

APPROVED AT THE 05-15-25 TRANSPORTATION COMMISSION MEETING



**APPROVED AS AMENDED
SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

**Thursday, April 17, 2025
City Hall Kiva Forum
3939 N. Drinkwater Boulevard
Scottsdale, AZ 85251**

CALL TO ORDER

Chair Miller called the meeting to order at 5:15 p.m.

ROLL CALL

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

ABSENT: Lee Kauftheil

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

PUBLIC COMMENT

Senior Transportation Planner Susan Conklu advised there were no members of the public who wished to speak.

Ms. Conklu noted one written comment was mistakenly sent to the Planning Commission's

inbox, but copies were forwarded to each Commissioner. Staff will reply to the resident. Chair Miller thanked Transportation and Streets Director Mark Melnychenko for working with the Commission, streamlining processes, and helping develop the Transportation Action Plan. She looked forward to working with the new division leadership on the Transportation Safety Plan.

1. Approval of Meeting Minutes

Chair Miller mentioned that, in paragraph 2 of Agenda Item 2, the second sentence should read City of Scottsdale, not City of Avondale.

VICE-CHAIR WILCOXON MOVED TO APPROVE MARCH 20, 2025, TRANSPORTATION COMMISSION REGULAR MEETING MINUTES AS AMENDED. COMMISSIONER DAVIS SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0) BY ROLL CALL VOTE. CHAIR MILLER, VICE-CHAIR WILCOXON, AND COMMISSIONERS CARDELLA, DAVIS, MARMON, AND PANKIEWICZ VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

2. Strategic Transportation Safety Plan: Data Analysis and High-Risk Locations

Transportation Planning Manager Nathan Domme discussed the purpose of the presentation and introduced Ryan Wozniak with T.Y. Lin International, who said this item is intended to be a high-level check-in to get feedback.

Dr. Brendan Russo with Northern Arizona University continued Mr. Domme's presentation and reviewed slides with the following titles: Crash Data Summary; Range of Data Collection...; Data accuracy, completeness, and uniformity; Total Crashes by Injury Severity and Year; Total Crashes by Collision Type; Crashes by Collision Type and Severity; Pedestrian & Bicyclist Crashes... (2 slides); Location of Bike/Ped Crash by Severity; Total Crashes by Lighting Condition; Crashes by Collision Type and Light Condition; Total Crashes by Hour of Day; Total Crashes by Alcohol Involvement per year; KSI Crashes by Alcohol Involvement per year; and Total Crashes by Vehicle Type (2 slides).

Dr. Russo indicated speed limits are considered, but that data is augmented by other sources of measured speed data, because people do not always travel the speed limit. He explained areas where the data may be less accurate, such as when police officers estimate driving speeds. He reminded the Commissioners to consider not only the percentage of crash occurrences but also the frequency at which they occur. He said pedestrian crashes resulting in death or serious injury (KSI) are overrepresented in darker conditions, which is consistent with national trends.

Dr. Russo continued the presentation by reviewing GIS maps with the following titles or descriptions: road type; Roadway Speed Limits; Total Crashes with Heat Map; Pedestrian and Bike Crashes with Heatmap; KSI Crashes, Bike and Pedestrian focus; All Crashes by Road Segment; All Crashes Exceeding Speed Limits; Alcohol Involvement; Bike + Pedestrian Crashes Near Transit; All Crashes Near Parks; High Crash Segments and Intersections; Crash Intersections - All Severities; Crashes Intersections - KSI Severities; Crash Type Comparison at High Crash Intersections; Crashes Segments - All Severities; Crashes Segments - KSI Severities; and Crash Type Comparison at High Crash Segments.

Dr. Russo pointed out that most of the KSI accidents occurred at intersections. He commented it is unclear about the accuracy of the data regarding crashes over the speed limit because it is

based on speed estimates. This is why they try to supplement speed data.

In response to Commissioner Pankiewicz's questions, Dr. Russo said accidents are classified as occurring at intersections if they happen within 150 feet of them. The Commissioner expressed frustration about a retaining wall at the intersection of E. McDowell Road and N. Hayden Road, being a contributing factor to pedestrian accidents. Responding to her further queries, Dr. Russo said the accident data near transit stops did not factor in the time of day, though that can easily be added. The top five intersections were chosen to get an idea of crash types that might be overrepresented, but the consultants will consider a larger percentage when they work on the high-injury network. He said they can provide crash segment data in the future correlating to alcohol consumption. Commissioner Pankiewicz suggested factoring time of day into the single-vehicle accident crashes and collaborating with the police department on targeted enforcement if patterns are discovered.

Regarding the retaining wall referenced by Commissioner Pankiewicz, Mr. Domme said staff can work with the Land Use Department to mitigate land use practices and encourage better mobility for pedestrians and bicyclists. Discussion ensued regarding how best to facilitate those conversations and include the necessary data so an active approach can be taken for new developments.

Commissioner Davis requested data comparing the number of crashes with the average amount of traffic volume. Dr. Russo said crash rate data exists, and Mr. Domme noted the City has collected that data for the last 15 to 20 years. He said the City has accumulated data for 202 intersections, and the highest crash rate has varied over time, though the ones on top of the list have generally been consistent.

Vice-Chair Wilcoxon pointed out the 150-foot figure for intersections would not apply to roundabouts, and he wanted those to be considered in the data. Dr. Russo said the top crash locations are not being provided just to enact remediation at those intersections, but rather they will consider trends of similarly situated locations. The Vice-Chair pointed out Scottsdale is different in that it uses lagging left-turn signalization. He inquired about variability in the crash reporting itself. Dr. Russo said they could explore fields that are incomplete or marked as unknown and compare that data to statewide data to discover trends.

Regarding the use of the Arizona Department of Transportation (ADOT) vehicle crash data, Dr. Russo said Scottsdale police reports are submitted to ADOT, who compile them in a uniform way. He said he would double-check the pedestrian and bicycle crash data. Commissioner Marmon stated there is a typo on the total crash number in the presentation, which should be 18,998. He suggested that further exploration be given to segment data. Regarding curves and grades, Dr. Russo said he did not believe there are significant grade issues, but horizontal curves can present safety issues, and he will consider including that data. He explained that unit 1 and unit 2 are designations given by police officers to different vehicles in crashes. Commissioner Marmon suggested summarizing data by season as well as comparing crash data for signalized intersections to that of roundabouts. Dr. Russo said they will consider trends with their three primary types of intersections: signaled, stop sign, and roundabout.

In response to Chair Miller's queries, Dr. Russo said they have access to the states where drivers' licenses are issued from, but all other personal information is removed. They would have no way of knowing whether people involved in accidents were residents or visitors. He did not think there would be a way to identify whether crashes involved rideshare drivers, though he

could piece together which direction people involved in accidents were driving.

3. Strategic Transportation Safety Plan: Strategies/Countermeasures Identification

Ryan Wozniak with T.Y. Lin International conducted a slideshow presentation and reviewed slides with the following titles: Tonight's Meeting; Walk Audits + Surrogate Data (3 slides); Data-Driven Countermeasures (2 slides); Areas of Persistent Poverty; Data-Driven Countermeasures; and Example of potential data-driven countermeasure (2 slides).

Mr. Wozniak spoke about the challenges in trying to evaluate crash modification factors, but he believed the most applicable countermeasures can be put in place based on crash data patterns. He listed some of the considerations and hypothetical scenarios that will be evaluated when determining appropriate countermeasures and enacting systemic policy.

Vice-Chair Wilcoxon opined speed was more often a factor than lighting. Mr. Wozniak said synthetic data is obtained from Replica. The Vice-Chair recommended that Mr. Wozniak inquire about obtaining street service data from the Maricopa Association of Governments (MAG). Traffic Engineering Manager John Hoang pointed out that the City currently works with MAG to get data along Frank Lloyd Wright Boulevard, and they are trying to expand the pilot area with the goal of tracking 200 locations.

Mr. Wozniak continued the presentation by reviewing the third "Example of potential data-driven countermeasure" slide. He mentioned the previous suggestion of incorporating transit times in evaluating crashes around transit stops. Commissioner Pankiewicz expressed concern that education and enforcement initiatives would not address areas of high poverty and low lighting conditions. She thought infrastructure is the primary point of failure there, and staff should work with Valley Metro to address them. Mr. Wozniak pointed out one of the educational campaigns is to help people think about the experiences of bicyclists, pedestrians, and transit users. Regarding poor lighting conditions, Mr. Hoang mentioned a project that will add 1,250 LED fixtures along arterial corridors by the end of the year.

Regarding short-term rentals, Mr. Wozniak was uncertain how data could be captured for homes without permanent residents, but he could explore that further. Chair Miller mentioned the existence of a short-term rental map that could be overlaid on the data that the City already has.

Mr. Wozniak reviewed the final "Example of potential data-driven countermeasure" slide. In response to Commissioner questions, Mr. Wozniak said the best practice for crosswalk lighting is not directly overhead but offset to better light pedestrians and prevent silhouettes. He said advanced cameras and artificial intelligence (AI) are potential countermeasures for mitigating angle and left-turn crashes.

Mr. Wozniak concluded the presentation by reviewing the following slides: The Language of "Cause", and The Language of Failure. He saw value in using AI to create narrative assessments, particularly as a way of saving lives and reducing crashes causing the most serious injuries.

In response to additional Commissioner questions, Dr. Brendan Russo with Northern Arizona University explained that narrative reports and diagrams are not available in most crash data

until full crash reports are obtained. However, the City of Scottsdale provided narrative reports when submitting its data. They will determine how to ensure that data is available in the future. Vice-Chair Wilcoxon said that data would need to be extracted from individual crash reports, which is very time consuming. He noted violations are tracked by unit, which could shed light on how crashes are unfolding, including harmful events. Mr. Wozniak did not believe they have the resources to attempt to obtain reports from insurance companies.

Recognizing the significant amount of time staff utilize to prepare crash reports, Commissioner Pankiewicz recommended focusing more on FSI crash reports and compiling the data better. Mr. Wozniak emphasized the importance of automating as much of the process as possible.

Transportation Planning Manager Domme promoted the May 15 meeting, which will feature a discussion on initial goals and policies.

4. Operating Budget and Capital Improvement Plan for Fiscal Year 2025/26

Transportation Planning Manager Nathan Domme conducted a slideshow presentation and reviewed slides with the following titles: CIP Prioritization Process; Existing Transportation Projects (3 slides); Projects Recommended for Budget Adjustments...; and Continued Yearly Funding.

Mr. Domme provided brief descriptions of the existing projects that rolled over from the previous year's capital improvement plan (CIP). He discussed the promotion of John Hoang to Traffic Engineering Manager and his involvement with some of the federally funded projects. He reviewed the changes to the new projects, noting that staff would seek City Council approval of the Alma School project when the concept design is completed. He anticipated changes in the budget for the Carefree Highway project. He provided updates on and discussed the next steps for each of the new projects.

In response to Commissioner questions, Mr. Domme explained the top three considerations before the completion of preliminary designs are the presence of stormwater utilities, potential grading concerns, and right-of-way issues. Commissioner Marmon suggested exploring the use of vacuum excavation to locate utilities. Regarding combining projects, he said staff work closely with the capital project management teams to determine the best way to complete projects. He spoke about the possibility of combining two Pima Road projects in collaboration with MAG and the Town of Carefree.

With respect to cost projections for existing projects, Mr. Domme confirmed they are just estimates, which may be refined as more information is received. He noted several bids have come in higher than the estimates, which sometimes results in projects being put on hold and other times in staff requesting additional funds from the City Council. He stated a prioritized list of projects will be available in October. He explained the cost estimates incorporate everything from design to fees to post-construction expenses and contingency funding. The cost of all Arterial Life Cycle Program projects are split 70 percent by MAG and 30 percent by the City, while federal projects are split 95 percent to 5 percent.

Responding to further queries, Mr. Domme spoke about what will be covered by the anticipated expenditures for the Buffered Bike Lane Installation project and why it was listed separately from other striping projects. He confirmed funding for all existing projects is already included in

the draft budget and would likely continue into the next budget, with only a couple being completed before then. The Trolley Vehicle Purchase project will be funded on an 80/20 split. Mr. Domme commented that projects involving a water and sewer component are funded by the water department. Staff coordinate with them to combine asphalt projects and wastewater improvements where possible. In a situation where a City culvert would conflict with a water line, the City would be responsible for funding the relocation of the water line. He mentioned \$600,000 would not fund a single intersection, so that budgeted amount will be used for minor improvements to signals. Full traffic signal projects will be considered capital improvement projects in the future, as will HAWK and rectangular rapid flashing beacons.

Mr. Domme said the original budget for the Pavement Overlay Program was around \$18 to \$21 million, and the budgetary increase is due to accelerating the schedule of the initiative to raise the pavement condition index. Staff are currently evaluating how much the schedule can be accelerated.

Mr. Domme concluded the presentation by reviewing the following slides: Transportation Fund Revenue; Transportation Fund Expenditures; Sales Tax - Transportation (0.20%); Highway User Revenue Fund; New FY 2025/2026 Budget Requests; and Requested Action.

Mr. Domme pointed out that \$15 million will be transferred from the unreserved fund balance to pay for the anticipated expenditures. A change this year, he continued, is that the cost for the capital project manager is being rolled into the operating budget rather than the capital budget. He confirmed the budget for sales tax is a forecasted number, and the funds have not yet been collected. Commissioner Cardella pointed out that sales tax revenue is projected to go down next year.

VICE-CHAIR WILCOXON MOVED TO APPROVE THE RECOMMENDED OPERATING BUDGET AND CAPITAL IMPROVEMENT PLAN FOR FISCAL YEAR 2025/26. COMMISSIONER CARDELLA SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0) BY ROLL CALL VOTE. CHAIR MILLER, VICE-CHAIR WILCOXON, AND COMMISSIONERS CARDELLA, DAVIS, MARMON, AND PANKIEWICZ VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

Adjournment

COMMISSIONER DAVIS MOVED TO ADJOURN THE MEETING. VICE-CHAIR WILCOXON SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0) BY VOICE VOTE. CHAIR MILLER, VICE-CHAIR WILCOXON, AND COMMISSIONERS CARDELLA, DAVIS, 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 7:36 p.m.

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