



**APPROVED AS AMENDED  
SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE  
TRANSPORTATION COMMISSION  
REGULAR MEETING**

**Thursday, November 20, 2025  
City Hall Kiva Forum  
3939 N. Drinkwater Boulevard  
Scottsdale, AZ 85251**

**CALL TO ORDER**

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

**ROLL CALL**

**PRESENT:** Kerry Wilcoxon, Chair  
Bob Baker  
Emmie Cardella  
Kyle Davis (via Teams, arrived at 5:30 p.m.)  
Lee Kaufheil  
Robert Marmon

**ABSENT:** Mailen Pankiewicz

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

**PUBLIC COMMENT**

There was no response to the call for public comment.

**1. Welcome New Commissioner**

Chair Wilcoxon introduced Commissioner Baker, who highlighted his prior military and public service experience.

**2. Approval of Meeting Minutes**

Chair Wilcoxon requested that the word "green" on line 2 of page 4 be changed to "red".

COMMISSIONER KAUFTHEIL MOVED TO APPROVE THE OCTOBER 16, 2025, TRANSPORTATION COMMISSION REGULAR MEETING MINUTES AS AMENDED. COMMISSIONER MARMON SECONDED THE MOTION, WHICH CARRIED FIVE (5) TO ZERO (0) BY ROLL CALL VOTE. CHAIR WILCOXON AND COMMISSIONERS BAKER, CARDELLA, KAUFTHEIL, AND MARMON VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES. MINUTES ARE APPROVED.

### **3. Election of a Vice-Chair**

COMMISSIONER CARDELLA MOVED THAT SHE BE APPOINTED AS VICE-CHAIR TO THE TRANSPORTATION COMMISSION. COMMISSIONER KAUFTHEIL SECONDED THE MOTION, WHICH CARRIED FIVE (5) TO ZERO (0) BY ROLL CALL VOTE. CHAIR WILCOXON AND COMMISSIONERS BAKER, CARDELLA, KAUFTHEIL, AND MARMON VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

### **4. Transportation Safety Plan – Police Department Traffic Enforcement and Education**

Lieutenant Christopher DiPiazza conducted a slideshow presentation and reviewed slides with the following titles: Staffing and Tools; Traffic Enforcement Unit; Sources of Traffic Complaints; Education and Outreach; Governors Office of Highway Safety (GOHS) Grants; Crash Reduction Details; DUI Saturation; Repeat Offenders; E-Bike Enforcement; and Traffic Enforcement in 2024.

Lt. DiPiazza provided additional details about some of the areas of focus for the motorcycle enforcement units, noting that all traffic laws apply to cyclists as well as drivers. He described using crash reports to identify long-term problems for which the transportation team can engineer solutions. Serving repeat offenders in person, he continued, serves several purposes: it initiates a discussion between the offender and a police officer, it is an efficient method of service, and it speeds up the court process, all of which he hoped would lead to behavior modification.

In response to Commissioner Kauftheil's questions, Lt. DiPiazza discussed several scenarios in which motorcycle units end up witnessing drivers being distracted by their phones. The distracted driving statute is specific to phone and electric device usage, he continued, adding that there are no laws against eating while driving. He indicated that mid-block crossings by pedestrians are one of many topics discussed between the Scottsdale Police Department (SPD) and the Transportation Department. He confirmed that citations are issued by the SPD itself and not a third party. Regarding mobile photo enforcement data, he discussed the types of data that all photo units capture, which is then used to help with direct enforcement and policing.

Lt. DiPiazza stated e-bike enforcement cannot take place on private property, but on public property officers initiate stops just like any other traffic enforcement. A flow chart was created in collaboration with the City Attorney's Office and state employees which helps identify the classes of e-bikes, and officers have been trained using that chart. With respect to the low percentage of individuals cited, he remarked that officers have discretion and can decide whether behavior modification would likely result from the traffic stop alone. Notices of violation are often issued in lieu of citations to individuals identified through photo enforcement.

Responding to additional Commissioner questions, Lt. DiPiazza said the warning signs letting drivers know about nearby cameras are required by state law. Behavior modification and education

are the goals of the program, not issuing tickets, and he described the program as effective. He said he would provide the Commission with information about trends over the past several years.

**\*Commissioner Davis joined the meeting electronically at 5:30**

Lt. DiPiazza responded to Commissioner Davis' question by discussing the SPD's focus on technology for traffic enforcement and crash reduction. He discussed how data is used to target enforcement, the positive impact of the photo enforcement program on speed reduction, and the use of data to ensure officers are patrolling at the best times.

Lt. DiPiazza confirmed the Chair's assertion that the SPD has its own standalone 911 center, but it and nearby agencies are on the same regional workgroup, which makes sharing information seamless. He asserted that the SPD is competitive in terms of salary and benefits. He mentioned that discussions have taken place about adding more photo enforcement locations, but that would come with additional staffing considerations.

**5. Transportation Safety Plan – Workforce and Emergency Responder Safety in the Right-of-Way**

Transportation Planning Manager Nathan Domme conducted a slideshow presentation and reviewed slides with the following titles: Purpose; Background; Key Risks; Goals; Approach; Safe-System Control Strategy; Training, Certification; Safety Culture; and Pedestrian, Bicycle and Transit Safety.

Fire Captain Sasha Weller continued the presentation by reviewing slides with the following titles: Fire Department Response Information; and Best Practices and Standard Operating Procedures. He detailed the different challenges and dangers that occur with water rescues and vehicle fires and discussed how large vehicles are put in strategic positions to allow sufficient room to keep all City employees and first responders safe. The goal is for smaller accident scenes to be cleaned up and reopened to traffic within 20 minutes. He spoke about national standards pertaining to reflective materials on fire apparatus.

In response to Commissioner Kauftheil's queries, Captain Weller said the chemical hazard caused by lithium-ion battery failure is pretty consistent, but since e-bikes have smaller batteries, the department's main concern with e-bike fires is ensuring they do not spread. Larger batteries only really impact the duration of a fire. He discussed how thermal runaway in larger batteries is handled, noting that it is typically caused by overheating/overcharging and accidents where the something intrudes into the battery storage. E-bike battery incidents are rare, he pointed out.

Commissioner Marmon inquired about controlling the landscaping in rights-of-way. Mr. Domme said he would investigate areas where that is occurring and possibly cite offenders based on provisions in some new ordinances. He indicated he would relay the Commissioner's concern about insufficient lighting at night in construction areas.

Responding to Chair Wilcoxon's questions, Captain Weller reviewed elements of the SPD's aggressive approach to heat stress management to limit the hazards faced by employees. He said his electrolyte replacement budget for the academy was \$15,000 for June and July alone. He spoke about the process of evaluating the vital signs of any workers in gear for more than 20 minutes and the steps taken if employees exceed specific limits.

The department is limited as to what specific medical information it can monitor for its employees, but employees are required to pass a robust annual physical every year. He spoke about different steps that are taken if areas of concern are identified during the physicals. He stressed the importance of the health and safety of employees to the department.

Senior Traffic Engineering Manager John Hoang concluded the presentation by reviewing slides entitled Traffic Management Center and Special Event Safety. He added that large vehicles such as waste management vehicles are sometimes used block areas of construction.

Regarding a temporary walkway erected during construction near El Dorado Park, Mr. Domme said that solution was determined for that specific area, but there is no specific policy regarding temporary walkways. The Safety Plan will encourage staff to develop guidelines on how to mitigate bike and pedestrian closures. Commissioner Kauftheil expressed concern about the poor condition of the walkway and requested signage which provides information about the length of time it is expected to be in place.

## **6. FY26/27 Capital Improvement Plan Recommended Transportation Project List**

Transportation Planning Manager Nathan Domme conducted a slideshow presentation and reviewed slides with the following titles: Discussion and Possible Action; Capital Improvement Plan Budget Process; New Requests – Project Types; Yearly Recurring Capital Accounts; Thompson Peak Pkwy Bridge...; Thomas Road; Traffic Signal Rewiring; Major Traffic Signal Equipment Upgrade; Doubletree Corridor Traffic Signal Equipment Upgrade; Northsight Boulevard & Butherus Drive; Trolley Vehicle Purchase; Transit Stop Renovation; Dynamite Boulevard; Pinnacle Peak Road; Legacy Boulevard Bridge...; Hualapai Drive Shared Use Path; 91st Street and Trailside View Roundabout; Prioritization Framework; Tier 1; Tier 2; Tier 3; and Plan Alignment & Funding Considerations.

Mr. Domme broke down the approximate funding amounts allocated every year for each recurring capital project type listed in the presentation. He indicated that due to inflation, buses currently cost the City \$800,000 each. Scottsdale has approximately \$60 million in the Transportation Improvement Program, he noted, but good cost estimates for design are necessary to understand the full scope of the projects.

Commissioners were given the opportunity to ask questions. Mr. Domme acknowledged that the Thomas Road project had previously been designed, and that design will be used except that the lane configuration will be kept the same as it is now. There are no longer any right-of-way issues, and discussions are underway about the relocation of power lines. He believed that the trolleys would be fueled by compressed natural gas, but he would need to look into that. He acknowledged an error in the presentation and clarified that a .1 percent sales tax would be used to pay for the three Arterial Life Cycle Program (ALCP) projects.

Mr. Domme noted the trolley vehicle program could have been placed in Tier 1, but he chose to include it as a Tier 2 project. Last year had more than 19 projects slated, the number expected for this year, but there is no guarantee that they will all move forward this year. Commissioner Davis expressed frustration that some of the low-dollar projects are in Tier 3 and may not proceed, though he agreed with the ranking overall. If those projects do not move forward this year, Mr. Domme replied, they could be ranked higher next year.

Chair Wilcoxon expressed concern about the optics of Tier 1 projects, which deal largely with

expansion, being prioritized over Tier 2 projects, which relate to safety. Mr. Domme pointed out that prioritizing the ALCP projects does not impact any of the other projects because they are funded through the .1 percent sales tax. Chair Wilcoxon suggested emphasizing that the Tier 1 projects will also positively impact the safety of roads.

COMMISSIONER MARMON MOVED THAT THE TRANSPORTATION COMMISSION SUPPORT TIER 1 AND TIER 2 PROJECTS AS THE HIGHEST PRIORITY FOR FUNDING IN THE UPCOMING FIVE-YEAR CIP, AND SUPPORT TIER 3 PROJECTS ADVANCING AS FUNDING ALLOWS, WITH STAFF EMPHASIZING THAT TIER 1 PROJECTS ALSO COME WITH SAFETY IMPROVEMENTS. COMMISSIONER KAUFTHEIL SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0) BY ROLL CALL VOTE. CHAIR WILCOXON, VICE-CHAIR CARDELLA, AND COMMISSIONERS BAKER, DAVIS, KAUFTHEIL, AND MARMON VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

### **ADJOURNMENT**

VICE-CHAIR CARDELLA MOVED THAT THE NOVEMBER 20, 2025, MEETING BE ADJOURNED. COMMISSIONER KAUFTHEIL SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0) BY VOICE VOTE. CHAIR WILCOXON, VICE-CHAIR CARDELLA, AND COMMISSIONERS BAKER, DAVIS, KAUFTHEIL, AND MARMON VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

With no further business to discuss, being duly moved and seconded, the meeting adjourned at 7:23 p.m.

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