



**APPROVED AS AMENDED
SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

**Thursday, April 16, 2026
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 5:17 p.m.

ROLL CALL

PRESENT: Kerry Wilcoxon, Chair
Emmie Cardella, Vice-Chair
Robert Marmon
Mailen Pankiewicz
Lee Kauftheil
Kyle Davis
Bob Baker

ABSENT: None

STAFF: Nathan Domme, Transportation Planning Manager
Helayne Dominguez, Senior Traffic Engineer
John Hoang, Senior Traffic Engineering Manager

PUBLIC COMMENT

There was no response to the call for public comment. Transportation Planning Manager Nathan Domme indicated that seven written comments were received for Agenda Item 3.

1. Approval of Meeting Minutes

COMMISSIONER BAKER MOVED TO APPROVE THE FEBRUARY 19, 2026, TRANSPORTATION COMMISSION REGULAR MEETING MINUTES AS PRESENTED. COMMISSIONER MARMON SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0) BY VOICE VOTE. CHAIR

WILCOXON, VICE-CHAIR CARDELLA, AND COMMISSIONERS MARMON, PANKIEWICZ, KAUFTHEIL, AND BAKER VOTED IN THE AFFIRMATIVE. COMMISSIONER DAVIS ABSTAINED. THERE WERE NO DISSENTING VOTES. MINUTES ARE APPROVED.

2. Appoint New Commissioner to the Paths & Trails Subcommittee

Chair Wilcoxon stated no new nominees for Commissioner Kauftheil's seat were presented at the last Commission meeting. Transportation Planning Manager Nathan Domme indicated that Commissioner Kauftheil is eligible for one more year on the Subcommittee. The only Commissioner unable to serve would be Commissioner Davis because he has been termed out.

VICE CHAIR CARDELLA MOVED THAT LEE KAUFTHEIL BE APPOINTED AS A NEW COMMISSIONER TO THE PATHS & TRAILS SUBCOMMITTEE. COMMISSIONER BAKER SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ZERO (0) BY VOICE VOTE. CHAIR WILCOXON, VICE-CHAIR CARDELLA, AND COMMISSIONERS MARMON, PANKIEWICZ, KAUFTHEIL, DAVIS, AND BAKER VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

3. Neighborhood Traffic Management Program Exemptions for Two Locations

Senior Traffic Engineer Helayne Dominguez conducted a slideshow presentation and reviewed slides with the following titles: Agenda; Commission Role; NTMP Warranting Criteria; 77th Street; Data Results; Recommendation; Affected Area; Palm Lane; Data Results; Recommendation; and Recommended Actions. She mentioned that a single-vehicle collision occurred on the segment of Palm Road that was studied.

On the call for public comment, Mr. Ryan Henry pointed out that one of the study locations on 77th Street was near the stop sign, where people were already slowing. He noted it was a residential area, and his son was almost hit. He expressed gratitude that traffic calming might be added.

Responding to Commissioner questions, Ms. Dominguez stated the purpose of variances was to allow the City to move forward with a segment that did not meet all warranting criteria. She reviewed the criteria that were not met by these two sections of roadway, necessitating the request for variances. The petition process would still need to take place if the variances were approved. Regarding Palm Lane, she opined that drivers might use one direction of the road as a cut-through route, which could account for the disparity in speeds. She anticipated that vertical inflection would be used to supplement or replace the ineffective traffic calming measures already in place. She pointed out that a traffic study was conducted for this particular segment a year ago, but it showed no speeding, while the study conducted this year showed considerable speeding.

Ms. Dominguez stated the neighborhood traffic management program (NTMP) policy contained no specific definition for direct residential driveway access, but it referred primarily to single-family homes that were accessed from the street; residents in multi-family communities generally pulled into driveways and then parked onsite. Commissioner Pankiewicz pointed out that even though that portion of 77th Street may not have direct resident access, there were many pedestrians crossing the street to access the park. Ms. Dominguez felt the reason for the requirement was because streets without direct driveway frontage functioned more as collectors. Commissioner Kauftheil felt that the street met the necessary criteria.

In response to additional queries, Ms. Dominguez stated all the correspondence received was

related to Palm Lane, not 77th Street. She believed the calming on Palm Lane was changed from raised choker islands to flat side islands. Ms. Lisa Akey noted she submitted both traffic studies, and the calming was removed due to the flooding concerns of a nearby neighborhood. However, flooding still occurred after it was removed, and speeding increased as well.

Ms. Dominguez clarified that 77th Street was a two-lane road, one in each direction. She discussed the recommended locations for the proposed speed cushions. Commissioner Marmon believed the issue on 77th Street was a park problem, not a residential problem. Ms. Dominguez responded that the NTMP was primarily a resident-led program. The design phase for Palm Lane has not yet begun, and she indicated they would consider Commissioner Marmon's suggestion to try to divert traffic from the area. She explained that speed data was measured with pneumatic tubes, and she typically did not see people slow down because of the tubes.

Ms. Dominguez acknowledged that petitions could fail. The 77th Street proposal was spurred by a request from a single resident, while multiple residents approached the City about Palm Lane. She said every home in the Palm Lane segment whose driveway connected to the road would be impacted; homes whose driveways pointed to a side street would not need to sign any petition. She estimated that 20 houses would be impacted. If the petitions are successful, the final designs would come to the Transportation Commission for approval prior to construction. She remarked that staff does not have the ability to track the origins and destinations of the drivers on these roads.

Senior Traffic Engineering Manager John Hoang stated the City of Tempe has collected data like that in the past and it was a very small data sample, but it could be done here if that was the Commission's desire. Ms. Dominguez reiterated that this was a resident-based system, so if they petition to add calming measures but later petition to remove them, and the data supports it, that's what the City will do.

COMMISSIONER MARMON MOVED TO APPROVE THE VARIANCE TO THE NTMP WARRANTING CRITERIA FOR 77TH STREET FROM MCDOWELL ROAD TO OAK STREET TO PROCEED WITH THE INITIATION OF THE NEIGHBORHOOD PETITION FOR THE PROPOSED AFFECTED AREA. COMMISSIONER KAUFTHEIL SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ZERO (0) BY ROLL CALL VOTE. CHAIR WILCOXON, VICE-CHAIR CARDELLA, AND COMMISSIONERS MARMON, PANKIEWICZ, KAUFTHEIL, DAVIS, AND BAKER VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

COMMISSIONER BAKER MOVED TO APPROVE THE VARIANCE TO THE NTMP WARRANTING CRITERIA FOR PALM LANE FROM 68TH STREET TO 70TH STREET. COMMISSIONER DAVIS SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ZERO (0) BY ROLL CALL VOTE. CHAIR WILCOXON, VICE-CHAIR CARDELLA, AND COMMISSIONERS MARMON, PANKIEWICZ, KAUFTHEIL, DAVIS, AND BAKER VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

4. Bike Month Update

Transportation Planning Manager Nathan Domme conducted a slideshow presentation and reviewed slides with the following titles: Overview; Cycle the Arts History; Bike to Work Day History; April 2026 Bike Month; Cycle the Arts; Bike to Work (or Wherever) Day; and Next Steps.

Mr. Domme spoke about the strong push in recent years to have the artists themselves participate in the Cycle the Arts event. He mentioned that the Vista del Camino Park stop for Bike to Work Day

will be relocated due to construction at the park, and the new location will be included on the route map. He said the Cycle the Arts event had a typical maximum of 120 riders, but that number was increased to 150 this year because it is the event's 25th anniversary.

5. Projects and Programs Update

Transportation Planning Manager Nathan Domme conducted a slideshow presentation and reviewed slides with the following titles: Old Town Streetscape Projects; 2nd Street Roadway Improvements; Marshall Way; Main St from Scottsdale Rd to Brown Ave; 5th Ave from Scottsdale Rd to Goldwater Blvd; Cactus Trail Enhancement Project; 68th St Sidewalk; Indian Bend Wash Path Renovations; Pima Rd; Dirt Road Paving; Discover Scottsdale's Urban Oasis Map; Repaving and Restriping Program Improvements; Complete restriping projects; and Remaining repaving projects.

Mr. Domme added that a public meeting is expected to be held in the beginning of spring regarding the Cactus Trail Enhancement Project. The two planned phases of that project may be merged into one. He mentioned that a federal grant received for dust mitigation, combined with resident requests, resulted in the decision to pave the five dirt roads outlined in the presentation.

In response to Commissioner Kauftheil's query about a "no biking, skateboarding, or rollerblading" sign on 2nd Street, Mr. Domme said if the proposed changes occur, staff will explore removing that sign. Commissioner Kauftheil expressed frustrations about challenges accessing the sidewalk at Indian Bend, and anytime cycleways were blocked he hoped there would be ways to access the sidewalks without needing to push bikes over a large lip. Commissioner Davis thought it would be better if cyclists traveling westbound on 2nd Street did not have to cross the road twice. Mr. Domme replied that staff had other alternatives, but that area was challenging.

Responding to additional Commissioner questions, Mr. Domme confirmed that the proposed curb radii are as small as they could be without deviating from the standard. Chair Wilcoxon wondered whether signage encouraging e-bike riders to stay on one side of the road could be tested on 2nd Street as part of the project.

6. Upcoming Project Public Meetings

Transportation Planning Manager Nathan Domme announced that there will be two public meetings. The one for the Cactus Trails Enhancement Project should be within the next month, and the one for the Thompson Peak Bridge Project should be within a couple of months.

7. Transportation Commission Identification of Future Agenda Items

Commissioner Kauftheil asked for a presentation about the use of trolleys during spring training. He wanted a detailed explanation of how homes abutting the street are determined, with the possibility of updating the definition if necessary. He asked whether the City was tracking the effects and usage of e-bikes. He requested another tour to the traffic control headquarters. He asked that speed cushions not extend into bike lanes when they are placed on roads.

Commissioner Marmon suggested a topic discussing the City's experience with Waymo vehicles, along with a separate discussion on the Neighborhood Traffic Management Plan itself, which he

said would help Commissioners better understand the plan.

Commissioner Pankiewicz expressed concern about equity issues if only single-family homes were allowed to submit petitions and not multi-family homes. She wondered whether there was a way to rank cut-through streets by their risk of fatal collisions, which could then be used to better inform the capital improvement plan.

Commissioner Davis requested a presentation regarding the different types of treatment used by the City on its roadways and the costs associated with them.

The next Transportation Commission meeting is scheduled for May 1, 2026. Chair Wilcoxon indicated he will not be available for that meeting, so Vice-Chair Cardella will run it.

ADJOURNMENT

COMMISSIONER DAVIS MOVED TO ADJOURN THE APRIL 16, 2026, TRANSPORTATION COMMISSION MEETING. COMMISSIONER KAUFTHEIL SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ZERO (0) BY ROLL CALL VOTE. CHAIR WILCOXON, VICE-CHAIR CARDELLA, AND COMMISSIONERS MARMON, PANKIEWICZ, KAUFTHEIL, DAVIS, AND BAKER VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

With no further business to discuss, being duly moved and seconded, the meeting adjourned at 6:43 p.m.

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