

APPROVED AT THE 10-16-25 TRANSPORTATION COMMISSION MEETING



APPROVED

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 Kaufheil (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 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. 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 waiving 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 PROVISIO 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 public's 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 Kauffheil 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, KAUFFTHEIL, 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.

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