



**APPROVED AS AMENDED
SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

**Thursday, October 16, 2025
City Hall Kiva Forum
3939 N. Drinkwater Boulevard
Scottsdale, AZ 85251**

CALL TO ORDER

Chair Miller called the meeting of the Scottsdale Transportation Commission to order at 5:16 p.m.

ROLL CALL

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

ABSENT: Kyle Davis

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

PUBLIC COMMENT

Mr. Lee Cooley expressed excitement that the trolley route will extend to the Food Bank, Granite Reef Senior Center, and Vista del Camino Community Center, and he suggested extending it further to the NOAH Cholla Health Center.

1. Approval of Meeting Minutes

COMMISSIONER MARMON MOVED TO APPROVE SEPTEMBER 18, 2025, TRANSPORTATION COMMISSION REGULAR MEETING MINUTES. COMMISSIONER KAUFTHEIL SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0) BY ROLL CALL VOTE. CHAIR MILLER, VICE-

CHAIR WILCOXON, AND COMMISSIONERS CARDELLA, KAUFTHEIL, MARMON, AND PANKIEWICZ VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES. MINUTES ARE APPROVED.

2. MAG Update on Pima Road Project from Las Piedras to Cave Creek Road

Tim Strow with the Maricopa Association of Governments (MAG) conducted a slideshow presentation and reviewed slides with the following titles: Purpose of the Study; Improvements Considered; History of Pima Road; Study Intersections; Safety Focus; Existing Level of Service; Level of Service – No Build; Public Meeting #1; Survey Question: Describe the Existing Corridor in One Word; Survey Question: Describe Your Ideal Future Corridor in One Word; Public Meeting #2 – Alternatives; Vision for the Corridor; Level of Service – 2023 and 2025 Build; Study Intersections: Pima Road and Lone Mountain Road; Pima Road and Westland Road...; Pima Road and Stagecoach Pass; Pima Road and Cave Creek Road; Cost by Segment; and Next Steps.

In response to Commissioner questions, Mr. Strow explained that the 4,000 acres to the east of Pima Road will be auctioned to the highest bidder, who he believed would be required to provide most of the infrastructure improvements along Pima Road as well as within the development. He expected the State to coordinate with the City of Scottsdale on development plans for the area. David Rutkowski with Kimley-Horn added that certain zoning goes along with all state auctions, which puts restrictions on the types and amount of development that can take place. He noted the buyer would also have the option to rezone. Transportation Planning Manager Nathan Domme said he anticipated the land would be the site for single-family homes at the same density as Legend Trail Parkway, and per the development plan the developer will need to provide improvements along their side of the street.

Zack Handy with Kimley-Horn stated a loss of safety service was not conducted for the corridor; instead, they reviewed the types and severity of crashes along with a benefit cost for each proposed remedy. Vice-Chair Wilcoxon expressed concern that too much focus was put on the level of efficiency and not the actual cost of crashes to Scottsdale and Cave Creek.

Regarding the Pima Road and Lone Mountain Road intersection, Mr. Strow said the roundabout would fail from an operational standpoint due to increased traffic once the east land was developed. The roundabout would also take up significantly more right-of-way. Commissioner Marmon felt that safety should have been the focus of the study. Mr. Strow said a lot of their recommendations were based on stakeholder support, and in this case the recommendation was to keep the signal as it currently exists. He discussed some of the traffic calming measures being recommended at the Pima Road/Stagecoach Pass intersection. Mr. Rutkowski said the roundabout itself is not a negative option; it just compares unfavorably to the signalized intersection option. Other recommended improvements in the study include left-turn refuge areas and dedicated left-turn lanes.

As roadways widen, Vice-Chair Wilcoxon pointed out, speeds tend to increase, and these recommendations would not necessarily make the roadway safer. He noted the roundabouts in the presentation are turbo roundabouts, which behave differently than regular roundabouts. Mr. Handy replied the roundabout expert utilized used regular roundabouts in the study.

Mr. Domme said the difference between sidewalks and shared-use paths is width, and the latter involves striping. Mr. Strow said residents were more surprised at the number of homes slated to be added with the new development than they were about potential road widening. Most residents supported the addition of new lanes. Commissioner Cardella echoed many of the safety concerns voiced by the other Commissioners. Mr. Domme stated that Kimley-Horn was tasked with

evaluating widening the roadway, including the financial impact and impacts to the level of service. He assured the Commission that safety will be addressed in the project.

Responding to additional Commissioner queries, Mr. Strow reiterated that only two of the ten intersections discussed currently have traffic lights, and the intersections with Stagecoach Pass and Cave Creek Road are the only two other intersections where lights will be added. The widening of Pima Road will only impact areas to the east of the road. Mr. Rutkowski added that small portions of right-of-way will need to be acquired where intersections are planned to be widened. With respect to outreach, Mr. Strow said social media was used, ads were taken out in three newspapers, and 8,000 postcards were mailed to residents within a mile of Pima Road.

Mr. Domme noted the City does not have an official dark sky policy, but this corridor is in the community most wanting to adhere to dark sky regulations. The project's design restricts streetlights to only be placed at intersections. Commissioner Pankiewicz expressed concern about having bike lanes alongside the roadway without illumination. Mr. Strow pointed out that residents can use the shared-use paths as well. He recognized the challenge of balancing people's wishes for dark skies with safety concerns and the desire for bike lanes.

3. Scottsdale's Signaling System, Left-Turn Signals, and Red-Light Timing

John Hoang, Senior Traffic Engineering Manager, conducted a slideshow presentation and reviewed slides with the following titles or descriptions: video; agenda; Signal Basics; Leading Left Turn Arrow Sequence; Leading Through Movement Sequence; Lagging Left Turn Arrow Sequence (2 slides); Leading; Left Turn Phasing Options; Decision Making Guide for Traffic Signal Phasing; Crash Modification Clearing House; Surrounding Agency Comparison; Left Turn Storage Spill Back; Leading option due to high volume...; Leading Left Turn Operation; Left Turn Storage Blocking; Lagging option due to high volume...; Lagging Left Turn Operation; Possible Yellow Trap Sequence; Eliminating Yellow Trap; In Summary; Decision Zone; Limits of Decision Zone; Basic Signal Timing Parameter Guide; Duration of Minimum Yellow Change Interval; Scottsdale and Frank Lloyd Wright signal timing; Other Agencies Standard of Practice; Study in California...; Guidelines for Determining Traffic Signal Change; Leveraging Intelligent Transportation Systems Technologies; Bike Platoon green time extension; Green time extension for vehicles; and Staff Recommendation.

Commissioner Kauftheil observed that yellow lights in the Phoenix area last longer than where he used to live, resulting in him slowing down less often. He wondered how Scottsdale's yellow light durations compared to other jurisdictions. He thought safety should be prioritized over efficiency. Mr. Hoang replied he believed all local agencies had similar durations except the two who are trying pilot programs with increased yellow light times. He did not know how the area compares to national averages, though he believed them to be comparable. He confirmed the Commissioner's point that leading and lagging times vary throughout the day based on traffic patterns.

In response to additional queries, Mr. Hoang said operational fixes are used to solve interchange problems because they are often cheaper than changing striping or remodeling medians; those other options are usually only used when operational changes do not work. He spoke about the option to lock drivers in left-turn lanes, but doing so in the permissive phase will cause the left-turn light to remain green even if no cars are there. Detection is usually deactivated once the driver leaves the detection zone for two to three seconds. He stated that signals can be adjusted in real time in response to incidents if traffic backs up for more than a quarter of a mile.

Commissioner Kauftheil suggested that all lights lock on vehicles in left-turn lanes because cyclists

do not trigger the lights, and that can result in them waiting through multiple light cycles. Mr. Hoang said he could consider that in specific locations.

Vice-Chair Wilcoxon wondered about software that detects people in decision zones who do not plan to stop, holds the red lights on other approaches, and issues a citation to the driver. Mr. Hoang noted the police department is responsible for red light cameras, though staff has weighed the value of several different types of camera systems. Vice-Chair Wilcoxon did not want people who broke the law to be rewarded and suggested that Mr. Hoang research dilemma zone red-light camera systems. Regarding the adaptive signal control for bicycles, Mr. Hoang said the system has been implemented at Drinkwater Boulevard and 5th Avenue, but they plan to expand to other areas. He noted the City participates in two studies with MAG dealing with air quality and congestion, and those findings are translated into dollars saved.

4. Functional Classification Changes and Amendment to the Transportation Action Plan

Transportation Planning Manager Nathan Domme conducted a slideshow presentation and reviewed slides with the following titles: Background; Functional Classification Map; Proposed Amendments; 78th Street (Shea Blvd to Mountain View Road); Reclassification and Speed Limit; Chauncey Lane (Scottsdale Rd to Miller Rd); and Next Steps.

Responding to Commissioner questions, Mr. Domme said the recommendation for reclassifying Chauncey Lane was made after staff's review of the area. Commissioner Pankiewicz opined that reducing the speed limit would not change behavior without enforcement. She wanted a process by which all conditions are reviewed equally in terms of safety. Mr. Domme said the 78th Street reclassification started as a resident petition, but staff observed consistent speeding during its own evaluation as well. Reducing the speed limit there is the first phase of the reclassification, with the addition of traffic calming measures coming later. He hoped staff will be able to spot similar situations in the future without the need for residents submit petitions. Commissioner Pankiewicz encouraged staff to keep a list of priority areas. Senior Traffic Engineering Manager John Hoang noted staff produces a collision report every two years, which show high crash areas.

Vice-Chair Wilcoxon agreed with both reclassification recommendations. He requested that baseline studies of license plates be conducted once the changes occur so staff knows where those who speed are from. Mr. Domme agreed that that study would produce good information.

VICE-CHAIR WILCOXON MOVED THAT THE TRANSPORTATION COMMISSION ACCEPT STAFF'S RECOMMENDATIONS FOR RECLASSIFICATION OF BOTH STREETS. COMMISSIONER CARDELLA SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0) BY ROLL CALL VOTE. CHAIR MILLER, VICE-CHAIR WILCOXON, AND COMMISSIONERS CARDELLA, KAUFTHEIL, MARMON, AND PANKIEWICZ VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

5. Commission Identification of Future Agenda Items

Commissioner Marmon said he was interested in attending open houses regarding transportation projects. He asked that a list of such meetings be included in the agenda packets. Chair Miller promoted an interactive event taking place during the Fall Festival.

Commissioner Pankiewicz requested a presentation on the process the City uses to change trolley

routes, as well as one about what Scottsdale is doing to shade bus stops better. Transportation Planning Manager Nathan Domme indicated there will be a robust discussion about transit in the spring, and these items could be included in that discussion or scheduled as separate items. Chair Miller suggested coordinating with Valley Metro, who is considering a bus network redesign. Commissioner Pankiewicz wanted more information on landscaping and development to alleviate stormwater, along with which areas are prone to flooding. Mr. Domme indicated that staff planned to give a presentation about pavement at an upcoming meeting.

Commissioner Kauftheil wanted a presentation on the hours of operation for the trolley system, adding he wished it to be available on weekends. Mr. Domme urged Commissioner to share with him any questions or comments they had for the transit meeting so their presentation can be better tailored. Commissioner Kauftheil wondered how the street development team is made aware of markings that should remain on certain roads after repaving. Senior Traffic Engineering Manager John Hoang indicated that paving companies should document what is there before paving and ensure all markings are put back when complete.

Chair Miller stated this was her last meeting on the Commission after six years, and she thanked staff and the Commissioners.

Adjournment

VICE-CHAIR WILCOXON MOVED THAT THE OCTOBER 16, 2025, MEETING BE ADJOURNED. COMMISSIONER PANKIEWICZ SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0) BY ROLL CALL VOTE. CHAIR MILLER, VICE-CHAIR WILCOXON, AND COMMISSIONERS CARDELLA, KAUFTHEIL, MARMON, AND PANKIEWICZ VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

With no further business to discuss, being duly moved and seconded, the meeting adjourned at 7:12 p.m.

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