



**APPROVED**

**SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE  
TRANSPORTATION COMMISSION  
REGULAR MEETING**

**Thursday, August 21, 2025  
City Hall Kiva Forum  
3939 N. Drinkwater Boulevard  
Scottsdale, AZ 85251**

**CALL TO ORDER**

Chair Miller called the meeting of the Scottsdale Transportation Commission to order at 5:15 p.m.

**ROLL CALL**

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

**STAFF:** Nathan Domme, Transportation Planning Manager  
Susan Conklu, Senior Transportation Planner  
John Hoang, Senior Traffic Engineering Manager  
Ryan Wozniak, Senior Transportation Planner

**PUBLIC COMMENT**

Senior Transportation Planner Susan Conklu advised that there were no members of the public who wished to speak, nor were any written comments submitted.

**1. Approval of Meeting Minutes**

VICE-CHAIR WILCOXON MOVED TO APPROVE MAY 15, 2025, TRANSPORTATION COMMISSION REGULAR MEETING MINUTES AS PRESENTED. 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.

## **2. Strategic Transportation Safety Plan: Initial Goals and Policies**

Senior Transportation Planner Ryan Wozniak conducted a slideshow presentation and reviewed slides with the following titles: Data Reminder / Primer, and The Principles of SSA. He asked for Commissioner feedback regarding the safe system approach principles for speed.

Commissioner Kauftheil felt the importance of forgiveness should outweigh concerns about complacency, and roadway design is the biggest factor in behavior. Vice-Chair Wilcoxon spoke about the tendency to move project safety considerations closer to the minimum as projects develop due to budgetary constraints, and true forgiveness requires that the City impose stronger minimum design standards. Commissioner Pankiewicz believed forgiveness and driver comfort are often confused, and unfortunately road design tends to focus on the movement of vehicles without considering the safety of pedestrians.

Chair Miller said some drivers will continue to be aggressive regardless of what type of error forgiveness approach is implemented. Mr. Wozniak felt the Chair's point was more applicable to wider arterial roadways. He thought approaches where design naturally enforces safer speeds are more achievable in smaller road segments. Portions of roads without parked vehicles, for instance, seem wider and make people feel less at risk.

Mr. Wozniak continued the presentation by reviewing slides with the following titles: Speed Indicator; Evaluating Speed Related Crashes and Injury Severity; Speed Limit Significance; Is "Speed a Factor?"; and Speed Limit Setting Practices. He explained the 85th percentile as it relates to driver speed. He cited data which shows that fatal and serious injuries (KSI) become more common in speeds that just exceed posted speed limits. He described the process for establishing speed limits, which is informed by factors such as the prominence of turning movements or the spread of pedestrians and cyclists who are exposed to those movements. He sought Commissioner input regarding the practice of setting speed limits.

Vice-Chair Wilcoxon believed use of the 85th percentile takes control of the road away from the engineer, though he recognized that changing speed limits without modifying the road does nothing to curb speeding. He felt context should be taken into account when setting speed limits, not just driver behavior. Mr. Wozniak indicated the 85th percentile came from the Arizona Highway Safety Manual. He offered to obtain additional information about the history of the 85th percentile and provide it to the Commission.

Mr. Wozniak continued the presentation by reviewing the Road Design for Self-Enforcing Speeds and Automated and Manned Enforcement slides. He spoke about the importance of evaluating the road design practices for enforcing speeds. He noted the City of Tempe utilizes automated and manned enforcement techniques. Commissioner Kauftheil thought it was worth considering reducing sidewalk heights and other techniques that might make drivers less comfortable so they reduce their speed. He advocated for enforcing consequences to those who speed. Commissioner Marmon asked about the gathering of speed data. Mr. Wozniak said additional equipment is used to collect data during times when traffic is being counted.

Commissioner Davis advocated for design considerations such as controlled left turns, a prohibition of right-hand turns on red lights, and increasing the duration of yellow lights. Mr. Wozniak said there is recent research related to those types of considerations. Commissioner Cardella felt Scottsdale has been a leader in implementing elements such as buffered medians, roundabouts, and buffered bike lanes, as well as the renewed use of photo radar in targeted areas.

Chair Miller expressed concern about the use of blinking yellow left-turn lights to cross multi-lane roads, though she said they worked well to cross single-lane roads. She emphasized the need to protect children from speeding vehicles, though she worried that implementing speed-reducing

elements may only move where accidents happen.

Mr. Wozniak reviewed the Tempe's Photo-Enforcement Rollout slide and spoke about the importance of building a positive safety culture with respect to speed-related initiatives. He sought feedback on the use of photo enforcement. Commissioner Pankiewicz stated the majority of accidents are happening at arterial segments where speed limits are higher, and certain design considerations would not be applicable there. She thought photo-enforcement, therefore, was at least part of the solution. She spoke about the amount of time and money the City must spend on each collision, which citations do not cover. She felt collecting money by citing people who have broken the law is not the worst way for a city to generate revenue.

Vice-Chair Wilcoxon referenced the City of Phoenix's photo enforcement program, saying that messaging would need to illustrate that Scottsdale is not getting rich off those citations. It would be difficult for people to argue the program so long as the methodology is science-based. He noted these programs work on fear of getting a ticket, not fear of causing an accident, and he wondered about the impact it would have on average speeds if implemented. It would be easier to sell the program if it were proven to reduce the number of crashes. Mr. Wozniak said the database for these types of countermeasures is growing more robust.

Commissioner Marmon noted he drives the speed limit in Paradise Valley because they have a comprehensive speed program there, and Scottsdale could learn from their methods. Chair Miller opined that it is important for residents to know the reason behind why speed enforcement measures are placed where they are. If a photo enforcement program is implemented, Commissioner Kaufheil stated, there must be actual consequences for speeding without loopholes where citations can be ignored. Mr. Wozniak said he would explore ways to address those loopholes.

Mr. Wozniak continued the presentation by reviewing the following slides: Initial Goals and Policy Direction (3 slides); Contextualizing the Data, Analysis, and Policy; and Maps with more built-in context. He said there is a correlation between KSI crashes and lighting conditions, which could be caused by an inadequate lighting policy. He discussed how GIS point data could be manipulated to perform analyses of crash-prone areas, which helps in determining appropriate slowing countermeasures. Commissioner Pankiewicz felt there are different solutions to analyze crashes, such as identifying areas where certain factors have resulted in many people crossing a street, like where a sidewalk ends or to get to shaded areas. She believed socioeconomic factors also need to be considered.

Mr. Wozniak continued the presentation by reviewing the following slides: Traffic Calming Tools; Community Engagement and Priorities; and Commitments to Saving Lives. He indicated that issues will be prioritized both by addressing high-injury networks and by determining where the community wants safety measures for their neighborhoods. He requested input on a realistic year by which the City's KSI reduction goals should be met. Commissioner Kaufheil thought the goal should be on a 20- or 25-year cycle, in alignment with the typical 20-year life cycle of Scottsdale roads. Vice-Chair Wilcoxon thought the City's goal should be a 100 percent reduction of crashes by the year 2050. Commissioner Marmon thought safety needed to be the focus, not personal convenience.

Commissioner Davis expressed reluctance to have too long-term a goal since that could result in deferrals. He thought a 10-year timeframe was reasonable, though he wanted to review other jurisdictions' results to determine whether a 35 percent reduction is a realistic goal.

Commissioner Cardella agreed with a shorter timeline of 10 or 15 years. Commissioner Miller thought two different goals could be established for a 10-year deadline and a 2050 deadline. Mr. Wozniak noted that technology will also change in the future, so projecting far out would require more prediction. He spoke about how the Commissioners' feedback might be incorporated

into questions for a public questionnaire about the matter. Transportation Planning Manager Nathan Domme said staff would come up with two goals, one more aspirational and one more pragmatic, and bring them back to the Commission for review.

Mr. Wozniak concluded the presentation by reviewing the following slides: Safer Roads; Safer People; Safer Vehicles; Post-Crash Care; and Cross-Cutting Policy. Commissioner Pankiewicz felt that an opportunity exists for better public awareness about post-crash care. Vice-Chair Wilcoxon recommended involving emergency responders in promoting the message of changing the nature of vehicular injuries, citing the different types of injuries that are prevalent now that were not 20 years ago. Commissioner Kauftheil brought up studies that show that slower speeds can actually result in quicker arrival times, and he felt there was room to increase road efficiency by reducing speed limits. He thought real-world experience was a better instructor of road safety than educational classes and programs, and any educational efforts should involve real-world simulations.

Mr. Wozniak said work zone safety will be discussed by a multi-disciplinary working group who meets to discuss traffic safety. Commissioner Marmon thought any pavement under construction needs to be properly marked if left unattended, and private development projects need to meet the same traffic standards as public projects. Senior Traffic Engineering Manager John Hoang confirmed that all projects need to meet City standards, and staff reviews all traffic control plans before approval. In response to Commissioner Marmon's example of a roadway under construction that did not have proper marking, he said new standards require that all new pavement is striped, marked, or barricaded.

Mr. Wozniak indicated that the plan will be informed by the guidance from the Commission as to areas of focus, as well as the results of the public questionnaire and behavioral observations made during walking assessments. Commissioner Pankiewicz suggested that maintenance schedules need to be evaluated from an organizational perspective. Mr. Wozniak remarked that staff will create drafts with two prioritization lists, one for capital improvement and one for traffic calming. He discussed the different tiers that might be implemented to determine those priorities.

Mr. Domme commented that action could be taken on this item if consensus is reached by the Commission about which methodology it wants to support. If they are unable to come to a conclusion about a single goal, staff could return at a future date to address that. Commissioner Kauftheil offered modifications to the City of Tempe's current use of road design designed to self-enforce speeds.

### **3. Strategic Transportation Safety Plan: High Injury Network**

Dr. Brendan Russo conducted a slideshow presentation and reviewed slides with the following titles: Data-Driven Strategies; HIN Aims and Options; 85th Percentile + KSI Crashes (3 slides); HIN option 1 (2 slides); HIN option 2 (2 slides); HIN option 3 (2 slides); HIN option 4 (2 slides); and HIN Intersection Scores. (Speaker was unidentified, concluded that it was Dr. Russo per attendance list)

Dr. Russo noted the average 85th percentile speed was determined using all speed data regardless of time of day or day or week, but the data conveyed earlier by Mr. Wozniak accounted for those details. He explained how crash rates were calculated for both intersections and segments. He noted that the third high-injury network (HIN) calculation option is also known as equivalent property damage only, or EPDO. This method gives higher weight to KSI crashes but also factors in lower-level crashes and crash rate.

Commissioner Pankiewicz wondered whether there was an appetite to do a vulnerable road user HIN analysis over a longer period of time. Dr. Russo replied that was possible, but additional data

would be needed from the City of Scottsdale. Vice-Chair Wilcoxon recognized that low-traffic intersections can show disproportionate spikes, and the City of Phoenix previously excluded those with very low traffic volumes as a way of not skewing the results. He posited examining different HINs for arterials and collectors, but the type of road is already somewhat accounted for by the traffic volume metric.

In response to additional Commissioner comments, Dr. Russo noted that he compiled crash data per month, which would help demonstrate whether more crashes are caused by part-time residents and tourists. He was unsure how to incorporate seasonal data over a five-year period, but general trends can be considered, he said. Vice-Chair Wilcoxon remarked that the City of Phoenix typically relied on KSI rates, which he thought was more easily understandable than the method employed by the Highway Safety Manual. Commissioner Cardella thought that inclusion of the monetary impacts of crashes helped with understanding.

Dr. Russo concluded his presentation by reviewing the following slides: HIN option 1; HIN option 2; HIN option 3; HIN option 4; and HIN Options. He indicated that option 3, the EPDO option, was the preferred methodology, but he was open to Commissioner feedback. Commissioner Pankiewicz was fine with the recommendation, but she wanted to see a bike injury network in the future because pedestrian safety measures do not necessarily also work for bicyclists. Transportation Planning Manager Nathan Domme thought the same methodology should be employed for both intersections and segments. Commissioner Davis also recommended option 3 as long as a certain small percentage of low-traffic volume issues are disregarded so as not to skew the data.

Vice-Chair Wilcoxon strongly recommended a policy that is easily understandable to anyone who reads it. He supported options 1 or 2 even though they may not be the most informative ways to present the data. Senior Transportation Planner Ryan Wozniak suggested that whatever option is selected be the most technically adaptive so engineers can accomplish what the City wants. Whatever option is chosen, Commissioner Kauftheil opined, the monetary impacts should also be included. Mr. Wozniak committed to embedding economic factors into the recommendations of the tiers, which he said would also help with pursuing grants.

Commissioner Pankiewicz felt an appendix should be included which simplifies whatever options are chosen. Dr. Russo confirmed that the monetary costs were societal costs of the crashes, not specific costs covered by the City. Commissioner Cardella expressed support for option 3, and even small intersections could be included because the monetary impact would help illustrate whether those intersections are noteworthy even if they do not face significant volume. Chair Miller echoed support for option 3, saying there needs to be a data-driven justification behind which intersections the City should focus on. Commissioner Marmon added his support for option 3.

In the absence of a consensus and a motion recommending one of the options, the Chair requested that staff return with more information on the topic taking into account the discussion that just took place. Mr. Wozniak summarized some of the feedback he would integrate into the next presentation to the Commission. Senior Transportation Planner Susan Conklu briefly discussed the items that would be considered at the Commission's September 18 meeting.

#### **4. 2025 Transportation Commission Meeting**

Chair Miller recalled that nine meetings were scheduled for the year, but the June meeting was cancelled due to a holiday. Senior Transportation Planner Susan Conklu suggested reinstating the October meeting to keep the Commission at nine meetings for the year.

COMMISSIONER CARDELLA MOVED THAT A TRANSPORTATION COMMISSION MEETING BE SCHEDULED FOR OCTOBER 2025 TO TAKE THE PLACE OF THE JUNE 2025 MEETING. COMMISSIONER KAUFTHEIL SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ZERO (0) BY ROLL CALL VOTE. CHAIR MILLER, VICE-CHAIR WILCOXON, AND COMMISSIONERS CARDELLA, DAVIS, KAUFTHEIL, MARMON, AND PANKIEWICZ VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

Ms. Conklu reminded the Commissioners that there will still be no December meeting.

## **5. Projects and Programs Update**

Transportation Planning Manager Nathan Domme noted that each board or commission has been making presentations to the City Council about what that board is working on, and the Transportation Commission is slated to make theirs on September 30. He displayed a list of major topic discussions and actions taken over the last four years, including the board purpose and its makeup; the types of feedback the Council expects from the Commission; its work on the Capital Improvement Plan; key achievements, which he then summarized; and upcoming opportunities, challenges, and outcomes. He encouraged the Commissioners to make any comments about the upcoming presentation.

Vice-Chair Wilcoxon wondered about questions posed to the other boards that have made presentations to the Council. Mr. Domme replied that questions vary based on the specific board. Though he could not guess what specific types of questions he may get, he expected some about the Transportation Action Plan and some about capital projects. Commissioner Cardella felt the presentation should cover some of the projects not highlighted by the Trails Subcommittee, and she pointed out a typo on the presentation. Commissioner Kauftheil thought the Committee's work in directing City priorities should be emphasized, along with its efforts with wayfinding signage. Mr. Domme noted the pamphlet he provided for this discussion will not be presented to the City Council, but he will incorporate the comments made by the Commission today into his presentation on September 30.

## **Adjournment**

VICE-CHAIR WILCOXON MOVED THAT THE AUGUST 21, 2025, MEETING BE ADJOURNED. COMMISSIONER DAVIS SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ZERO (0) BY VOICE 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 7:42 p.m.

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