

APPROVED AT THE 03-20-25 TRANSPORTATION COMMISSION MEETING



**APPROVED AS AMENDED
SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

**Thursday, February 20, 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
Kyle Davis
Lee Kauftheil
Robert Marmon
Mailen Pankiewicz

STAFF: Mark Melnychenko, Transportation & Streets Director
Nathan Domme, Transportation Planning Manager
Cristina Lenko, Public Information Officer
Susan Conklu, Senior Transportation Planner
Greg Davies, Senior Transportation Planner
John Hoang, Principal Traffic Engineer
Helayne Domingue, Senior Traffic Engineer
Sam Taylor, Principal Traffic Engineer
Kyle Lofgren, Office Manager

PUBLIC COMMENT

Mr. Lofgren noted that no written comments were submitted. One person submitted a request to speak card for item 3.

1. Approval of Meeting Minutes

Chair Miller noted a correction on page 4.

VICE-CHAIR WILCOXON MOVED TO APPROVE JANUARY 16, 2025, TRANSPORTATION COMMISSION REGULAR MEETING MINUTES AS AMENDED. 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. Approval of the Annual Transportation Commission Report

Chair Miller noted this was tabled from last month and has been corrected and updated.

COMMISSIONER DAVIS MOVED TO APPROVE THE ANNUAL TRANSPORTATION COMMISSION REPORT. 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.

3. Clarendon Ave NTMP Variance Request

Helayne Domiguez, Senior Traffic Engineer, presented an overview of the Clarendon Avenue variance request to the Neighborhood Traffic Management Program (NTMP) warranting criteria.

The NTMP is used to evaluate requests for traffic calming devices such as speed cushions. Requests and a letter of interest are received from residents, which initiates the collection of traffic data to determine if the traffic calming device is warranted. The data collected from Clarendon Avenue is close to meeting the minimum NTMP criteria; therefore, staff is requesting a variance to move forward in the process. The purpose of this item is seeking the Commission's approval of the variance request.

Ms. Dominguez provided a summary of the warranting criteria for traffic calming devices. An overview of the results from the study segment was provided, noting the street meets all physical criteria but is wider than local residential streets. The speed criteria are met. The car volume results were short 42 cars and did not meet the criteria. Staff is recommending a variance to the NTMP warranting criteria because most criteria are met except for volume, which is within ten percent of the minimum threshold. Traffic calming devices would still be appropriate.

The measured speeds show a speeding trend, and typically NTMP requests received meet the volume criteria but not the speed criteria. There is a history of crash data along this segment, and it is close to Pima Elementary School, where pickup and drop-off affect traffic patterns.

Troyce Hundell addressed the Commission regarding his experience with excessive and speeding traffic on Clarendon Avenue, which was referenced as the “mini 101”.

Commissioners were given an opportunity to comment and ask questions. In response, Ms. Dominguez noted a formal evaluation needs to be completed, but the preliminary design calls for speed cushions to be installed as traffic calming devices. Children walking to Pima Elementary were not part of the study but based off the location and that this is a very residential neighborhood, it can be assumed Clarendon Avenue is used to get to school. The criteria considered captures cut-through traffic, but it does not provide data on where traffic is coming from or traffic patterns. Variance and exemption follow the same process.

Staff recommend approval of the variance because the noted section of Clarendon Avenue measures very high speeds which are rarely met, the volume is marginally lower than the minimum threshold, and staff finds it acceptable while considering other characteristics of the roadway. The plan in place for this segment is speed cushions, but a more comprehensive plan can be considered and potential community wide traffic calming options evaluated. Mr. Taylor noted speed cushions are effective traffic calming devices when spaced at appropriate intervals. They can also be controversial when some residents want them and others don't, which is why this is a citizen-led process that requires the petition and interest forms.

Ms. Dominguez explained the policy is written so the criteria must be met and does not allow for engineering judgement as in the matter before the Commission, but that will be taken into consideration during policy development. Mr. Taylor explained the vehicle threshold was established in the early 2000's potentially through peer review of other cities that have traffic calming programs.

Ms. Dominguez discussed a prior variance request from 2023 that was presented to the Commission but not recommended by staff. The next step in this process is creating a notification and identifying the affected area. The department evaluates the neighborhood to determine residences that will be affected by installation of speed cushions, then the petition is created, and the resident-led process collects signatures from property owners. Signatures from 70 percent of the property owners are required for approval, then the petition comes back before the Commission. The road width remains constant from 82nd Street to Granite Reef Road, but it is undetermined if speeding is occurring past Hayden Road because data collection was governed by the request and letter of interest which did not extend past Hayden Road.

Commissioner Kauftheil expressed interest in the City expanding the scope and installing traffic calming devices the entire half mile on Clarendon Avenue from 82nd Street to Granite Reef Road as it would seem they are experiencing similar issues.

Chair Miller thanked Mr. Hudnell for bringing this to the City and Commissions' attention.

COMMISSIONER PANKIEWICZ MOVED TO APPROVE THE VARIANCE TO THE NTMP WARRANTING CRITERIA TO PROCEED WITH THE INITIATION OF THE NEIGHBORHOOD PETITION FOR CLARENDON AVENUE BETWEEN 82ND STREET AND GRANITE REEF ROAD. 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, KAUFTHEIL, MARMON, AND PANKIEWICZ VOTED IN THE AFFIRMATIVE.

THERE WERE NO DISSENTING VOTES.

4. Strategic Transportation Safety Plan: Common Practices and Department Success

Nathan Domme, Transportation Planning Manager, presented and discussed the Transportation Department history and common practices assessment. Correcting a statement from the last meeting, Mr. Domme noted Scottsdale has two intersections on Maricopa Association of Government's top 100 dangerous intersections: Camelback Road and Goldwater Boulevard, and Thomas Road and Hayden Road.

The City of Scottsdale has over 20 years of safety planning history and several plans that express safety initiatives, goals, and countermeasures. The common theme was and continues to be reducing injuries within the transportation network, which is refined, modified, and improved upon with each plan.

- The 2003 Transportation Master Plan (TMP) was the first plan that established safety as a goal and policy for the City. The Transportation Commission's goal in 2003 was to prioritize projects with emphasis on safety and reduce injuries.
- The 2008 TMP expanded the overall goal for safety and the reduction of injuries and deaths by transportation-related causes and included countermeasures that align with improving safety in transportation.
- The 2016 TMP expanded emphasis on safety with data-driven solutions that focused on how data related to safety is being collected and used. This plan included a policy for roundabouts. A requirement was established for the preparation of a report showing traffic volume and collision rates every two years to show trends that reveal if safety measures are working.
- The General Plan 2035 recognized the primary role of the automobile and fully integrated other modes of transportation to ensure users can safely and effectively travel within the city. Transportation safety goals were emphasized in the General Plan.
- The 2022 Transportation Action Plan (TAP), in compliance with the General Plan, looked to preserve and refine the existing transportation system with a stronger emphasis on additional bicycle and pedestrian safety facilities.

Many safety measures have been implemented in the city over the past 20 years. Currently there is a five-year pavement plan with a goal of keeping the pavement index as high as possible to improve safety. Road safety audits of corridors are conducted by the Engineering Team who address necessary safety improvements. Components of a safety plan have been part of the transportation plan, but this will be the first sole Road Safety Plan to keep efforts moving forward. Local roads do not receive the same attention as collectors and arterial roadways. Neighborhood traffic management is a mechanism for local roads to be brought to staff's attention for review and improvement.

Intersections are where most of the conflict points are. Staff continues to look for ways to install safety countermeasures at intersections. Other intersection improvements include roundabouts, and Scottsdale has 26 of them that have proven to be successful at reducing serious and fatal injuries.

Another key component is speed management and ensuring there are appropriate speed limits for all users. Speed safety cameras are utilized to capture data that can be interpreted to determine how the speed limit is working and what is happening in a specific location.

Bicycle and pedestrian safety measures include grade-separated crossings, which are a vital resource to prevent conflict points for vulnerable users. The city currently has over 100 throughout but mostly along the multi-use paths. Other safety measures include High Intensity Activated Crosswalks (HAWKs) and Rectangular Rapid Flashing Beacons (RRFBs), crosswalk visibility enhancements, and buffered bicycle lanes.

Scottsdale Design Standards and Policies Manual (DSPM) engineering standards are a key feature used to improve safety throughout the city including any roadway projects for the City and developers, for example, keeping site lines available and making sure people can see cars coming when making left turn decisions or ensuring no boulders are in the medians or landscape buffers.

Over the past 20 years there has been a significant reduction in serious injuries with infrastructure improvements. The number went from 300 per year in the 1990s to approximately 70 per year in 2024, which is trending in the right direction. From a regional context, Scottsdale is in the scale of high fatality rate to high population. There is still work to be done to get into the same range as the Towns of Gilbert and Chandler.

Mr. Melnychenko briefly spoke of two citizen safety requests that were addressed: bike lane buffers being added to the bike lane on Thunderbird Road from Hayden Road to Northsight Park and a new speed feedback sign on Chaparral Road between Hayden Road and Miller Road.

Ryan Wozniak, Senior Transportation Planner with TYLin, was joined by Chris Milner, Principal Project Manager, and Allison Sadow. They are a multi-disciplinary team that provides an interesting mix of consulting powers between all teams based on the specialties that exist.

Mr. Wozniak reviewed and discussed the processes and considerations involved in developing a Strategic Transportation Safety Plan. Nationally fatalities are on the rise with an economic impact to the country of \$340 billion in 2022. All cities are being asked to holistically evaluate their traffic safety programs using up-to-date best practices. Scottsdale's success comes from the investment in maintaining high competency in Transportation Department practices.

The language within the plan will be tailored to and appropriate for Scottsdale, and personal biases will be eliminated. Language will be used that is clear about intentions and easily understood.

Commissioners were given an opportunity to comment and ask questions. Mr. Wozniak explained the example provided regarding equitable speed limit for a school zone. Vice-Chair Wilcoxon noted it is important for the City to have a vision for safety, and there is an importance of ensuring the plan communicates they are trying to do the job. Commissioner Kauftheil noted an important message would be the financial cost of doing something versus the cost of doing nothing. Commissioner Pankiewicz asked to ensure socioeconomic aspects of Scottsdale are taken into consideration to determine high-risk people and areas.

Mr. Domme explained risks will be addressed when they evaluate aging infrastructure within the network. There will be emphasis on sidewalk gaps, transit network, and Americans with Disabilities Act (ADA) compliance. Vice-Chair Wilcoxon congratulated staff for ensuring the roads are managed and operated in a safe manner to decrease serious injury crashes.

Mr. Wozniak explained the purpose of the common practice assessment was to bring everyone together on the same page. The upcoming meetings, drafts, and proposals will be developed using long-term traditions, statistics, and evidence. Best practices include Safe System Approaches that include an improved understanding for the meaning of “humans are vulnerable and make mistakes”. Moving forward, an analysis will be developed to understand strengths, weaknesses, and opportunities.

Commissioners were given an opportunity to comment and ask questions. Mr. Taylor explained how safe speeds are determined. Mr. Domme added speeds are related to the design and build of the roadway. Commissioner Kauftheil suggested the City look at the context and then make the road safer instead of altering driver behavior. Mr. Wozniak discussed building a culture of safety through understanding and finding common values.

Commissioners were given an opportunity to comment and ask questions. Chair Miller inquired about the culture in Scottsdale being a tourist destination. Commissioner Pankiewicz spoke about the notice provided in New Zealand to tourists.

Mr. Wozniak discussed the elements of vulnerable road users, a common term in safety practices and plans.

Commissioners were given an opportunity to comment and ask questions. Commissioner Kauftheil asked for a breakout by the type of vulnerable user. Chair Miller inquired how electric bikes and scooters impact the numbers. Commissioner Pankiewicz asked for the data to include the impact of the heat. Mr. Wozniak noted data was collected on transit ridership for evaluation because heat and time are factors.

Mr. Wozniak discussed collision factors and the need for an extensive review to understand risks and appropriate countermeasures, educational content, and enforcement strategies. The crash data collected meets the minimum standards for data collection; however, there is always a desire for better data.

Commissioners were given an opportunity to comment and ask questions. Mr. Wozniak explained the data collected and reviewed, which did not include insurance collision data. The high injury network typically consists of fatal and serious injury crashes, although some communities include all crash data. He restated Commissioner Pankiewicz’s suggestion to be more sensitive when examining crashes to the type of land use, development type, and the context for safe residential space.

Mr. Wozniak provided a brief overview of the studied and statistically proven safety countermeasures database as well as an overview of the Arizona Department of Transportation's Strategic Highway Safety Plan in which Scottsdale plays a complimentary role. The timeline was reviewed, and he noted stakeholder engagements, questionnaires, and the use of virtual reality technology. Ultimately, the plan was developed through lots of communication and public input, and words that matter will be implementable and straightforward.

Commissioners were given an opportunity to comment and ask questions. Chair Miller encouraged the engagement of school districts targeting new drivers, youth pedestrians, and bicyclists. Commissioner Marmon expressed concern with Left In Left Out (LILOs) suggesting a thorough analysis and commended the movement to roundabouts.

Mr. Taylor responded to Commissioner Kauffheil, noting the city has two raised sidewalks that must be strategically placed based on speed limits. Mr. Wozniak responded to Commissioner Cardella, noting all crash data is collected regardless of injury, but the severity of the crash is the primary focus. Crashes can be addressed holistically. Mr. Taylor noted all crashes are reviewed every two years for the Traffic Volume and Collision Report; however, injury severity is not included but could be in the future. Mr. Domme explained road closures will be discussed during the enforcement component. Commissioner Davis expressed interest in the leverage and insight that can be acquired from the Towns of Gilbert and Chandler.

Mr. Domme noted the discussion at the March 20, 2025, meeting will be about the initial goals and policies in the draft.

5. Local Area Infrastructure Plans

Nathan Domme, Transportation Planning Manager, presented and discussed Local Area Infrastructure Plans (LAIPS). The plans guide specific neighborhood infrastructures within North Scottsdale's older, rural, and low-density environments that were inherited from the County. LAIPS are a key asset for the Transportation Department to evaluate development proposals and right-of-way abandonments. They aid in planning connectivity of the neighborhoods and ensuring everyone has access to the roadway network.

There is an LAIP for each neighborhood depicting designated streets, cul-de-sacs, and locations and key routes for unpaved trails alongside dirt roads. The plan includes how many abandoned rights-of-way the City would need to accomplish their mission. The LAIPS adhere to the goals and values of the 2022 TAP and General Plan.

The LAIPS have not been formally adopted by the Commission or Council. The Transportation Department is taking steps to finalize and formalize the LAIPS. Public meetings within the neighborhoods will allow review of the planned connectivity. Processes will be developed for making changes and providing applicants with an opportunity to have their voices heard. Mr. Domme reviewed the next steps, noting this will be a lengthy process.

Commissioners were given an opportunity to comment and ask questions. In response, Mr. Domme clarified the LAIPS are in the Geographic Information System (GIS) where changes are made. Staff meets weekly to discuss right-of-way abandonment requests and review all present and future needs.

VICE-CHAIR WILCOXON MOVED TO RECOMMEND STAFF TO UPDATE THE LOCAL AREA INFRASTRUCTURE PLANS AND CREATE A FORMAL PROCESS TO REQUEST CHANGES. COMMISSIONER DAVIS SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ONE (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.

Adjournment

COMMISSIONER DAVIS MOVED TO ADJOURN THE MEETING. COMMISSIONER KAUFTHEIL SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ONE (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.

With no further business to discuss, being duly moved and seconded, the meeting adjourned at 7:33 p.m.

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