess Blvd. Given its purpose and the expected travel demand, Chauncey Lane should be reclassified as a Minor Collector.

2) Modifications to the Transportation Action Plan Street Element related to Chauncey Lane east of Scottsdale Rd.
    c. Page S-7 (Street Element): Add Chauncy Lane between Scottsdale Rd and Miller Rd to Table S-2 indicating revision from a local road to a minor collector road. (Table revision)
    d. Page S-8: Edit Figure S-2 (Functional Classification Map) to add Chauncy Lane between Scottsdale Rd and Miller Rd to Figure S-2 indicating revision from a local road to a minor collector road. (Figure revision)

Next Steps:
Following Commission recommendation, the proposed map amendments will be presented to City Council for formal adoption as part of the Transportation Action Plan.

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

Functional Classification Changes & TAP Amendment

Transportation Commission

Nathan Domme, Senior Manager Transportation Planning

10/16/2025

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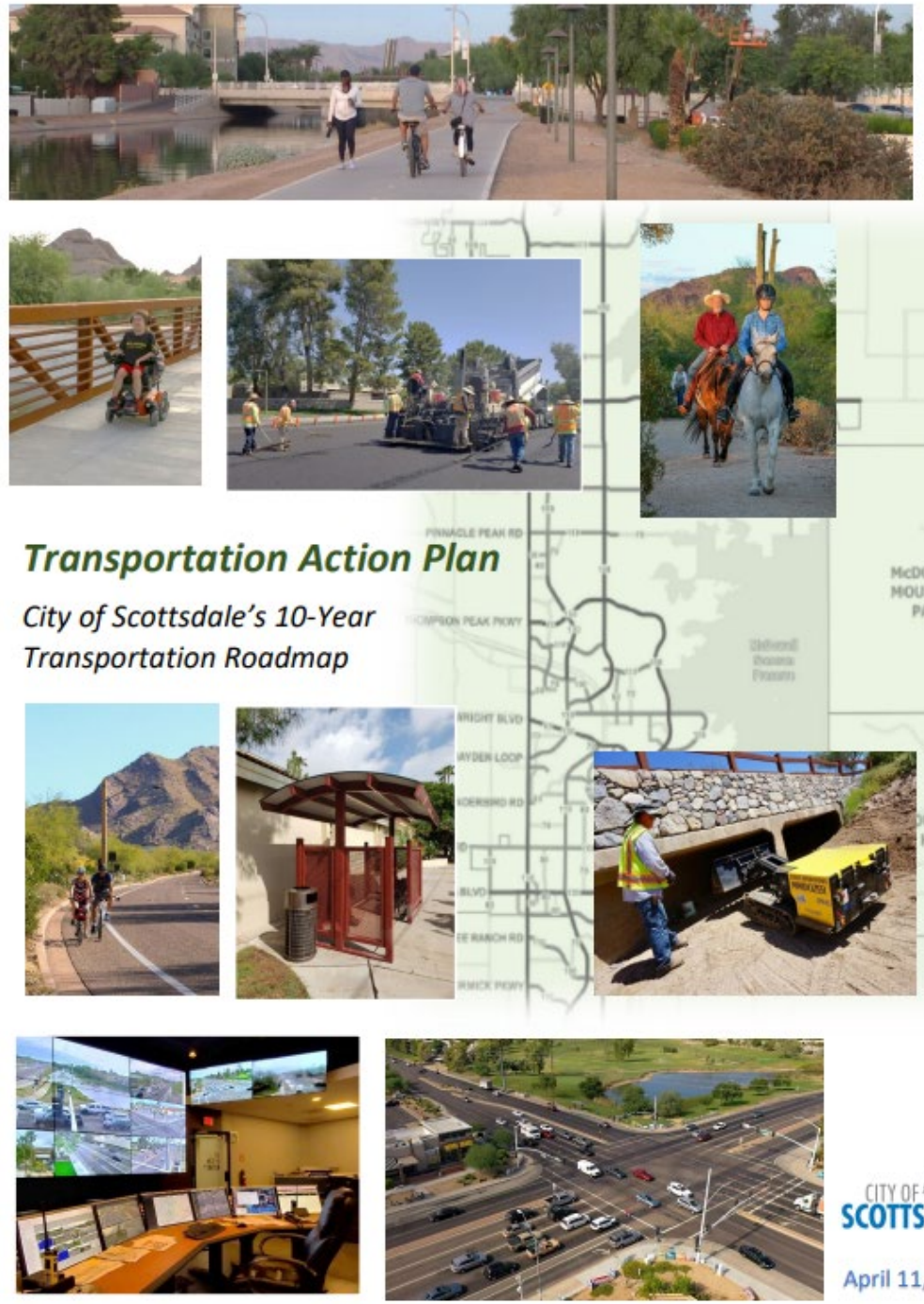
Background

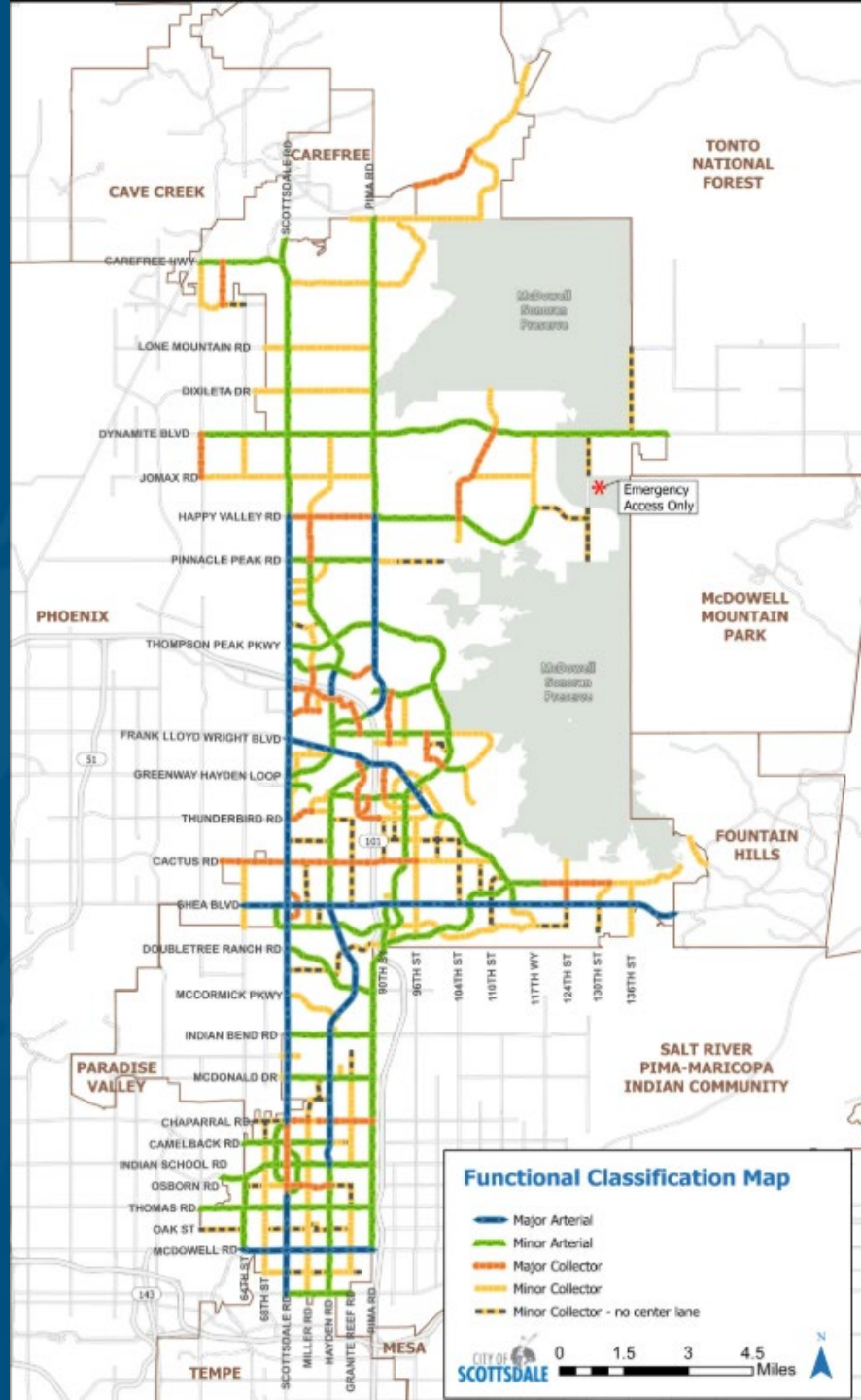
Transportation Action Plan

- Aligned with Scottsdale General Plan 2035
- Defines Functional Classification Map
- Adopted by the City Council in 2022



Functional Classification Map

- Defines the hierarchy and intended purpose of roadway network
- The categories guide design standards and ROW needs
  - Arterial
  - Collector
  - Local



Proposed Amendments

- 78th St: Shea Blvd to Mountain View Rd from a Minor Collector to a Local Road

- Chauncey Lane: Scottsdale Road to Miller Road from a Local Road to a Minor Collector

- Map/Table updates to TAP Street Element (Pages S-7, S-8)

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78th St (Shea Blvd to Mountain View Rd)

Requested Reclassification: Minor Collector to Local

- Resident petition, persistent speeding concerns
- Traffic data analysis and neighborhood meeting

Intended Purpose will change by

- Reduction of the Speed Limit
- Create traffic calming (speed tables)

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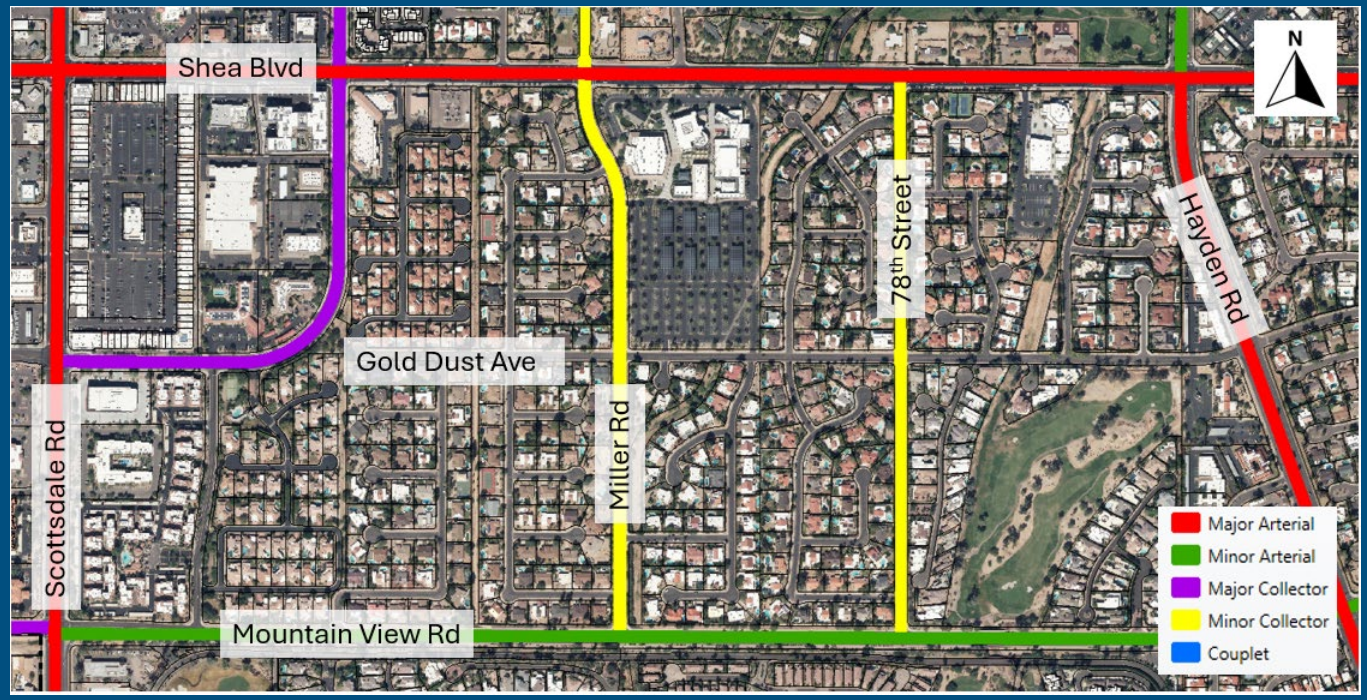
Reclassification and Speed Limit



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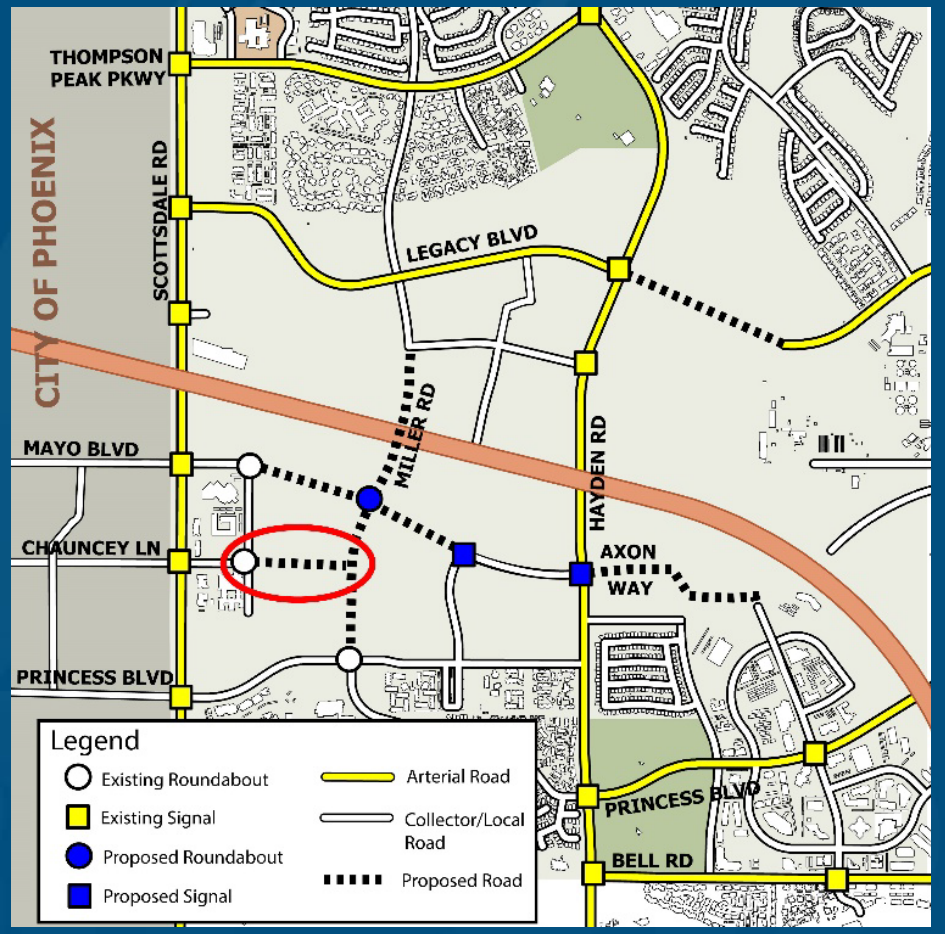
Chauncey Lane (Scottsdale Rd to Miller Rd)

- Requested Reclassification: Local to Minor Collector

- Identified as critical connection supporting the Airpark access
- Function/Design supports minor collector roadway
- Relieves Princess Blvd as development grows



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Next Steps

- Transportation Commission Recommendation
- City Council Report to City Council for formal adoption as TAP amendment
- Publish updated map/table on the city's website

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Questions?

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Requested Action

- Motion: Recommend to City Council approval of amendments to the TAP functional classification Map as Presented:
  - Reclassify 78th St (Shea Blvd to Mountain View Road) to a Local Residential
  - Reclassify Chauncey Ln (Scottsdale Rd to Miller Rd) to a Minor Collector

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TENTATIVE FUTURE AGENDA ITEMS

Rev.10-14-25

All Items Subject to Change

TRANSPORTATION COMMISSION

MEETING DATE: November 20, 2025 **REPORTS/PRESENTATIONS DUE November 13th**

- **Strategic Transportation Safety Plan: First Draft/Project Prioritization/Evaluation Tools Action**
- **Strategic Transportation Safety Plan: Workforce Safety and Emergency RespondersInformation and Discussion .....Information and Possible Action** *Nathan Domme, Transportation Planning Manager*
- **Projects and Programs Update…… Information and Discussion**

MEETING DATE: December 18, 2025

NO MEETING – need to post cancellation

FUTURE ITEMS:

INFORMATION ITEMS

- **White Pavement results for Study**
- **Pavement PCI and Five-Year Paving Plan and MAG Pavement Roughness Index……..Information and Discussion**
- **Traffic Engineering – Workstudy with Council.**
- **Post Storm Care**

***Speed humps on Oak Street [check to see if this is related to the bike lane]**

- *** Jackrabbit Protected Bike Lane Pilot Project**
- **How Transportation interacts with Development Review on Private Development…. Information and Discussion**

Cell Phone antennas placed in ROW including crash data

***Coordination with Parks & Recreation on ROW coordination**

***Coordination with PD**

ADA Transition Plan – Feb 2026

Paratransit and Commute Solutions Services

Transit Update - comparison with other cities and agencies transit ridership in the region, Old Town Trolley, Trolley service days and hours

- **Review of Travel Demand Patterns.....Information**
  Information on how travel demand patterns effects roadway improvements – Nathan Domme, Transportation Planning Manager
- **PCI and the Five-Year Paving Plan……..…….….Information**
  Information on the Transportation & Streets Department's Paving Section –
- **Projects and Programs Update….....Information**
  Information on continuing projects and programs throughout the city –
- **Digital Messaging Sign Project……..…….…….. Information**
  Information on the digital messaging sign project – Cristina Lenko, Public Information Officer
- **Transportation Link to the Tree and Shade Program……..…….. Information**

Information on Transportation component of the Tree and Shade Program – Tim Conner, Environmental Initiatives Manager

- **IBW Path Renovation……..……..……..…….. Information**
  Update on the IBW Path renovation – Susan Conklu, Senior Transportation Planner
- **Roundabout Program……..……..……..…….. Information**
  Information on the Roundabout Program – Nathan Domme, Transportation Planning Manager
- **New Frank Lloyd Wright Interchange……..……..…….. Information**
  Information on the new FLW Interchange –
- **Future Agenda Items .....Discussion**
  Robust discussion on future agenda item topics – Transportation Commission

TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES

- **Expanding Maintenance Needs…….……Presentation and Discussion**
  Maintenance of current infrastructure –
- **Leading Pedestrian Interval Policy….……..…Presentation and Discussion**
  Discuss Leading Pedestrian Interval Policy and application – John Hoang, Traffic Engineering and Operations Manager
- **Traffic Signal Detection**
- **Construction Mitigation Plan……..…….……Presentation and Discussion**
  Follow up on the initial presentation from staff –