



SCOTTSDALE TRANSPORTATION COMMISSION

****2nd Amended**

Notice and Agenda

Date: Thursday, September 16, 2021

Time: 5:15 P.M.

Location: Virtual

Live Stream: <https://www.scottsdaleaz.gov/scottsdale-video-network/live-stream>

Meeting will be held electronically and remotely

Until further notice, Transportation Commission meetings are being held electronically to virtually attend and listen/view the meeting in progress. Transportation Commission meetings are televised on Cox Cable Channel 11/streamed online at ScottsdaleAZ.gov (search "live stream") or will be available on Scottsdale's YouTube channel to allow the public to listen/view the meeting in progress.

***Removed original item number 4. Possible Selection of New Commissioner for Paths and Trails Subcommittee**

***Vacant Commissioner position noted due to the resignation of Donald Pochowski**

****Added longer descriptions under item numbers 2-4**

Call To Order

Roll Call

Don Anderson, Vice-Chair	Mary Ann Miller, Commissioner
Pamela Iacovo, Chair	Vacant
Karen Kowal, Commissioner	Andy Yates, Commissioner
B. Kent Lall, Commissioner	

Public Comment

Spoken comment is being accepted on both agenda items and non-agenda items. To sign up to speak on these items, please [click here](#). Request to speak forms must be submitted no later than 90 minutes before the start of the meeting.

Written comment is being accepted for both agenda items and non-agenda items and should be submitted electronically at least 90 minutes before the meeting. These comments will be emailed to the Transportation Commission and posted online prior to the meeting. To submit a written public comment electronically, please [click here](#).

1. Approval of Meeting Minutes----- Discussion and Action

- Special Meeting of the Transportation Commission – August 4, 2021
- Regular Meeting of the Transportation Commission – August 19, 2021

2. **Transportation Action Plan**----- **Presentation, Discussion and Possible Action**
Discussion, review and possible action related to the public input received on the proposed Transportation Action Plan (TAP) through the city’s outreach effort from August 25, 2021 to September 3, 2021, including Commission consideration of additional comments and additions to the draft TAP to be incorporated into the TAP prior to holding a second virtual open house tentatively in October 2021. – David Meinhart, Transportation Planning Manager

3. **Update on the Bicycle and Related Devices Ordinance**-----**Presentation, Discussion and Possible Action**
Update on the Bicycle and Related Devices Ordinance related to input received at the January 19, 2021 City Council meeting, discuss possible restrictions to parking, staging and riding bicycles, e-bicycles and scooters on sidewalks on streets that can be made under the current regulations as well as next steps. – Susan Conklu, Senior Transportation Planner

4. **Other Transportation Projects and Program Status** -----**Information**
Status of improvements to sidewalks, bus stops, streetlights/traffic signals/illuminated street signs, pavement treatments or storm response and maintenance of city rights-of-way. – Mark Melnychenko, Transportation & Streets Director

5. **Commission Identification of Future Agenda Items**----- **Discussion**
Commission members identify items or topics of interest to staff for future Commission presentations

Adjournment



Persons with a disability may request a reasonable accommodation by contacting Kyle Lofgren at 480-312-7839. Requests should be made 24 hours in advance, or as early as possible, to allow time to arrange the accommodation. For TYY users, the Arizona Relay Service (1-800-367-8939) may also contact Frances Cookson at 480-312-7637.



DRAFT SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
SPECIAL MEETING**

Wednesday, August 4, 2021

Meeting Held Electronically and Remotely

1. CALL TO ORDER

Chair Iacovo called the regular meeting of the Scottsdale Transportation Commission to order at 4:00 p.m.

2. ROLL CALL

PRESENT: Pamela Iacovo, Chair
Don Anderson, Vice Chair
Karen Kowal
B. Kent Lall
Mary Ann Miller
Donald Pochowski

ABSENT: Andy Yates

STAFF: Mark Melnychenko, Transportation & Streets Director
Susan Conklu, Senior Transportation Planner
Dave Meinhart, Transportation Planning Manager
Greg Davies, Senior Transportation Planner
Ratna Korepella, Transit Manager
Dan Worth, Executive Director Public Works

3. PUBLIC COMMENT

No comments were submitted.

4. APPROVAL OF MINUTES

VICE CHAIR ANDERSON MOVED TO APPROVE THE SPECIAL MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON JULY 8, 2021 AS PRESENTED. COMMISSIONER LALL SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER AND POCHOWSKI VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

5. IMPLEMENTATION PLAN

Dave Meinhart, Transportation Planning Manager, reviewed the first draft of the Implementation Plan. Revenue sources and amounts were reviewed, including: State Highway User Revenue Fund (HURF), 0.2 percent Transportation Sales Tax, Proposition 400 0.5 percent Regional Transportation Sales Tax, 0.1 percent Transportation Sales Tax, federal grants and Local Transportation Assistance Fund (LTAF). Funding recipient City programs were discussed according to funding source.

In response to a Commissioner question, Mr. Meinhart clarified that the forecast from the Budget Office is for a 3 percent average annual growth in the 0.2 percent sales tax revenues. To the contrary, there is limited growth in the current forecast for HURF tax, largely because vehicles are becoming more fuel efficient.

Chair referred to the Proposition 0.5 sales tax funding the super grid transit rounds of \$43.7 million through fiscal year 2026 and asked how this equates to the expiration of the sales tax in December 2025. Mr. Meinhart said this is Valley Metro's forecast for the distribution of funds through the end of fiscal year 2025. Fiscal year 2026 is only half a year. The \$43.7 million is for 4.5 fiscal years.

Mr. Meinhart reviewed investment priorities:

- Preserve/maintain/optimize existing infrastructure
- Meet Americans with Disabilities Act, air quality, water quality and other regulatory requirements
- Enhance safety and test new concepts/technology
- Provide transit service with minimum 30-minute frequency
- Develop capital projects with funding from outside sources
- Develop capital projects that are funded only by the City and prioritize nonmotorized access

Factors to assist in prioritizing specific CIP projects were discussed. Mr. Meinhart addressed the potential Proposition 400 extension. MAG is developing a new Regional Transportation Plan, having identified a five-year phase list of potential projects. This includes ten arterials within Scottsdale and five on shared borders. Also included is 3.5 miles of bus rapid transit on Scottsdale Road. Arterial projects will have a 30 percent local match. MAG would like to have a county-wide vote on the extension in November of 2022. The proposal is to continue at the 0.5 percent sales tax level.

Chair referred to priority four in the implementation program. There is a list of items that the Commission recommends for changes/modifications. One of the suggestions was to change the

following wording, “Provide transit service with *minimum* 30 minute frequency,” to “Provide transit service with *maximum* 30 minute frequency.” Mr. Meinhart stated that both wording choices are trying to express the goal of providing service no less often than 30 minutes.

6. **DRAFT PLAN REVIEW**

Mr. Meinhart provided a brief review of the historical meeting timeline:

- January 2021: General Plan coordination/focus areas/work plan
- March 2021: Early concepts and potential changes from 2016 Transportation Master Plan
- May 2021: Recommended changes to street, bikeway and trail networks
- June 2021: Transit and pedestrian network concepts and proposed changes
- July 2021: System preservation/maintenance and goals/policies/ performance measures

Additional roadway segments were identified for potential classification adjustment, including McDowell Mountain Ranch Road 105th Street to Bell Road, and 64th Street, Jomax to Dynamite Boulevard. Also in the works is the development of specific guidelines for right-of-way widths on different roadway corridors. There are also considerations for scenic corridor guidelines.

Chair asked whether the City has acquired the right-of-way on any of the street classifications that are being reduced from a minor arterial to minor collector. Mr. Meinhart stated that in many cases, either acquisition for a roadway improvement project or through a dedication, the City does already have the right-of-way.

Vice Chair asked if there is consideration to return right-of-way to the homeowners or developer when a street goes from a minor arterial to a minor collector, for example. Mr. Meinhart stated that the recommendation is to maintain control of the right-of-way. Chair agreed with the City’s approach in retaining right-of-way.

Commissioner commented on the need to clarify some terms, such as truck routes and shared use paths. Mr. Meinhart said staff will work with public communications to develop a glossary.

Vice Chair referred to the location north of Indian Bend up to Frank Lloyd Wright Boulevard and noted that it does not fall within planned communities, or central or northern Scottsdale, nor is it identified as a character area. Mr. Meinhart said it is not the intent to exclude this area; staff will take a look at this.

Ratna Korepella, Transit Manager, reviewed the Transit Element portion, noting that staff took feedback from the last meeting to make the following modifications:

- Importance of ensuring that transit is getting users to their destination, confirmed via surveys or data
- Redefining intervals as 30 minutes or less, rather than at a minimum frequency of service.
- Special consideration to emerging technologies and infrastructure that add speed and convenience and help build ridership
- Bus stop maintenance is now undertaken by a private contractor, and no longer done by City staff. As a result, eliminate the following language as a future recommendation: *“Outsource bus stop maintenance to a contractor to help address our expanding system,*

- growing homeless concerns and other issues such as a lack of weekend and after hour services.”*
- To coincide with the Complete Streets Policy and the focus on livable streets/community, the following recommended has been added: *“Work in tandem with Complete Streets efforts to accommodate all users of the street and make strong ties to the active transportation system.”*

Chair referred to the slide reference, “Special consideration to emerging technologies and infrastructure that add speed and convenience and help build ridership,” which corresponds to her notes indicating, “To add to the transit recommendations for mid or long-term technology incorporation,” noting that it was suggested that there be possible discussion regarding microtransit. Ms. Korepella acknowledged the reference to microtransit at the last meeting, adding that transit signal priority can be another element. Mark Melnychenko, Transportation & Streets Director, stated that in planning sessions with Public Transit staff, they were discussing emerging technologies, such as the potential BRT route on Scottsdale Road. There is the possibility of signal priority and other improvements for BRT.

Mr. Meinhart addressed the Bikeway element, which includes additional routes into the proposed neighborhood bikeway network. Corridors were developed via the Old Town Bike Master Plan. There were no recent changes to the Trails element or the Pedestrian element.

Mr. Meinhart stated that based on feedback from the Commission at this meeting, staff will make additional changes to the draft plan. After that will commence a more formalized electronic public outreach process. The feedback will be reviewed with the Commission to determine whether it needs to be incorporated into an updated version of the plan in September.

Commissioner asked whether staff has discussed incorporating anything related to business continuity or disaster recovery and how it would relate back to the General Plan for transportation. Mr. Meinhart stated that they have not incorporated this into a plan. The operating budget has funding to help with emergency operations. Disaster exit routes out of the City are coordinated through Public Safety and potentially Risk Management.

Commissioner asked what would happen if the electrical system went down. Mr. Meinhart said that the transportation system would have challenges with its signals, however, decisions would go through Public Safety. The City also coordinates with ADOT on freeway-related issues. Commissioner commented that it would be good to take a proactive approach in terms of these types of conversations.

Vice Chair Anderson asked about the possibility of identifying proposed right-of-way widths for major arterials, which are not shown on the cross-section. Mr. Meinhart said that the standard right-of-way widths are shown in the Design Standards and Policies Manual (DSPM).

Commissioner inquired as to data to support express bus expansion. Ms. Korepella stated that currently, the City has only one express route, Route 514, which connects downtown Phoenix to Mustang Transit Center and continuing into Fountain Hills. The section between Mustang Transit Center and Fountain Hills will be discontinued effective October of 2021. That section is not performing well from a ridership perspective. It would be helpful for Scottsdale to have good express service to carry commuters to downtown Phoenix.

Commissioner discussed an article regarding the potential of having a transit center near Highway 101 between Scottsdale and Hayden, however no such center is contained in the presentation

document. Ms. Korepella stated that there is no connector in that area and that the transit center at Shea and 90th Street is the largest connector at this time. Mr. Meinhart provided historical background. When the City was notified that it would receive funding through recovery program in the 2000's, the first locations for consideration were along the 101 Freeway. However, it was determined to be infeasible based on the price of the land and lack of interest from the Arizona State Land Department, which owned the land at the time. Mr. Melnychenko stated that a main objective is to utilize existing facilities to the highest extent. At this time, Thunderbird is not well-used. With other route connections and possibly future commuter service, the passenger connection facilities will be used to a greater degree. There is a higher transit need in the southern portion of the City, however there is still focus on growing portions of the transit system to the north.

Mr. Meinhart addressed the bikeway element, noting that staff received feedback from the Paths & Trails Subcommittee at its most recent meeting. The input was in regard to the Indian Bend Road Corridor path between Scottsdale and Hayden. There has been a wide sidewalk, which is considered a side path constructed on the north side of Indian Bend Road for a quarter mile to the east of Hayden Road. The suggestion was to show a planned path connecting the rest of the way east over to Pima Road and this will be added to the plan. There was also discussion regarding the proposed removal of a path along the west side of the Freeway Corridor from Shea Boulevard going up to the Airpark area to Scottsdale Road. It is still proposed that this not be included, due to significant feasibility and cost challenges. It was discussed with the Subcommittee that if financial conditions change this could be reconsidered.

Mr. Meinhart said there were no adjustments to the trail element and no specific comments or changes proposed by the Paths & Trails Subcommittee. Greg Davies, Senior Transportation Planner, added that there have been minor changes to the network, including the addition of five miles of network between Jomax and Dixileta and Scottsdale Road to Pima.

In response to a Commissioner question, Mr. Meinhart stated that staff is working on a citizen questionnaire. In addition, the draft elements will be available on the City's website for comments. Public comment dates were reviewed.

Mr. Meinhart addressed the Pedestrian element, noting that staff had updated the goals and policies to incorporate feedback from the Commission. The remaining details remain the same. Chair commented about previous discussions to add or enhance language that would encourage neighborhoods and homeowners to keep pedestrian improvements in mind when making improvements to their homes in terms of building a sense of community. Mr. Meinhart directed the Commission to this language, which is captured in Goal 2. There was discussion regarding the placement and amount of shade trees along sidewalks. Commissioner suggested incorporating more shade trees at bus shelters.

7. TRANSPORTATION COMMISSION SPECIAL MEETING SCHEDULE

It was discussed that the upcoming special meeting on September 9th could be cancelled and that the second draft plan review could occur at the regular meeting on September 16th. There was consensus to proceed with canceling the September 9th meeting.

There was discussion regarding the potential for Commissioners to provide comments on the public comment site as well as to review the public comments of others in preparation for the next Transportation Commission meeting on September 16th. Ms. Conklu noted that this topic of

discussion is not listed as an agenda item for formal vote. It was noted that Commission comments to the site are received as a Scottsdale citizen comment and not particularly as a Commission member comment; comments to the website are seen by City staff only and not the public at large. The upcoming meeting and plan outline were reviewed.

8. ADJOURNMENT

With no further business to discuss, being duly moved by Vice Chair Anderson and seconded by Commissioner Pochowski, the meeting adjourned at 6:15 p.m.

AYES: Chair Iacovo, Vice Chair Anderson, Commissioners Kowal, Lall, Miller and Pochowski

NAYS: None

SUBMITTED BY:

eScribers, LLC

***Note: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/transp.asp>**



DRAFT SUMMARIZED MINUTES

CITY OF SCOTTSDALE TRANSPORTATION COMMISSION REGULAR MEETING

Thursday, August 19, 2021

Meeting Held Electronically and Remotely

1. CALL TO ORDER

Chair Iacovo called the regular meeting of the Scottsdale Transportation Commission to order at 5:15 p.m.

2. ROLL CALL

PRESENT: Pamela Iacovo, Chair
Don Anderson, Vice Chair
B. Kent Lall
Mary Ann Miller

ABSENT: Karen Kowal
Donald Pochowski
Andy Yates

STAFF: Mark Melnychenko, Transportation & Streets Director
Susan Conklu, Senior Transportation Planner
Dave Meinhart, Transportation Planning Manager
Greg Davies, Senior Transportation Planner
Ratna Korepella, Transit Manager
Dan Worth, Executive Director Public Works
Phil Kercher, Traffic Engineering Manager
Kiran Guntupalli, Traffic Engineer Principal

3. PUBLIC COMMENT

Chair Iacovo noted that written public comments and staff responses have been forwarded to Commission members. Susan Conklu, Senior Transportation Planner, added that the comments were posted online with the agenda packet for the public to view.

4. APPROVAL OF MINUTES

Typographical errors were identified.

VICE CHAIR ANDERSON MOVED TO APPROVE THE SPECIAL MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON JULY 8, 2021 AS AMENDED. COMMISSIONER MILLER SECONDED THE MOTION, WHICH CARRIED 4-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL AND MILLER VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

5. GUIDELINES TO IDENTIFY PEDESTRIAN CROSSING TREATMENTS

Kiran Guntupalli, Traffic Engineer Principal, provided a brief background of the item. The main goal of the program includes improving pedestrian safety. The evaluation process includes: identification and description of the crossing location, traffic data collation and operational analysis and cross evaluations. Evaluation considerations include: Origin and destination: pedestrian volume; vehicular volume; distance to nearest defined crossing; posted speed limit; crossing distance; median type; roadway illumination; collision history and sight distance. A score sheet is used to evaluate pedestrian crossings. Treatment options include: Improved street lighting; high visibility striped crosswalk, in-pavement signage, raised crosswalk; bulb-out/curb extension; unmarked pedestrian refuge; rectangular rapid flashing beacon; pedestrian hybrid beacon; traffic signal and separated grade crosswalk. Examples of treatment options were reviewed.

Commissioner referred to the calculation for site distance calculation, noted that the terms are not defined and asked that they be added to the legend at the bottom of the document.

Commissioner inquired about addressing these issues proactively, as roads are being constructed, rather than reactively, after they are already constructed. Mr. Guntupalli confirmed that as new developments come in, the City does look at what pedestrian circulation methods are being provided. The City requires the development to provide warranted facilities. In addition, when a street is identified for restriping, the City looks at various treatments to be applied for pedestrian travel, including refuges, bike lanes and other treatments.

Chair referred to rectangular rapid flashing beacons and asked if the City has considered installing in-pavement flashing lights. Mr. Guntupalli stated that those have not been considered, as they are difficult to maintain. Travel lanes must be closed down to replace damaged lights.

In response to a Commissioner question, Mr. Guntupalli stated that this is a new document based on the City's experience over time. In the past, there was no documented process; the presented guidelines will formalize the City's approach. Phil Kercher, Traffic Engineering Manager, clarified that they have had a working document which has evolved over time. This is the first time the processes have been formalized and presented for review.

Chair referred to pedestrian refuges and asked where this application may be used in the City. Mr. Guntupalli provided a photograph of the location at 100th Street north of Frank Lloyd Wright. Mr. Kercher noted that there is also one located at 68th Street south of Indian School and another on Miller Road north of Indian School.

Chair questioned the safety level at locations mixing higher speed traffic volumes with pedestrian hybrid beacons. Mr. Guntupalli stated that these are controlled crossings; vehicles are required to stop for crossing pedestrians. They are the safest pedestrian crossing mitigation facilities. There are currently 12 crossings in the City with plans for two more in the works at Thomas and 86th Street, and Camelback and Saddleback.

6. FY 2021-22 ARTERIAL LIFE CYCLE PROGRAM (ALCP) UPDATE

Dave Meinhart, Transportation Planning Manager, provided a brief background on the ALCP update process, which occurs each fiscal year. The ALCP was approved on June 23rd by the Regional Council.

Greg Davies, Senior Transportation Planner provided a budget overview of the ALCP 2021/22 program. The Regional 0.5 percent Transportation Sales Tax was approved in 2004. The Regional Transportation Plan is funded by Prop 400 and managed by MAG. The cost of the 20-year plan is approximately \$16 billion. Prop 400 expires on December 21st, 2025 and the program is in its final phase, Phase 4, of the 20-year plan. MAG is currently looking into an extension of Prop 400 with a tentative election date of November, 2022, which would be a 25-year, five-phase program. Regional funds of \$171 million and federal block grants totaling \$69 million fund 70 percent of the Scottsdale arterial roadway projects in the amount of \$240 million for Fiscal Years 2022 through 2026. This includes 42 programmed projects. The City is required to match funding at \$103 million. Matching funds are generated in Scottsdale through its 0.2 percent sales tax, which has no sunset, as well as funding from the 0.1 percent temporary sales tax in 2018, which sunsets after ten years.

One year ago, a substitute project request was granted by MAG to program funds associated with the extension of Legacy Boulevard from 88th Street through the Water Campus to Hualapai Drive. \$12.4 million was freed up to transfer to other ALCP projects. A review of the reallocated amounts and uses was provided.

Mr. Davies provided a review of project updates including:

- Raintree Drive: Scottsdale to Hayden
- Pima Road: Pinnacle Peak to Happy Valley
- Happy Valley: Pima to Alma School
- Hayden/Miller: Pinnacle Peak to Happy Valley
- Scottsdale Road: Jomax to Dixileta
- Raintree Drive: Hayden to Loop 101
- Pima Road: McDowell to Via Linda

Upcoming designs include:

- Hualapai Drive: Hayden to Pima
- Freeway interchanges
- Pima Road: Happy Valley to Jomax
- Carefree Highway: Cave Creek to Scottsdale
- Pima Road: Dynamite to Las Piedras

Project schedules may be affected by utility relocations, right-of-way acquisition and drainage issues.

Commissioner referenced Hualapai Drive in terms of portions already constructed and inquired as to whether those portions will fit into the design of the elements not yet installed. Mr. Davies explained that portions of the roadway were built as a minor arterial by the Grayhawk Development. The campus built the frontage for the eastbound lanes. There is a four-lane section for a short distance, then a two-lane section connecting to Pima Road. The roadway is of sufficient width for current roads. Resurfacing and repaving will be required.

Commissioner identified the crossings over Indian Bend Wash and asked if this comes strictly out of the Transportation budget. Mr. Meinhart said the structures were constructed via various partnerships with private development, City bond funds, Army Corps of Engineers and County Flood Control District. What exists now is the City's responsibility in terms of ongoing issues or reconstruction.

Chair referenced improvements to the interchanges at Raintree and Frank Lloyd Wright and the 101 as part of the ADOT widening project. She sought clarification that Raintree was intended to be an interchange, however, the City subsequently saved money by just adding additional right-turn bays. Mr. Davies clarified that it is still an interchange. The original budget assumed the possibility of doing a series of roundabouts. ADOT's consultant team took a more detailed option through their design concept report. The findings indicated challenges on whether the roundabouts would function properly, so they were not comfortable proceeding with roundabouts. The next alternative was to make the existing interchange work as well as possible. That included an extra right-turn bay for the southbound off-ramp, new right-turn bay for the northbound off-ramp and a right-turn bay for the west bound on-ramp. This was reviewed with the Commission in fall of 2020.

Chair commented that 18 months for the widening seems like a long time and asked whether right-of-way needs to be acquired. Mr. Meinhart said ADOT is the agency that sets the schedule. They must go through environmental clearance processes.

Chair inquired about the Raintree Road, Scottsdale to Hayden project, noting that this has been a long-running project. She inquired as to how long it has been pending. Mr. Meinhart said that the project was set to head into preliminary design when he originally retired in 2013. There have been a number of issues delaying the project, including right-of-way. The guaranteed maximum price from the contractor was first obtained in 2019-20 and the budget to complete the project exceeded funding remaining in the program at that time. The strategy moved to a phasing approach. This was followed by major delays on utility relocation work. Mark Melnychenko, Transportation & Streets Director, stated that the utility challenge has been raised with MAG. A regional working group is to be formed to gather regional input. He commended City staff for their creative use of balancing funds for various projects.

7. PATHWAYS WAYFINDING SIGNAGE

Susan Conklu, Senior Transportation Planner, provided a brief background of design of the City's paths and trails wayfinding signage, which was completed in 2016. This was followed by extensive public outreach. Staff are currently working on the path wayfinding signage CIP project from Thomas Road to Indian Bend Road. The total project budget is \$802,600. A job order contractor is ready to go upon notice to proceed. Future phases will move through the regular CIP cycle. Sign types were reviewed. Next steps include: Project webpage and virtual open house; Development Review Board meeting September, 2012 and tentative installation in October, 2021.

Chair asked for a comparison of the project budget compared to the original cost estimates for the signage. Mr. Meinhart stated that the budget is consistent with original estimates.

8. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

Chair noted that the November meeting will include recommendations for the Transportation Action Plan.

9. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Miller and seconded by Vice Chair Anderson, the meeting adjourned at 6:50 p.m.

AYES: Chair Iacovo, Vice Chair Anderson, Commissioners Lall and Miller

NAYS: None

SUBMITTED BY:

eScribers, LLC

***Note: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/transp.asp>**

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Dave Meinhart, Transportation Planning Manager
Subject: Review of Public Input Submitted for the Transportation Action Plan – 8/25/21-9/3/21 and Second Review of Draft Plan
Meeting Date: September 16, 2021

Action: Discussion, comment, and possible action

Purpose:

On August 25, 2021, the city issued the following press release and web page notification requesting public feedback on issues related to the Transportation Action Plan (TAP).

“How could the city improve traffic flow, bicycle and pedestrian safety, and transit options over the next 10 years? These and other key questions are being evaluated as Scottsdale drafts its 2021 Transportation Action Plan, which will guide the city’s transportation priorities, investments and programs over the next decade.

As part of the process, the city is seeking input from Scottsdale residents, business owners and people who work in the city. Providing input is easy – visit ScottsdaleAZ.gov and search “TAP” to find a link to the online questionnaire along with links to supporting material and information. The online questionnaire will be available until Friday, Sept. 3.

The TAP will provide not only an overview of Scottsdale’s current transportation infrastructure, but direction for Scottsdale’s transportation future for approximately the next 10 years. Feedback will be used to shape the goals, policies and performance measures for each of Scottsdale’s transportation elements (street, transit, trail, bikeways and pedestrian) and an overall prioritized implementation program.

Once completed and approved by the City Council, the TAP will replace the most recent Transportation Master Plan, approved in 2016.

Opt-in to future feedback opportunities from the city of Scottsdale

Once you have completed the questionnaire, you will be asked to provide your email and zip code. This lets us be sure we are hearing from each person only once. Your response will remain confidential. Participating in this online feedback will also allow people to opt-in to similar opportunities from the city of Scottsdale in the future.”

In addition to the press release, notifications were sent to the following:

- City website news feed
- Scottsdale Update newsletter, August 27, 2021 (<https://www.scottsdaleaz.gov/news/scottsdale-update-aug-27-2021>)
- NextDoor—posted August 25, 2021 (over 4,900 impressions)
- Facebook, Instagram and Twitter

An overview of the public input received between August 25-September 3, 2021 is provided below. After public input review is completed, staff will also request any additional comments from the Transportation Commission regarding the draft TAP. A second round of public input is planned to begin late September/early October 2021 and run for approximately three weeks. Staff anticipates bringing a recommended TAP for the Transportation Commission’s review and action on November 18, 2021.

Information:

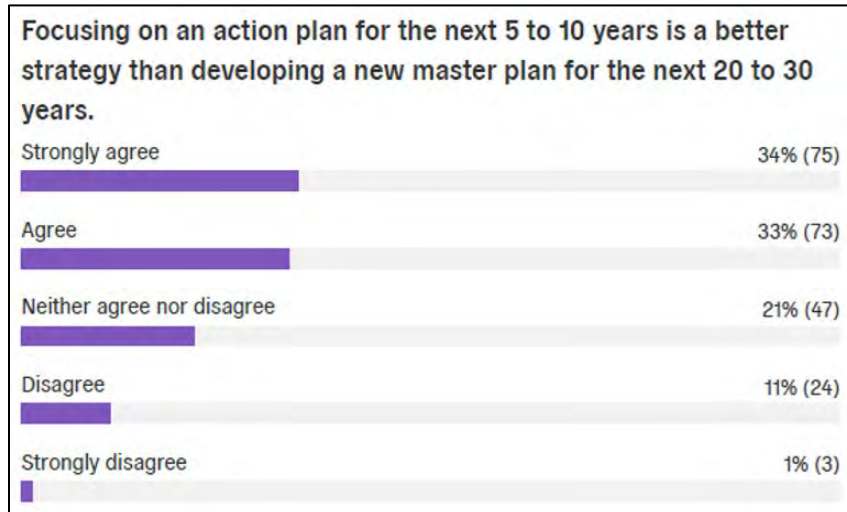
Public Input Summary

The primary input tool for the first public input phase was an online questionnaire (Attachment 1) containing thirty-one questions. Attachment 2 provides all of the information provided through the questionnaire. More significant portions of the information collected is also included in this report.

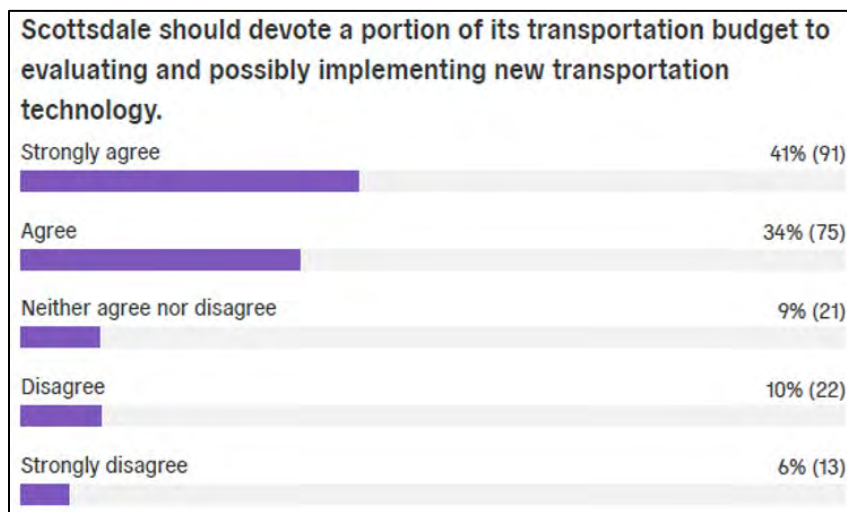
The first eight questions (summarized below) asked respondents to select between five levels of concurrence:

- 1) Strongly agree
- 2) Agree
- 3) Neither agree nor disagree
- 4) Disagree
- 5) Strongly disagree

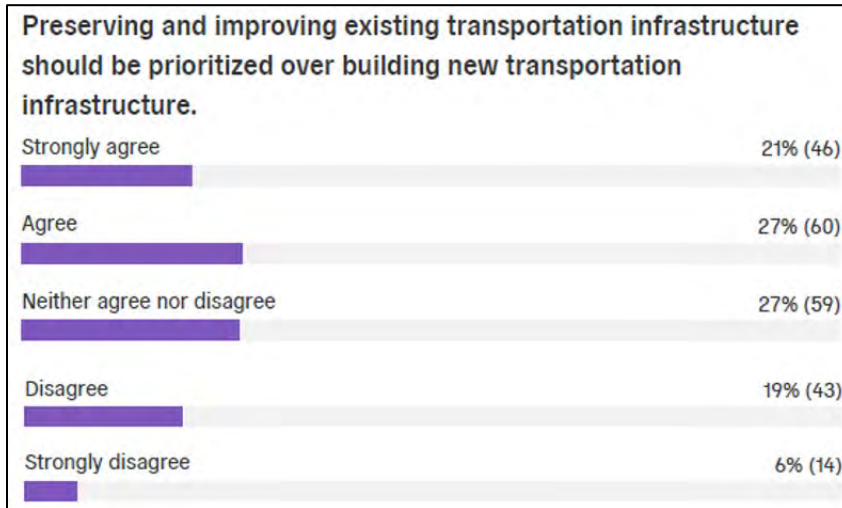
Question 1:



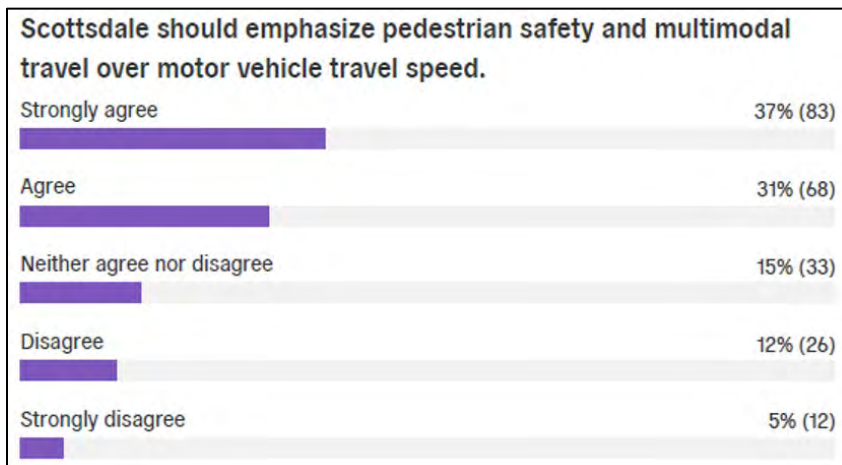
Question 2:



Question 3:



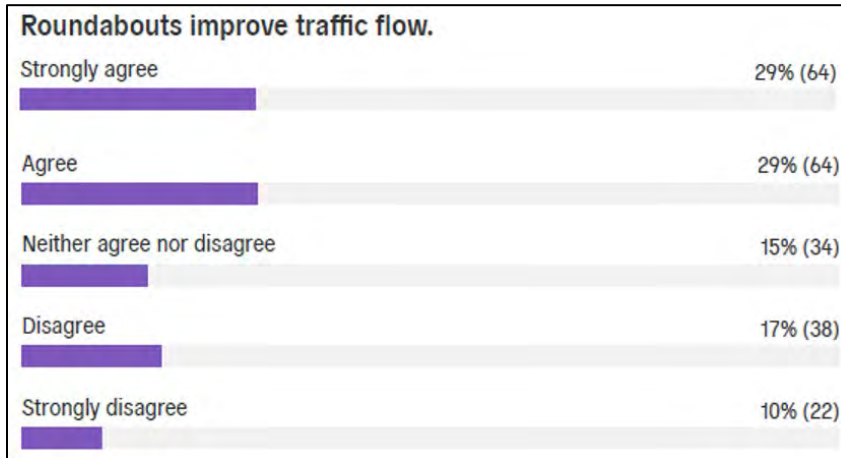
Question 4:



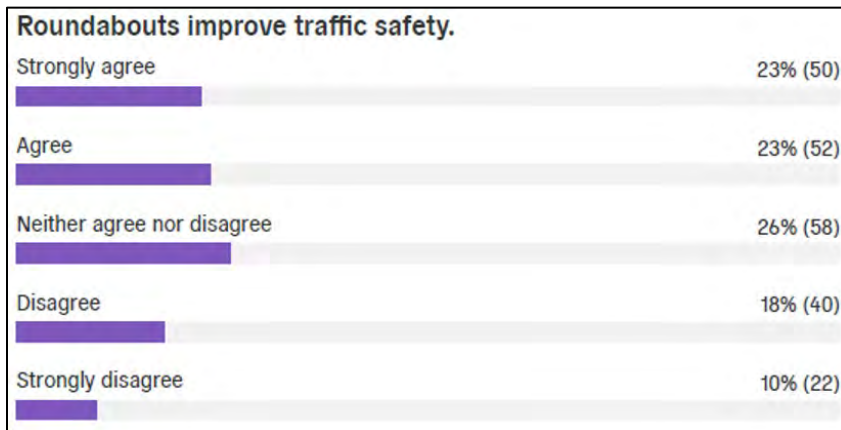
Question 5:



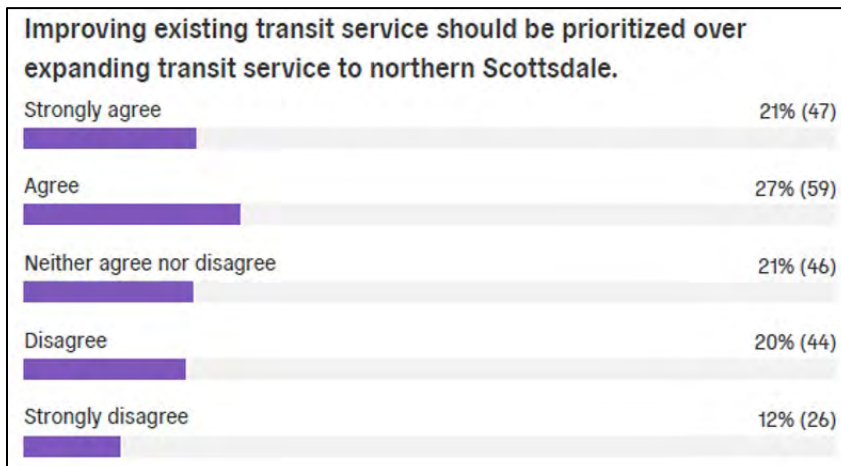
Question 6:



Question 7:



Question 8:



Four open-ended questions related to transportation challenges and improvements were asked. Responses to Questions 9-12 are included in Attachment 2. Responses to Questions 11 and 12 were more favorable to categorization and were grouped by staff in Attachments 3 and 4.

Questions 13-20 focused on prioritizing transportation needs by type and geographic area. The types provided were:

- 1) On-street bikeways and bicycle facilities
- 2) Shared-use paths (paved)
- 3) Traffic flow
- 4) Transit
- 5) Enhanced crossings for pedestrians and cyclists

Geographic areas listed were:

- 1) South of Indian Bend Road (excluding Old Town)
- 2) Old Town
- 3) Between Indian Bend and Loop 101 (east/west alignment)
- 4) North of Loop 101

The table below summarizes the prioritization feedback for the five transportation needs by the various geographic areas.

Prioritization Category	Southern	Old Town	Central	Northern	Average
On-street bikeways and bicycle facilities	15%	16%	15%	15%	15%
Shared-use paths (paved)	17%	16%	17%	17%	17%
Traffic flow	30%	27%	32%	33%	31%
Transit	21%	18%	20%	19%	20%
Enhanced crossings for pedestrians and bicyclists	17%	23%	16%	17%	18%

The remainder on the questions provide various respondent characteristics and demographics. This information is provided in Attachment 2 and is also summarized in the presentation materials for this agenda item.

Second Review of the draft Transportation Action Plan (TAP)

Discussions on the TAP began in January by highlighting two focus points: 1) emphasizing refinement of the existing transportation system over adding new infrastructure, especially if the new infrastructure will be difficult to implement at a reasonable cost; and, 2) emphasizing livable streets/community over rapid traffic throughput.

Meetings in March, April, May and June centered on proposed updates to the planned street, transit, bikeway, trail and pedestrian systems. In July, discussion moved to system preservation and maintenance and goals, policies and performance measures. In August, TAP implementation strategies were reviewed, and a first review of the draft TAP introduction and elements was completed.

The Transportation Commission will be asked to provide any additional comments on the draft TAP (Attachment 5) at this meeting. After completion of the second review, staff will begin preparing for the second round of public input in September/October.

Next Steps:

A second round of outreach through the city's website and various social media and social network platforms Nextdoor, Facebook, Twitter and Instagram is planned for October. A recommendation for Transportation Commission approval of the TAP is currently planned for the November 18, 2021 meeting.

[Attachment 1](#) – Online Questionnaire

[Attachment 2](#) – Polco Questionnaire Results

[Attachment 3](#) – Question 11 Category Grouping

[Attachment 4](#) – Question 12 Category Grouping

[Attachment 5](#) – Draft TAP

[Attachment 6](#) – Public Comments

Contact: Dave Meinhart, 480-312-7641, dmeinhart@scottsdaleaz.gov

Scottsdale Transportation Action Plan (TAP) 2021

--10 min survey Expires on 09/03/2021

Scottsdale is drafting a 2021 Transportation Action Plan (TAP) that provides not only an overview of Scottsdale's current transportation infrastructure, but a roadmap for Scottsdale's transportation future for approximately the next 10 years. The plan includes goals, policies and performance measures for each of Scottsdale's transportation elements and an overall prioritized implementation program. The TAP will ultimately be published in a website format and will replace the most recent Transportation Master Plan, approved in 2016.



Scottsdale Transportation Action Plan (TAP) 2021



approximately 10 minutes to complete.

[Feed](#)

[Create Account](#)

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To view a draft of the Transportation Action Plan, or for links to Transportation Commission discussions of the draft plan, please [visit ScottsdaleAZ.gov and search "TAP"](#).

Please note that it is not necessary to read the draft plan to participate in the questionnaire.

Why create an account?

- Get notified when your city or local organizations need your input.
- Ensure no one else responds on your behalf.
- Be included in the set of responses from trusted verified accounts

Your responses are confidential and we never share personal information.

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Transportation planning and initiatives in Scottsdale

Please respond to these statements about transportation planning and initiatives in Scottsdale.

Question 1 *

Focusing on an action plan for the next 5 to 10 years is a better strategy than developing a new master plan for the next 20 to 30 years.

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Question 2 *

Scottsdale should devote a portion of its transportation budget to evaluating and possibly implementing new transportation technology.

- Strongly agree
- Agree

- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Question 3 *

Preserving and improving existing transportation infrastructure should be prioritized over building new transportation infrastructure.

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Question 4 *

Scottsdale should emphasize pedestrian safety and multimodal travel over motor vehicle travel speed.

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Question 5 *

It is okay to remove travel lanes on streets with excess traffic capacity to provide better bicycle and pedestrian facilities.

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Question 6 *

Roundabouts improve traffic flow.

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Question 7 *

Roundabouts improve traffic safety.

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Question 8 *

Improving existing transit service should be prioritized over expanding transit service to northern Scottsdale.

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Challenges and improvements

Please tell us your thoughts about different challenges and potential transportation improvements.

Question 9

Reducing the number of travel lanes on a street can open up opportunities to make streets more comfortable for other modes of travel, such as biking and walking. Are there any Scottsdale street segments that you feel have more traffic lanes than are necessary to meet traffic demands? Please specify:

Write your answer here

Question 10

Are there any Scottsdale street segments you feel would benefit from more travel lanes?

Write your answer here

Question 11 *

What is the biggest challenge(s) you experience when traveling in Scottsdale?

Write your answer here

Question 12 *

What transportation improvement(s) would encourage you to more frequently use a mode of travel besides driving?

Write your answer here

Transportation Priorities North of Loop 101

The next two questions concern transportation priorities in Scottsdale north of Loop 101.

Question 13

Concerning Scottsdale north of Loop 101, please assign points among these choices to indicate which of these should be priorities for transportation attention and funding over the next 5 to 10 years.

You have 10 points to allocate - you can give them all to a single priority, or spread them among several. The more points a choice receives, the higher its priority.

Please allocate 10 points across the options below

10 points remaining

On-street bikeways and bicycle facilities

0

10

Shared-use paths (paved)

0

10

Traffic flow

0

10

Transit

0

10

Enhanced crossings for pedestrians and bicyclists

0

10

Question 14

Concerning Scottsdale north of Loop 101, are there any other transportation priorities not listed above the city should consider?

Write your answer here

Transportation priorities between Loop 101 to the north and Indian Bend Road to the south.

The next two questions concern transportation priorities in Scottsdale between Loop 101 to the north and Indian Bend Road to the south.

Question 15

Concerning Scottsdale between Loop 101 to the north and Indian Bend Road to the south, please assign points among these choices to indicate which of these should be priorities for transportation attention and funding over the next 5 to 10 years.

You have 10 points to allocate - you can give them all to a single priority, or spread them among several. The more points a choice receives, the higher its priority.

Please allocate 10 points across the options below

10 points remaining

On-street bikeways and bicycle facilities

0 10

Shared-use paths (paved)

0 10

Traffic flow

0 10

Transit

0 10

Enhanced crossings for pedestrians and bicyclists

0 10

Question 16

Concerning Scottsdale between Loop 101 to the north and Indian Bend Road to the south, are there any other transportation priorities not listed above the city should consider?

Write your answer here

Transportation priorities south of Indian Bend Road (excluding Old Town)

The next two questions concern transportation priorities in Scottsdale south of Indian Bend Road (excluding Old Town, which is the following section).

Question 17

Concerning Scottsdale south of Indian Bend Road (excluding Old Town), please assign points among these choices to indicate which of these should be priorities for transportation attention and funding over the next 5 to 10 years.

You have 10 points to allocate - you can give them all to a single priority, or spread them among several. The more points a choice receives, the higher its priority.

Please allocate 10 points across the options below

10 points remaining

On-street bikeways and bicycle facilities

0 10

Shared-use paths (paved)

0 10

Traffic flow

0 10

Transit

0 10

Enhanced crossings for pedestrians and bicyclists

0 10

Question 18

Concerning Scottsdale south of Indian Bend Road (excluding Old Town), are there any other transportation priorities not listed above the city should consider?

Write your answer here

Transportation priorities in the Old Town Scottsdale area

The next two questions concern transportation priorities in the Old Town Scottsdale area.

Question 19

Concerning the Old Town Scottsdale area, please assign points among these choices to indicate which of these should be priorities for transportation attention and funding over the next 5 to 10 years.

You have 10 points to allocate - you can give them all to a single priority, or spread them among several.

Please allocate 10 points across the options below

10 points remaining

On-street bikeways and bicycle facilities

0

10

Shared-use paths (paved)

0

10

Traffic flow

0

10

Transit

0

10

Enhanced crossings for pedestrians and bicyclists

0

10

Question 20

Concerning the Old Town Scottsdale area, are there any other transportation priorities not listed above the city should consider?

Write your answer here

Wrapping up: tell us a little more about you

Please tell us a little more about you.

Question 21

Do you live in Scottsdale?

Yes

No

Question 22

If you answered yes to question 22, do you live:

North of Loop 101

Between Loop 101 to the north and Indian Bend Road to the south (including on Indian Bend Road)

South of Indian Bend Road

Question 23

Do you work in Scottsdale?

Yes

No

Question 24

If you answered yes to question 24, do you work:

- North of Loop 101
- Between Loop 101 to the north and Indian Bend Road to the south (including on Indian Bend Road)
- South of Indian Bend Road

Question 25

Please assign points to tell us how much you use different modes of transportation in Scottsdale. Each point equals 10 percent and you have 10 points to assign.

Example: If you spend half of your time driving in Scottsdale, and use a bicycle the other half, you would assign 5 points to "Bicycle" and 5 points to "Drive".

Please allocate 10 points across the options below

10 points remaining

Bicycle

0 10

Walk

0 10

Transit (bus or trolley)

0 10

Drive (including use of a motorcycle)

0 10

Scooter

0 10

Horse

0 10

Question 26

If you use a mode of transportation not listed above, please let us know here:

Write your answer here

Question 27

Do you use a mobility aid?

Yes

No

Question 28

What is your gender identity?

Female

Male

Transgender/cisgender

Prefer not to say

Question 29

What is your race/ethnicity?

American Indian/Alaskan Native

Asian American/Asian

Black/African American

Hispanic/Latinx

Native Hawaiian/Other Pacific Islander

White

Prefer not to answer

Question 30

What is your age?

Over 65

45-64

25-44

18-24

Under 18

Question 31

Are there any other comments you would like to share?

Write your answer here

Thank you!

Thank you for spending a few minutes to give us your thoughts about transportation in Scottsdale. We truly appreciate it, and will provide more information about the Transportation Action Plan as it moves forward.

Find more information on the city's website at ScottsdaleAZ.gov, search "transportation".

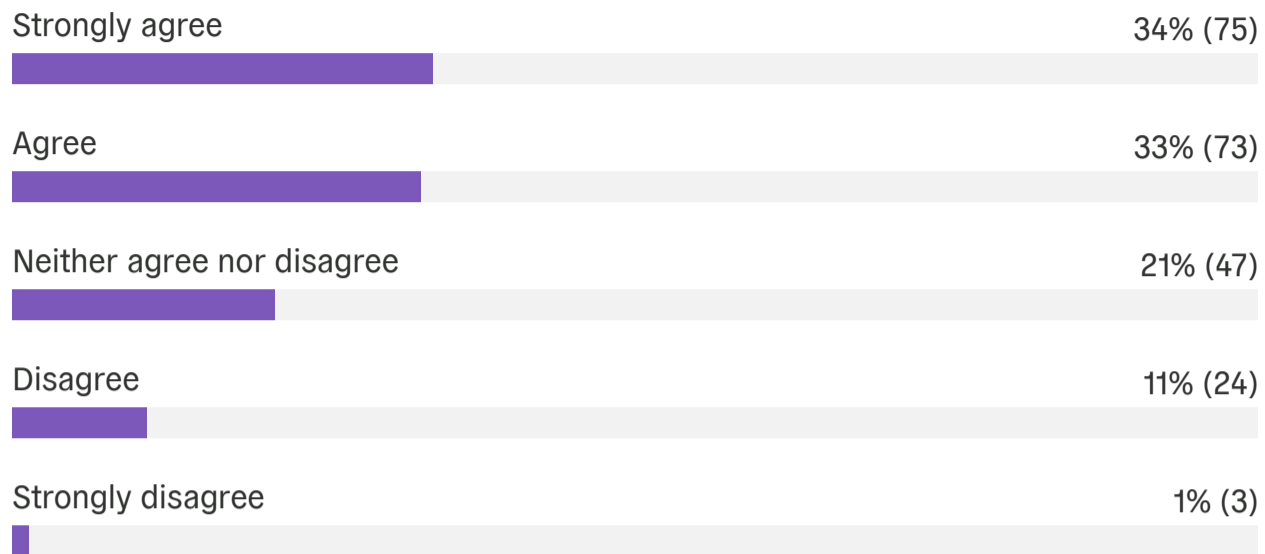


Scottsdale Transportation Action Plan (TAP) 2021

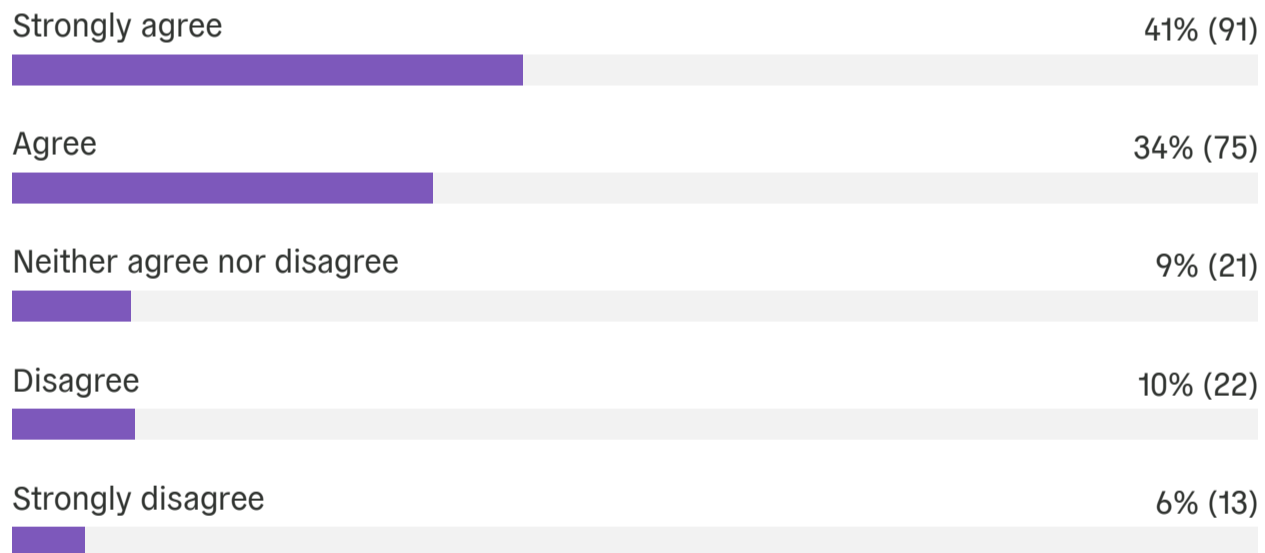
Survey Results
FINAL

09/07/2021

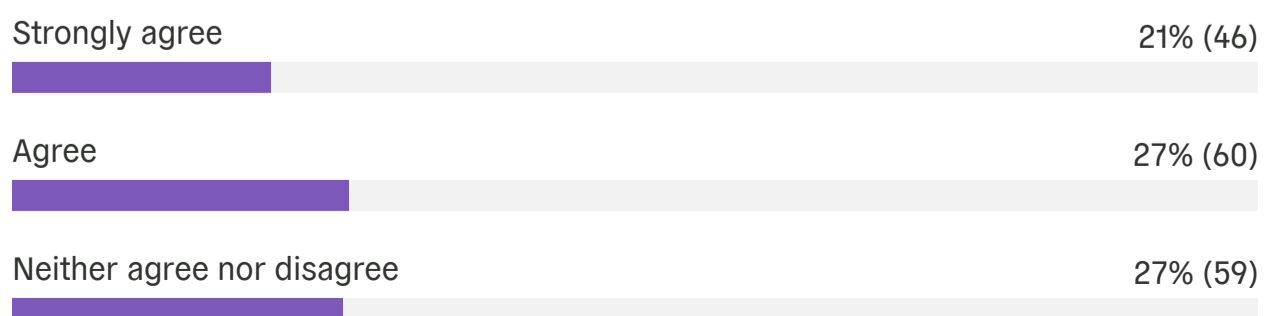
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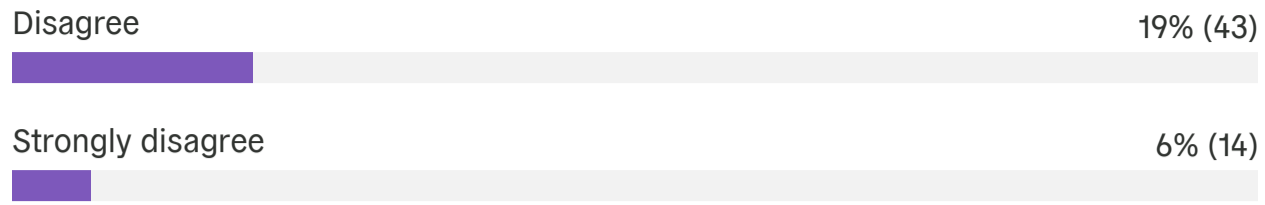


Scottsdale should devote a portion of its transportation budget to evaluating and possibly implementing new transportation technology.

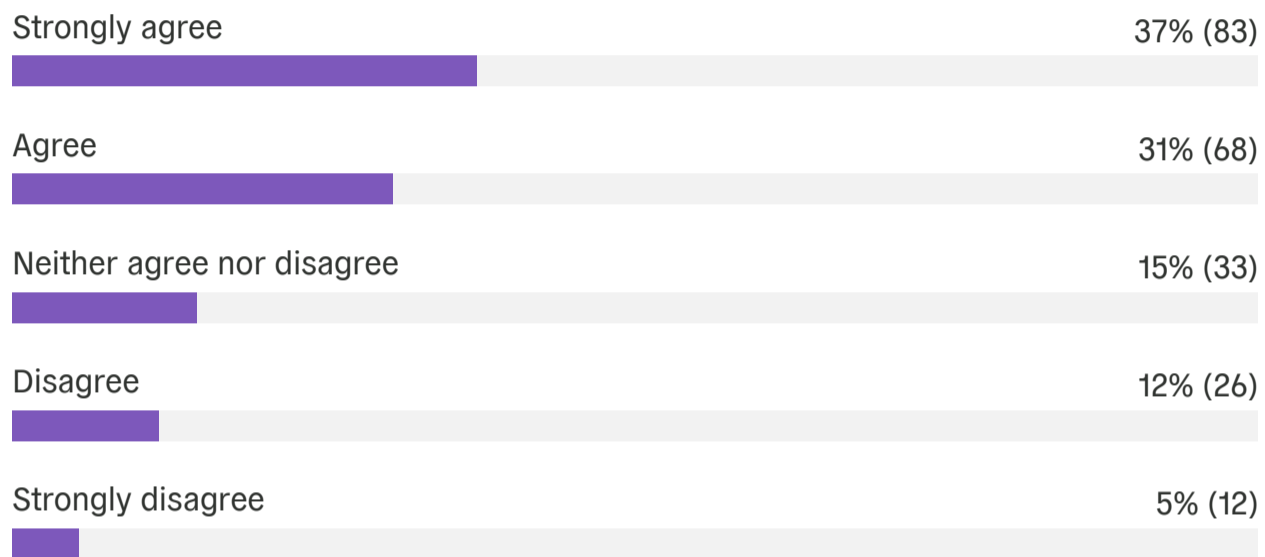


Preserving and improving existing transportation infrastructure should be prioritized over building new transportation infrastructure.

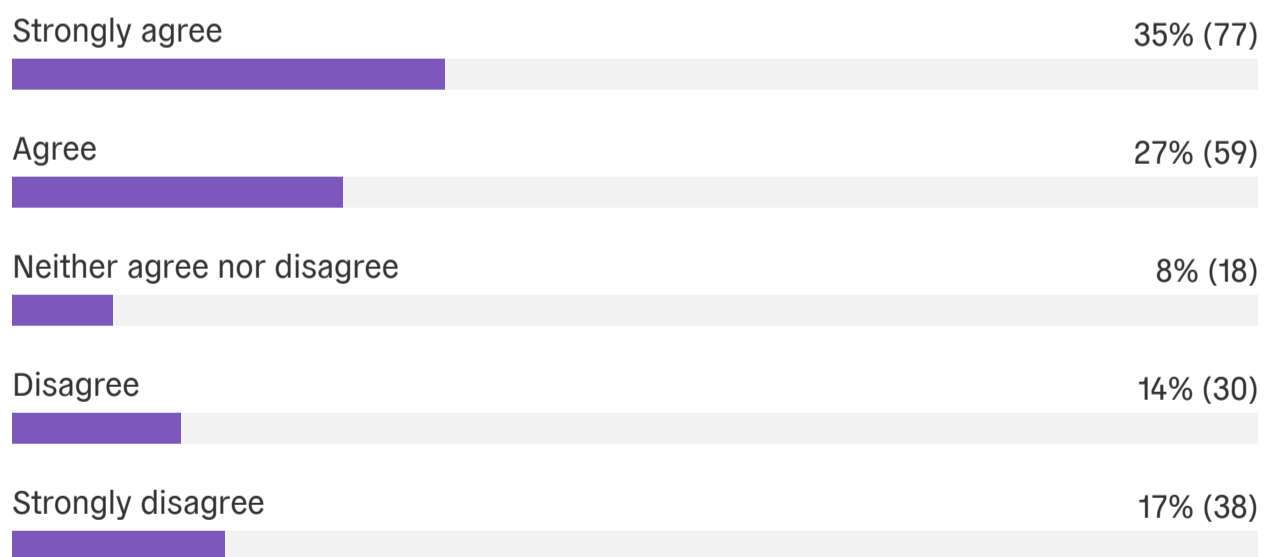




Scottsdale should emphasize pedestrian safety and multimodal travel over motor vehicle travel speed.

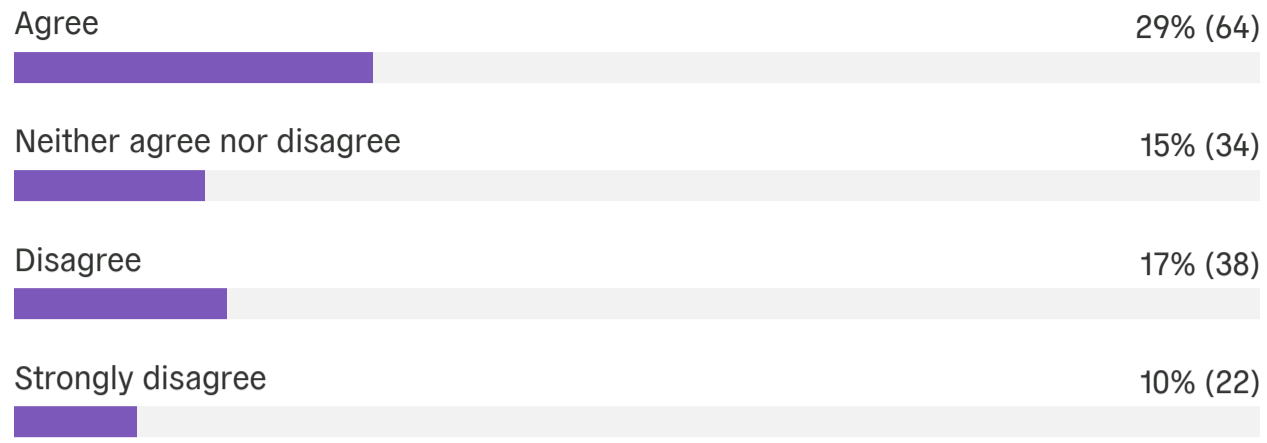


It is okay to remove travel lanes on streets with excess traffic capacity to provide better bicycle and pedestrian facilities.

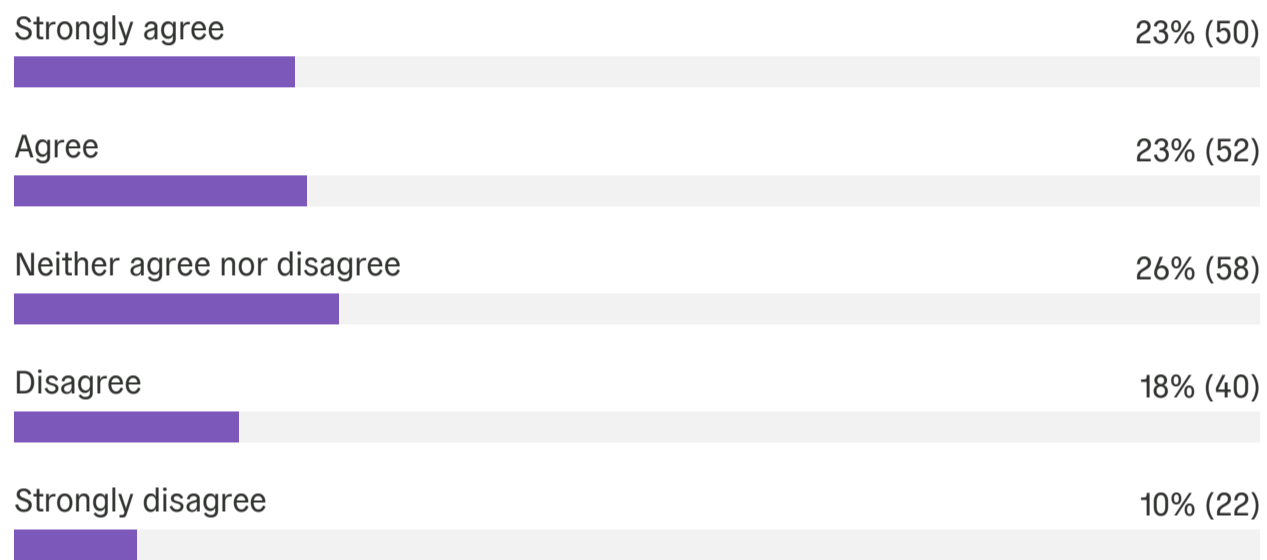


Roundabouts improve traffic flow.

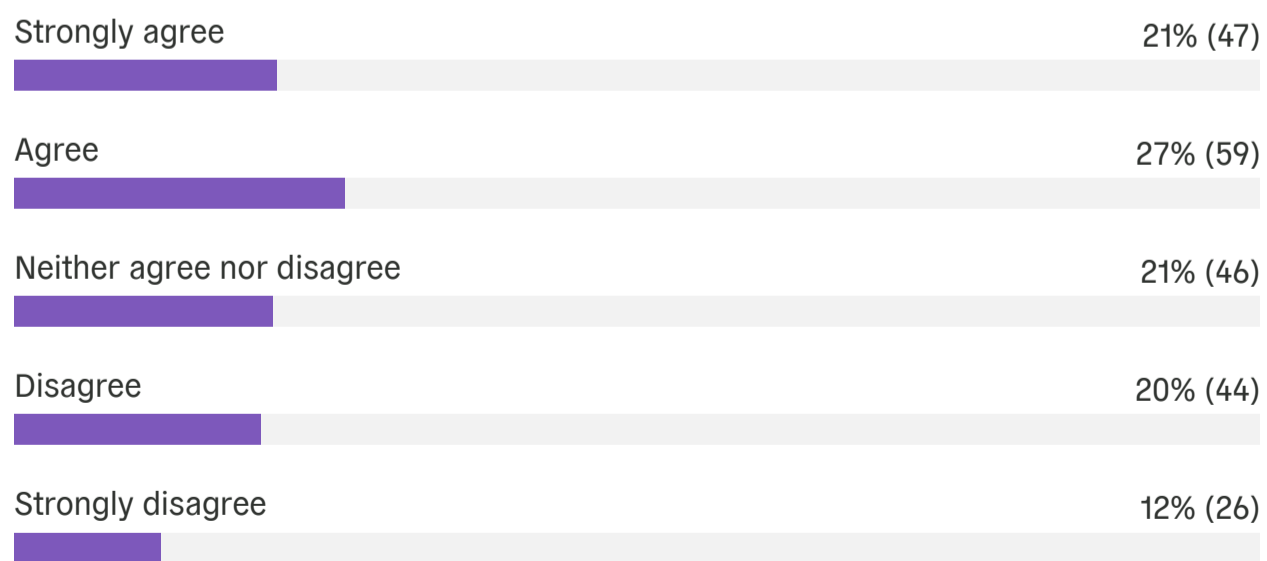




Roundabouts improve traffic safety.



Improving existing transit service should be prioritized over expanding transit service to northern Scottsdale.



Reducing the number of travel lanes on a street can open up opportunities to make streets more comfortable for other modes of travel, such as biking and walking. Are there any Scottsdale street segments that you feel have more traffic lanes than are necessary to meet traffic demands? Please specify:

NO!!

No

Not in South Scottsdale.

No

McDowell

Cannot specify any

South Scottsdale Road

Cactus Rd

Hayden Road between Indian School and Shea Boulevard: three lanes appear to be too many, and there is a sidewalk on only one side of the street.

No

No. Not with the increasing number of people moving in

None that I travel a lot on.

Scottsdale Road through Old Town should have fewer lanes and through traffic should be diverted to the bypasses as designed.

None

NO

No. Most don't have enough traffic lanes and the bike lanes are a waste of space.

In my neighborhood, it seems most area streets accommodate bike lanes and wide-enough sidewalks for pedestrians.

No opinion

McDowell would benefit from two lanes and extra wide separated bike lanes, Scottsdale too, between ASU and old town. Make south Scottsdale a transit paradise, not a transit desert!

Hayden Road - It made sense to be the size it is before the 101 was built but traffic doesn't seem to be nearly as bad.

none - putting bikers/walkers close to moving vehicles seems to result in many accidents.

No

None

No

Disagree. I seldom see bike riders using existing bike lanes.

NO!

None

100th st near Horizon Park

Eastbound lanes on Thomas Road and McDowell Road could be reduced from 3 to 2 lanes, and bike lanes could be added where they don't currently exist. At the same time, reducing the speed limits down to no more than 40 miles per hour could help make the roads safer for bicyclists and pedestrians.

Leave as is!

Hayden Rd. between Indian Bend Rd. and Shea Blvd.

No, we have plenty of sidewalks and bike lanes. Focus on teaching people to use what is available.

None

Streets are for vehicles

None

No.

No

Hayden Road

Pima Road

Rather than lane elimination, larger building setbacks to accommodate wider detached sidewalks with landscape buffers and trees would be better. Due to the pending 6,000 new apartments coming to south Scottsdale, ANY evaluation to eliminate vehicle lanes should come AFTER 3 years of the last apartment being built, when real traffic counts can be established and lane usage monitored in real time. Any plan or action taken now would be theoretical and flawed from reality. We already have back ups where street lanes are restricted by construction.

No and since so many people are moving here, taking away traffic lanes anywhere seems like a terrible long term strategy

Shea

No. Although I believe in biking and walking, south Scottsdale is already overly congested and will only get worse as these huge, new projects are built. I'm not as familiar with north Scottsdale to have an informed opinion

Frank Lloyd Wright Blvd, Cactus Rd, Hayden Rd

Hayden south of Indian Bend; Chaparral Pima to Hayden;

There are plenty, especially near the McDowell Sonoran Preserve, where infrastructure was planned and built out before we knew that there would be a huge area that remained undeveloped. Frank Lloyd Wright from the 101 to Shea has excess capacity, as does 100th Street in the same area.

Can't think of any.

None jump to mind

No

no, separate bike lanes from streets. bikes are not vehicles.

Shea at 92nd. Probably the worse traffic in the afternoon and the developers want to put apartments right next to it.

NO

Hayden Rd south of Shea

No

not that I can think of, due to lack of effective mass transit the streets are typically utilized fully especially during rush hours

The McDowell Mountain Ranch Road loop that changes names to Bell Road at the top. There are very few cars there, (many of them speeding, due to the excess space), and two lanes almost all the way around. This could easily be a one lane road beyond 105th St, where most cars turn off, coming from the Thompson Peak direction. There is even potential to put this entire loop on a lane "diet". Many cyclists use this road. I believe there may have been more subdivisions planned before the Preserve bought the remainder of the adjacent land. So now it is an overdesigned road.

McDowell Mountain Ranch road needs a road diet. Also Hayden Rd. We need more bike corridors !

Scottsdale road has too many lanes and public transit is capable of carrying more people per hour than car lanes. balanced transportation system based on your plan should include all modes of travel and not just walking and driving.

100 Street in the area of McDowell Mountain Ranch.

Not sure.

The intersections of Scottsdale Rd. and Indian School Rd. AND 56th St. and Indian School AND 68th St. and Indian School have way too much traffic, both car traffic and pedestrian and cycling traffic. At 56th & Indian School there are near accidents almost every day. People going south on 56th St. cannot see oncoming traffic from the east and west because of the big curve in the street—extremely dangerous. Then situation is the same at the 68th St. intersection.

McDowell

Are you insane? We need more car lanes, not more walking and bike lanes.

Travel lanes absolutely necessary on main streets like Shea, Frank Lloyd Wright, Hayden etc. Also necessary on busy cross streets like 90th, 92/94, 96, Via Linda etc

no

None that I travel

No

Only do that to provide multiuse PATHS, not lanes that have no barrier from the cars.

I drive from east Phoenix (44th Street & McDowell) to Downtown Scottsdale for work, via Thomas Road. I feel that compared to other roads that I am able to take for this route (Indian School and McDowell), Thomas Road certainly has the capacity to lose a lane of traffic. It would be a great way to connect Arcadia/east Phoenix to Downtown via a bike lane that has a raised divider.

No many have less travel lanes and need more.

Parts of Frank Lloyd Wright

all roads within square 68th St/Earll to 78th St/Chaparral

Hayden Rd McKellips to Thomas, and 68th St Thomas to Osborne, McDowell Rd from Miller to 68th St

No

I don't know

Not recently

Not being a traffic engineer with access to data, this is hard to say. Look at the data. If there is extra capacity, remove it for alternative transportation improvement.

None

No

Divided bike lanes or bike paths are need on far north Scottsdale Road

Thunderbird Road east of Loop 101, 100th Street loop north of Frank Lloyd Wright, 96th Street south of Shea and north of Thunderbird, Redfield Road east of Loop 101, Sweetwater Avenue east of 100th Street, 102nd Street north of Sweetwater Ave., 90th Street between Raintree and Frank Lloyd Wright, 104th Street south of Sweetwater to Cholla, Cholla west of 92nd St., 92nd Street from north of Cactus to Frank Lloyd Wright.

Not while Scottsdale continues to expand new high-density development without developers paying to expand these transportation options. Moving pedestrian and bike pathways away from motorized traffic is the best way to make both safe.

Drinkwater Blvd is overkill, should have at least one car lane, turned into cycle track, would be huge help during spring training. Camelback isn't a through street to freeway, should be turned into bike boulevard to allow east/west connection from green belt to canal system. There is currently not a safe east/west bike route, *glares at Indian School Road*

Six lane roads (Thomas Rd for example) within Old Town and south Scottsdale and for residential living are more like a speedway. This does little to elevate the quality of life in these areas. Long distances from light-to-light create a highway atmosphere and have no place within a more dense setting.

No. Lack of sufficient ROW to handle traffic is an issue.

Yes, there are such segments - and if a good public transport system were implemented there would be many more. A lot of usage data is required to identify where these segments exist. However, don't forget to consider areas, such as old town, where auto traffic could be eliminated.

Absolutely not. We need better mass transit like light rail. Biking & walking will not solve our traffic congestion, especially with how much new multi use building is going on.

I don't believe it will make a difference either way . With out of control mid-rise builds and potential ensuing traffic like Los Angeles, Arizona's reputation for highest pedestrian deaths: injuries will only get worse. It's a matter of high speeds, tourists unfamiliar with our roads in "high season" and distracted drivers. A better option would be pedestrian bridges over higher incident areas like Thompson Peak and FLW Blvd., Kierland (over Scottsdale Road (vs. blinking lights) etc. of course the bridges need to have caged tops to prevent suicides or derelict behavior. I've seen what's happening in these new mega-complexes. It's the new party atmosphere and not everyone Ubers responsibly. With all the racing on Scottsdale Rd and condensed living you may see more drunk drivers as well . I've utilized your public transportation often... it can be frightening just waiting at a stop. Just some ideas....

Scottsdale road in old town

68th Street between Roosevelt and Jackrabbit Rd needs bike lanes. Pima Terrace/87th-88th (next to Pima wall) needs bike lanes as a MAJOR bike route from north to southern

Most of downtown could probably benefit from being a kind of self sufficient walkable & bikable space, especially for tourists. I live in Northern Scottsdale so I'm not totally familiar with any specific streets but anywhere in the Old Town core could benefit from a bike lane or widened sidewalk or maybe even a light rail/dedicated bus lane on Scottsdale Road.

Hayden Road near Thomas where I live doesn't have bike lanes and feels unsafe to ride on the sidewalk or the street and Thomas has spots with a bike lane and spots without a bike lane that can be jarring.

All arterial streets withn and including the Downtown loop - especially Scottsdale Road and Indian School. They are barriers to creating a walkable downtown and detract from downtown character!! They separate rather than connect.

Scottsdale road should be narrowed through our. downtown to provide safe pedestrian walkways and. allow. for businesses to activate sidewalks. Our bike lanes are not. contiguous. Better support for bikes. along Shea, McDowell, Indian School, Scottsdale. Road, Hayden, etc.

there is not one street in scottsdale north of shea that should allow bikes and walkers, unless specific lanes are put in

No, this is not need in our city. Focusing on having less people, (ie less apartments) should be the priority not trying to accommodate everyone.

68th Street from Camelback to Thomas, Scottsdale Road south of Indian Bend, Hayden south of Shea, McDonald between 101 and Scottsdale Road. McDowell between 101 and Papago Buttes.

No

Unknown

64th Street between McDowell and Indian School is 4 lanes but never seems to have heavy traffic. People drive way too quickly through there because of the extra width.

None

No.

No, streets are becoming more congested with cars. Alternate routes on sides streets parallel to main thoroughfares, with less traffic could be designated as safety corridors for bicycle and pedestrian traffic.

Hayden

No--yet we need more bicycle lanes for sure. Perhaps adding a bicycle lane could be a decent alternative. Please research and let us know.

Most major streets, i.e. Indian School Rd, McDowell Rd, etc.

Summer, yes. Winter, no.

no

I haven't analyzed the streets to identify areas where we could minimize lanes. However, I can tell you that what makes Downtown Scottsdale special is its walkability and pedestrian friendly areas. I believe a focus in this direction would be really big for Downtown Scottsdale longterm.

n/a

No

Absolutely NONE

No

no

AZ is a terrible bike city. Traffic moves too fast and bike lanes can be dangerous. With eBikes, this opens up total new travel methods, but again, bike travel in AZ is dangerous. You need to start shifting car lanes over for other uses.

Not in South Scottsdale.

82nd St. between chaparral and Indian school is too wide and could stand to have wider sidewalks and more landscaping. Camelback east of Hayden is also wide but the sidewalks are so narrow I have to walk in the street with my dog to pass others.

We don't need more space for bikes when City Council is blanket approving more than 10,000 apartment units around the city. More than 30,000 cars need lanes to drive in. Not to sit in traffic and watch empty bike lanes go unused.

This a great concept, however it seems every street in Scottsdale is already jam packed.

Any with three lanes should be reduced to two with either a wider sidewalk, or a pedestrian/bike lane to replace it.

Probably the opposite

Scottsdale road

I can't think of any, car traffic congestion is so bad I can't imagine this being an option.

No...we need the travel lanes to keep traffic from getting congested. Why can there be a mix use situation, evaluating need and cost?

None - there is so much traffic now it's hard to get around the city, especially central and South Scottsdale

No specific street segments come to mind.

Via de Ventura between Hayden and Scottsdale; Hayden between Shea and Chaparral

McDonald Indian Bend Palo Verde Lane

NA

Yes and biking safety zones in cross walks need to be prioritized. Allowing a cyclist to proceed at stop signs with caution without stopping.

100th Street

none

scottsdale road

Mountain View between 90th Street and Scottsdale Rd

no preference

92nd Street between Raintree and FLW - there are 2 lanes each way and almost never a car on the entire stretch. I used to live in that area. There are also roads in the 96th

Street area from Raintree down to at least Cactus with very little traffic (especially north of Thunderbird). I'm sure there are other examples but these are the areas I've most traveled in that I've noticed are never utilized.

I cannot suggest any specific streets at this time.

None

No

Not sure

Are there any Scottsdale street segments you feel would benefit from more travel lanes?

Scottsdale Rd from 101 North to Pinnacle Peak

Yes

Pima Road North of Dynamite

Scottsdale Rd. in downtown Scottsdale

Indian School Rd east of 68th St

McDowell. Scottsdale rd

McDowell Rd, Also Hayden , only 2 lanes needed

No

Pima Road

No

No

Scottsdale rd north of 101,

Miller Road

No

CANNOT THINK OF ANY

Scottsdale Rd north of the 101 up to Pinnacle Peak Rd.

No opinion

Pima Rd. from Pinnacle Peak to Cave Creek Rd.; Scottsdale Road from the 101 to Carefree

No

Thomas & Indian School both could use more travel lanes

Indian School Rd.; Thomas Rd.

No

How to get light rail first to the city line and then extend?

None

Camelback and Scottsdale road intersection - put I don't think there is room to do that.

ano

Scottsdale Road & Hayden Road could both use another lane to move traffic.

Scottsdale Road or Pima in North Scottsdale. Indian School around old town.

None

DC Ranch uncompleted bridges on Thompson Peak and Legacy should be completed!
Dangerous for bikes!

Pima and Scottsdale Road North of 101

Westbound Raintree at east side of 101 overpass a turning lane is needed for traffic turning right heading north on Pima.

None that I can think of.

Via Linda

N/A

Happy Valley Road E of Pima

Thomas and the 101 needs another turn lane

Scottsdale Road North of 101

Shea from 101 to 56th Street

Almost any major street would benefit from more travel lanes

Scottsdale Road

Too early to tell, but Shea Blvd, Scottsdale Road and McDowell Road may reach level F in service with all the new development going in.

I live off Indian school between Pima and Hayden off the south side of 86th. Both lanes get very busy especially during peak entertainment season. A pedestrian bridge to more safely cross Indian bend is really needed across Hayden because currently so many people come from the green belt and want to get to Talking Stick . Our side does not have a sidewalk like the north side so bikers and walkers and scooters come from our neighborhood and currently cross through traffic on Indian bend.

Scottsdale road

(1) 68th St between McDowell Rd and Indian School Rd. (2) Scottsdale Rd between McDowell and Chapparal (sp) (3) McDowell Rd between 64th St and Hayden (4) Indian School Rd between 64th St and Hayden (5) Camelback between 64th St and Hayden

No, separate bike and pedestrian corridors should be prioritized.

No

no

Parts of Happy Valley Road.

No

No

all East - west routes

No

All east/west streets

Yes, Scottsdale rd near Shea, cactus, greenway

the 101 frontage road (Pima Rd), but what we really need is effective mass transportation

No

No

No

East-West Streets where necessary i.e. Shea Blvd. turn lanes at intersections, possible Via DeVentura, north Scottsdale i.e. Happy Valley Road, Pinnacle Peak Road

No

Camelback

Pima Rd (Pinnacle to Deer Valley), Deer Valley (Pima to Alma School)

All of them. especially Indian School, Thomas, McDowell, Shea, Cactus.

Shea Blvd is becoming a nightmare below 96th St

no

Scottsdale Rd north of Thompson Peak

Pima Road

Pima Rd

Indian School

no

Chaparral; Hayden; Thomas

Area around Hayden and north side, FLW between freeway and Scottsdale rd, rain tree at the 101 freeway east and west bound, Shea both ways between 68th street and 96th street both ways.

North Scottsdale Road

Thompson Peak Parkway bridge completion, east of Desert Camp Dr.

Around Raintree Dr and 101, coming from the airport area Shea and the 101 intersection of FLW and Scottsdale Road

Shea between FLW and Hayden, Chaparral between Scottsdale rd and the 101

None. The 101 freeway serves as a great high speed and high capacity highway. Surface streets are not highways and they should not be wide, fast, and dangerous for all road users.

Yes- Rio Verde East from Alma School to Verde River or at least to the Trilogy development

I don't know

Most all of them

Have you heard of induced demand?

Scottsdale Road

None

Chaparral Road

Chaparral between Scottsdale Road and Hayden Road.

Scottsdale Road north of 101 to north city limit. Pima Road north of Pinnacle Peak to north city limit. Extending Hayden/Miller Road north of Happy Valley Road.

Are travel lanes in this sense only being used for vehicular traffic or active transportation/micromobility options? There are many places where there is safety issues by limited travel lanes for bikes or scooters so definitely need those gaps filled.

Roads feeding Pima north of Pinnacle Peak Rd.

More travel lanes for cars? or bikes? Bikes should not ride alongside moving traffic. Provide green spaces between cars and bikes.

Indian School

No. We are well past the point where just widening streets is an answer. Figure out a better way to route traffic.

Scottsdale Road for sure

No...

None

Shea Blvd--- 101 to Fountain Hills city limit

Scottsdale Road traffic could be diverted to Pima and Hayden Road to reduce thru traffic through Old Town. So that every car in the Old Town area is there to actually see Old Town. So maybe expand Hayden and Pima (if necessary) as alternatives?

I'd like fewer lanes everywhere to make it more walkable.

Nope

no

Happy Valley north of Alma School, 118th, Pima north of the 101, Happy Valley north of Pima

No.

Indian School

No

no

Bike lane on Pima Terrace...87 or 88 if numbered

No - there are no roads today with excess lanes for traffic

Can't say definitively.

Happy Valley east of Pima.

Possibly Cactus between 101 and east to the first round-about. Possibly !

Mcdowell pima to 68th

Yes! Hayden, Scottsdale Rd--these are major arterials. Pima Rd is another key north/south route. Each of these three has had accidents at certain intersections without /with limited traffic cameras at some. Safety of drivers, pedestrians, bicyclists are critical. Yet the roads themselves add to the equation. ALSO--Shea Blvd is horrific to traverse. i heard there's a tree that is sacrosanct which affects widening. Could the city purchase an easement and go around that tree? Win/win.

See 9.

When was the most recent retiming of traffic lights? I believe that is far more impactful and eco-appropriate than additional lanes.

pinnacle peak

No

n/a

No

None

Shea between the 101 and 92nd.

Indian School, Camelback

yes

Right turn lane on Scottsdale road turning West on Pinnacle Rd.

No

No

Every intersection City Council has approved mass apartment buildings. Traffic is backing up and because parking wasn't planned better, cars spilling in to the street, taking spaces from business and residential in the area is a problem.

Scottsdale Rd north of the 101 frwy

No, reduce through traffic to only feed local businesses and funnel most of not all through traffic round "ring" roads like Goldwater and Drinkwater.

Shea and Scottsdale Road

Thomas road and McDowell roads

Most streets carrying traffic off on/off the highway.

Downtown area between Chaparral and Osborn...but then more traffic isn't great. I do like the lane diversions on Goldwater and Drinkwater.

Indian School, Camelback, and Miller Road

None come to mind.

Thomas Road and Chaparral

No

Shea, east of the 101

Jomax EAST of Alma School - lots of wasted capacity

JOMAX EAST OF ALMA SCHOOL...

Scottsdale Road

Pima, Thompson Peak Blvd, Dynamite to Rio Verde,

Chaparral Road

none

Rio Verde

no preferences

At times, Shea Blvd is very congested especially in the area where Honor Health is and even worse as you get to the 101 entrance. There also isn't great flow to get into and out of the retail on either side of Shea (where Fry's and Barnes and Nobel are, where Chick Fil A is). There is also no safe way for anyone to cross in that area so you really are forced to be in a car.

No.

Via Linda at 90th

No

Chaparral between Hayden and Scottsdale Road; Indian School Road

All of old town

What is the biggest challenge(s) you experience when traveling in Scottsdale?

Speeding and distracted drivers

15-20mph+ over limit speeders on Scottsdale Rd north of 101

NO light rail, photo enforcement, short traffic signals and lack of U-Turn ability

No safe bike lanes in North Scottsdale.

public transportation options are the worst in the valley

Traffic exiting the 101 and flowing through town westbound on Indian School Rd.

Vehicle traffic

travel does not flow on major streets because the lights are not synchronized

Drivers traveling too fast

Stop lights on side streets need to be adjusted

In general, I think transportation works well. However, motorists are speeding and it seems to be getting worse.

lack of quick and comprehensive public transit

Lack of downtown parking

Unavailable bike lanes and bikers' safety on a busy street.

Testing only - disregard.

Very few: automobile traffic is highly prioritized. If I were not able to travel everywhere in a private automobile, I would find it difficult and time-consuming to do what are now routine errands. If I were without a car AND not physically able to walk long distances, I would have very few options other than individual (and expensive) medical transportation.

Slow lights changing when nobody else around

Ca drivers!

Traffic Lights! There are not enough left turn arrows on busy streets (Hayden & Osborn). Many Left hand turn arrows do not monitor so that many times not even half of the lane empties.

Limited Trolley service on weekends

Mass transit is ineffective and a waste of money. Buses travel empty, have poor schedules, make you stand in the swelter sun and don't go where I want to go — when I want to go. It would be cheaper and more effective to have a centralized managed Uber/Lyft reservation system that the city could subsidize for the disabled, students elderly and poor.

idk

speeding, red light runners, double parking in old town, illegal crossing by pedestrians in old town, disconnected bike paths, no safe bike path in some areas (e.g., east part of shea), pedicabs not obeying rules

Snowbirds

LACK OF TRANSIT OPTIONS NORTH OF CAP

Traffic lights aren't synchronized so you are stopping every couple blocks.

Drivers ignoring Speeding Laws in neighborhoods

Significant congestion in high-traffic areas, such as the Shea/101 corridor, but I don't know how that could be eased. And while roundabouts are known to improve conditions, drivers are ridiculously careless or ignorant about their use.

Traffic lights should change in real time based on traffic flow.

Traffic speed; red light runners

Poor drivers; heavy traffic on Dynamite Blvd., Scottsdale Road and Pima Road - all of which will continue to increase; need several traffic circle on Dynamite east of Pima Rd.; congestion in downtown Scottsdale during High Season

Access to light rail.

People not observing the proper street signage or median usage

Everything has to be by car. There is not much mass transit near me, and I would have to cycle on busy/unsafe roads.

More traffic than streets seem able to handle, resulting in delays,

Homeless people

I love the pedestrian and bicycle ways on the Greenbelt. There is no under or over pass between Royal Palm and Chaparral.

Traffic volume east of the 101 on Shea. This corridor should not have 1000s of additional multi family dwellings built west of 96th St.

Streets closed for maintenance

Compared to other cities we don't have many issues. As we grow I assume traffic issues may increase but I'd move to technology with AI management to assist. We need to run more fiber optic in South Scottsdale to get lights off just timers.

The speeds that cars travel on speed limited residential areas. These roads are not safe for the neighborhood

Construction on Loop 101 - but that belongs to ADOT

The need for a car--I live in North Scottsdale, with no public transit to speak of.

Too many new apartments & condo projects being approved by the City of Scottsdale, which will only strangle our local traffic problems with more congestion & overcrowd our schools.

Via Linda at Shea needs a turning arrow

Reckless, speeding drivers

Congestion in Central Scottsdale around downtown.

drivers using cell phones. Need much more enforcement.

The people driving

Bicycle infrastructure is not consistent. Traffic signal timing is inconsistent/inefficient in south Scottsdale particularly for peds and bikes

Traffic flow is terrible.

inconsiderate drivers

Crazy driving. People speeding. When the walk sign is on and people continue making left or right hand turns even through people are crossing street. When you have a crossing lane (like the one at Mustang) and you press the light to cross which blinks for cars to stop and allow person to cross. However, most cars do not stop or even slow down even through someone is crossing street.

Lack of safe biking infrastructure; minimal public transit options

Too many distracted drivers. As an avid bicyclist, I have to be extra aware of drivers all around me whether I'm riding on the streets or on the sidewalks. As a fairly serious walker, too, I still have to be extra aware of drivers. Overall, however, I feel relatively safe when bicycling or walking around Scottsdale, especially near Old Town.

Bike drivers do not obey the rules of the road!

I've reduced cycling expectations due to increased traffic volume. I've reduced the frequency of auto travel events throughout Scottsdale due to the effect of increased traffic volume on travel duration.

Traffic lights are not regulated to move traffic efficiently. Lagging and leading lights are inconsistent at each intersection.

Driving E in AM or W in PM

Lack of traffic light sensors and sitting at red lights too long unnecessarily

speedy drivers

No light rail into Phoenix for the baseball games

We don't need curbed medians. Left turn arrows are useless. You seem more concerned with tyrannical control rather than positive traffic flow. Enough already.

Speed is too high on Scottsdale Road

Too much traffic on main roads (Scottsdale, Hayden, Cactus and Shea); drivers driving way too fast on surface streets; poorly timed traffic signals and too few left-turn traffic signals.

Traffic, roundabouts

Cars driving too fast. Not enough "safe" bicycle lanes especially, on busier streets. Bike lanes need to be wider and have barriers in some cases. Also, more tunnels and overpass for bicycling over busy roads and intersections would make it safer.

Too many cars on Scottsdale Road.

Lack of connected drives between businesses, requiring more in and out movement on busy arterials. McDowell Road is a nightmare.

I live off Indian school between Pima and Hayden off the south side of 86th. Both lanes get very busy especially during peak entertainment season. A pedestrian bridge to more safely cross Indian Bend is really needed across Hayden because currently so many people come from the green belt and want to get to Talking Stick. Our side does not have a sidewalk like the north side so bikers and walkers and scooters come from our neighborhood and currently cross through traffic on Indian Bend. There should be a partnership with Talking Stick to build a biker/walk path pedestrian bridge over Indian Bend just like there is over in S Scottsdale over Osborn Rd by Continental Golf Course

Just traffic during January-April

The traffic, of course. I live near Oak and 64th St. If I need to travel east of here, either to get to Hayden or the 101, it is taking longer and longer to be able to cross Scottsdale Rd. Also, the less traveled roads that I used to take are now getting more

congested. I can tell that drivers are getting more and more anxious, and thus more rudeness and driving more recklessly

Slow lights

Seasonal traffic

Accessing businesses by bike

Too many traffic signals, insufficient sidewalk width for off street bicycling and walking. Should have both on street lanes and off street paths

Traffic on the 101.

Speeding cars.

The utter lack of quality public transportation beyond a substandard bus service. Light rail expansion along Shea and/or Scottsdale would be a major improvement

Speeding drivers

median barriers preventing turns into businesses - forcing cars to do U-turns in intersections (bad-bad-bad) construction blocking streets when there is active work going on. Why can't road construction be done at night?

none

Anywhere near Shea and the 101.

Too much traffic. Angry, aggressive drivers.

Our increase of Traffic is due to the horrible decisions on the approval of too many high density multi family units!!! The code of 60 ft has not been adhered to...this is ruining our wonderful city.

Stop light timing not reacting accurately to traffic flow.

Traffic

Due to congestion, it takes me longer to drive through Scottsdale than it does to get through Phoenix at times. We are a landlocked city, and it's past time that we seriously consider effective mass transportation that will connect to Tempe/PHX/SRPMIC, and implement it!

The Thompson Peak/McDowell Mountain Ranch Road intersection needs to be revisited and redesigned, possibly to include a roundabout. It is a safety hazard. There is a dangerous crosswalk that elementary and middle school students use to cross over to the Shell gas station, and apartments. There are two right turn lanes going from NB Thompson Peak to McDowell Mountain Ranch Rd. Drivers routinely blow through the crosswalk without watching for pedestrians in their zeal to turn right on red. I have personally witnessed several near misses there. There should either be a pedestrian tunnel or bridge, or at least a diversion wall to divert pedestrians to the underpass farther south on Thompson Peak Road. Many pedestrians, especially minors, will not go so far out of their way to cross the street. This problem will soon be magnified with the new soccer fields being built at the SW corner of the intersection.

People traveling dangerously fast

the lack of bus service and low frequency. its compounded by the fact many locations don't have adequate shade or seating.

Miller

Poor road quality/maintenance

The time it takes to travel short distances during peak travel times in the morning and evening.

This is not a pedestrian-friendly environment. When I walk down Miller Road to get to Fashion Square, part of my journey requires that I walk in the STREET because we don't have sidewalks (or I am required to trespass on private property). There is so much that can be done.

Almost all intersections in Old Town are too congested. Also, at Osborn Rd. and 64th St. there should be a street light—another dangerous intersection.

Old town driving and parking

Not enough turn lanes and lights for turning

Unimproved wash crossings

Traffic signal timing is getting better but still needs coordination. 1/2 miles streets have been narrowed or abandoned.

Traffic on Shea, traffic on Scottsdale Rd and the fact that most drivers don't obey rules of the road, and especially don't use turn signals and don't know how to use a roundabout none

drivers that weave in and out of the traffic

traffic congestion everywhere on Indian School, Thomas, Camelback, Scottsdale Rd, Hayden Road, and other major and minor arterials.

No public transportation link to other areas in the city

High speeds on Pima Road

Drivers consistently drive 10-20 miles over the speed limit

While driving, it can sometimes take 10-15 minutes from the 101 to 68th street. Getting around Old Town can take forever. There is also no safe way to take a bike from the Greenbelt into Old Town or to connect with the canals.

limited good options for bike travel (roads where traffic is slower, or on high-speed/heavy traffic roads, a designated bike lane with a raised divider from car traffic)

Waiting behind our empty Trolleys and Busses.

Multiple, simultaneous construction sites.

Bus/trolley service could be more frequent and reliable, and Old Town does not have enough bike racks.

Traffic congestion

Distracted and unsure drivers

Left Turn/U-Turn restrictions

speeding and discourteous drivers

Uncontrolled growth means too much traffic on streets like Shea. Needs to be light rail to go to downtown Phoenix for sports and theater— driving is difficult and parking is expensive.

Riding a bike to businesses on the main roads that don't yet have bike lanes

Lack of signaling from drivers, speed, weaving out of lanes- due to cell phone use while driving- mostly contractors in North Scottsdale.

Easy connection to light rail

The traffic speed. I travel to Scottsdale by bike 3-4 times a week. If you know back roads it's not so bad, other wise it's just scary.

Not enough bike lanes

Construction

Lack of walking districts and few, if any, buffers between pedestrians and cars.

Poorly educated motorists.

Whether driving or cycling, I generally find Scottsdale motorists to be pretty oblivious to speed limits and stop signs. Red light traffic enforcement cameras should be re-implemented and laws enforced (including cyclists).

Lack of public transportation in North Scottsdale

Traffic Congestion and Parking unavailability in Downtown Scottsdale

Light timing at feeder intersections. After cycle delay feeder should get immediate access.

Intersections

NO SAFE BIKE PATHS IN FAR NORTH SCOTTSDALE (emphasis on purpose)

Need more roundabouts to replace signals and 4-way or 2-way stops, too many empty buses slowing traffic, Pedestrian amenities lack wide sidewalks separated from curb, landscaping/shading, and incomplete/obstructed sections in Old Town.

Allowing traffic to speed more than 10 mph over posted limits. Unimproved roads in North Scottsdale.

Congested Scottsdale Road

Safely traveling by bike, limited safe bike parking, arriving soaked because irrigation along greenbelt shoots across bike path or adjacent apartment complexes overspray.

North bound entrance 101 at FLW. You have to immediately get over two lanes so that you are not in exit only lane to Princess. 101/202/10 interchanges are all a mess. The light @ FLW & Hayden causes a long backup on Hayden.

Inadequate parking near Old Town

When traveling on foot, right-turn drivers on red have little visibility of those in the crosswalk. Large SUV, trucks, etc. do not see pedestrians in crosswalks. When traveling by bike and in a bike lane, less safe in close proximity to moving traffic. When traveling by bus, long distances between bus stops are problematic. Long distances between traffic lights allow for much speeding by cars. Some areas do not offer pedestrians enough time to cross 6 lanes.

No public transportation in N Scottsdale. We pay lots of taxes but get nothing.

Drivers traveling too fast above the speed limit.

Traffic congestion, poor traffic light timing

When I ride a bike, drivers. When I walk, drivers. When I drive, drivers.

Congestion & not having realistic alternatives, like light rail, that connects to places where Scottsdale residents work.

Lack of SCHOOL BUS ROUTES to from north of Bell Road Scottsdale to High Schools - Desert Mountain district boundary should be extended further north of Bell Road.

Traffic congestion on Shea Blvd

Incredibly reckless, angry, speeding and impatient drivers. I asked AAA about this... seems to be common consensus. My driving aged child refuses to drive here. There are sooo many running red lights as well. I count to 3 after light turns green..saved me a few times. I refuse to drive through FLW and 101 intersection and so do many neighbors. You also need more green arrow lights at intersections.

Congestion at major intersections in south scottsdale

not long enough left turn signal timing

As a driver, driving in Scottsdale is awesome. I saw a list of the best cities to drive in the US the other day and Scottsdale was #13 I believe. Rightly so. Good job on that. As a person, alternatives to driving are always great but not always available.

Bike lanes disappear when crossing intersections, those bike squares don't always seem to signal lights, flooding of the bike lanes when there is rain, and long gaps between crosswalks making it difficult to cross streets.

Traveling in a motor vehicle it is easy to get around. Walking, bicycling or trying to use transit is much more difficult. We've made good progress with bicycle facilities, but walking seems like an afterthought and I long for a light rail connection.

none

out of town traffic does not know where its going, better signage

Too many bicycles

Traffic congestion during rush hour

Lack of safe cycling options, especially Hayden, Scottsdale Road, McDonald and 68th Street

Vehicle volume

idiot drivers

Good bike routes usually have long red lights when crossing arterials.

Congestion downtown and on Shea east

Congestion in downtown Scottsdale

Poor drivers. Strange signal phasing.

Speeding vehicles. It can get crazy out there.

Waiting at traffic lights

Poor road quality, lane painting and signage

Delays from ADOT sticking their nose in our business. Over a year ago they allegedly studied our flows and recommended increasing the delays on various traffic signals; most from 45 second to 90 seconds. Then we have a pandemic and everyone is staying home, and even now we're not back to normal. So why do we need the additional delay? ? ? Just take FLW and 100th St as an example...I NEVER saw much of a backup at this signal, maybe 4 vehicles, even with the starting and ending of school hours with Cheyenne School on 100th St. Now there are routinely 12 to 14 vehicles lined up waiting to get on FLW. Put the signal timing back the way it was and tell ADOT to get lost. Our City crews do an exceptional job without ADOTs interference.

too much traffic in area where high density housing is being built in Apartment/Condo Mile

First, a compliment to all involved in synchronizing the traffic lights better on Scottsdale Rd--much appreciated. In terms of challenges, north-south and east-west trips need to be planned when possible--if not, I have to add a chunk of time to my trip time. When the winter visitors arrive, all traffic slows. I welcome them of course, yet don't know how transportation handles those peaks. Concerns about infrastructure.

Bad drivers, red light runners, speeding.

The main arteries are dismal, far too many intersections/lights. Why not pedestrian crossovers instead of crosswalks? Old Town is heavily geared to foot traffic, but the roadways are not.

people running lights and tailgating. Too fast for conditions and not using turn signals

I don't experience any challenges when traveling in Scottsdale.

There are only buses and trolleys. They both don't run well.

Roundabouts

Too many stop lights. T

Street racers and hot rods. Too fast, too loud and unsafe.

Not enough right hand turn lanes

Need light rail, better public transportation, need people to not drive so erratic and at such high speeds.

Traffic

construction, lanes closed for no obvious reason, school zones with no children anywhere in sight

Remove photo radar. Often placed on Scottsdale Rd. it causes backups for miles.

Traffic in South Scottsdale is a nightmare. Stop building Condos without parking and road expansion.

Many streets have narrow sidewalks. Transit service doesn't run late enough and is not always frequent. Improve late night transit service on E/W corridors from Phoenix (Phoenix already has late night service)

Potholes and uneven streets, constant tearing up of good streets what a waste of money.

The new traffic light timing, where it seems one direction at a time goes, appear to make red lights longer and get backed up worse. Also, some lights with red left turn arrows could benefit from yellow flashing arrows. Many times I sit at a red arrow with no other cars in sight.

Too much road traffic!

Too many lights

cyclists on roads with speed limits over 40 mph

Crosswalk safety

Speeding on 68th street

Traffic!

STOP LIGHTS NOT CENSORED!!! Scottsdale seems to be the only city that doesn't have good censored stop lights. I get stranded at stop lights with no traffic in the lanes that are green lit.

Traffic lights are not sensed.

Traffic congestion

not connecting to light rail

Driving northbound on the 101 just north of Shea when the lanes reduce on a curve

Construction induced traffic jams.

Crossing 68th Street and any time one has to cross the street when waking on the canal or Greenbelt

Leaving my neighborhood when having to turn north onto Hayden from via de Los libros

Not enough shade

Traffic congestion

With regard to driving, how many drivers speed. However, I am more concerned about the risk drivers pose to cyclists by speeding and failing to observe laws for the safety of cyclists.

Speed of drivers - not safe for other modes of transportation like biking and walking

SPEED!! ROAD RAGE!! SPEED & ROAD RAGE.....let me repeat SPEED & ROAD Rage
SPEED AND ROAD RAGE....

Lack of public transportation

The 101 needs to have more metered ramps in order to regulate follow of traffic entering the highway.

Wide bike lanes and intersection acknowledgment of cyclists. Enforcement of cycling lanes and Cheyenne traditional school during school hours. The Pima and Thompson Peak intersection has a various dangerous merge while cycling - traveling eastbound on Thompson Peak with Pima traffic coming off the bike lane. The bike lane takes an awkward bend into the oncoming Pima to Thompson Peak road.

I don't drive, I bike or take transit. It's difficult since Scottsdale isn't on the light rail to visit the area. I often choose to eat and shop in downtown Phoenix because it's more accessible. Better bus routes and more frequent would help me choose to spend money in Scottsdale. Also, bike lanes are good in the parks, but not great when you need to go west on Camelback to get to Fashion Square. There should be protected bike lanes to help cyclists be safe and comfortable biking to the shopping area.

Excessive speed

Speeding & distracted driving

Getting stuck behind buses and trolleys. A system that uses some kind of overhead, elevated solution could clear congestion for many and provide origin-to-destination travel. I would gladly ride such a system.

wide streets are difficult to cross while walking and drivers getting too close while I'm cycling

red lights that take too long to change to green, especially in the early morning hours

Speeders weaving in/out of traffic and yellow light runners. More enforcement of existing traffic codes would be useful.

I've been working at home for more than 18 months b/ of Covid, so I'm really lucky to not have to do much driving. But.. when I do go out, I often am in the FLW/Scottsdale road area (I have a teenager who works at the Harkins by Mayo). I've noticed that FLW gets really congested as you get close to the 101. I think there are points around the city that bottleneck for reasons not related to traffic but that are just not designed right. If these bottlenecking points could be redesigned that would be amazing.

I ride ValleyMetro buses and Scottsdale Trolleys daily because I do not own a car. I wish every bus stop had seats or a bench with a covered canopy for shade and sun-protection.

Lights are not coordinated on Hayden and Scottsdale Roads

Need more electric chargers

Unsafe drifting from older drivers

Too many traffic signals.

Time stopped at traffic signals! Lack of signal synchronization. Lack of right-hand turn lanes. Lack of left-hand turn signals. Lack of shaded parking.

Bad drivers

What transportation improvement(s) would encourage you to more frequently use a mode of travel besides driving?

Safe street crossing for walkers and bicyclists. Enhanced walking paths with some shade and benches occasionally.

This answer is highly dependent on where one lives. In Far North Scottsdale, its cars, period. In general, this city was not built around public transportation.

Light Rail

Add separated bike lanes in North Scottsdale. Forget about adding trains and buses there.

a more complete public transportation system that connects to other valley cities

More bike lanes

Free or discounted Uber/Lift

I walk a lot

Light rail

More Trolley routes

None that I know of right now.

light rail that goes from downtown Scottsdale to downtown Phoenix, Sky Harbor and ASU

Increase Trolley use, especially North of Pinnacle peak road

Better and faster bus schedules and trip planner. Also safe bike lanes.

Testing only - disregard.

A denser transit network; more frequent service; smaller, more efficient, and more numerous vehicles (I have never seen a Valley Metro bus or Scottsdale "trolley" that was even close to full). Something very basic has to change.

commuter vans

Rail to north Scottsdale from downtown

Not sure

Wide bike lanes free of utility obstructions.

Want a light rail line connection on Scottsdale road, with strategic car parks. I want and need to use a light rail to go to ASU, downtown Phoenix, old town/ river front in Scottsdale, Kierland, and Grayhawk. Even Mesa figured out the value of connecting to the light rail. I want to drive my electric vehicle to Scottsdale road, then travel worry free to the above location like in Europe.

I live too far from a main road to use a mode of transportation other than driving.

convenience and cost

Senior transportation

TIE INTO LIGHT RAIL SYSTEM; OFFER OTHER OPTIONS NORTH OF CAP; CLOSE SOME STREETS IN OLD TOWN TO ENCOURAGE WALKING

If the Light Rail came farther north. Otherwise I don't think anyone in North Scottsdale would actually use the bus.

I love the Indian Bend Wash bike trail, and love what has been done here. :)

Light rail

None

No opinion

Can't think of a one...

Light rail or street car

TREES and expanded sidewalks away from vehicles - shaded areas so that we can utilize the sidewalks.

I don't know. I'm not an urban planner.

Would have to be immediately available 24x7, cost effective (direct charge + tax loading), and provide door-to-door service. Automated cars may provide such a solution someday. Existing media do not work.

Get rid of the homeless people. I won't bicycle or walk because they are threatening

More shade structures, more pedestrian / bicycle only streets and alleys, access to lightrail, etc

Trolley routes in to old town Scottsdale on event nights with later run times (ending at 11 or 12).

None

For old town I would shut down Scottsdale road to just pedestrians.

None

Nothing

Extend bus service to North Scottsdale

None

Light rail

Being too hot most of the year to walk or bicycle, what's the realistic alternative??

Integration of autonomous vehicles.

More buffered bike lanes.

Expanding Ollie service

More separated, buffered or protected bike lanes

None.

pedestrian bridges over 101

More and expanded trolley routes. Show people they are there and benefits of using them.

Biking paths adjacent (not directly a part of) to roads

Better bus services would help, but I am not much of a driver anyway.

Trolley service larger area

Improved cycling infrastructure focused on safety of cyclists and improved right-of-way instruction to users of all modes of traffic.

Reinstating free city shuttle and city bus service. Several stops have been closed at major intersections.

Nothing

Affordable ride share / driverless taxis

paths that go under or over busy roads

Light rail

THIS IS PHOENIX. ITS 110 degrees 9 months out of the year. There are no other significant "modes of travel". Let's put those big ,supposedly educated, brains to better use.

None

Better safety on buses and routes that go farther north in Scottsdale (eg, reach Scottsdale and Frank Lloyd Wright).

None

See answer above

Free or inexpensive non-polluting bus or van services.

Shaded tree lined multi-modal paths for skateboards/bikes/peds that are separated from traffic by a landscape strip with shrubs to buffer and provide a level of safety.

I use the Greenbelt very often so any more access or openings to that I think will constantly be used - it's always busy (which is wonderful) I won't bike by cars so even if you took traffic lanes away or added a bike lane right next to traffic, I still wouldn't use it because I don't feel comfortable riding next to cars.

Light rail

More trolley and bus service

More bike lanes.

Not sure

Safer bike infrastructure, fewer stroads, more obvious crosswalks to encourage yielding to pedestrians

Keep building paths under roads so bicycles and pedestrians don't have to stop at intersections, and both on and off street paths and lanes

Scottsdale could/should be a great city for biking/e-biking. The greenbelt should be developed to support greater bike traffic, and to support e-bikes. At about 15 miles long, and reaching from Cactus all the way south to Tempe, this thoroughfare could be an amazing conduit for pedal traffic, as one could travel along it and then "branch off" to easily reach anywhere in Scottsdale from Cactus Road to Tempe. To do this, it needs a wider path (or a second path), and a few (but not many) additional street crossings with either tunnels, bridges, or HAWK lights.

More trails.

Frequent, reliable, clean public transit specifically including light rail or, at a bare minimum, Bus Rapid Transit (BRT) routes

N/A

less crossing of streets using a bike - build underpass/overpass to avoid using crosswalks

A more walkable downtown that is dense and full of amenities within walking and biking distances.

walk

Expand and divide the Greenbelt path into two sections - one side for eBikes, scooters and the other for pedestrians, strollers etc.

None...prefer to drive so stop with the multi family apartments.

Higher frequency with fewer transfers

More walking paths

timely and clean buses & shuttles, some type of rail system (a must), bike lanes to use where you don't feel like you'll be run over

Protected bike lanes

Slow down traffic through traffic calming processes.

bus rapid transit

None

More (and better) bike lanes

More frequent and direct Bus transit in the outskirt areas north of Shea including using the Trolley.

More frequent busses, ALL bus stops need to be covered with seating. I cannot believe that with the extreme weather in Arizona not every stop has protection from the sun. How would you like to wait 30 minutes in the summer heat? It's a health and safety issue.

I'm a cyclist and would bike a lot more if I could cross Scottsdale Rd. easily in route to Hayden, the green belt. Although there are bike paths, there's too much traffic to use them safely.

Bike lanes that are maintained and have some sort of Barrier between it and regular driving lanes.

Bright green painted segments for alternative travel and guard railing

Separated from traffic bike path and sidewalk

Buses, trolleys, not light rail.

None as heat makes it to difficult for many months of the year to rely on walking or using a bike or waiting for a bus

something time efficient to get me to Chandler and back

I live in Far North Scottsdale. Frankly, I avoid going south beyond Shea Blvd as many major stores are closer if I travel 5 miles north or west.

Light rail

Trains

none

Bike PATHS not lanes. It made no sense to reduce the number of eastbound traffic lanes on Indian School from 64th st to 68thst adding a bike lane. It is way to dangerous to ride a bike alongside of that traffic. There is a multiuse path right next to it away from the traffic. Bike riders want PATHs, not lanes.

Bike lanes with raised traffic dividers, please! I've already started biking to work some days, am looking at an e-bike, and am definitely cautious about my routes as many of the main streets don't feel safe for bicycling.

reduced fee Uber or Lyft rather than Trolleys or busses.

Light rail.

Separated bike lanes and a bike underpass below Hayden to connect Chaparral Park to the Indian Bend Wash Bike Path.

Light rail

Better located transit stops

Street car in Old Town

availability.... more bus or trolley stops

Need light rail to Phoenix from Scottsdale, it's shameful the NIMBY people have kept it out!

More accessibility to businesses on main roads

Bike lanes

Car pool and Light rail. I already use the Valley Metro buses, and they are great, but light rail would attract higher ridership.

Bicycle

Bike lanes

Light rail

Light rail. Pedestrian zones.

More and safer bicycling networks.

More reliable, safe, and ecologically sensitive bus service with dedicated lanes would provide better connections for intermodal transportation usage. I am trying to ride my ebike more since I retired, not just for sporting activities but as a substitute for my second car. Providing shade and airconditioned bus shelters combined with faster point to point bus service utilizing dedicated lanes would start to move the needle for segments of the population who prefer not to own or operate cars due to expense or environmental considerations.

Electric buses or light rail

Please do not include Valley Metro as Scottsdale does not need it

Total separation from automobiles. Will not ride along side 5000 lb traffic competition with only a strip of paint as my protection

More convenient transit stops

SAFE BIKE PATHS

Pedestrian amenities with wide sidewalks separated from curb, landscaping/shading. Consistent pedestrian scaled lighting. More bike paths.

Light rail north to south, especially for special events, shopping, and night life.

To actually have a time schedule...over 5 yrs have walked to end point because bus not scheduled on a time schedule

Protected and shaded bike lanes, priority given to most vulnerable users, beg buttons should be outlawed especially during this covid deal.

For daily errands such as shopping, suburbia was built for cars. However, I would love to use a light rail for trips to "town" for dinner out, a concert, theatre, sporting event, an afternoon to craft fair, etcetera. Easier than searching for parking. I prefer light rail to bus. They are easier to get on and off and feel less stuffy.

Paved paths would increase safety and encourage walking

Improved public transportation to get riders within an hour from point to point. Cleaner bus stops, more frequent buses, improved connections between bus routes,

Any Public transportation in far N Scottsdale. As the population in this area ages we must either move or be confined to our homes. Ever heard of aging in place? It can't happen here unless you think I have enough money to hire a driver. Under current circumstances it's clear you don't want us here.

Wider sidewalks and a larger buffer between walking/biking areas and car traffic on moderate to busy streets. For example: many parts of Miller rd between Osborn to McDowell and Thomas rd have narrower sidewalks that make walking feel unsafe. Especially during busy traffic times which seem to occur more frequently now.

None. Cars are the primary mode of transit.

I'd like to give you a long involved answer here, but just to summarize - implement a good public transportation system. One that involves very little or no waiting. One that will get you from any point to any other point in the city. It could involve underground. It could involve self driving vehicles. It could involve above ground. Whatever it is, all modes must interoperate. There are designed solutions out there today - look into them. Don't try to invent - find a good solution and implement.

Light rail in South Scottsdale connecting to Phoenix & Tempe

PROVIDE MORE SCHOOL BUS ROUTES to from north of Bell Road Scottsdale to High Schools - Desert Mountain

Expanded bike routes on or off street

Love, love the Scottsdale Trolley! I needed to use after losing my car and could function albeit limited destinations North. If we can get through this Covid nightmare I'd definitely use more but we need shaded stops! A monorail akin to what is being built in San Firho County would be nice 😊...I know that's a biggie ...st least we're not near major fault lines!

Light rail connections in south Scottsdale and old town

absolutely not fixed rail. Extending free trolley to Shea/92nd shops....to Costco area on north Hayden

Anything and everything, alternatives are great. My favorite way to get around is walking, and the limiting factor is heat and infrastructure. There's plenty of nice sidewalks around Scottsdale but higher densities & mixed use development are often uncommon. What's really surprising to me is the sheer power of a continuous line of street trees over a sidewalk to make walking in 100+ degree heat comfortable. If only we could divert the Hayden-Rhodes aqueduct to Old Town and set down a little forest canopy over it all. For public transportation, I'm all for it. To be used though, it needs frequency, speed, and reliability. I haven't used Scottsdale's buses very often so I'm not really in any place to compare how they are doing.

Protected bike lanes, raised intersections, more shaded rest areas, and more traffic calming on side streets.

Better walkability, especially downtown. Better bicycle parking - secure, shaded, suitable for a park your bike and go shopping, to galleries, or dinner without worrying about it. Bikes can be very expensive. Bike valet lots or stations? Bike lockers or corrals? LIGHT RAIL!

we need connectivity to the. light rail for our workers, residents and visitors. we should be strategizing on the use of modern. trolley - a smaller and less impactful rail system.

none

None. Please focus on less people in the city (ie less apartments) and stop trying to manage our lives and transportation uses.

Safe off road paths

Protected bike lanes on common roads (the new lanes on Indian School are perfect), wider paths so that cyclists and walkers have enough room, fewer double crosswalks on the Arizona Canal path (at Indian School and at Thomas)

The vast majority of my travel requires a vehicle.

none

More efficient bike routes.

Absolutely not fixed rail...shade at bus stops or bring back misters

None I can think of

Transit is not flexible by definition -- and that's the biggest drawback for me.

Have public transit within a reasonable walk from home.

Park and ride area

For bus or high speed train link, resident rates and more access points. For bikes, designates lanes for safety.

None

less apartments and better walkability to restaurants and stores.

Public transportation would be a welcome option IF the transports were electric, safe--enforced passenger rules including masking, etc. I grew up on public transportation in New York City - simple and easy. The Tempe modern street car is a good alternative.

Safe pedestrian walkways.

Already use the circulators and Valley Metro to travel to d/t Phoenix daily. Higher frequency and closer timing between connections would be a huge inducement, no one wants to wait 20-30 minutes in blazing heat or pouring rain to catch each leg of the journey, turns a simple 10 mile trip into an hour to an hour and a half slog.

light rail and expand existing transportation to North Scottsdale

Designated ride share pick up and drop off locations. Central hubs for rental scooters and bikes. They can still be dispersed throughout Downtown. However, a few central points that are identified as main hubs would be nice. Designated walk streets. Bike lanes where possible.

I know Light Rail isn't going to happen. So, I have no idea.

None

Live/work/play developments downtown, Airpark, and Scottsdale rd/loop 101 corridor

None. This survey is in support of some type of rail system. Forget it. Bad idea. Wasteful.

More trolleys in old town

Light rail

Walking

none, driving is superior to all other forms of transportation in every single way.

Better/New bike trails.

NA

Improved transit frequency, at least during peak travel times

Nothing. I'm never considering sitting outside in 120 degree weather waiting for a bus and will not bike either. This is a car-driven environment.

I would love to bicycle if I could do it safely. In other words NOT just a painted strip on the side of the road as a bike lane. That is fine for a residential road, but not a busy road like Haden. Most "multi-use paths" have been taken over by pedestrians and no longer safe to bicycle on. On a related subject START ENFORCING THE "NO CELL PHONE WHILE DRIVING" laws!!!!!! I can't believe how many people texting on a phone swerve into my lane or drive way under the speed limit.

More "park and ride locations just outside the city, with improved bus/local transit options.

Bike lanes with a separation from traffic lanes

larger bike lines in North Scottsdale

Pedestrian and bike under it over passes. Crosswalks are unsafe due to poor drivers

Reduce size of roads like the did on Mill Ave

Bring the trolleys back for transit though old town

Electric driverless ride-share vehicles.

Pedestrian and biker safety awareness of drivers

Transit

free or reduced bus/light rail passes to residents, expand the Cab Connection Program, start a ride share program.

Something that would be closer to a train service instead of a bus

Yes. I prefer bicycling but I wont risk much so avoid many routes due to lack of safe bicycling infrastructure. For this reason I usually limit my bicycling to bike paths.

More bike locks and bike lanes

More protected bicycle lanes

More public transportation

Bike lanes

Better delineation of bicycle lanes. Some so-called bicycle lanes are really merely wide shoulders, such as those identified as bicycle lanes on Dynamite Road and Pima Road in North Scottsdale. They also lack signage to remind drivers to maintain 3 feet of separation. There needs to be more rigorous enforcement of the 3 feet rule by law enforcement. I have repeatedly been cut off/run off the road by drivers and when I call Scottsdale police to make a report, the response has been to suggest that I find another place to cycle!

Better designated paths - protected from car traffic

SIDEWALKS ON 115th street between Happy Valley & Jomax, SIDEWALKS on Happy Valley East of Alma School, express bus from North Scottsdale to Sky Harbor - speed cameras

EXPRESS BUS FROM NORTH SCOTTSDALE TO SKY HARBOR....

Something like light rail system

More bike lanes, more distinguished and visible lanes for bike travel, more signs pointing to bike right of way.

Deeper learning on cycling recognition software at intersections.

Protected bike lanes, frequent bus service

More benches in walking areas

Wider bike paths

A personal, on-demand transit alternative that took me origin-to-destination without intermediate stops and is free from roadway congestion.

separated/protected bike lanes, better right of way to pedestrians and cyclists (painted crosswalks), and design that makes drivers go slower

bike lane protective barriers

no comment

Realistically I'm not likely to use public transportation given I have 3 kids to get around, but I would consider it when I'm older and less likely to want to drive. If there was a smaller bus option (more like a van versus a bus) I would consider it.

Besides equipping every bus stop with a bench and canopy, I would really appreciate an effective element of rider-security at the bus stops and onboard the public transit vehicles (perhaps 24/7 security cameras). Disruptive pedestrians and transients congregate at many bus stops and cause problems of social misbehavior and physical threats. I see transients, mentally ill persons, drug users using the bus stops for sprawling and sleeping on the seats and benches at bus stops - Mustang Transit Center & Tatum/Shea Blvds are two examples.

Frankly I bike more than drive - then biking in the cit is fine.

More shade at bus stops

More bike route options

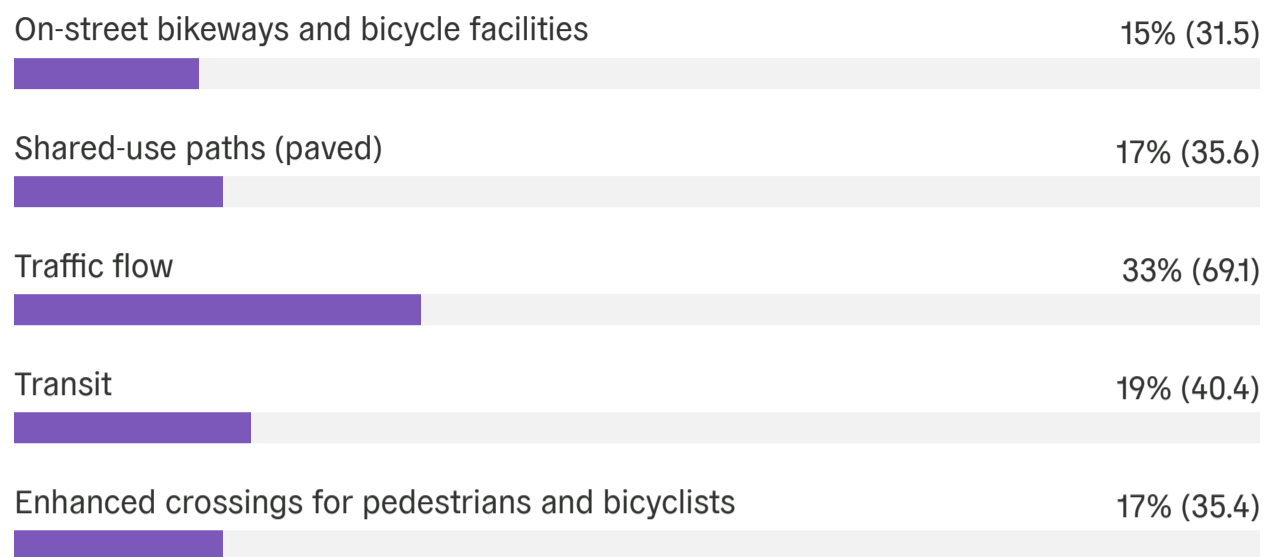
Light rail and more buses.

I have lived in cities with excellent mass transit and at points in my life have happily not owned a car. That is not possible here.

Ability to enter area only via alternate travel mode

Concerning Scottsdale north of Loop 101, please assign points among these choices to indicate which of these should be priorities for transportation attention and funding over the next 5

to 10 years. You have 10 points to allocate - you can give them all to a single priority, or spread them among several. The more points a choice receives, the higher its priority.



Concerning Scottsdale north of Loop 101, are there any other transportation priorities not listed above the city should consider?

Roundabouts on Pima, Scottsdale and Tatum

Pedestrian and bicycle traffic is next to nil, no reason to invest more than what exists. Bicycling up here is not a form of transportation, but a leisure activity.

Widening of SR 101

I am not familiar with the area.

None

Traffic signal timing - always have delay when one direction turns red before the other direction gets a green.

See Question 12 above.

Round about with stage coach statue at stagecoach pass and pima rds Entry monument to the city

None at this time

I am not informed enough on this area.

Light rail with car parks

On demand senior transport

TROLLEY SERVICE AMONG POPULAR FACILITIES (APPALOOSA LIBRARY, PARKS, SHOPPING CENTERS, ETC)

No

Slowing traffic speed on Pima and Scottsdale roads.

Increased traffic lanes on Pima and Scottsdale Roads; extend Legacy and Hayden; add traffic circles (roundabouts) on Dynamite to slow heavy, fast traffic so that residents can turn left on Dynamite; improve infrastructure to reduce road flooding

No

No

It'd be nice to one day be connected to the train system for easy access to Mesa, Tempe, etc.

none known to me

No

bus equivalent of lightrail throughout the city with shade or a/c

Stop building and taking away the desert. THAT has contributed and caused the many traffic problems in N. Scottsdale

I'm not familiar with the area.

Coordinating with City of Phoenix to extend Light Rail

More north/south & east/west street additions to move residents & traffic flow needed, not bike paths.

no

Lowered speed limits and more than token traffic enforcement. I see a dozen flagrant speeders daily, I see a traffic cop monthly...

Bicyclist safety should be number one priority

No

N/A

Widen Scottsdale road.

Add lanes

No

No

No

Shorter red lights on Scottsdale Road.

There is not enough density in north Scottsdale to warrant transit service. Focus on density up north to balance the housing mix before justifying investment in transit up north. People with 4 car garages are not likely users of the public bus anyway.

NA

I'm not as familiar with north Scottsdale

Improving trails, building new trails.

No

Bus routes

overpass / underpass for biking

None...no public transit to north Scottsdale!!

No, but some parks would be nice

no, and in order to be effective in the long term, ALL should be considered and planned for now

Public charging stations for electric vehicles in areas where people can stop for food.

Provide barriers between cyclists and cars.

No

Add bike lanes in popular N Scottsdale cycling areas (Happy Valley Rd between Scottsdale Rd & Miller, and along Scottsdale Rd/Tom Darlington north of Carefree Highway). Fix bumps, potholes, etc on Scottsdale Rd between Thompson Peak & Happy Valley.

Plans for density in housing, commercial development and aging in place and the impacts all will have on the transportation infrastructure and the water usage to maintain Scottsdale's quality of life.

Not sure

More turn lights, better walking lights and paths

Improving wash crossings

We need more east/west roads to connect Scottsdale Road to Hayden Road to Pima Road.

no

With the nationwide project adding hundreds of cars onto Scottsdale and Hayden roads, congestion relief is my highest priority

No

unsure

widen Scottsdale Road n of 101

Lane expansion and road repair.

No

On-demand vehicles

Grade separated bike/ped crossings

More lanes on Pima and Scottsdale Rd

Bike lane east from Dynamite to Verde River Trilogy development

I don't know

Light rail

High residential concentrations

Not sure of meaning of shared paths - but I assume safe walk/bike path

Replace inefficient stop lights and 4-way/2-way stops with roundabouts.

Light rail

I'm fine compromising by giving North Scottsdale a car-centric designed 14 lane wide freeway in every neighborhood and requiring 30 parking spaces per every single family home so nothing obscures their view of their cars, as long as South Scottsdale is designed for people and the neighborhoods that live there.

With the large number of new homes built, being constructed and planned north of Pinnacle Peak Rd and east of Pima Rd, traffic in the area is increasing. Roadways feeding Pima should be upgraded to full width, not just the portions adjacent to newer developments.

Improved Express buses from outer-areas to inner-city during high volume traffic to decrease numbers of cars on highway.

Constant upzoning is creating the congestion and the city does not have the necessary ROW to handle the increase.

Same as above - implement a good public transport system.

Light rail

PROVIDE MORE SCHOOL BUS ROUTES to from north of Bell Road Scottsdale to High Schools - Desert Mountain

Extending trolley services to major shopping districts?

improved street lighting in the Downtown area

Traffic calming + high quality walking/biking near schools. Give safe mobility to those who don't have access to automobiles (children).

protected bike lanes

Connect on street bicycle facilities to the preserve. Better bicycle parking at trailheads.

the density does not warrant any other priorities

Slow down, get bikers off. Bike lanes are too narrow. Delete bike lanes. Put in bike and pedestrian paths OFF the highways

No.

Yes. Stop rezonings that increase density.

Betxter traffic light timing

No

Good parking up north by (future) transit stops so we can drive to mass transit to get to downtown.

High speed link to central Phoenix and/ or airport

don't know

Pima Road is still unsafe. We haven't had sinkholes in a while-would GIS know of any potential weak spots that could be fixed before it affects humans? Not sure about the infrastructure especially as traffic increases.

N/a

Actual transit need vs want.

Light Rail along 101 and trolleys to take into different points in Scottsdale from stations

Light Rail.

No

None.

No

Light rail

removing bike lanes - they are much more dangerous than using the side walk

No

What happened to horse trails

Not that I can think of

If not included within the "Transit" heading above, then consider enhanced bus services

no

Downtown/Old town needs to be looked at

JUST IMPROVE THE DAMN STOP LIGHT SENSORS. Pretty please :)

Transit

ride share programs for older adults and people with disabilities

No

The flooding of streets north of the 101

Improved bicycle lanes, signage, and enforcement of bicycle right of way; i.e., cyclist have same right to road as motor vehicles and vehicles must maintain 3 feet separation when passing cyclist.

Traffic calming rotary on Happy Valley East of (Alma School) and Whispering wind. Very dangerous. Keep 128th street open

TRAFFIC CALMING AND ROTARY ON HAPPY VALLEY EAST OF ALMA SCHOOL AND AT WISPERING WIND OFF HAPPY VALLEY

Light rail system

Increase traffic lights rather than yield signs where highway exit ramps converge with parallel service roads next to highway.

Excessive speed on Happy Valley Rd between 118th and Alma School.

Environment and Air Quality: Transit should utilize solar power and high-efficiency technologies able to move people at a few cents per mile regardless of capacity (a nearly empty bus is incredibly inefficient). A system with vehicles sized to the needs of people, just a person or two or three would move people using only the vehicle weight needed to carry them and not unoccupied tons of bus weight.

We need to have bicycle access to the gravel roads beside the canal that runs along Frank Lloyd Wright Blvd. This would open up a significant travel corridor without affecting traffic at all.

Streets need a physical separation of bikes from motor vehicle lanes of travel.

The roads that run north of 101 are not divided (no median) which seems very unsafe as cars are driving at highway speeds on roads like Pima. I think medians should be installed for safety.

I do not own a car and travel daily by bus and trolley. I would appreciate and definitely use public transit to attend events and venues such as WestWorld north of Loop 101.

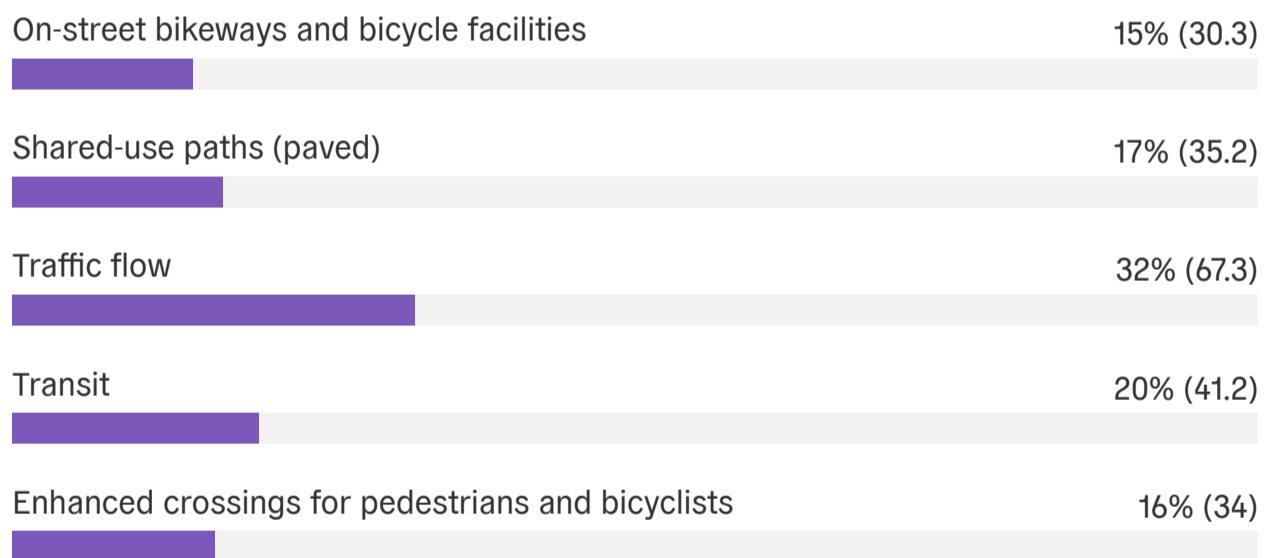
No

Abandon the portion of 128th Street within the preserve. Add more scenic corridors like the Desert Foothills Scenic Drive.

Protect and expand scenic corridors and open space buffers. 128th Street should NEVER be built through the Preserve; instead, the alignment should be actively or passively revegetated. Synchronize traffic signals.

More walk ways

Concerning Scottsdale between Loop 101 to the north and Indian Bend Road to the south, please assign points among these choices to indicate which of these should be priorities for transportation attention and funding over the next 5 to 10 years. You have 10 points to allocate - you can give them all to a single priority, or spread them among several. The more points a choice receives, the higher its priority.



Concerning Scottsdale between Loop 101 to the north and Indian Bend Road to the south, are there any other transportation priorities not listed above the city should consider?

Stop upzoning that results in massive new populations and traffic

I don't know this area

Light rail

None

No

See Question 12 above

No

Light rail with car parks

enforcement of speed limits, red lights - especially on major roads like Shea, Hayden, etc.

no

No

N/A

none

Get rid of the homeless

bus equivalent of lightrail throughout the city with shade or a/c

Stop Building !!! The more building, the more people and traffic

None

Widen Scottsdale Road & Hayden Road

The mess of pima between the 101 and via linda

No

Ev charging

Get rid of curbed medians and left turn arrows. I know unelected bureaucrats think civilians are stupid but we can manage to make a freaking safe left turn.

More and better timed signals and more left turn arrows.

No

Pedestrian and bike bridges are key when trying to attract people to an area (like Talking Stick) and not wanting to interrupt traffic flow on a busy street (like Indian Bend). This area is becoming unsafe as people do not walk all the way to the cross walk on pima, they cross Indian Bend between traffic to get to the sidewalk in the north side of Indian Bend and then go to Pima from there . The Greenbelt is also highly used and loved by many so the more it can be expanded or accessed I believe is money better spent than bus systems that North Scottsdale residents aren't likely to use

NA

The city should do traffic studies for each new development, not rely on the developer's study and interpretation.

Bus service

More police to catch speeders.

No

Buses

overpass / underpass for biking

Smart traffic lights

No

again due to our landlocked status and increasing population, we must effectively use what we have and implement mass transit that people will use, timely, clean and affordable, connected to other types of multimodal transportation at the stations

No

mixed use zoning creates more walkable areas

This area is a great mix of housing and apartment residential areas that are set back from the street, with manageable building heights that do not obstruct the views that residents came to Scottsdale to have, and commercial areas of the City, and should serve as an example of mixing both and still maintaining the quality of life that is Scottsdale.

Not sure

More turn lights, better walking lights and paths

Traffic signal timing.

no

No

not sure

Light rail.

South bound 90th street between mt view and the 101 freeway, timed lights on 94th street/Thompson peak thunderbird and MMR rd (mostly the one at 100th street and Thompson peak. It should be timed like the one at thunderbird and Thompson peak is to FLW and Thompson peak

Employer based express and shared rides

Light rail

Light rail

High residential concentrations

Replace inefficient stop lights and 4-way/2-way stops with roundabouts.

Roads not expanded as more high-density development occurs

The automobile traffic that uses Indian Bend and similar east/west road connections to Loop 101 feel more like a competition to gain entrance to 101. These east/west roads cross the Pima bike path and when cars are near bike paths and pedestrian traffic, driver speed limits should be decreased.

Same again. A good public transport system would do wonders.

Light rail

PROVIDE MORE SCHOOL BUS ROUTES to from north of Bell Road Scottsdale to High Schools - Desert Mountain - Chaparral too far south - too congested route to drive for parents.

longer left turn signals

I think Greater Kierland could be almost a second downtown for Scottsdale. One big thoroughly mixed-use, somewhat dense transit-heavy zone. A place for people to live and work. Sweep (paid) parking underground or into parking towers. Light rail going straight into the Cheesecake Factory.

protected bike lanes and traffic calming

Bike lanes on Hayden Road

more roundabouts

No.

Stop the rezonings for apartments and other higher density uses.

traffic light timing

Walkways

High speed link train

I'm unaware of any issues at this location.

no

Shea Blvd widening.

Put back red light cameras, more radar cameras

Light Rail along 101 and trolleys to take into different points in Scottsdale from stations

Light rail.

No

Light rail

eliminating school zones during school hours (should only be active during opening and closing)

Na

Too many apartments contesting traffic bottlenecks

No, but as I mentioned, the "multi-use" paths are very crowded with (rude) pedestrians these days. Maybe split out separate paths for bicycles? Or widen existing ones with lanes for each? Pedestrians truly think you should ride in the grass and go around them instead of them staying to one side so you can pass.

Nothing further to add here

More traffic sensors at lights for both vehicles and bikes

High accident count at Hayden and Indian bend

JUST IMPROVE THE DAMN STOP LIGHT SENSORS. Pretty please :)

Bike paths are great, we have great ones that keep pedestrians and bikes off of the road...kudo's . develop more of those.

Add roundabouts at Hayden and via de Los libros and at Hayden and pleasant run

More greenery / shade to make these areas cooler/ less radiating heat from the concrete

speed cameras

SPEED CAMERAS

No

Environment and Air Quality: Transit should utilize solar power and high-efficiency technologies able to move people at a few cents per mile regardless of capacity (a nearly empty bus is incredibly inefficient). A system with vehicles sized to the needs of people, just a person or two or three would move people using only the vehicle weight needed to carry them and not unoccupied tons of bus weight.

open the canal on Frank Lloyd Wight to pedestrians and bicycles

physical barriers between bikes and motor vehicles

I cannot suggest anything specifically at this time.

Bus transportation should be addressed - virtually every bus that I observe in Scottsdale is empty.

None

Add more scenic corridors along major routes. Light rail.

Protect and expand scenic corridors and open space buffers. Synchronize traffic signals. Explore light rail.

More walk paths along roads for pedestrians

Concerning Scottsdale south of Indian Bend Road (excluding Old Town), please assign points among these choices to indicate which of these should be priorities for transportation attention and funding over the next 5 to 10 years. You have 10 points to allocate - you can give them all to a single priority, or spread them among several. The more points a choice receives, the higher its priority.

On-street bikeways and bicycle facilities

15% (30.2)

Shared-use paths (paved)	17% (34.9)
Traffic flow	30% (60.6)
Transit	21% (43.2)
Enhanced crossings for pedestrians and bicyclists	17% (35.1)

Concerning Scottsdale south of Indian Bend Road (excluding Old Town), are there any other transportation priorities not listed above the city should consider?

Stop massive upzoning!

Light rail

Flooding and drainage

No

light rail that goes from downtown Scottsdale to downtown Phoenix, Sky Harbor and ASU

banning go peds

Consistent trolley service 7 days a week - even if a fee was incurred

Light rail with car parks

no

Street car or light rail

Trees, expanded sidewalks, slower traffic speeds

none

no

bus equivalent of lightrail throughout the city with shade or a/c

Park and ride stations to get people down to Tempe

None

Same. Widen Scottsdale Road & Hayden Road

No

N/A

Ev charging

More dedicated left turn arrows.

No

Consider congestion of the IBW greenbelt due to the increased density in South Scottsdale; the path is not wide enough to support the use demand.

Again any way to more easily access the greenbelt or highlight its use would be a good way to encourage riders and runners vs on street lane use

NA

The city should do traffic studies for each new development, not rely on the developer's study and interpretation

Convert some street parking to bike lanes and walking paths

Bus service

Tying into the light rail that goes across Apache could be of great use to south Scottsdale.

None.

No

No. Stop adding condos and apartments to crowded area.

overpass / underpass for biking

No

again due to our landlocked status and increasing population, we must effectively use what we have and implement mass transit that people will use, timely, clean and affordable, connected to other types of multimodal transportation at the stations

No

Not sure

More turn lights, better walking lights and paths

Widen Scottsdale Road.

no

No

Light rail.

Connections to regional transit systems

Light rail

I don't know

Light rail

high residential concentrations

Replace inefficient stop lights and 4-way/2-way stops with roundabouts.

A real dialogue about bringing light rail into the south where the younger people live. The old people in the north can drive until their dementia kicks in, get their licenses revoked and realize that they built an entire community that's only accessible by car.

More speed humps on residential streets to slow speeders.

Fix the light timing to improve traffic flow.

And again - a good public transport system.

Light rail

I honestly think there are no answers to the increased congestion/pollution that will result from the mega complexes being built...it's already bad ...you'd need a monorail above the streets.

Connections to the light rail

Tempe is right there. Scottsdale's transportation should be contiguous with Tempe's. They have these signs everywhere-"Bus walk bike rail". That explains it pretty well. Extending the light rail through "Rural Rd" into Scottsdale Rd seems like an incredible idea. If not, dedicated Scottsdale Rd bus lane.

traffic calming and shaded reset areas.

Connections between downtown and Greenbelt paths and much improved pedestrian environment/walkability

we must. connect. with the light rail

more traffic lanes, slower traffic

More sidewalks

raffic light timing

None

High speed link train

don't tear up multiple roads at once. Too disrupting to traffic.

Look at infrastructure.

N/a

Light Rail along 101 and trollies to take into different points in Scottsdale from stations

Light rail.

No

no

Light rail

eliminating school zones during school hours (should only be active during opening and closing)

Na

Scottsdale and McDowell is an absolute disaster. Old Town is going to be awful with all the apartments. No street parking because they didn't plan for parking in units. It's awful.

Nope. And I hate to answer all these the same, but I do feel traffic flow and shared use paths are the key improvement

Nothing further here

More traffic sensors at lights for both vehicles and bikes

South of Thomas

Red light running and traffic accidents are an ongoing issue

JUST IMPROVE THE DAMN STOP LIGHT SENSORS. Pretty please :)

Light rail...it is do-able! Tempe is doing it! or connectors to the light rail systems that exist. This would reduce car use...

I think we should repurpose the scottsdale trolley and use it for getting to spring training games. This might even reduce the parking issues and you can have the trolley pick up and drop off in old town supporting additional local businesses. You could even make the trolley cost \$1 or something nominal and the proceeds would go to the city.

More ways to easily cross Scottsdale and Hayden RD for bikes/pedestrians etc

SPEED CAMERA

No

Environment and Air Quality: Transit should utilize solar power and high-efficiency technologies able to move people at a few cents per mile regardless of capacity (a nearly empty bus is incredibly inefficient). A system with vehicles sized to the needs of people, just a person or two or three would move people using only the vehicle weight needed to carry them and not unoccupied tons of bus weight.

no

I do not have specific suggestions at this time.

See bus comment above

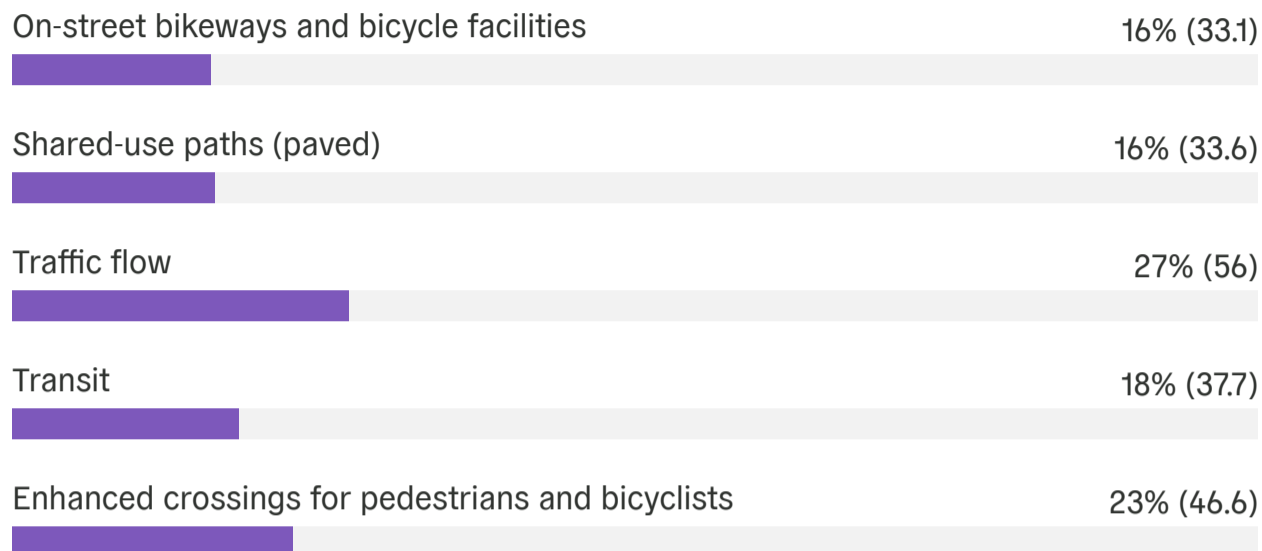
None

Add more scenic corridors along major routes. Light rail.

Protect and expand scenic corridors and open space buffers. Synchronize traffic signals. Explore light rail.

Not sure

Concerning the Old Town Scottsdale area, please assign points among these choices to indicate which of these should be priorities for transportation attention and funding over the next 5 to 10 years. You have 10 points to allocate - you can give them all to a single priority, or spread them among several.



Concerning the Old Town Scottsdale area, are there any other transportation priorities not listed above the city should consider?

Stop upzoning!

Light rail

None

No

Preserve and enhance free trolley system

Very fine-grain, small-scale, easily accessed transit/transport capabilities for small groups (pedicabs, small electric vehicles, etc.) to encourage visitors to park once and then walk or (if unable or disinclined) use a low-impact transportation device.

Keeping Old Town Safe, Happy and the way it is! PLEASE, NO HIGH BUILDINGS! We're know for our quaint, friendly, eclectic, "Old Town" Camaraderie!

On street parking makes for weary bike riders if you can not use the sidewalks, Cars don't see bikes coming down the road.

Light rail and bikes/pedestrian only

enforcing pedestrian laws, too many people crossing against lights and walking along streets. Ticket double parkers.

CLOSE SOME STREETS TO VEHICLE TRAFFIC AND MAKE PEDESTRIAN ONLY

Trolley

Parking for vehicles

Street car or light rail

No

none

Improve the homeless situation, get them out of Scottsdale

bus equivalent of lightrail throughout the city with shade or a/c

More parking lots and get rid of parking on Sct. Rd.

I'd focus on Old Town being walking focused which would include shutting down Scottsdale Rd between Drinkwater/Scottsdale Rd intersection and 4th Street. Stores could be accessed by E/W roads coming from Drinkwater and Goldwater

None

we should have had light rail from old town to the scottsdale hotels years ago

Block off 1/2 the streets from all traffic

Integration of autonomous use vehicles

Getting rid of it?

N/A

Public EV charging & rental bikes

Consider making it a closed area at night with no cars on some streets...

Better visibility for pedestrian crosswalks (eg, flashing lights) with more warnings for vehicles. (Not just having people walk out into traffic whenever they choose.)

No

Trying to cross on a bike, or foot, at 64th & Thomas and 64th and Indian School Rd is dangerous even in the crosswalk with people wanting to turn right (East) from 64th street. Overpasses should be built for bikes & pedestrians. OR... the Green light should be delayed and let the crosswalk light go for a few seconds.

Concerning transportation in old town Scottsdale, consider solutions to gridlock and level F traffic as the new norm with the proposed densities being built.

I do feel like specifically Old Town could have a unique transit system which would also highlight different businesses as well like a "tour stop" but also functional for those who don't want to deal with changing multiple parking spots throughout a day of exploring all there is in Old Town.

NA

The city should do traffic studies for each new development, not rely on the developer's study and interpretation

Convert some street parking to bike lanes and walking paths

Further development of the canal paths in this area could enhance foot/bike traffic, and help ease motor traffic on roads.

Require new development to provide parking spaces for their tenants, customers, workers.

No

Police speeders and red light runners

overpass / underpass for biking. Remove golf carts/party carts/shuttle carts from streets. Remove scooters from streets.

Allowing a walkable downtown to be built with enough density to support the downtown within its own borders and eliminating the need to HAVE to leave downtown to go about your daily life.

No more multi family housing....

Connection to Tempe light rail

No

Old town should have more restrictions on traffic and increased walkability, bike lanes, and other nonvehicular options available. Effective mass transit should be developed up to the district and connected to various multimodal options including golf carts, bicycle taxis, etc. Additionally, some of the streets should be blocked off for foot traffic only, at a minimum during the most popular times (nights, weekends, festivals, etc.)

More segregation of pedestrian and motor ways. Turn more of the streets into outdoor restaurants, markets and art exhibits, surrounding the area with multi-level parking garages and smoother traffic access. Free public electric golf-cart shuttles (or even

rickshaws!) could operate to transport the more mobility-challenged visitors to the area.

This is one area of Scottsdale that is unique in its demographics and draws many modes of travel to and within the area. This area plays a large part in the visitor experience to Scottsdale. Planning, zoning, building heights and parking are all issues to manage in the area, and their respective impacts on the modes of transportation needed to address the demands.

Better sidewalks!

More turn lights, better walking lights and paths

Widen Scottsdale Road, Indian School, and Thomas

no

Parking near small shops, shade and rest stops for pedestrians

No.

Bike PATH from Greenbelt south of Camelback to Osborn to Old Town

Expand the pedestrian mall area.

Jitneys

Street car

Light rail

I don't know

Light rail

Parking Structures

None

Complete sidewalks without obstructions, alley improvements for pedestrian comfort and safety, consistent pedestrian scale lighting.

A place to securely park your bike or shower facilities, see ASU and Tempe for examples.

Focus on walking, and access for those with disabilities. Close off some streets from cars and put out tables. If NYC could do it, Scottsdale could do it. I am so tired of reading about parking. Make the space you have more attractive, have a better transportation alternative and it is a win-win.

More off street parking is needed, especially if proposed development is approved.

Decrease speed limits when traffic flow is in close proximity to pedestrians and bike riders, including alternative non-auto riders.

Well since I have no public transportation in North Scottsdale, I must drive while I am still able. Thus although it makes me nauseous to say this, more and more convenient parking including disabled parking needed.

Parking is a huge issue, not necessarily transportation but related.

Close roads - pedestrian and bicycle traffic only. Figure it out - I know it's difficult, but it has been done in many places where the difficulty was much greater. You can do this!

Light rail

24-hour options

Parking better choice than more apartments with transportation to and from main area with shops with some streets only open to foot traffic and emergency vehicles.

Connections to the light rail

Non light 1st Avenue crossing at Scottsdale Rd should have the Flag Stands. This is used in other cities with GREAT ped safety. COS staff has absolutely refused to consider the pedestrian walking across holding a red flag then inserting in pole on other side.

Most possible area for transportation changes, I think. Old town could benefit from higher densities, more mixes of use, more walkability, more transit, more biking, the works. Redirection of Scottsdale Rd thru traffic onto Hayden, Pima, 101. Most importantly, after providing alternatives, perhaps: Eliminating free parking.

More bike racks. I rarely stay long due to the fact I can't find a place to safely store my bike.

WALKABILITY!! and improved accommodation of bicycling to and within Old Town.

a modern trolley system servicing. all downtown districts would serve our tourism industry and residents

Better crosswalks and stop lights

More sidewalks

More secure bicycle parking

no

1st ave and scottsdale rd---- safer ped crossing

No

More access to park and ride shuttles allowing residents to park outside of old Town and shuttle in to avoid congestion and parking. I've lived here a few years and see the "old trolley" painted buses but see no city promotion about who they are for or where they cover for transport, or their cost?

no

Light rail.

N/a

Light Rail along 101 and trollies to take into different points in Scottsdale from stations

I believe we need to focus on encouraging people to use alternative forms of transportation in Old Town Scottsdale. Walking, biking, scooters, ride share, etc. If we provide more parking, more vehicle lanes, etc. we will just invite more cars into the area. Let's become a forward thinking city that grows with the times but protects the charm and soul of Old Town by making it more walkable, environmentally friendly, and easy to get around without our cars.

I have no clue what to do here.

Improved available parking

More walkable streets with less traffic

no

Light rail

Parking

There needs to be easier bicycle access between old town and the green belt. Riding through the library area or the parking garage is not ideal and not clearly marked. The library plaza even has signs discouraging bicycle riding

No

Maybe some type of tram system to get around once you are there? Also it goes with transportation...you drive down there but there is no place to park! We kinda just gave up going at peak times because of this. Also, the parking garage close to Los Olivos is full of homeless people, so not real comfortable parking my car there or having my wife or daughter park there...especially at night.

Nothing further here either

no

Traffic flow is an issue

JUST IMPROVE THE DAMN STOP LIGHT SENSORS. Pretty please :)

Please sensor the lights. I am frequently stranded at the lights when no other traffic is near.

running the trolley route again from the mall to Fifth Avenue shops helping with parking and congestion issues. Better flow somehow.

The traffic lights should be able to help the flow of traffic better

bus or light rail

express transit from North Scottsdale to Old Town

Decrease speed limit, increase traffic lights and remove yield signs, increase stop signs. Increase traffic cameras!

Environment and Air Quality: Transit should utilize solar power and high-efficiency technologies able to move people at a few cents per mile regardless of capacity (a nearly empty bus is incredibly inefficient). A system with vehicles sized to the needs of people, just a person or two or three would move people using only the vehicle weight needed to carry them and not unoccupied tons of bus weight.

no

I do not have specific suggestions at this time other than to say that I do not enter the Old Town Scottsdale area very often and especially not in the evenings. I leave that area for the tourists and local partygoers.

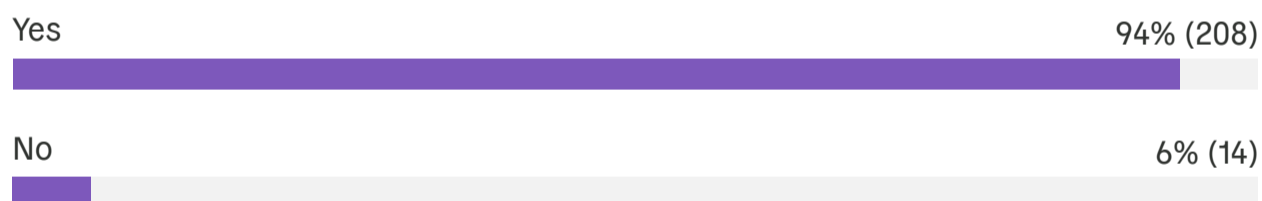
See bus comment above

Light rail.

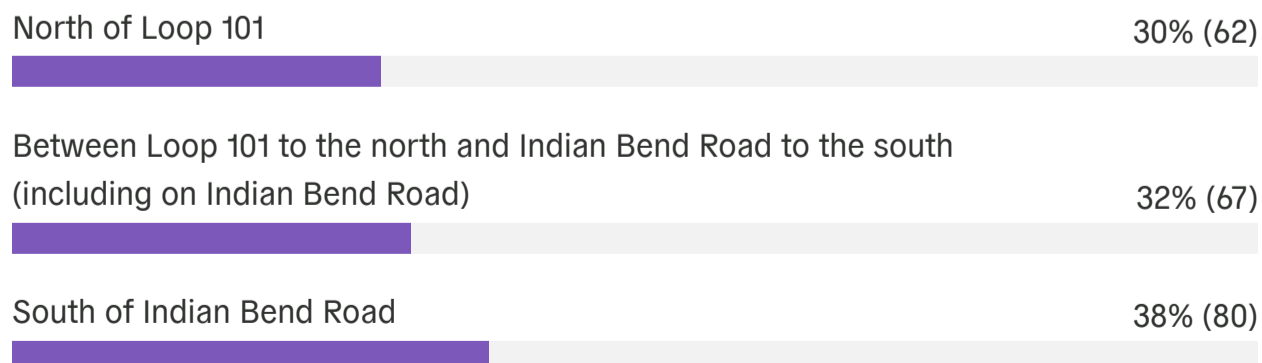
Protect and expand scenic corridors and open space buffers. Synchronize traffic signals. Explore light rail.

Not sure

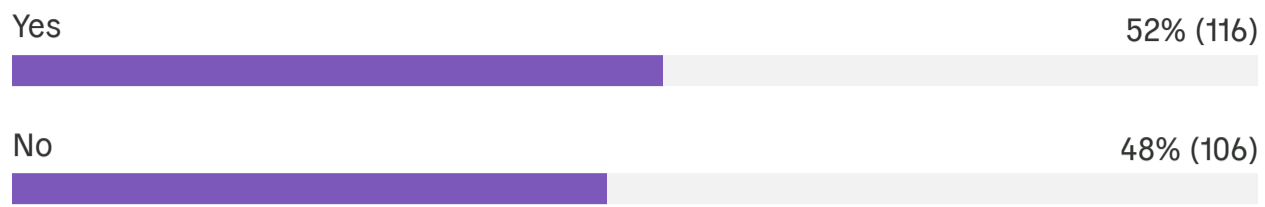
Do you live in Scottsdale?



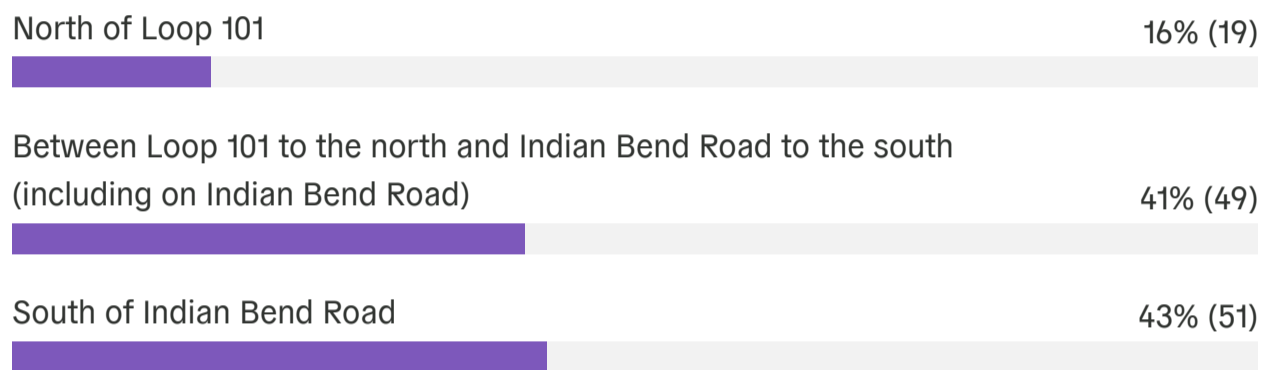
If you answered yes to question 22, do you live:



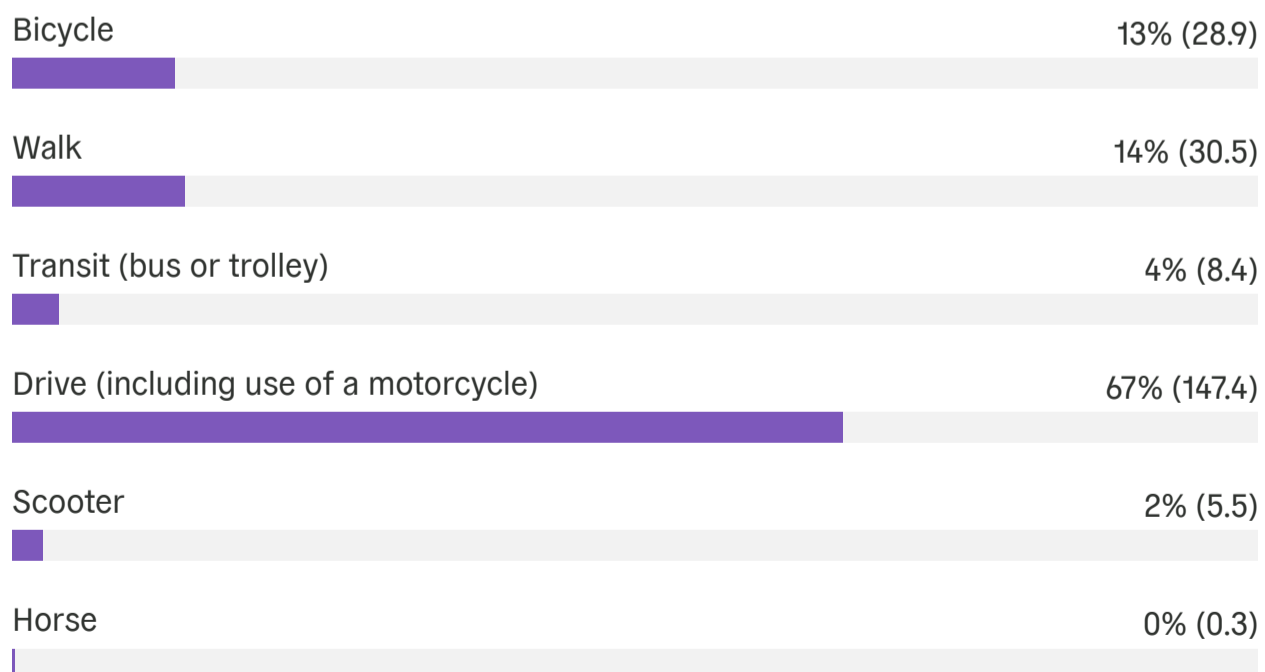
Do you work in Scottsdale?



If you answered yes to question 24, do you work:



Please assign points to tell us how much you use different modes of transportation in Scottsdale. Each point equals 10 percent and you have 10 points to assign. Example: If you spend half of your time driving in Scottsdale, and use a bicycle the other half, you would assign 5 points to "Bicycle" and 5 points to "Drive".



If you use a mode of transportation not listed above, please let us know here:

no

Electric fat tire scooter

Na

ride share companies Lyft, Uber

n/a

No

No

We live on Indian Bend (south side of Indian Bend) by Talking Stick so often walk or bike across there for all the fun. Crossing Indian Bend is the worst part! Uber when going "out" to old town or drive ourselves (need parking)

No

Carpool with other drivers whenever possible

Rideshare (Lyft

None

Lyft/Uber

no

None

You removed the Scottsdale Trolley stop by my house which is right outside two large apartment complexes, making them even more car dependent

Wheelchair

PROVIDE MORE SCHOOL BUS ROUTES to from north of Bell Road Scottsdale to High Schools - Desert Mountain HS is better route to drive and better route to bus than Chaparral HS

I don't drive but a friend picks me up

Ns

None

Only Gary uses a horse ! :)

wheelchair

Nope

Nnothing here

no

Do you use a mobility aid?

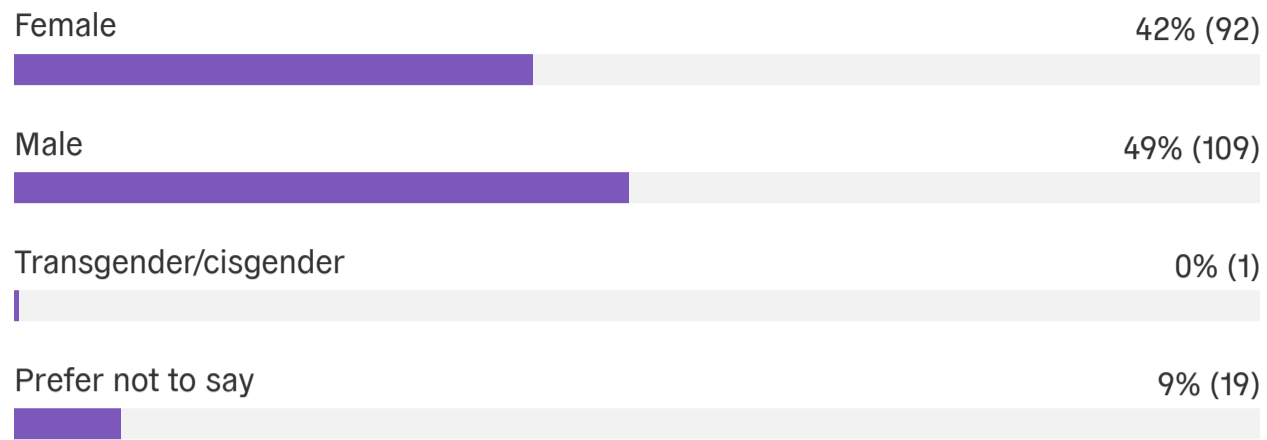
Yes

3% (7)

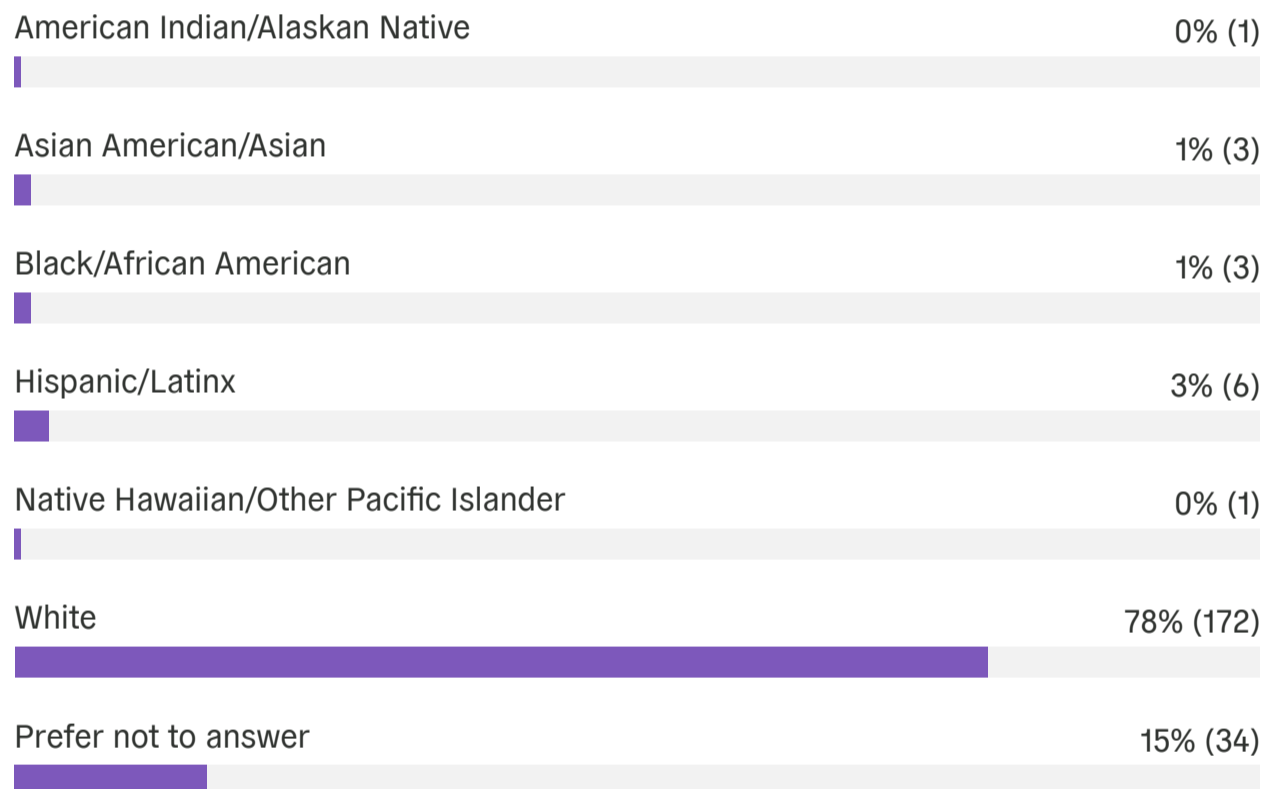
No

97% (210)

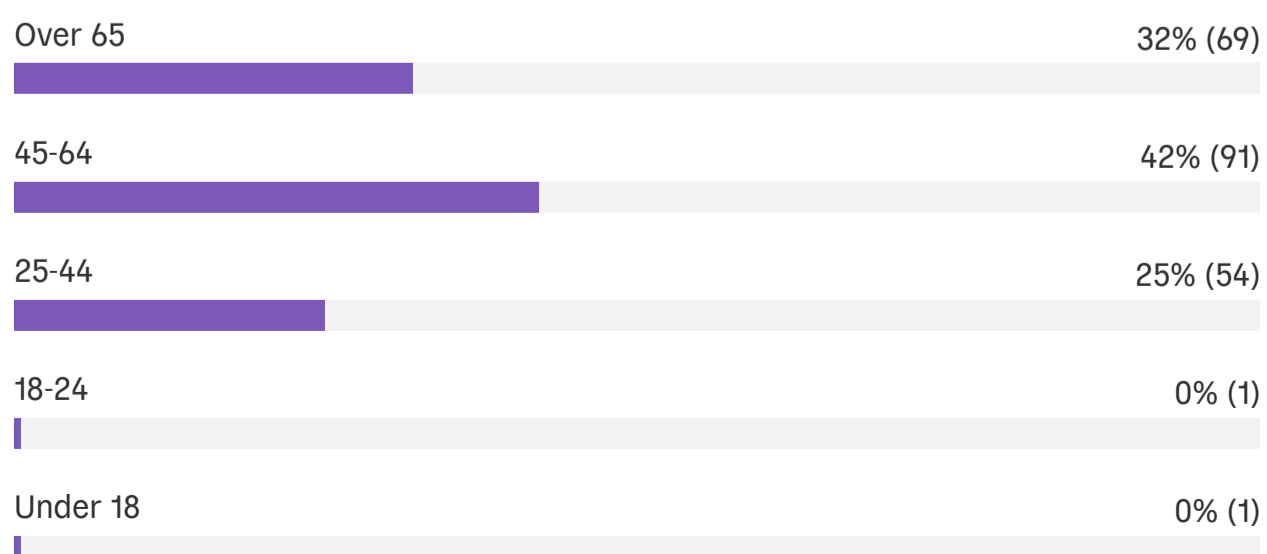
What is your gender identity?



What is your race/ethnicity?



What is your age?



Are there any other comments you would like to share?

Traffic Circle at Scottsdale & Dynamite sounds like a bad idea. They can work well in lower speed and/or heavily developed areas, like Hayden & Northsight, but even problematic there, as some drivers cannot differentiate between yield and stop, and come to a complete stop when circle is empty. The latter would be a disaster on Scottsdale Rd. I have never seen a traffic circle on a heavily traveled 50mph wide open road with miles between traffic lights. Further, this area consists of too many part-time residents and visitors who would be unaware of any change, and many of them will likely not have encountered traffic circles where they live. Short of a barrage of annoying educational roadside signs destroying the Scenic Drive, which would have questionable value to someone traveling at 50mph+, the education factor would be troublesome. I've lived in areas with them, and they exist in residential or commercial areas with frequent stops and speed limits 40 or below.

Scottsdale needs to move ahead in its transit thinking. Light Rail is essential. Photo Enforcement needs to be removed, it is a hinderance to traffic flow.

Visitors from across the globe who come here cannot believe how poor our public transportation system is here.

We need bicycle safety and more Trolley routes

I hope you listen to transportation professionals and highway engineers more than mere public. But appreciate you want the input.

Denver is producing an effective light rail system that would be a good model for Scottsdale and the greater Phoenix area

Testing only - disregard.

Scottsdale excels in certain fields, such as water management, waste disposal, and community engagement. But Scottsdale does not distinguish itself from the rest of Arizona (or the Southwest, or the United States) in terms of transportation. We are a car-based city and region and state, with outstanding roads that are for the most part kept in good repair and upgraded and/or expanded to keep up with demands. But that mode of transportation is heavily, if not exclusively, favored. Please start thinking long-term and outside-the-box: maybe the few people who seem to use public transit in Scottsdale would be better, and more cheaply, served by sending an electric or hybrid vehicle to pick them up, rather than maintaining fixed transit routes plied by enormous buses that are mostly empty. And PLEASE do whatever it takes to get the Valley Metro rail system extending into and through Scottsdale: it would serve as the "trunk" to deliver visitors to the city, within which a small-scale, fine-grained system would taken them to their destination, and deliver workers and students to the rest of the Valley.

Round about with entry monument at stagecoach pass and prima rds

No

Let's Keep Scottsdale worth being proud of! I've lived here over 30 years & don't want to see it turned into a "Large Apartment Complex"...

Please don't take light rail 'off the table;' it should be considered. More use of ride-share (make more affordable); plan for driverless vehicles, especially for older adults, disabled and for delivery of supplies/groceries.

I think RoundABOUTs are a horrible waste of money and don't actually help traffic but make it more dangerous for timid and aggressive drivers.

Scottsdale is doing a great job and know it will continue... :)

New to Scottsdale (1 yr). Lived all over the country and am impressed with quality of highways, ability to handle traffic, inclusion of bike and hiking paths.

Thank you for asking residents for their input on these important issues!

Please consider separated bike/walk lanes, and light rail connections

Please consider adding trees, expanded sidewalks, and slower traffic speeds so that we can avoid people getting hit or cars causing accidents.

Lived in Scottsdale 51 years.

More needs to be done to keep the homeless population from panhandling on Scottsdale streets.

keep up the good work

Thank you for asking Scottsdale community members for their thoughts on transportation in Scottsdale. This topic is part of overall development and whether or not transportation infrastructure can support high density housing should be a guiding principle.

Stop encouraging companies to build in North Scottsdale. You are destroying the desert.

I see two major customer groups for transportation Residents and Tourists. I'd shape the transportation plan to meet these two customer groups. For example Old Town area is more for Tourists and Old Town Residents who can do more walking and biking where up North you have more car traffic since walkability is not as easy. So transportation priorities should be different for these areas.

None

Concerning roundabouts - the city seems to think roundabouts have to be decorated, so they build a big mound in the center with art work and landscaping plants. This makes it impossible to see traffic coming from across the roundabout, which decreases safety, not improves it. A conventional intersection at least allows drivers to see the other traffic in the area.

Don't even consider rail for Scottsdale! The City of Phoenix has destroyed Central Avenue with light rail! We avoid all businesses, restaurants & social activities in the Central Avenue area due to light rail disruptions.

As long as Scottsdale Airport is allowed to pollute all of Scottsdale with close to 20,000 take-offs and landings a year, mostly very loud private jets, Scottsdale will never reach it's potential. We have more jet traffic noise pollution north of the 101 loop than any place we've ever lived, including less than 10 miles from major international airports. It's Scottsdale's #1 elephant in the room, and no local politician will acknowledge this inescapable reality...

Given that transportation infrastructure takes planning, time, and money it is important to develop a long term vision as what is useful in 5 years may be obsolete in 15-20 years.

Thank you for your hard work in developing this plan!

Let's make this city safe for bikes and improve our ability to bike commute!!

When improving streets, take into consideration accidents, increased amount of cars during sporting events and out of state visitors.

No

2 or more races was not an option

No roundabouts

Traffic flow is the most important concern. With thousands of apartment units added to existing streets, traffic has become insane, and no alternative method is going to solve that in the near term.

Any new forms of transportation must be quiet and non-polluting.

You need to very quickly evaluate ROW needs before any more midrise developments are built within feet of the street front. There needs to be sufficient room for utilities, street trees, landscape and sidewalk or multi-modal paths....otherwise you will have canyons of buildings with no shade trees...look at Apache Blvd in Tempe and learn from others' mistakes, please.

Thank you for considering and making Scottsdale and even greater place to live! I think the focus should be on opening up walk paths and paved paths, pedestrian bridges rather than spending money on buses (other than Old Town) and taking away vehicle lanes . So many people are moving here and in 5-10 or 20-30 years we will regret taking away any vehicle lanes... even if they aren't being used to their full capacity now.

Thank you for listening to the community

Please!!! Reduce traffic in south Scottsdale

Bikes, ebikes, pedestrians need better options for desirable travel. It brings the community together.

Thanks for requesting input. These are complex matters with many moving parts.

I am severely visually impaired, I moved here from the Northeast and have been very disappointed with the quality of public transportation in Scottsdale proper. Public transportation is an investment in growing the community and improving health.

No light rail in,Scottsdale, ever!

questions 27 through 31 are NYOB. NEVER include them in ANY survey/questionnaire

No public transit in north scottsdale

It will be a trying and difficult endeavor; however, it's past time the city implements some type of mass rail transit. It will be VITAL to both regular citizens for daily use, but also for tourism moving forward especially when connected to Tempe, Phoenix, and SRPMIC.

I am a civil engineer, by education, (now an educator), and have worked in heavy and highway construction, as well as in planning and managing the Cobb County, GA DOT Traffic Improvement Plan in the 90's. I would love to serve on a board or as a citizen advisor (?). My contact is EBElgqvist@gmail.com 678 687-5633. Thank you for your request for input! Evelyne Elgqvist

I would love to see more shade coverage on walking and biking paths

Scottsdale should implement bus rapid transit on Scottsdale road and create a central transit corridor. mobility hubs should be built along the route and especially near Scottsdale airport. I think E-vtol like Lillium have a lot of potential at airports like that and wealthy consumers in the area will pay a premium for drone deliveries and convenient services that reduce vehicle miles traveled on roads. NASA's advanced air mobility campaign will begin next year and united and mesa air have pre purchased 200 evtol

Please stop allowing residential development!!! Scottsdale has way too many people living here already. Many of the traffic issues are because there are just too many people on the roads. Also, people live in Scottsdale because of the natural desert beauty, which is being destroyed by developers. If this continues, Scottsdale will soon be just another Central Phoenix.

The Transportation Action Plan is a great tool for addressing all the elements of transportation - current needs and future needs. I am an advocate for focusing on the 5-10 year horizon versus the 20-30 year horizon. The more frequently the TAP is revisited the more accurate the findings and recommendations for Scottsdale residents and businesses. The north end of Scottsdale (north of the 101L) is a key focus area for new growth and the transportation corridors and demands on the roadway network based on the new business opportunities a widened 101L will bring. This is the City's chance to be smart and proactive on the transportation network that will serve this area now and in the future.

I am delighted to see that this survey is taking place!

Traffic in Scottsdale will get much worse when the 10,000 new apartment units are built. Stop the upzoning.

no

Would love to see a light rail that would connect to other areas in Phoenix

Speeding in Scottsdale on Pima Rd. and on Scottsdale Rd. is out of hand.

Would love to see Scottsdale support and promote biking and e-biking by improving bicycle routes and making biking safer.

I can not see how our Trolley system can be cost justified with any analytical data. I never see a bus with a passenger day or night. Suggest you report rider usage on a monthly basis. Seeing the data would either help make a the case that it is economically justified or is simply a political decision to spend money without justification to voters and taxpayers

<https://www.marketplace.org/2020/05/19/cities-are-experimenting-with-more-space-for-people-less-room-for-cars>

Please stop requiring more parking spots in downtown Scottsdale. The best part of downtown is that it's relatively walkable, and allocating more space to parking is going to ruin that. Please let developers build up as long as the buildings are nice and include some public green space. Instead of adding more parking, improve trolley service and bike lanes and bike racks so people can ride or bike in and then walk.

Thank you for asking citizens opinions. My biggest gripe is the East bound rain tree trying to make a right onto the acres road going north. Needs a dedicated lane.

Keep up the great work. Think big. If your vision is for 10-years from now, those decisions should be for those who will be 16-30 at that time. What will their challenges and needs be:?

Please consider improving bicycle infractions to connect to your surrounding cities. I love in north Tempe and love going to Scottsdale and would love a better route than the green belt all the time. Thank you

No

You need reliable options when it is 110 plus, if it's too hot...there will be more cars with less lanes an no bikes in the bike lanes. Think about it logically, what works somewhere else won't work here.

I am an almost native Arizonan who has lived, ridden, and driven in Scottsdale for the last 50 years. I agree with the division of the city into separate geographical areas with different populations and different transportation needs. One thing I am sure about- more cars, even electric ones are not the answer. The beautiful, rustic city I grew up in has morphed into a mini Los Angeles and will continue to get worse as more and more pavement is laid down to accommodate more and more vehicles...

NO VALLEY METRO FOR SCOTTSDALE, this is old technology and inefficient use of funds and promotes crime

None

Bury powerlines along streets with new street projects

Trolleys time scheduling would get more people using the system.

Requirement for people that have a say in this to use other forms of transportation besides a car.

I would be happy to use public transit if it ran often and was reliable.

Multi-unit and commercial development projects should not be approved without provisions for adequate off street parking.

Use traffic police for community-friendly improvement. Educate bikers on AZ policies when riding on paths, streets, etc. Educate the public on alternative forms of transportation. It's a challenge to change a car-friendly community to a pedestrian-transit friendly one? There are numerous opportunities to be more bold and to include pedestrian promenades within business areas. My hope for Scottsdale's future is to have less cars within high-density areas. Scottsdale makes it too easy to park cars.

This survey reminds me of how little those of us in north Scottsdale get for our tax dollars.

Transportation, traffic congestion, etc. are all related to development. They need to fit together not ignore one over the other.

I would like to think that Scottsdale could set an example for how to solve these transportation problems. It's possible. But it takes vision, expertise and public support. Not to mention dollars. I wish you the best of luck.

We need light rail! We're way behind Phoenix & Tempe.

Survey fails to address SCHOOL drop-off commuters needs in addition to work/home commute. Bus Routes inadequate. Extend Desert Mountain District Boundary further north to accommodate more families to bus students to Desert Mountain.

Questions 1 - 5 were too vague and I didn't know how to answer

Scottsdale was a wonderfully organized and planned City. Of course infrastructure changes especially related to safety could use improvements. This will become a greater challenge with the unobstructed building that I believe could destroy our quality of life. Many share this view here and we are not being heard. Our air quality is already challenging and so is our drought. All the transportation improvements cannot change this. Thank you for your survey, I wish the City Council would have done the same.

I find the breakdown for ethnicity unnecessary to ANY poll

It's clear by the kinds of questions asked and changes made to the city that you all seem to be on the right track in my most humble of opinions. It's all just a problem of urban geometry. Scottsdale isn't Amsterdam or New York. However, greater walkability *will* benefit everyone in Scottsdale. Access to transit and alternative modes of transportation will benefit everyone in Scottsdale. Transitioning to low carbon transportation will benefit all of humanity. Focus on Old Town most and first for this goal. Of all the more dispersed, suburban cities in the US, Scottsdale is quite a good one!! Also, question 28 (gender identity) doesn't make any sense. One of the options is "Transgender/cisgender" which are opposites of each other. If I were constructing that question, I would make the options: Male Female Non binary Other/Prefer not to say Good survey otherwise though. Glad to see reaching out to the public.

I love riding my bike around and wish it was prioritized more. Of all the cities I spend time in Scottsdale is the best area to ride in due to plenty of uninterrupted side streets I can use to mostly avoid main streets and I'd like to see cycling and walking made even better and prioritizing mixed-use zoning to allow for more small businesses and living space in order to reduce the need for cars.

Conditions for bicycling have greatly improved over the last 5 or 10 years. The free trolley system is great. We need to play catch up in terms of encouraging people to walk more. Active transportation is really important as our population ages and it's important for downtown residents and tourists.

The entire city is too congested from over development allowed by City Council

no

Why is race a factor..?

No

Just to repeat.....return signal timing back to where it was 2 years ago !

Thank you for reaching out!

Increase parking capacity per each building.

Please leave the 510 Express as it is or, better, return it to a two bus route and ADVERTISE. It provides a VERY valuable service to the residents of Scottsdale work downtown Phoenix, ESPECIALLY with 1500 or so new apt/condo units currently completed or under construction along the McDowell corridor.

need transit in North Scottsdale

Scooter, bikes etc arr all dangerous. Transit is expensive and not used. Focus on traffic flow and catching the speeders, hot rods.

A light rail needs to come to at least old town if we are going to be relevant city in the future.

bike lanes are dangerous to bikers and they hurt the flow of traffic. school zones should only be active at the start and end of the school day, there is no reason to slow people down when all the kids are inside in class. Construction workers need to be better trained on when to close lanes

Stop building condos!

Scottsdale should consider more high-capacity transit options (ie. BRT)

I think it's great you are asking these questions....I love living in Scottsdale!

Thanks for the opportunity to input my opinions.

Seriously thought...the stoplights and their sensors need to be improved. It's very irritating to be stranded at a stoplight when there's no other traffic. Either the sensors need maintenance or we need new one's. Getting stranded at the lights will take years off my life :)

I do wish we'd have some form of light rail here and work on the congestion/infrastructure issues and parking...but nice lay out and great City! Indian School has too much traffic on it!

Love the greenway and canal paths. A few more dedicated multi use paths safe from auto traffic would be a big improvement on an already great infrastructure. Is there anyway we can get better drainage for the Camelback and Chapparral Rd underpasses to drain quicker after rain storms?

We desperately need traffic calming enforcement and a rotary on Happy Valley East of Alma School. Happy Valley should be redefined as a major collector. Not a minor arterial. Happy Valley is not wide enough for bike paths

NEED TRAFFIC CALMING AND TICKET ENFORCEMENT ON HAPPY VALLEY ROAD EAST OF PIMA...NEED ROTARY AT ALMA SCHOOL AND HAPPY VALLEY INTERSECTION.....HAPPY VALLEY REDEFINED AS MAJOR COLLECTOR AND NOT MINOR ARTERIAL...

Scottsdale is a main destination for many tourists who drive throughout Arizona. In order to decrease reckless driving it makes sense to increase traffic cameras, install roundabouts where permitted, replace yield signs with stop signs and traffic cameras, and to decrease the speed limit less than what is currently stated. Also there needs to be greater enforcement against street car racing that is taking place in Scottsdale and throughout Arizona.

I live in Tempe and travel to Scottsdale for shopping, dining, and entertainment. I would choose to spend more time and money in the area if bus and bike services were better. Right now, it's not a great experience biking near Fashion Square and it can be much improved.

Build a viable, cost effective, reliable public transportation alternative for all income levels; 2) Develop routes that effectively serve major employment, commercial and retail uses; community and senior centers; schools; and other activity centers throughout Scottsdale, and that connect to the regional system; 3) Service for transit-dependent population, as well as those who choose public transit for their transportation; 4) flexible in meeting changes of demographics needing paratransit; 5) service and amenities to make the system more convenient to use; 6) Maintenance costs are included within planned operational costs; 7) Bicyclists can bring their bicycles onboard; 8) Small station can easily be placed in existing regional transportation stations such as Light Rail, the Streetcar, and any Bus Rapid Transit; 9) With extremely low operating costs, the system can be operated without significant subsidies, i.e., it can be implemented with sustainable funding; and 10) station footprints can be as small as the space of a couple of parked cars. So the system can be integrated with existing facilities and used to extend the coverage area, thereby enhancing ridership on existing route.

I live in downtown Tempe and it's very difficult to access Scottsdale unless I take a Lyft (car). Would love to have better transit and cycling options (especially with E-bikes making trips a lot faster)

The city needs to plan for an elevated wildlife crossing over Dynamite/Rio Verde between 118 and 128 streets linking north and south portions of McDowell Sonoran Preserve. A crossing over SR 79 in Oro Valley near Tucson has proven to be a success and should be studied as a possible model for the City's plan.

Appreciate the city gathering feedback. I also really love the roundabouts. The one that was installed on 90th by the hospital (which is next to the building where I work) makes the flow on 90th so much better. There is also a roundabout on Cactus and 100th St. that is near where I live and it makes flow easy and it also helps discourage speeding on that part of Cactus, which is one lane each way. I appreciate that since I live in the area. The plantings in the roundabouts are also really beautiful, so I think they were a great idea.

I hope that I've made my preferences known. Please make Scottsdale more pedestrian-friendly by adding shaded, seated bus stops; better security measures both at the bus stops and onboard public transit, and more versatile transit routes for greater public access to events and venues. Finally, I'll mention that I stopped using the Light-rail several years ago due to passenger security threats both onboard and at the waiting platforms. Security onboard public transit is a very important factor to consider when planning improvements. Thank you.

Please see comments regarding bus

Please do more with solar and electric chargers!

None

"Green" the transportation system to counteract climate change and reduce air pollution. Some examples: electric trolleys/buses, idle reduction campaign, Safe Routes to School, trip reduction strategies.

1. We must get serious about drastically curtailing transportation-related carbon emissions. 2. Promote active transportation to school. 3. Implement solutions to reduce congestion/pollution at school pickup & dropoff.

Attachment 3

What is the biggest challenge(s) you experience when traveling in Scottsdale?

Note: Yellow highlights indicate multiple topics from a single respondent

Speeding/Poor Driving/Distraction

- 1) Speeding and distracted drivers
- 2) 15-20mph+ over limit speeders on Scottsdale Rd north of 101
- 3) Drivers traveling too fast
- 4) In general, I think transportation works well. However, motorists are speeding and it seems to be getting worse.
- 5) Ca drivers!
- 6) speeding, red light runners, double parking in old town, illegal crossing by pedestrians in old town, disconnected bike paths, no safe bike path in some areas (e.g., east part of shea), pedicabs not obeying rules
- 7) Snowbirds
- 8) Drivers ignoring Speeding Laws in neighborhoods
- 9) Significant congestion in high-traffic areas, such as the Shea/101 corridor, but I don't know how that could be eased. And while roundabouts are known to improve conditions, drivers are ridiculously careless or ignorant about their use.
- 10) Traffic speed; red light runners
- 11) Poor drivers; heavy traffic on Dynamite Blvd., Scottsdale Road and Pima Road - all of which will continue to increase; need several traffic circle on Dynamite east of Pima Rd.; congestion in downtown Scottsdale during High Season
- 12) People not observing the proper street signage or median usage
- 13) The speeds that cars travel on speed limited residential areas. These roads are not safe for the neighborhood
- 14) Reckless, speeding drivers
- 15) drivers using cell phones. Need much more enforcement.
- 16) The people driving
- 17) inconsiderate drivers
- 18) Crazy driving. People speeding. When the walk sign is on and people continue making left or right hand turns even through people are crossing street. When you have a crossing lane (like the one at Mustang) and you press the light to cross which blinks for cars to stop and allow person to cross. However, most cars do not stop or even slow down even through someone is crossing street.
- 19) Too many distracted drivers. As an avid bicyclist, I have to be extra aware of drivers all around me whether I'm riding on the streets or on the sidewalks. As a fairly serious walker, too, I still have to be extra aware of drivers. Overall, however, I feel relatively safe when bicycling or walking around Scottsdale, especially near Old Town.
- 20) Bike drivers do not obey the rules of the road!
- 21) speedy drivers

- 22) Speed is too high on Scottsdale Road
- 23) Too much traffic on main roads (Scottsdale, Hayden, Cactus and Shea); drivers driving way too fast on surface streets; poorly timed traffic signals and too few left-turn traffic signals.
- 24) Cars driving to fast. Not enough "safe" bicycle lanes especially, on busier streets. Bike lanes need to be wider and have barriers in some cases. Also, more tunnels and overpass for bicycling over busy roads and intersections would make it safer.
- 25) The traffic, of course. I live near Oak and 64th St. If I need to travel east of here, either to get to Hayden or the 101, it is taking longer and longer to be able to cross Scottsdale Rd. Also, the less traveled roads that I used to take are now getting more congested. I can tell that drivers are getting more and more anxious, and thus more rudeness and driving more recklessly
- 26) Speeding cars.
- 27) Speeding drivers
- 28) Too much traffic. Angry, aggressive drivers.
- 29) People traveling dangerously fast
- 30) Traffic on Shea, traffic on Scottsdale Rd and the fact that most drivers dont obey rules of the road, and especially dont use turn signals and dont know how to use a roundabout none
- 31) drivers that weave in and out of the traffic
- 32) High speeds on Pima Road
- 33) Drivers consistently drive 10-20 miles over the speed limit
- 34) Distracted and unsure drivers
- 35) speeding and discourteous drivers
- 36) Lack of signaling from drivers, speed, weaving out of lanes- due to cell phone use while driving- mostly contractors in North Scottsdale.
- 37) The traffic speed. I travel to Scottsdale by bike 3-4 times a week. If you know back roads it's not so bad, otherwise it's just scary.
- 38) Whether driving or cycling, I generally find Scottsdale motorists to be pretty oblivious to speed limits and stop signs. Red light traffic enforcement cameras should be re-implemented and laws enforced (including cyclists).
- 39) Allowing traffic to speed more than 10 mph over posted limits. Unimproved roads in North Scottsdale.
- 40) When traveling on foot, right-turn drivers on red have little visibility of those in the crosswalk. Large SUV, trucks, etc. do not see pedestrians in crosswalks. When traveling by bike and in a bike lane, less safe in close proximity to moving traffic. When traveling by bus, long distances between bus stops are problematic. Long distances between traffic lights allow for much speeding by cars. Some areas do not offer pedestrians enough time to cross 6 lanes.
- 41) Drivers traveling too fast above the speed limit.
- 42) When I ride a bike, drivers. When I walk, drivers. When I drive, drivers.
- 43) Incredibly reckless, angry, speeding and impatient drivers. I asked AAA about this...seems to be common consensus. My driving aged child refuses to drive here. There are sooo many running red lights as well. I count to 3 after light turns green..saved me a few times. I refuse to drive through FLW and 101 intersection and so do many neighbors. You also need more green arrow lights at intersections.

- 44) idiot drivers
- 45) **Poor drivers.** Strange signal phasing.
- 46) Speeding vehicles. It can get crazy out there.
- 47) Bad drivers, red light runners, speeding.
- 48) people running lights and tailgating. Too fast for conditions and not using turn signals
- 49) Street racers and hot rods. Too fast, too loud and unsafe.
- 50) Need light rail, better public transportation, **need people to not drive so erratic and at such high speeds.**
- 51) Speeding on 68th street
- 52) **With regard to driving, how many drivers speed.** However, I am more concerned about the risk drivers pose to cyclists by speeding and failing to observe laws for the safety of cyclists.
- 53) Speed of drivers - not safe for other modes of transportation like biking and walking
- 54) SPEED!! ROAD RAGE!! SPEED & ROAD RAGE.....let me repeat SPEED & ROAD Rage
- 55) Excessive speed
- 56) Speeding & distracted driving
- 57) Speeders weaving in/out of traffic and yellow light runners. More enforcement of existing traffic codes would be useful.
- 58) Unsafe driving from older drivers
- 59) Bad drivers.

Traffic congestion/flow/safety

- 1) Traffic exiting the 101 and flowing through town westbound on Indian School Rd. Vehicle traffic
- 2) **Significant congestion in high-traffic areas, such as the Shea/101 corridor, but I don't know how that could be eased.** And while roundabouts are known to improve conditions, drivers are ridiculously careless or ignorant about their use.
- 3) **Poor drivers; heavy traffic on Dynamite Blvd., Scottsdale Road and Pima Road** - all of which will continue to increase; need several traffic circle on Dynamite east of Pima Rd.; **congestion in downtown Scottsdale during High Season**
- 4) More traffic than streets seem able to handle, resulting in delays,
- 5) **Traffic volume east of the 101 on Shea.** This corridor should not have 1000s of additional multi family dwellings built west of 96th St.
- 6) Congestion in Central Scottsdale around downtown.
- 7) Traffic flow is terrible.
- 8) I've reduced cycling expectations due to increased traffic volume. I've reduced the frequency of auto travel events throughout Scottsdale due to the effect of increased traffic volume on travel duration.
- 9) Driving E in AM or W in PM
- 10) **Too much traffic on main roads (Scottsdale, Hayden, Cactus and Shea);** drivers driving way too fast on surface streets; poorly timed traffic signals and too few le^{ft}-turn traffic signals.
- 11) Traffic, roundabouts
- 12) Too many cars on Scottsdale Road.

- 13) Just traffic during January-April
- 14) The traffic, of course. I live near Oak and 64th St. If I need to travel east of here, either to get to Hayden or the 101, it is taking longer and longer to be able to cross Scottsdale Rd. Also, the less traveled roads that I used to take are now getting more congested. I can tell that drivers are getting more and more anxious, and thus more rudeness and driving more recklessly
- 15) Seasonal traffic
- 16) Too many traffic signals, insufficient sidewalk width for off street bicycling and walking. Should have both on street lanes and off street paths
- 17) Anywhere near Shea and the 101.
- 18) Too much traffic. Angry, aggressive drivers.
- 19) Traffic
- 20) Miller
- 21) The time it takes to travel short distances during peak travel times in the morning and evening.
- 22) Almost all intersections in Old Town are too congested. Also, at Osborn Rd. and 64th St. there should be a street light—another dangerous intersection.
- 23) Old town driving and parking
- 24) Not enough turn lanes and lights for turning
- 25) Traffic signal timing is getting better but still needs coordination. 1/2 miles streets have been narrowed or abandoned.
- 26) Traffic on Shea, traffic on Scottsdale Rd and the fact that most drivers dont obey rules of the road, and especially dont use turn signals and dont know how to use a roundabout none
- 27) traffic congestion everywhere on Indian School, Thomas, Camelback, Scottsdale Rd, Hayden Road, and other major and minor arterials.
- 28) While driving, it can sometimes take 10-15 minutes from the 101 to 68th street. Getting around Old Town can take forever. There is also no safe way to take a bike from the Greenbelt into Old Town or to connect with the canals.
- 29) Traffic on the 101.
- 30) Multiple, simultaneous construction sites.
- 31) Traffic congestion
- 32) Left Turn/U-Turn restrictions
- 33) We don't need curbed medians. Left turn arrows are useless. You seem more concerned with tyrannical control rather than positive traffic flow. Enough already.
- 34) Lack of connected drives between businesses, requiring more in and out movement on busy arterials. McDowell Road is a nightmare.
- 35) median barriers preventing turns into businesses - forcing cars to do U-turns in intersections (bad-bad-bad) construction blocking streets when there is active work going on. Why can't road construction be done at night?
- 36) Unimproved wash crossings
- 37) Traffic Congestion and Parking unavailability in Downtown Scottsdale
- 38) Need more roundabouts to replace signals and 4-way or 2-way stops, too many empty buses slowing traffic, Pedestrian amenities lack wide sidewalks separated from curb, landscaping/shading, and incomplete/obstructed sections in Old Town.

- 39) Allowing traffic to speed more than 10 mph over posted limits. **Unimproved roads in North Scottsdale.**
- 40) Congested Scottsdale Road
- 41) North bound entrance 101 at FLW. You have to immediately get over two lanes so that you are not in exit only lane to Princess. 101/202/10 interchanges are all a mess. The light @ FLW & Hayden causes a long
- 42) Traffic congestion, poor traffic light timing
- 43) **Congestion** & not having realistic alternatives, like light rail, that connects to places where Scottsdale residents work.
- 44) Traffic congestion on Shea Blvd
- 45) Congestion at major intersections in south Scottsdale
- 46) out of town traffic does not know where its going, better signage
- 47) Traffic congestion during rush hour
- 48) Vehicle volume
- 49) Congestion downtown and on Shea east
- 50) Congestion in downtown Scottsdale
- 51) **The main arteries are dismal, far too many intersections/lights.** Why not pedestrian crossovers instead of crosswalks? Old Town is heavily geared to foot traffic, but the roadways are not.
- 52) Too many stop lights.
- 53) Not enough right hand turn lanes
- 54) Traffic
- 55) construction, lanes closed for no obvious reason, school zones with no children anywhere in sight
- 56) Remove photo radar. Often placed on Scottsdale Rd. it causes backups for miles.
- 57) Too much road traffic!
- 58) Too many lights
- 59) Traffic!
- 60) Traffic congestion
- 61) Driving northbound on the 101 just north of Shea when the lanes reduce on a curve Construction induced traffic jams.
- 62) Leaving my neighborhood when having to turn north onto Hayden from via de Los libros
- 63) Not enough shade **Traffic congestion**
- 64) The 101 needs to have more metered ramps in order to regulate follow of traffic entering the highway.
- 65) **Getting stuck behind buses and trolleys.** A system that uses some kind of overhead, elevated solution could clear congestion for many and provide origin-to-destination travel. I would gladly ride such a system.
- 66) I've been working at home for more than 18 months b/ of Covid, so I'm really lucky to not have to do much driving. But.. when I do go out, I often am in the FLW/Scottsdale road area (I have a teenager who works at the Harkins by Mayo). I've noticed that FLW gets really congested as you get close to the 101. I think there are points around the city that bottleneck for reasons not related to traffic but that are just not designed right. If these bottlenecking points could be redesigned that would be amazing.

- 67) Too many traffic signals.
- 68) Time stopped at traffic signals! Lack of signal synchronization. Lack of right-hand turn lanes. Lack of left-hand turn signals. Lack of shaded parking.

Limited transit service

- 1) NO light rail, photo enforcement, short traffic signals and lack of U-Turn ability
- 2) public transportation options are the worst in the valley
- 3) lack of quick and comprehensive public transit
- 4) Very few: automobile traffic is highly prioritized. If I were not able to travel everywhere in a private automobile, I would find it difficult and time-consuming to do what are now routine errands. If I were without a car AND not physically able to walk long distances, I would have very few options other than individual (and expensive) medical transportation.
- 5) Limited Trolley service on weekends
- 6) Mass transit is ineffective and a waste of money. Buses travel empty, have poor schedules, make you stand in the swelter sun and don't go where I want to go — when I want to go. It would be cheaper and more effective to have a centralized managed Uber/Lyft reservation system that the city could subsidize for the disabled, students elderly and poor.
- 7) LACK OF TRANSIT OPTIONS NORTH OF CAP
- 8) Access to light rail.
- 9) Everything has to be by car. There is not much mass transit near me, and I would have to cycle on busy/unsafe roads.
- 10) The need for a car—I live in North Scottsdale, with no public transit to speak of.
- 11) Lack of safe biking infrastructure; minimal public transit options
- 12) No light rail into Phoenix for the baseball games
- 13) The utter lack of quality public transportation beyond a substandard bus service. Light rail expansion along Shea and/or Scottsdale would be a major improvement
- 14) Due to congestion, it takes me longer to drive through Scottsdale than it does to get through Phoenix at times. We are a landlocked city, and it's past time that we seriously consider effective mass transportation that will connect to Tempe/PHX/SRPMIC, and implement it!
- 15) the lack of bus service and low frequency. its compounded by the fact many locations don't have adequate shade or seating.
- 16) No public transportation link to other areas in the city
- 17) Bus/trolley service could be more frequent and reliable, and Old Town does not have enough bike racks.
- 18) Uncontrolled growth means too much traffic on streets like Shea. Needs to be light rail to go to downtown Phoenix for sports and theater— driving is difficult and parking is expensive.
- 19) Easy connection to light rail
- 20) Lack of public transportation in North Scottsdale
- 21) No public transportation in N Scottsdale. We pay lots of taxes but get nothing.

- 22) Congestion & **not having realistic alternatives, like light rail**, that connects to places where Scottsdale residents work.
- 23) As a driver, driving in Scottsdale is awesome. I saw a list of the best cities to drive in the US the other day and Scottsdale was #13 I believe. Rightly so. Good job on that. **As a person, alternatives to driving are always great but not always available.**
- 24) Traveling in a motor vehicle it is easy to get around. Walking, bicycling or trying to use transit is much more difficult. We've made good progress with bicycle facilities, but walking seems like an afterthought and **I long for a light rail connection.**
- 25) There are only buses and trolleys. They both don't run well.
- 26) **Need light rail, better public transportation**, need people to not drive so erratic and at such high speeds.
- 27) Many streets have narrow sidewalks. **Transit service doesn't run late enough and is not always frequent. Improve late night transit service on E/W corridors from Phoenix (Phoenix already has late night service)**
- 28) not connecting to light rail
- 29) Lack of public transportation
- 30) I don't drive, I bike or take transit. **It's difficult since Scottsdale isn't on the light rail to visit the area. I often choose to eat and shop in downtown Phoenix because it's more accessible. Better bus routes and more frequent would help me choose to spend money in Scottsdale.** Also, bike lanes are good in the parks, but not great when you need to go west on Camelback to get to Fashion Square. There should be protected bike lanes to help cyclists be safe and comfortable biking to the shopping area.
- 31) Getting stuck behind buses and trolleys. **A system that uses some kind of overhead, elevated solution could clear congestion for many and provide origin-to-destination travel. I would gladly ride such a system.**
- 32) I ride Valley Metro buses and Scottsdale Trolleys daily because I do not own a car. I wish every bus stop had seats or a bench with a covered canopy for shade and sun-protection.

Limited Bike & Pedestrian infrastructure/bike & pedestrian safety

- 1) No safe bike lanes in North Scottsdale.
- 2) Unavailable bike lanes and bikers' safety on a busy street.
- 3) speeding, red light runners, double parking in old town, illegal crossing by pedestrians in old town, **disconnected bike paths, no safe bike path in some areas (e.g., east part of shea)**, pedicabs not obeying rules
- 4) **Everything has to be by car.** There is not much mass transit near me, and **I would have to cycle on busy/unsafe roads.**
- 5) I love the pedestrian and bicycle ways on the Greenbelt. There is **no under or over pass between Royal Palm and Chaparral.**
- 6) Bicycle infrastructure is not consistent. Traffic signal timing is inconsistent/inefficient in south Scottsdale particularly for peds and bikes
- 7) **Lack of safe biking infrastructure**; minimal public transit options

- 8) Cars driving too fast. Not enough "safe" bicycle lanes especially, on busier streets. Bike lanes need to be wider and have barriers in some cases. Also, more tunnels and overpass for bicycling over busy roads and intersections would make it safer.
- 9) I live off Indian school between Pima and Hayden off the south side of 86th. Both lanes get very busy especially during peak entertainment season. A pedestrian bridge to more safely cross Indian bend is really needed across Hayden because currently so many people come from the green belt and want to get to Talking Stick. Our side does not have a sidewalk like the north side so bikers and walkers and scooters come from our neighborhood and currently cross through traffic on Indian bend. There should be a partnership with Talking Stick to build a biker/walk path pedestrian bridge over Indian Bend just like there is over in S Scottsdale over Osborn Rd by Continental Golf Course
- 10) Accessing businesses by bike
- 11) Too many traffic signals, insufficient sidewalk width for off street bicycling and walking. Should have both on street lanes and off street paths
- 12) The Thompson Peak/McDowell Mountain Ranch Road intersection needs to be revisited and redesigned, possibly to include a roundabout. It is a safety hazard. There is a dangerous crosswalk that elementary and middle school students use to cross over to the Shell gas station, and apartments. There are two right turn lanes going from NB Thompson Peak to McDowell Mountain Ranch Rd. Drivers routinely blow through the crosswalk without watching for pedestrians in their zeal to turn right on red. I have personally witnessed several near misses there. There should either be a pedestrian tunnel or bridge, or at least a diversion wall to divert pedestrians to the underpass farther south on Thompson Peak Road. Many pedestrians, especially minors, will not go so far out of their way to cross the street. This problem will soon be magnified with the new soccer fields being built at the SW corner of the intersection.
- 13) This is not a pedestrian-friendly environment. When I walk down Miller Road to get to Fashion Square, part of my journey requires that I walk in the STREET because we don't have sidewalks (or I am required to trespass on private property). There is so much that can be done.
- 14) While driving, it can sometimes take 10-15 minutes from the 101 to 68th street. Getting around Old Town can take forever. There is also no safe way to take a bike from the Greenbelt into Old Town or to connect with the canals.
- 15) limited good options for bike travel (roads where traffic is slower, or on high-speed/heavy traffic roads, a designated bike lane with a raised divider from car traffic)
- 16) Bus/trolley service could be more frequent and reliable, and Old Town does not have enough bike racks.
- 17) Riding a bike to businesses on the main roads that don't yet have bike lanes
- 18) Not enough bike lanes
- 19) Lack of walking districts and few, if any, buffers between pedestrians and cars. Poorly educated motorists.
- 20) NO SAFE BIKE PATHS IN FAR NORTH SCOTTSDALE (emphasis on purpose)
- 21) Need more roundabouts to replace signals and 4-way or 2-way stops, too many empty buses slowing traffic, Pedestrian amenities lack wide sidewalks separated from curb, landscaping/shading, and incomplete/obstructed sections in Old Town.


- 22) Safely traveling by bike, limited safe bike parking, arriving soaked because irrigation along greenbelt shoots across bike path or adjacent apartment complexes overspray.
- 23) When traveling on foot, right-turn drivers on red have little visibility of those in the crosswalk. Large SUV, trucks, etc. do not see pedestrians in crosswalks. When traveling by bike and in a bike lane, less safe in close proximity to moving traffic. When traveling by bus, long distances between bus stops are problematic. Long distances between traffic lights allow for much speeding by cars. Some areas do not offer pedestrians enough time to cross 6 lanes.
- 24) As a driver, driving in Scottsdale is awesome. I saw a list of the best cities to drive in the US the other day and Scottsdale was #13 I believe. Rightly so. Good job on that. As a person, alternatives to driving are always great but not always available.
- 25) Bike lanes disappear when crossing intersections, those bike squares don't always seem to signal lights, flooding of the bike lanes when there is rain, and long gaps between crosswalks making it difficult to cross streets.
- 26) Traveling in a motor vehicle it is easy to get around. Walking, bicycling or trying to use transit is much more difficult. We've made good progress with bicycle facilities, but walking seems like an afterthought and I long for a light rail connection.
- 27) Lack of safe cycling options, especially Hayden, Scottsdale Road, McDonald and 68th Street
- 28) Good bike routes usually have long red lights when crossing arterials.
- 29) The main arteries are dismal, far too many intersections/lights. Why not pedestrian crossovers instead of crosswalks? Old Town is heavily geared to foot traffic, but the roadways are not.
- 30) Many streets have narrow sidewalks. Transit service doesn't run late enough and is not always frequent. Improve late night transit service on E/W corridors from Phoenix (Phoenix already has late night service)
- 31) Crosswalk safety
- 32) Crossing 68th Street and any time one has to cross the street when waking on the canal or Greenbelt
- 33) Not enough shade Traffic congestion
- 34) With regard to driving, how many drivers speed. However, I am more concerned about the risk drivers pose to cyclists by speeding and failing to observe laws for the safety of cyclists.
- 35) Wide bike lanes and intersection acknowledgment of cyclists. Enforcement of cycling lanes and Cheyenne traditional school during school hours. The Pima and Thompson Peak intersection has a various dangerous merge while cycling - traveling eastbound on Thompson Peak with Pima traffic coming off the bike lane. The bike lane takes an awkward bend into the oncoming Pima to Thompson Peak road.
- 36) I don't drive, I bike or take transit. It's difficult since Scottsdale isn't on the light rail to visit the area. I often choose to eat and shop in downtown Phoenix because it's more accessible. Better bus routes and more frequent would help me choose to spend money in Scottsdale. Also, bike lanes are good in the parks, but not great when you need to go west on Camelback to get to Fashion Square. There should be protected bike lanes to help cyclists be safe and comfortable biking to the shopping area.
- 37) wide streets are difficult to cross while walking and drivers getting too close while I'm cycling

Signal timing/signal improvements

- 1) travel does not flow on major streets because the lights are not synchronized
- 2) Stop lights on side streets need to be adjusted
- 3) Slow lights changing when nobody else around
- 4) Traffic Lights! There are not enough left turn arrows on busy streets (Hayden & Osborn). Many left hand turn arrows do not monitor so that many times not even half of the lane empties.
- 5) Traffic lights aren't synchronized so you are stopping every couple blocks.
- 6) Traffic lights should change in real time based on traffic flow.
- 7) Compared to other cities we don't have many issues. As we grow I assume traffic issues may increase but I'd move to technology with AI management to assist. We need to run more fiber optic in South Scottsdale to get lights off just timers.
- 8) Via Linda at Shea needs a turning arrow
- 9) Bicycle infrastructure is not consistent. Traffic signal timing is inconsistent/inefficient in south Scottsdale particularly for peds and bikes
- 10) Traffic lights are not regulated to move traffic efficiently. Lagging and leading lights are inconsistent at each intersection.
- 11) Lack of traffic light sensors and sitting at red lights too long unnecessarily
- 12) Too much traffic on main roads (Scottsdale, Hayden, Cactus and Shea); drivers driving way too fast on surface streets; poorly timed traffic signals and too few left-turn traffic signals.
- 13) Slow lights
- 14) Stop light timing not reacting accurately to traffic flow.
- 15) Traffic signal timing is getting better but still needs coordination. 1/2 miles streets have been narrowed or abandoned.
- 16) Light timing at feeder intersections. After cycle delay feeder should get immediate access.
- 17) Intersections
- 18) When traveling on foot, right-turn drivers on red have little visibility of those in the crosswalk. Large SUV, trucks, etc. do not see pedestrians in crosswalks. When traveling by bike and in a bike lane, less safe in close proximity to moving traffic. When traveling by bus, long distances between bus stops are problematic. Long distances between traffic lights allow for much speeding by cars. Some areas do not offer pedestrians enough time to cross 6 lanes.
- 19) Traffic congestion, poor traffic light timing
- 20) Incredibly reckless, angry, speeding and impatient drivers. I asked AAA about this...seems to be common consensus. My driving aged child refuses to drive here. There are sooo many running red lights as well. I count to 3 after light turns green..saved me a few times. I refuse to drive through FLW and 101 intersection and so do many neighbors. You also need more green arrow lights at intersections.
- 21) not long enough left turn signal timing
- 22) Bike lanes disappear when crossing intersections, those bike squares don't always seem to signal lights, flooding of the bike lanes when there is rain, and long gaps between crosswalks making it difficult to cross streets.

- 23) Delays from ADOT sticking their nose in our business. Over a year ago they allegedly studied our flows and recommended increasing the delays on various traffic signals; most from 45 second to 90 seconds. Then we have a pandemic and everyone is staying home, and even now we're not back to normal. So why do we need the additional delay? ? ? Just take FLW and 100th St as an example...I NEVER saw much of a backup at this signal, maybe 4 vehicles, even with the starting and ending of school hours with Cheyenne School on 100th St. Now there are routinely 12 to 14 vehicles lined up waiting to get on FLW. Put the signal timing back the way it was and tell ADOT to get lost. Our City crews do an exceptional job without ADOTs interference.
- 24) Poor drivers. **Strange signal phasing.**
- 25) Waiting at traffic lights
- 26) First, a compliment to all involved in synchronizing the traffic lights better on Scottsdale Rd--much appreciated. In terms of challenges, north-south and east-west trips need to be planned when possible--if not, I have to add a chunk of time to my trip time. When the winter visitors arrive, all traffic slows. I welcome them of course, yet don't know how transportation handles those peaks. Concerns about infrastructure.
- 27) The new traffic light timing, where it seems one direction at a time goes, appear to make red lights longer and get backed up worse. Also, some lights with red left turn arrows could benefit from yellow flashing arrows. Many times I sit at a red arrow with no other cars in sight.
- 28) STOP LIGHTS NOT CENSORED!!! Scottsdale seems to be the only city that doesn't have good censored stop lights. I get stranded at stop lights with no traffic in the lanes that are green lit.
- 29) Traffic lights are not sensed.
- 30) red lights that take too long to change to green, especially in the early morning hours
- 31) Lights are not coordinated on Hayden and Scottsdale Roads
- 32) **Time stopped at traffic signals! Lack of signal synchronization.** Lack of right-hand turn lanes. Lack of left-hand turn signals. Lack of shaded parking.

New Development

- 1) Poor drivers; **heavy traffic on Dynamite Blvd., Scottsdale Road and Pima Road - all of which will continue to increase;** need several traffic circle on Dynamite east of Pima Rd.; congestion in downtown Scottsdale during High Season
- 2) Traffic volume east of the 101 on Shea. **This corridor should not have 1000s of additional multi family dwellings built west of 96th St.**
- 3) Too many new apartments & condo projects being approved by the City of Scottsdale, which will only strangle our local traffic problems with more congestion & overcrowd our schools.
- 4) Our increase of Traffic is due to the horrible decisions on the approval of too many high density multi family units!!! The code of 60  has not been adhered to...this is ruining our wonderful city.
- 5) **Uncontrolled growth means too much traffic on streets like Shea.** Needs to be light rail to go to downtown Phoenix for sports and theater— driving is difficult and parking is expensive.
- 6) too much traffic in area where high density housing is being built in Apartment/Condo Mile
- 7) Traffic in South Scottsdale is a nightmare. Stop building Condos without parking and road expansion.

Parking

- 1) Lack of downtown parking
- 2) speeding, red light runners, double parking in old town, illegal crossing by pedestrians in old town, disconnected bike paths, no safe bike path in some areas (e.g., east part of shea), pedicabs not obeying rules
- 3) Old town driving and parking
- 4) Traffic Congestion and Parking unavailability in Downtown Scottsdale
- 5) Inadequate parking near Old Town
- 6) Time stopped at traffic signals! Lack of signal synchronization. Lack of right-hand turn lanes. Lack of left-hand turn signals. Lack of shaded parking.

Street Maintenance

- 1) Streets closed for maintenance
- 2) Poor road quality/maintenance
- 3) Poor road quality, lane painting and signage
- 4) Potholes and uneven streets, constant tearing up of good streets what a waste of money.

Other

- 1) idk
- 2) Homeless people
- 3) Construction on Loop 101 - but that belongs to ADOT
- 4) none
- 5) Waiting behind our empty Trolleys and Busse
- 6) Construction
- 7) Lack of SCHOOL BUS ROUTES to from north of Bell Road Scottsdale to High Schools -Desert Mountain district boundary should be extended further north of Bell Road.
- 8) none
- 9) Too many bicycles
- 10) I don't experience any challenges when traveling in Scottsdale.
- 11) Roundabouts
- 12) cyclists on roads with speed limits over 40 mph
- 13) Need more electric chargers

Attachment 4

What transportation improvement(s) would encourage you to more frequently use a mode of travel besides driving?

Note: Yellow highlights indicate multiple topics from a single respondent

High Capacity Transit

- 1) Light Rail
- 2) Light rail
- 3) light rail that goes from downtown Scottsdale to downtown Phoenix, Sky Harbor and ASU
- 4) a more complete public transportation system that connects to other valley cities
- 5) Rail to north Scottsdale from downtown
- 6) Want a light rail line connection on Scottsdale road, with strategic car parks. I want and need to use a light rail to go to ASU, downtown Phoenix, old town/ river front in Scottsdale, Kierland, and Grayhawk. Even Mesa figured out the value of connecting to the light rail. I want to drive my electric vehicle to Scottsdale road, then travel worry free to the above location like in Europe.
- 7) **TIE INTO LIGHT RAIL SYSTEM**; OFFER OTHER OPTIONS NORTH OF CAP; CLOSE SOME STREETS IN OLD TOWN TO ENCOURAGE WALKING
- 8) If the Light Rail came farther north. Otherwise I don't think anyone in North Scottsdale would actually use the bus.
- 9) Light rail
- 10) Light rail or street car
- 11) Light rail
- 12) Light rail
- 13) Light rail
- 14) Frequent, reliable, clean public transit specifically including light rail or, at a bare minimum, Bus Rapid Transit (BRT) routes
- 15) timely and clean buses & shuttles, **some type of rail system (a must)**, bike lanes to use where you don't feel like you'll be run over
- 16) bus rapid transit
- 17) something time efficient to get me to Chandler and back
- 18) Light rail
- 19) Trains
- 20) Light rail.
- 21) Light rail
- 22) Light rail
- 23) Street car in Old Town
- 24) Need light rail to Phoenix from Scottsdale, it's shameful the NIMBY people have kept it out!
- 25) Car pool and **Light rail. I already use the Valley Metro buses, and they are great, but light rail would attract higher ridership.**

- 26) Light rail
- 27) Light rail. Pedestrian zones.
- 28) More reliable, safe, and ecologically sensitive bus service with dedicated lanes would provide better connections for intermodal transportation usage. I am trying to ride my ebike more since I retired, not just for sporting activities but as a substitute for my second car. Providing shade and airconditioned bus shelters combined with faster point to point bus service utilizing dedicated lanes would start to move the needle for segments of the population who prefer not to own or operate cars due to expense or environmental considerations.
- 29) Electric buses or light rail
- 30) Light rail north to south, especially for special events, shopping, and night life.
- 31) For daily errands such as shopping, suburbia was built for cars. However, I would love to use a light rail for trips to "town" for dinner out, a concert, theatre, sporting event, an afternoon to craft fair, etcetera. Easier than searching for parking. I prefer light rail to bus. They are easier to get on and off and feel less stuffy.
- 32) I'd like to give you a long involved answer here, but just to summarize - implement a good public transportation system. One that involves very little or no waiting. One that will get you from any point to any other point in the city. It could involve underground. It could involve self driving vehicles. It could involve above ground. Whatever it is, all modes must interoperate. There are designed solutions out there today - look into them. Don't try to invent - find a good solution and implement.
- 33) Light rail in South Scottsdale connecting to Phoenix & Tempe
- 34) after losing my car and could function albeit limited destinations North. If we can get through this Covid nightmare I'd definitely use more but we need shaded stops! A monorail akin to what is being built in San Firho County would be nice ...I know that's a biggie ...st least we're not near major fault lines!
- 35) Light rail connections in south Scottsdale and old town
- 36) Better walkability, especially downtown. Better bicycle parking - secure, shaded, suitable for a park your bike and go shopping, to galleries, or dinner without worrying about it. Bikes can be very expensive. Bike valet lots or stations? Bike lockers or corrals? LIGHT RAIL!
- 37) we need connectivity to the. light rail for our workers, residents and visitors. we should be strategizing on the use of modern. trolley - a smaller and less impactful rail system.
- 38) For bus or high speed train link, resident rates and more access points. For bikes, designates lanes for safety.
- 39) Public transportation would be a welcome option IF the transports were electric, safe--enforced passenger rules including masking, etc. I grew up on public transportation in New York City - simple and easy. The Tempe modern street car is a good alternative.
- 40) light rail and expand existing transportation to North Scottsdale
- 41) Light rail
- 42) Something that would be closer to a train service instead of a bus
- 43) Something like light rail system
- 44) Light rail and more buses.

Bus Service

- 1) a more complete public transportation system that connects to other valley cities
- 2) Better and faster bus schedules and trip planner. Also safe bike lanes.
- 3) TIE INTO LIGHT RAIL SYSTEM; OFFER OTHER OPTIONS NORTH OF CAP; CLOSE SOME STREETS IN OLD TOWN TO ENCOURAGE WALKING
- 4) Extend bus service to North Scottsdale
- 5) Better bus services would help, but I am not much of a driver anyway.
- 6) Better safety on buses and routes that go farther north in Scottsdale (eg, reach Scottsdale and Frank Lloyd Wright).
- 7) More trolley and bus service
- 8) Higher frequency with fewer transfers
- 9) timely and clean buses & shuttles, some type of rail system (a must), bike lanes to use where you don't feel like you'll be run over
- 10) More frequent and direct Bus transit in the outskirt areas north of Shea including using the Trolley.
- 11) More frequent busses, ALL bus stops need to be covered with seating. I cannot believe that with the extreme weather in Arizona not every stop has protection from the sun. How would you like to wait 30 minutes in the summer heat? It's a health and safety issue.
- 12) Buses, trolleys, not light rail.
- 13) Better located transit stops
- 14) availability.... more bus or trolley stops
- 15) Electric buses or light rail
- 16) More convenient transit stops
- 17) Improved public transportation to get riders within an hour from point to point. Cleaner bus stops, more frequent buses, improved connections between bus routes,
- 18) Any Public transportation in far N Scottsdale. As the population in this area ages we must either move or be confined to our homes. Ever heard of aging in place? It can't happen here unless you think I have enough money to hire a driver. Under current circumstances it's clear you don't want us here.
- 19) I'd like to give you a long involved answer here, but just to summarize - implement a good public transportation system. One that involves very little or no waiting. One that will get you from any point to any other point in the city. It could involve underground. It could involve self driving vehicles. It could involve above ground. Whatever it is, all modes must interoperate. There are designed solutions out there today - look into them. Don't try to invent - find a good solution and implement.
- 20) after losing my car and could function albeit limited destinations North. If we can get through this Covid nightmare I'd definitely use more but we need shaded stops! A monorail akin to what is being built in San Firho County would be nice ...I know that's a biggie ...st least we're not near major fault lines!
- 21) Absolutely not fixed rail...shade at bus stops or bring back misters
- 22) Have public transit within a reasonable walk from home.
- 23) Park and ride area

- 24) For bus or high speed train link, resident rates and more access points. For bikes, designates lanes for safety.
- 25) Public transportation would be a welcome option IF the transports were electric, safe--enforced passenger rules including masking, etc. I grew up on public transportation in New York City - simple and easy. The Tempe modern street car is a good alternative.
- 26) Already use the circulators and Valley Metro to travel to d/t Phoenix daily. Higher frequency and closer timing between connections would be a huge inducement, no one wants to wait 20-30 minutes in blazing heat or pouring rain to catch each leg of the journey, turns a simple 10 mile trip into an hour to an hour and a half slog.
- 27) light rail and expand existing transportation to North Scottsdale
- 28) Improved transit frequency, at least during peak travel times
- 29) More "park and ride locations just outside the city, with improved bus/local transit options.
- 30) Transit
- 31) free or reduced bus/light rail passes to residents, expand the Cab Connection Program, start a ride share program.
- 32) More public transportation
- 33) SIDEWALKS ON 115th street between Happy Valley & Jomax, SIDEWALKS on Happy Valley East of Alma School, express bus from North Scottsdale to Sky Harbor - speed cameras
- 34) EXPRESS BUS FROM NORTH SCOTTSDALE TO SKY HARBOR....
- 35) Protected bike lanes, frequent bus service
- 36) More shade at bus stops
- 37) Light rail and more buses.

Trolley Service

- 1) More Trolley routes
- 2) Increase Trolley use, especially North of Pinnacle peak road
- 3) Trolley routes in to old town Scottsdale on event nights with later run times (ending at 11 or 12).
- 4) Expanding Ollie service
- 5) More and expanded trolley routes. Show people they are there and benefits of using them.
- 6) Trolley service larger area
- 7) Reinstating free city shuttle and city bus service. Several stops have been closed at major intersections.
- 8) More trolley and bus service
- 9) timely and clean buses & shuttles, some type of rail system (a must), bike lanes to use where you don't feel like you'll be run over
- 10) More frequent and direct Bus transit in the outskirt areas north of Shea including using the Trolley.
- 11) Buses, trolleys, not light rail.
- 12) Better located transit stops
- 13) availability.... more bus or trolley stops
- 14) More convenient transit stops

- 15) To actually have a time schedule...over 5 yrs have walked to end point because bus not scheduled on a time schedule
- 16) Absolutely not fixed rail...shade at bus stops or bring back misters
- 17) Have public transit within a reasonable walk from home.
- 18) Already use the circulators and Valley Metro to travel to d/t Phoenix daily. Higher frequency and closer timing between connections would be a huge inducement, no one wants to wait 20-30 minutes in blazing heat or pouring rain to catch each leg of the journey, turns a simple 10 mile trip into an hour to an hour and a half slog.
- 19) More trolleys in old town
- 20) More "park and ride locations just outside the city, with improved bus/local transit options.
- 21) Bring the trolleys back for transit though old town
- 22) Transit
- 23) More public transportation
- 24) Besides equipping every bus stop with a bench and canopy, I would really appreciate an effective element of rider-security at the bus stops and onboard the public transit vehicles (perhaps 24/7 security cameras). Disruptive pedestrians and transients congregate at many bus stops and cause problems of social misbehavior and physical threats. I see transients, mentally ill persons, drug users using the bus stops for sprawling and sleeping on the seats and benches at bus stops - Mustang Transit Center & Tatum/Shea Blvds are two examples.
- 25) More shade at bus stops

Bike/Pedestrian System

- 1) Safe street crossing for walkers and bicyclists. Enhanced walking paths with some shade and benches occasionally.
- 2) Add separated bike lanes in North Scottsdale. Forget about adding trains and buses there.
- 3) More bike lanes
- 4) I walk a lot
- 5) Better and faster bus schedules and trip planner. Also safe bike lanes.
- 6) Wide bike lanes free of utility obstructions.
- 7) TIE INTO LIGHT RAIL SYSTEM; OFFER OTHER OPTIONS NORTH OF CAP; CLOSE SOME STREETS IN OLD TOWN TO ENCOURAGE WALKING
- 8) I love the Indian Bend Wash bike trail, and love what has been done here. :)
- 9) TREES and expanded sidewalks away from vehicles - shaded areas so that we can utilize the sidewalks.
- 10) More shade structures, more pedestrian / bicycle only streets and alleys, access to lightrail, etc
- 11) For old town I would shut down Scottsdale road to just pedestrians.
- 12) More buffered bike lanes.
- 13) More separated, buffered or protected bike lanes
- 14) pedestrian bridges over 101
- 15) Biking paths adjacent (not directly a part of) to roads

- 16) Improved cycling infrastructure focused on safety of cyclists and improved right-of-way instruction to users of all modes of traffic.
- 17) paths that go under or over busy roads
- 18) Shaded tree lined multi-modal paths for skateboards/bikes/peds that are separated from traffic by a landscape strip with shrubs to buffer and provide a level of safety.
- 19) I use the Greenbelt very often so any more access or openings to that I think will constantly be used - it's always busy (which is wonderful) I won't bike by cars so even if you took traffic lanes away or added a bike lane right next to traffic, I still wouldn't use it because I don't feel comfortable riding next to cars.
- 20) Safer bike infrastructure, fewer stroads, more obvious crosswalks to encourage yielding to pedestrians
- 21) Keep building paths under roads so bicycles and pedestrians don't have to stop at intersections, and both on and off street paths and lanes
- 22) Scottsdale could/should be a great city for biking/e-biking. The greenbelt should be developed to support greater bike traffic, and to support e-bikes. At about 15 miles long, and reaching from Cactus all the way south to Tempe, this thoroughfare could be an amazing conduit for pedal traffic, as one could travel along it and then "branch off" to easily reach anywhere in Scottsdale from Cactus Road to Tempe. To do this, it needs a wider path (or a second path), and a few (but not many) additional street crossings with either tunnels, bridges, or HAWK lights.
- 23) More trails.
- 24) More bike lanes.
- 25) less crossing of streets using a bike - build underpass/overpass to avoid using crosswalks
- 26) A more walkable downtown that is dense and full of amenities within walking and biking distances.
- 27) walk
- 28) Expand and divide the Greenbelt path into two sections - one side for eBikes, scooters and the other for pedestrians, strollers etc.
- 29) More walking paths
- 30) timely and clean buses & shuttles, some type of rail system (a must), **bike lanes to use where you don't feel like you'll be run over**
- 31) Protected bike lanes
- 32) Slow down traffic through traffic calming processes.
- 33) More (and better) bike lanes
- 34) I'm a cyclist and would bike a lot more if I could cross Scottsdale Rd. easily in route to Hayden, the green belt. Although there are bike paths, there's too much traffic to use them safely.
- 35) Bike lanes that are maintained and have some sort of Barrier between it and regular driving lanes.
- 36) Bright green painted segments for alternative travel and guard railing
- 37) Separated from traffic bike path and sidewalk
- 38) Bike PATHS not lanes. It made no sense to reduce the number of eastbound traffic lanes on Indian School from 64th st to 68thst adding a bike lane. It is way to dangerous to ride a bike alongside of that traffic. There is a multiuse path right next to it away from the traffic. Bike riders want PATHS, not lanes.

- 39) Bike lanes with raised traffic dividers, please! I've already started biking to work some days, am looking at an e-bike, and am definitely cautious about my routes as many of the main streets don't feel safe for bicycling.
- 40) Separated bike lanes and a bike underpass below Hayden to connect Chaparral Park to the Indian Bend Wash Bike Path.
- 41) Bike lanes
- 42) Bicycle
- 43) Bike lanes
- 44) Light rail. Pedestrian zones.
- 45) More and safer bicycling networks.
- 46) Total separation from automobiles. Will not ride along side 5000 lb traffic competition with only a strip of paint as my protection
- 47) SAFE BIKE PATHS
- 48) Pedestrian amenities with wide sidewalks separated from curb, landscaping/shading. Consistent pedestrian scaled lighting. More bike paths.
- 49) Protected and shaded bike lanes, priority given to most vulnerable users, beg buttons should be outlawed especially during this covid deal.
- 50) Paved paths would increase safety and encourage walking
- 51) Wider sidewalks and a larger buffer between walking/biking areas and car traffic on moderate to busy streets. For example: many parts of Miller rd between Osborn to mcdowell and Thomas rd have narrower sidewalks that make walking feel unsafe. Especially during busy traffic times which seem to occur more frequently now.
- 52) Expanded bike routes on or off street
- 53) Anything and everything, alternatives are great. My favorite way to get around is walking, and the limiting factor is heat and infrastructure. There's plenty of nice sidewalks around Scottsdale but higher densities & mixed use development are often uncommon. What's really surprising to me is the sheer power of a continuous line of street trees over a sidewalk to make walking in 100+ degree heat comfortable. If only we could divert the Hayden-Rhodes aqueduct to Old Town and set down a little forest canopy over it all. For public transportation, I'm all for it. To be used though, it needs frequency, speed, and reliability. I haven't used Scottsdale's buses very often so I'm not really in any place to compare how they are doing.
- 54) Protected bike lanes, raised intersections, more shaded rest areas, and more traffic calming on side streets.
- 55) Better walkability, especially downtown. Better bicycle parking - secure, shaded, suitable for a park your bike and go shopping, to galleries, or dinner without worrying about it. Bikes can be very expensive. Bike valet lots or stations? Bike lockers or corrals? LIGHT RAIL!
- 56) Safe off road paths
- 57) Protected bike lanes on common roads (the new lanes on Indian School are perfect), wider paths so that cyclists and walkers have enough room, fewer double crosswalks on the Arizona Canal path (at Indian School and at Thomas)
- 58) More efficient bike routes.

- 59) For bus or high speed train link, resident rates and more access points. For bikes, designates lanes for safety.
- 60) less apartments and better walkability to restaurants and stores.
- 61) Safe pedestrian walkways.
- 62) Designated ride share pick up and drop off locations. Central hubs for rental scooters and bikes. They can still be dispersed throughout Downtown. However, a few central points that are identified as main hubs would be nice. Designated walk streets. Bike lanes where possible.
- 63) Live/work/play developments downtown, Airpark, and Scottsdale rd/loop 101 corridor
- 64) Walking
- 65) Better/New bike trails.
- 66) I would love to bicycle if I could do it safely. In other words NOT just a painted strip on the side of the road as a bike lane. That is fine for a residential road, but not a busy road like Haden. Most "multi-use paths" have been taken over by pedestrians and no longer safe to bicycle on. On a related subject START ENFORCING THE "NO CELL PHONE WHILE DRIVING" laws!!!!!! I can't believe how many people texting on a phone swerve into my lane or drive way under the speed limit.
- 67) Bike lanes with a separation from traffic lanes
- 68) larger bike lanes in North Scottsdale
- 69) Pedestrian and bike under it over passes. Crosswalks are unsafe due to poor drivers
- 70) Reduce size of roads like the did on Mill Ave
- 71) Yes. I prefer bicycling but I wont risk much so avoid many routes due to lack of safe bicycling infrastructure. For this reason I usually limit my bicycling to bike paths.
- 72) More bike locks and bike lanes
- 73) More protected bicycle lanes
- 74) Bike lanes
- 75) Better delineation of bicycle lanes. Some so-called bicycle lanes are really merely wide shoulders, such as those identified as bicycle lanes on Dynamite Road and Pima Road in North Scottsdale. They also lack signage to remind drivers to maintain 3 feet of separation. There needs to be more rigorous enforcement of the 3 feet rule by law enforcement. I have repeatedly been cut off/run off the road by drivers and when I call Scottsdale police to make a report, the response has been to suggest that I find another place to cycle!
- 76) Better designated paths - protected from car traffic
- 77) SIDEWALKS ON 115th street between Happy Valley & Jomax, SIDEWALKS on Happy Valley East of Alma School, express bus from North Scottsdale to Sky Harbor - speed cameras
- 78) More bike lanes, more distinguished and visible lanes for bike travel, more signs pointing to bike right of way.
- 79) Deeper learning on cycling recognition software at intersections.
- 80) Protected bike lanes, frequent bus service
- 81) More benches in walking areas
- 82) Wider bike paths
- 83) separated/protected bike lanes, better right of way to pedestrians and cyclists
- 84) (painted crosswalks), and design that makes drivers go slower
- 85) bike lane protective barriers

- 86) Frankly I bike more than drive - then biking in the cit is fine.
- 87) More bike route options

Transit Alternatives/Micro Transit

- 1) Free or discounted Uber/Lift
- 2) A denser transit network; more frequent service; smaller, more efficient, and more numerous vehicles (I have never seen a Valley Metro bus or Scottsdale "trolley" that was even close to full). Something very basic has to change.
- 3) commuter vans
- 4) Senior transportation
- 5) Would have to be immediately available 24x7, cost effective (direct charge + tax loading), and provide door-to-door service. Automated cars may provide such a solution someday. Existing media do not work.
- 6) Being too hot most of the year to walk or bicycle, what's the realistic alternative??Integration of autonomous vehicles.
- 7) Affordable ride share / driverless taxis
- 8) Free or inexpensive non-polluting bus or van services.
- 9) reduced fee Uber or Lyft rather than Trolleys or busses.
- 10) **Car pool** and Light rail. I already use the Valley Metro buses, and they are great, but light rail would attract higher ridership.
- 11) Transit is not flexible by definition -- and that's the biggest drawback for me.
- 12) **Designated ride share pick up and drop off locations. Central hubs for rental scooters and bikes. They can still be dispersed throughout Downtown. However, a few central points that are identified as main hubs would be nice.** Designated walk streets. Bike lanes where possible.
- 13) Electric driverless ride-share vehicles.
- 14) free or reduced bus/light rail passes to residents, **expand the Cab Connection Program, start a ride share program.**
- 15) A personal, on-demand transit alternative that took me origin-to-destination without intermediate stops and is free from roadway congestion.
- 16) Realistically I'm not likely to use public transportation given I have 3 kids to get around, but I would consider it when I'm older and less likely to want to drive. If there was a smaller bus option (more like a van versus a bus) I would consider it.

None

- 1) None that I know of right now.
- 2) None
- 3) None
- 4) None
- 5) Nothing

- 6) None
- 7) None.
- 8) Nothing
- 9) None
- 10) None
- 11) None...prefer to drive so stop with the multi family apartments.
- 12) None
- 13) None as heat makes it to difficult for many months of the year to rely on walking or using a bike or waiting for a bus
- 14) None
- 15) None. Cars are the primary mode of transit.
- 16) None. Cars are the primary mode of transit.
- 17) None
- 18) None. Please focus on less people in the city (ie less apartments) and stop trying to manage our lives and transportation uses.
- 19) None
- 20) None I can think of
- 21) None
- 22) I know Light Rail isn't going to happen. So, I have no idea.
- 23) None
- 24) None. This survey is in support of some type of rail system. Forget it. Bad idea. Wasteful.
- 25) none, driving is superior to all other forms of transportation in every single way.
- 26) Nothing. I'm never considering sitting outside in 120 degree weather waiting for a bus and will not bike either. This is a car-driven environment.

Other

- 1) This answer is highly dependent on where one lives. In Far North Scottsdale, its cars, period. In general, this city was not built around public transportation.
- 2) Not sure
- 3) I live too far from a main road to use a mode of transportation other than driving.
- 4) convenience and cost
- 5) No opinion
- 6) Can't think of a one...
- 7) I don't know. I'm not an urban planner.
- 8) Get rid of the homeless people. I won't bicycle or walk because they are threatening
- 9) THIS IS PHOENIX. ITS 110 degrees 9 months out of the year. There are no other significant "modes of travel". Let's put those big ,supposedly educated, brains to better use.
- 10) Not sure
- 11) N/A

- 12) I live in Far North Scottsdale. Frankly, I avoid going south beyond Shea Blvd as many major stores are closer if I travel 5 miles north or west.
- 13) More accessibility to businesses on main roads
- 14) Please do not include Valley Metro as Scottsdale does not need it
- 15) PROVIDE MORE SCHOOL BUS ROUTES to from north of Bell Road Scottsdale to High Schools - Desert Mountain
- 16) Love, love the Scottsdale Trolley! I needed to use app
- 17) The vast majority of my travel requires a vehicle.
- 18) Pedestrian and biker safety awareness of drivers
- 19) No comment
- 20) I have lived in cities with excellent mass transit and at points in my life have happily not owned a car. That is not possible here.
- 21) Ability to enter area only via alternate travel mode

SCOTTSDALE TRANSPORTATION & STREETS IS ON THE MOVE...

Scottsdale's Transportation Action Plan (TAP) 2021 provides an overview of Scottsdale's current transportation infrastructure, as well as a roadmap for Scottsdale's transportation future. It includes the objectives, policies, values and guidelines to inform transportation decisions moving forward, along with a prioritized implementation plan to preserve and improve how we get around Scottsdale--whether by foot, bus, bike, vehicle, motorcycle, scooter, horse, or something yet to emerge--over the next 10 years.

Since Scottsdale drafted its first plan in 2008 and revised it in 2016, there have been significant shifts in community priorities, city leadership, traffic patterns, technology and funding. More people, for example, are interested in bikeways, trails and other amenities that support non-motorized modes of transportation. Despite additional development over the last 20 years, travel demand has not grown as much as projected. And new technology, such as adaptive traffic signals and autonomous vehicles, is reducing congestion. Several projects that made sense in 2008 have become unnecessary, infeasible or unaffordable in 2021.

HOW TO NAVIGATE THIS SITE

The plan is divided into transportation elements, which you can navigate to with the top menu. Also included in the menu are an implementation plan and a list of the figures included throughout the site.

Within each element section you'll find relevant goals, policies, performance measures, classifications, figures, and ongoing data collection.

...from Master Plan to ACTION PLAN.

The first notable difference with the 2021 plan is renaming it an "Action" plan rather than a "Master" plan. While a new name may seem like an insignificant change, it reflects an important shift in priorities.

When the 2008 and 2016 master plans were written, Scottsdale still had many locations in need of additional infrastructure, including roads, traffic lanes, paths, trails, and transit routes. A "master" plan that attempted to envision all that could and should be built over the next 20 to 30 years made sense. Now, most of the improvements included in the first two plans have either already been built, will be completed in the next five years or are no longer practical or feasible. The concept of a "Master" plan has become too rigid, too prescriptive, and too impractical to keep up with changing understanding, priorities and technology.

...from planning more to PLANNING SMARTER.

The 2021 "Action" plan eliminates a one-size-fits-all approach, replacing it with smarter, more flexible policies and planning that enable adaptability to Scottsdale's character areas [link to section below], changing technology and opportunities to leverage funding and coordinate projects.

For example, the TAP 2021 no longer includes policy dictating access to a path within a half mile of every home. While that might make sense in the Scottsdale's more urban character area, it's impractical in a character area of planned communities that have walls blocking access to the paths.

A rigid implementation plan that stipulates use of a certain type of technology that may become outdated has been replaced with a plan that includes pilot programs to continually evaluate and consider emerging technology.

Finally, the more rigid approach of narrowly defining funding for projects has been replaced with an approach that encourages saving money and time through departmental, interdepartmental and inter-agency coordination.

SCOTTSDALE CHARACTER AREAS

Scottsdale spaces range from rural to urban and from residential neighborhoods to employment and entertainment hubs, each with its own unique travel characteristics and demands. A comprehensive transportation plan must provide guidelines and policies that remain flexible enough to be adaptable to the diverse needs of these areas. [include maps of labeled areas]

Southern Scottsdale

Southern Scottsdale is a mix of commercial properties, small-scale neighborhoods and high-density housing. The mixed-use community is historical, progressive and diverse. The area is well-connected to surrounding cities and encompasses Old Town, making it a good area to live, work and visit. The higher population density precipitates the need for well-connected transit options, pedestrian facilities and bikeways.

Planned communities

Central Scottsdale includes many premier planned communities, such as McCormick Ranch, Gainey Ranch, DC Ranch, McDowell Mountain Ranch and Grayhawk, among others. These neighborhoods, include extensive paths and bikeways and are also well connected to neighboring cities. The area also includes WestWorld and Frank Lloyd Wright's Taliesin West.

Northern Scottsdale

Northern Scottsdale is lower-density and rural in places, bordering the McDowell Mountain Preserve to the east. Rugged desert landscaping predominates, and trails replace sidewalks in many areas, serving both pedestrians and equestrians.

Old Town/Downtown

Encompassed within southern Scottsdale, Old Town Scottsdale is a premier visitor and employment destination with shopping, restaurants, bars, resorts, hotels, special events, Civic Center and art galleries and museums. The area attracts urban dwellers with condo and apartment housing options. The area is well-connected to surrounding areas by transit and the Indian Bend Wash and Arizona Canal shared-use paths.

Airpark and Employment Corridor [need more info]

The Scottsdale Airpark is the third largest employment center in the Valley. Traffic congestion for those commuting both in and out of Scottsdale remains a transportation concern.

...from building more to PRESERVING AND IMPROVING WHAT WE HAVE.

With less need to plan and build new infrastructure, the TAP 2021 also prioritizes preserving and improving what we already have. The plan includes renovating infrastructure to meet modern acceptable safety and comfort standards that may have changed from when infrastructure was first built, such as meeting modern Americans with Disabilities Act (ADA) standards, widening shared use paths and adding shade for pedestrian and bicyclists. The plan also focuses on closing gaps within the paths, trails, bikeways and transit systems and improving regional connectivity and includes maintenance plans for pavement, paths, trails, and streetlights to extend their life and reduce cost over time.

...from prioritizing cars to PRIORITIZING PEOPLE.

Over the past 13 years, the city has widened roads to accommodate more traffic and built out roads to new development. More recently, however, traffic growth has slowed, and more people are valuing open space over more development.

The TAP 2021 prioritizes safe and accessible travel for all transportation users and supports active transportation for a healthier, more active lifestyle. One of the most notable changes with the TAP 2021 is a reclassification of many of Scottsdale's streets to reflect reduced traffic volumes. While 5% of streets need additional capacity, many others have been reclassified to reduce the number of required lanes, enabling them to be transformed into "Complete Streets" [link] that are safer and more comfortable for bicycles and pedestrians.

Ultimately, encouraging and providing better access to multimodal transportation is a "win-win" as it also reduces traffic congestion for drivers and improves air quality for all of us.

TAP 2021 GOALS AND VALUES

The following goals and values guide the TAP 2021:

1. Prioritize people, safety and livability over motor vehicles and travel speed.
2. Improve accessibility for all types of transportation and transportation users.
3. Promote active and healthy living.
4. Support sustainability and cost savings by preserving and maintaining existing infrastructure.
5. Coordinate intradepartmental and interdepartmental projects and leverage funding to plan efficiently and economically.
6. Close system gaps and improve local and regional connectivity with path systems, trail corridors and transit routes.
7. Provide transportation options that support economic vitality.
8. Ensure flexibility that can respond to economic development, changing technology and shifting priorities.

9. Continually evaluate technology to innovate and implement safer, greener and more accessible transportation solutions.
10. Improve environmental sustainability with decisions, programs and policies that preserve open space, reduce traffic congestion and consume less non-renewable resources.

Additional goals specific to transportation elements are included in each section.

COORDINATION WITH SCOTTSDALE'S GENERAL PLAN

The TAP 2021 goals and values align with those of the *Scottsdale General Plan 2035* [Link to plan], which aims for a city with Exceptional Experience, Outstanding Livability, Community Prosperity and Distinctive Character.

TAP 2021 GUIDING POLICY

In each section are goals specific to the transportation system elements. Additionally, the following policy guides the TAP 2021 and the Transportation & Streets Department overall:

Transportation network shall maximize travel route choices, travel mode choices, and access and mobility for all ages and abilities.

NOTABLE PLAN UPDATES

Implementation Plan

Often there are more desired operational needs and projects than budgets and time allow. The following guidelines will be used to prioritize transportation investments:

1. Preserve, maintain and optimize existing infrastructure.
2. Meet Americans with Disabilities Act (ADA), air quality, water quality and other regulatory requirements.
3. Enhance safety and test new concepts and technology.
4. Provide transit service with minimum 30-minute frequency.
5. Develop capital projects with funding from outside sources.
6. Develop capital projects that are funded only by the City and prioritize non-motorized access.

Performance Measures

Specific Performance Measures to track progress have been added for each transportation element.

Specific Plan Updates by Element

Street

- Street reclassifications
- Updated street cross sections

Transit

- Bus boardings per revenue mile
- Bus boardings per revenue hour
- On-time performance

- Connectivity to transportation network

Bikeway

- Removal of infeasible and impractical projects
- Identification of system and regional connectivity gaps

Trail

- Identification of system and regional connectivity gaps
- Plan to improve connectivity to preserve
- Plan to improve trail connectivity in rural neighborhoods

Pedestrian

- Modify location of landscape trees to improve warm weather shade
- Adjust sidewalk widths in less densely developed or limited access areas

HOW TO GET MORE INVOLVED

The TAP 2021 attempts to facilitate community input into future transportation planning by providing a more accessible online reference that is easier to navigate and includes explanation and insight into transportation decisions and planning. The TAP 2021 is intended to serve not only transportation planners and engineers, but also Scottsdale citizens, business owners, and developers as future transportation decisions are made.

Following are several ways to provide input or get more involved with Scottsdale Transportation planning.

Serving on the Transportation Commission or the Paths & Trails Subcommittee

Serving on the [Transportation Commission](#) provides the opportunity for the greatest impact. The commission represents Scottsdale residents and ensures that public review and assessment are part of transportation planning, budgeting and decision-making. Commissioners meet 6 p.m. the third Thursday of every month. Terms are three years.

If you are more specifically interested in biking, equestrian or other active transportation, the [Paths & Trails Subcommittee](#) of the Transportation Commission offers another opportunity for you to get involved. The subcommittee meets at 8:30 a.m. the first Tuesday of every other month. Terms are three years.

For more information on application and appointment process for serving on the Transportation Commission or the Paths & Trails Subcommittee, visit the [Boards and Commission Vacancies page](#).

Providing comment at commission meetings

If serving on the commission or subcommittee isn't an interest or an option, you can always attend the commission meetings and/or provide public comment at them. [Subscribe to the Council & Public Meetings calendar](#) to be notified of upcoming meetings. You can also submit comments to the Scottsdale Transportation Commission through our [Transportation Commission Public Comment](#)

[webpage](#). If you are unable to attend meetings at the specified time, meetings are recorded and available on the [commission webpage](#), the [subcommittee webpage](#), or [Scottsdale's YouTube site](#).

Project meetings and public comment requests

Community members are also encouraged to attend public meetings and respond to requests for public comments for various projects. To stay abreast of these specific opportunities for public input, please subscribe to [Scottsdale Update](#). Opportunities are also regularly advertised on Next Door, and notices are mailed directly to homes or businesses for location-specific projects.

If you have a question or concern but are not sure where to start, contact Jennifer Banks, public information officer, at 480-312-7517.

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STREET ELEMENT

INTRODUCTION

The Street Element of the Scottsdale *Transportation Action Plan* includes information and guidance to provide an efficient and multi-modal street network for automobiles, trucks, transit, bicycles, pedestrians and in some corridors, equestrians. Different strategies, such as building or widening streets, reconfiguring existing streets and applying technology, are used to improve traffic flow.

The city's planned travel lane capacity for the arterial and collector street system (see below for street classifications) is largely complete. Out of 1,061 lane miles of classified streets, approximately 51 lane miles (5%) will be left to build after the Capital Improvement Plan spanning fiscal years 2021-22 through 2025-26 is completed (see Figure S-1). Ten of those lane miles are adjacent to neighboring jurisdictions that will likely help fund future construction, and 14 of the lane miles are expected to be built by future development.

A greater number of arterial and collector street system miles are missing "complete streets" components. Complete streets provide better accommodations for non-motorized uses and add safety features such as dedicated turn lanes and raised medians. Many street segments built more than twenty years ago also lack adequate sidewalks (typically six-foot minimum width), accessible corner ramps and bike lanes, components that are now standard with street design. In all, an estimated 78 miles (12%) of sidewalks and 132 miles (21%) of bike lanes are missing from arterial and collector streets where all travel lanes have already been constructed.

Over the years, some streets were built with too many lanes based on anticipated development patterns that ultimately did not occur. On other streets, creation of the McDowell Sonoran Preserve reduced capacity needs. In all, thirty-two lane miles can be converted to non-auto uses by restriping or narrowing the street. Narrowing the distance between the outside curbs will be considered when the remaining travel lanes will continue to operate at 75% or less of capacity (7,500-10,000 vehicles per lane per day, depending on number of lanes, land use and access conditions).

The Street Element supports creating a safe and efficient roadway system. As the street system continues to age, preventive maintenance and repair and/or replacement of pavement, concrete, traffic signals and streetlights will need to be prioritized.

GOALS

- 1) Emphasize traffic safety, livable streets and multi-modal community access over rapid traffic throughput.
- 2) Develop and manage the street network in a manner that places reliance on maintaining existing infrastructure and improving the efficiency of the existing system before adding new roadway capacity.
- 3) Maintain and improve multi-modal circulation by narrowing roadways where appropriate; including alternative modes of transportation when widening roadways; using existing and future Intelligent Transportation Systems technology and access control to manage traffic flow; and identifying major and minor intersections for capacity and safety improvements.

- 4) Provide a framework for the development of a transportation system for Scottsdale that is based on the complete streets concept, where streets are designed and constructed in a manner that supports comfortable usage by all travel mode types.
- 5) Minimize heat island effects by reducing existing pavement where traffic demand is less than previously planned and experimenting with paving technologies that reduce daytime heat absorption and nighttime heat radiation.

POLICIES

- 1) Complete Streets: Provide sufficient right-of-way and design, operate, and maintain Scottsdale's streets to promote safe and convenient access and travel for users of all types: pedestrians; mobility-assisted; bicyclists; transit vehicles and riders; equestrians; cars; and trucks. Provide facilities and amenities that are recognized as contributing to complete streets, including roadway and pedestrian-level street lighting; pedestrian and bicycle safety improvements; access improvements in accordance with ADA; transit facilities accommodation, including but not limited to pedestrian access improvement to transit stops; street trees and landscaping; and street furnishings that are sensitive to the local context.
- 2) Traffic Safety: Collect, analyze and report on traffic collision data on a regular basis and develop remediation measures to address high frequency and high volume collision locations.
- 3) Roundabouts: Roundabouts shall be the first consideration for all intersections of one- or two-lane-per-direction streets that require all-way stop control. Traffic signals should only be installed or remain if a traffic or budget analysis justifies their advantage.
- 4) Roadway Restriping: Improve on-street bicycle accommodation and bicycling and pedestrian comfort through striping changes that consider historic and forecasted motor vehicle traffic, center turn lane requirements, existing pavement width and existing lane widths. This restriping protocol will typically be applied when roadways are being treated through standard pavement preservation applications and will incorporate buffered bike lanes where feasible.
- 5) Neighborhood Traffic Management: Protect Scottsdale's residential neighborhoods from excessive vehicle travel speeds and cut-through traffic.
- 6) Truck Routes: All planned four lane or larger streets are considered truck routes, unless noted as an exception. Neighborhood/local system routes will not be considered for truck route designations.
- 7) Intelligent Transportation Systems (ITS): Support the ITS strategic plan to coordinate signals; integrate freeway and arterial operations; improve traffic progression; reduce incident clearance times; and enhance special event traffic management. Also recognize the need to balance traffic flow with improved pedestrian, bicycle and transit flow on some corridors.
- 8) Access Management: Define acceptable levels of access for each roadway classification to preserve

its function, including criteria for the spacing of signalized and unsignalized access points. Apply and enforce appropriate geometric design criteria and traffic engineering analysis to each allowable access point. Specific access management criteria shall be included in the City's *Design Standards & Policies Manual* (DS&PM), which is updated on a regular basis and approved by the city's Design Review Board.

- 9) **Roadway Character Types:** Identify roadway corridors as either urban, suburban or rural. Urban street areas are located in Old Town Scottsdale, where pedestrian activity is likely to be the highest and alternative modes of transportation are more likely. Suburban street areas often have separation between residential and commercial or employment uses. Generally, the suburban designation is for roadways south of Pinnacle Peak Road. Rural street areas are desert or low-density land use areas where commercial and employment activities are more limited, and equestrian activity is greater. Generally, roadways north of Pinnacle Peak Road are identified as rural.
- 10) **Roadway Noise Abatement:** Roadway noise levels considered for mitigation shall be consistent with the Arizona Department of Transportation's 2017 Noise Abatement Requirements. The ADOT standards are required by Federal law (Code of Federal Regulations – 23 CFR 772) to match the Federal Highway Administration's noise standards. These standards consider noise abatement when there is an increase of 15 decibels (dBA) in the model-predicted roadway noise levels over existing noise. levels occurs and/or the predicted noise level is at or above 67 dBA.

STREET SYSTEM/FUNCTIONAL CLASSIFICATION

The street system consists of a hierarchy from local streets (smallest capacity) to collector streets to arterial streets (largest capacity). These functional classes establish a common understanding of the use of the street and its character, regulate access from adjacent properties and determine how the costs of new street construction are shared between the city and surrounding properties. Location within areas of the city designated as Environmentally Sensitive Lands (ESL) is also a factor in street classifications.

Over the years, the three functional classes have evolved into a set of 20 sub-classifications as shown in Table S-1. Only the arterial and collector categories are identified on published maps. The character designations (rural, suburban and urban) are determined during the design review process. Location within areas of the city designated as Environmentally Sensitive Lands (ESL) is also a factor in roadway classifications.

Figure S-1

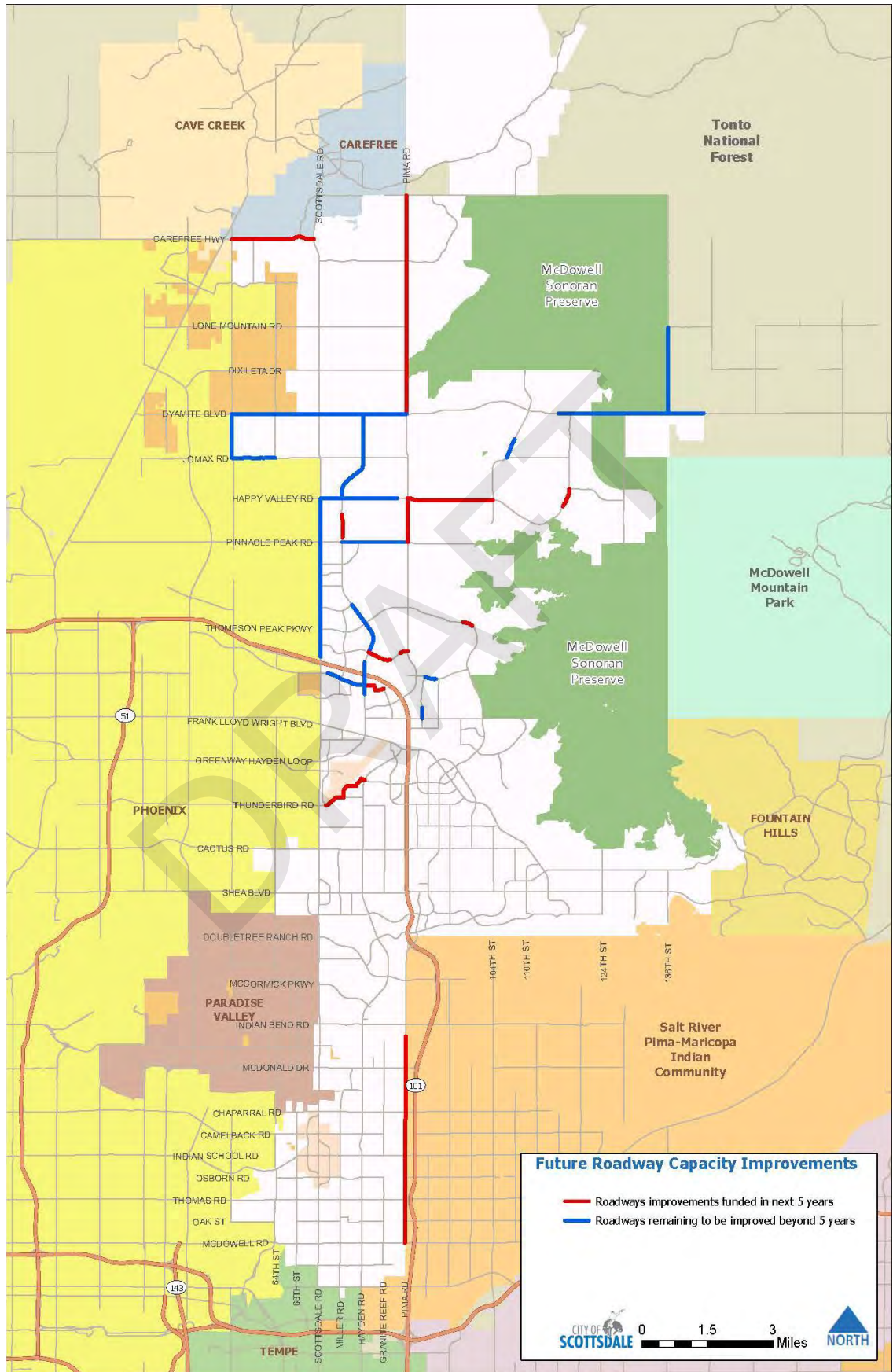


Table S-1

Functional Classification Categories	
Street Type	Character
Major Arterial	a) rural b) suburban c) urban
Minor Arterial	a) rural/ESL b) suburban c) urban
Major Collector	a) rural/ESL b) suburban c) urban
Minor Collector	a) rural/ESL with trails b) rural/ESL c) suburban d) urban
Local Collector	a) rural/ESL with trails b) rural/ESL c) suburban
Local Residential	a) rural/ESL with trails b) rural/ESL c) suburban
Local commercial/industrial	

Major and Minor Arterials

Arterial streets have raised medians, provide regional continuity and provide for long-distance traffic movements. Coordinating regional networks maintains continuous and useful links between Scottsdale and its neighbors. Major arterials stress traffic movement while minimizing local access. Minor arterials also stress traffic movement, but moderate access is provided to adjacent land uses. Access is controlled primarily through the raised medians, as well as by the spacing and location of driveways and intersections. Arterial streets generally serve higher traffic volumes (20,000–55,000 average daily trips [ADT]) than collector streets.

Major and Minor Collectors

Collector streets provide for shorter distance traffic movements and connect arterial and local streets. Collectors serve medium traffic volumes (5,000–32,000 ADT) and balance prioritizing access to adjacent commercial and residential land uses and travel efficiency.

Local Collector, Residential and Commercial/Industrial Streets

Local streets provide direct access to adjacent land uses, provide access to the collector street system and accommodate lower traffic volumes (usually less than 5,000 ADT) and travel speeds. Traffic calming can be considered on local streets.

Street Classification Map

Figure S-2 presents the recommended functional classification system for all arterial and collector streets in the city. Arterials and collectors are also designated as either major or minor. Minor collectors are further designated as having a center turn lane or not. The number of lanes ranges from two on a minor collector to six on a major arterial.

Table S-2 lists planned changes to street classifications and Table S-3 lists minor collector segments that would not require a center turn lane.

Table S-2

Street	From	To	2016 Classification	Planned
64th Street	Jomax Road	Dynamite Boulevard	Major Collector	Minor Collector
92nd Street	Raintree Drive	Frank Lloyd Wright Blvd.	Major Collector	Minor Collector
96th Street	Via Linda	Shea Boulevard	Major Collector	Minor Collector
100th Street Loop	Frank Lloyd Wright Blvd.	Frank Lloyd Wright Blvd.	Major Collector	Minor Collector
130th/132nd Street	Shea Boulevard	Via Linda	Major Collector	Minor Collector
Drinkwater Boulevard	Scottsdale Road	Scottsdale Road	Couplet	Minor Arterial
Goldwater Boulevard	Scottsdale Road	Scottsdale Road	Couplet	Minor Arterial
Hayden Road	McKellips Road	Indian School Road	Major Arterial	Minor Arterial
Legend Trail Parkway	Pima Road	Stagecoach Pass	Major Collector	Minor Collector
McCormick Parkway	Scottsdale Road	Hayden Road	Major Collector	Minor Collector
McDowell Mountain Rd.	105th Street	Bell Road	Minor Arterial	Minor Collector
Osborn Road	68th Street	Scottsdale Road	Major Collector	Minor Collector
Raintree Drive	Thompson Peak Pkwy.	Frank Lloyd Wright Blvd.	Major Collector	Minor Collector
Redfield Road	Raintree Drive	Frank Lloyd Wright Blvd.	Major Collector	Minor Collector
Thunderbird Road	89th Street	Frank Lloyd Wright Blvd.	Major Collector	Minor Collector
Westland Drive	Scottsdale Road	Hayden Road	Minor Arterial	Minor Collector

Figure S-2

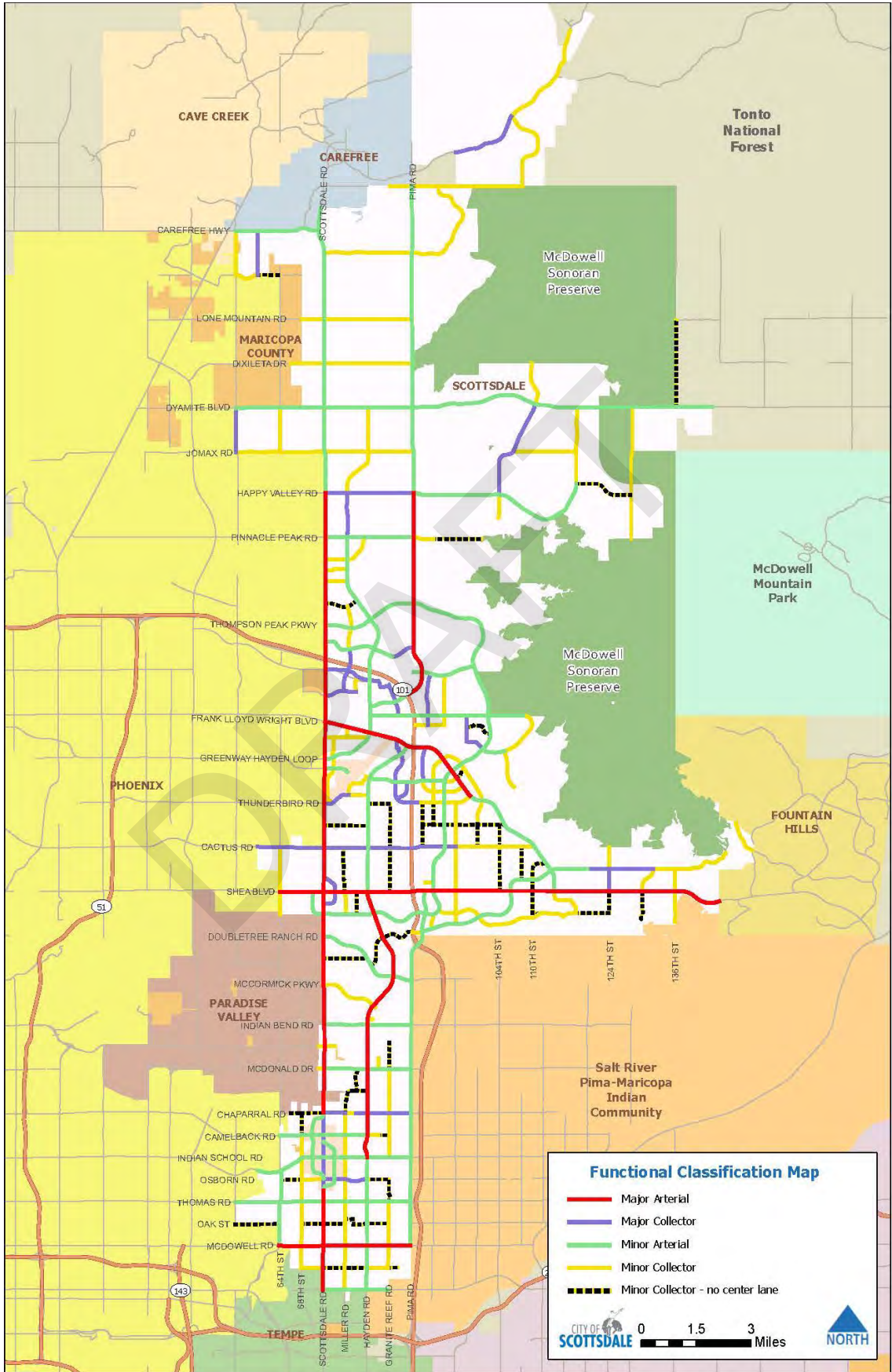


Table S-3

Street	From	To	Proposed
68th Street	Camelback Road	Chaparral Road	Minor Collector - no center lane
78th Street	Mountain View Road	Shea Boulevard	Minor Collector - no center lane
78th Street	Jackrabbit Road	McDonald Drive	Minor Collector - no center lane
84th Street	Shea Boulevard	Thunderbird Road	Minor Collector - no center lane
90th Street	Cactus Road	Thunderbird Road	Minor Collector - no center lane
92nd Street	Sweetwater Avenue	Thunderbird Road	Minor Collector - no center lane
100th Street	Cactus Road	Camino del Santo	Minor Collector - no center lane
104th Street	Shea Boulevard	Sweetwater Avenue	Minor Collector - no center lane
108th Street	Via Linda	Cactus Road	Minor Collector - no center lane
110th Street	Mountain View Road	Cholla Street	Minor Collector - no center lane
110th Street/Alameda	Cholla Street	Frank Lloyd Wright	Minor Collector - no center lane
124th Street	Mountain View Road	Shea Boulevard	Minor Collector - no center lane
130th Street	Southern terminus	Shea Boulevard	Minor Collector - no center lane
136th Street	Dynamite Boulevard	Lone Mountain Road	Minor Collector - no center lane
Camelback Road	82nd Street	Granite Reef Road	Minor Collector - no center lane
Chaparral Road	66th Street	Scottsdale Road	Minor Collector - no center lane
Dove Valley Road	60th Street	64th Street	Minor Collector - no center lane
Eastwood Lane/Via de Ventura	Scottsdale Road	Doubletree Ranch Road	Minor Collector - no center lane
Granite Reef Road	Thomas Road	Osborn Road	Minor Collector - no center lane
Granite Reef Road	McDonald Drive	Arizona Canal	Minor Collector - no center lane
Grayhawk Drive	Scottsdale Road	Hayden Road	Minor Collector - no center lane
Jackrabbit Road	Quail Place	Scottsdale Road	Minor Collector - no center lane
Jackrabbit Road	Miller Road	Hayden Road	Minor Collector - no center lane
Miller Road	Shea Boulevard	Cactus Road	Minor Collector - no center lane
Miller Road	Chaparral Road	Jackrabbitt Road	Minor Collector - no center lane
Mountain View Road	117th Way	124th Street	Minor Collector - no center lane
Oak Street/Murray Lane	Miller Road	Granite Reef Road	Minor Collector - no center lane
Osborn Road	64th Street	68th Street	Minor Collector - no center lane
Paradise Lane	98th Street	Thompson Peak	Minor Collector - no center lane
Pinnacle Peak Road	92nd/93rd Street	Via Ventosa	Minor Collector - no center lane
Raintree Drive	Frank Lloyd Wright	100th Street	Minor Collector - no center lane
Ranch Gate Road	118th Street	128th Street	Minor Collector - no center lane
Roosevelt Street	Scottsdale Road	Hayden Road	Minor Collector - no center lane
Roosevelt Street	Granite Reef Road	Latham Street	Minor Collector - no center lane
Sweetwater Avenue	Scottsdale Road	Hayden Road	Minor Collector - no center lane
Sweetwater Avenue	90th Street	Frank Lloyd Wright	Minor Collector - no center lane
Thunderbird Road	Hayden Road	84th Street	Minor Collector - no center lane
Via Linda	Via de Ventura	Loop 101 underpass	Minor Collector - no center lane

Figures S-3 through S-7 are graphical representations of the typical cross section for each street type.

Figure S-3: Generalized Street Cross-section – Major Arterial

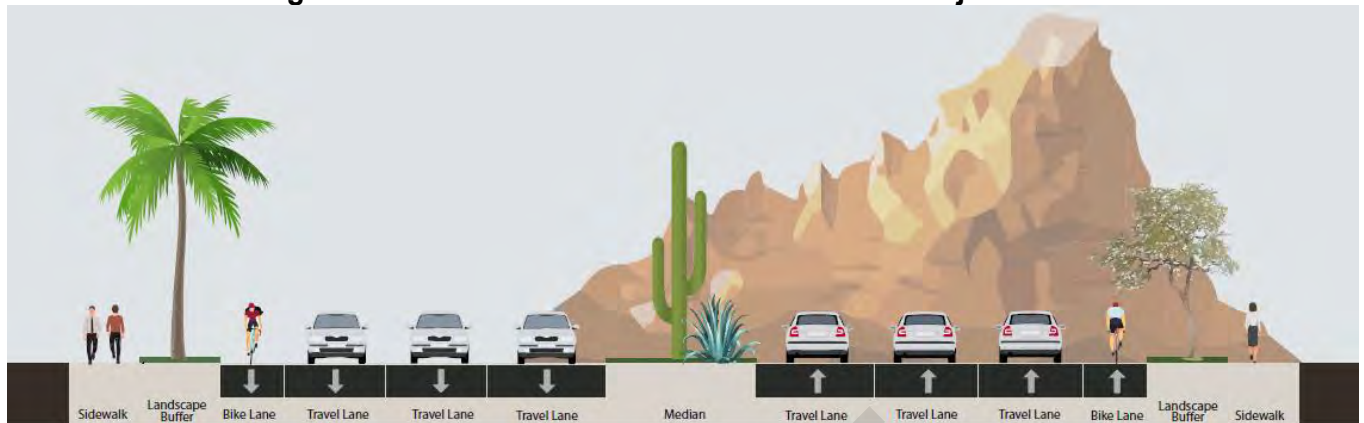


Figure S-4: Generalized Street Cross-section – Minor Arterial

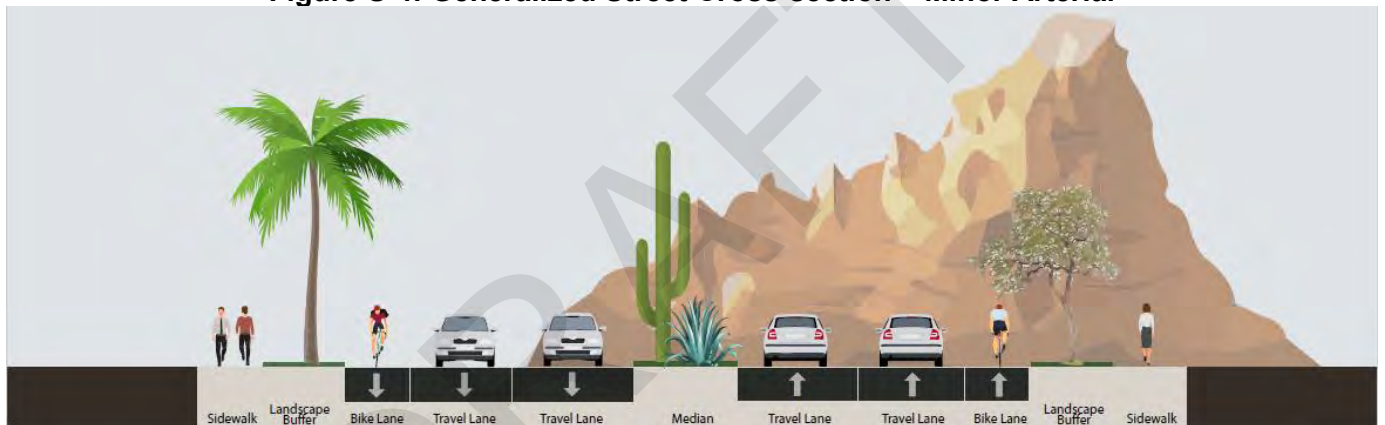


Figure S-5: Generalized Street Cross-section – Major Collector

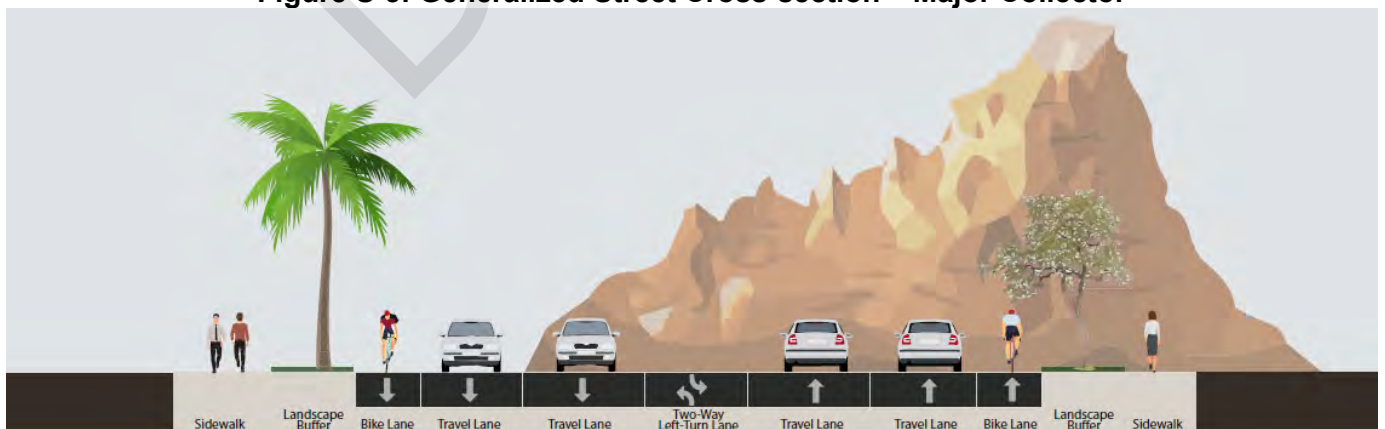


Figure S-6: Generalized Street Cross-section – Minor Collector



Figure S-7: Generalized Street Cross-section – Minor Collector With No Center Lane

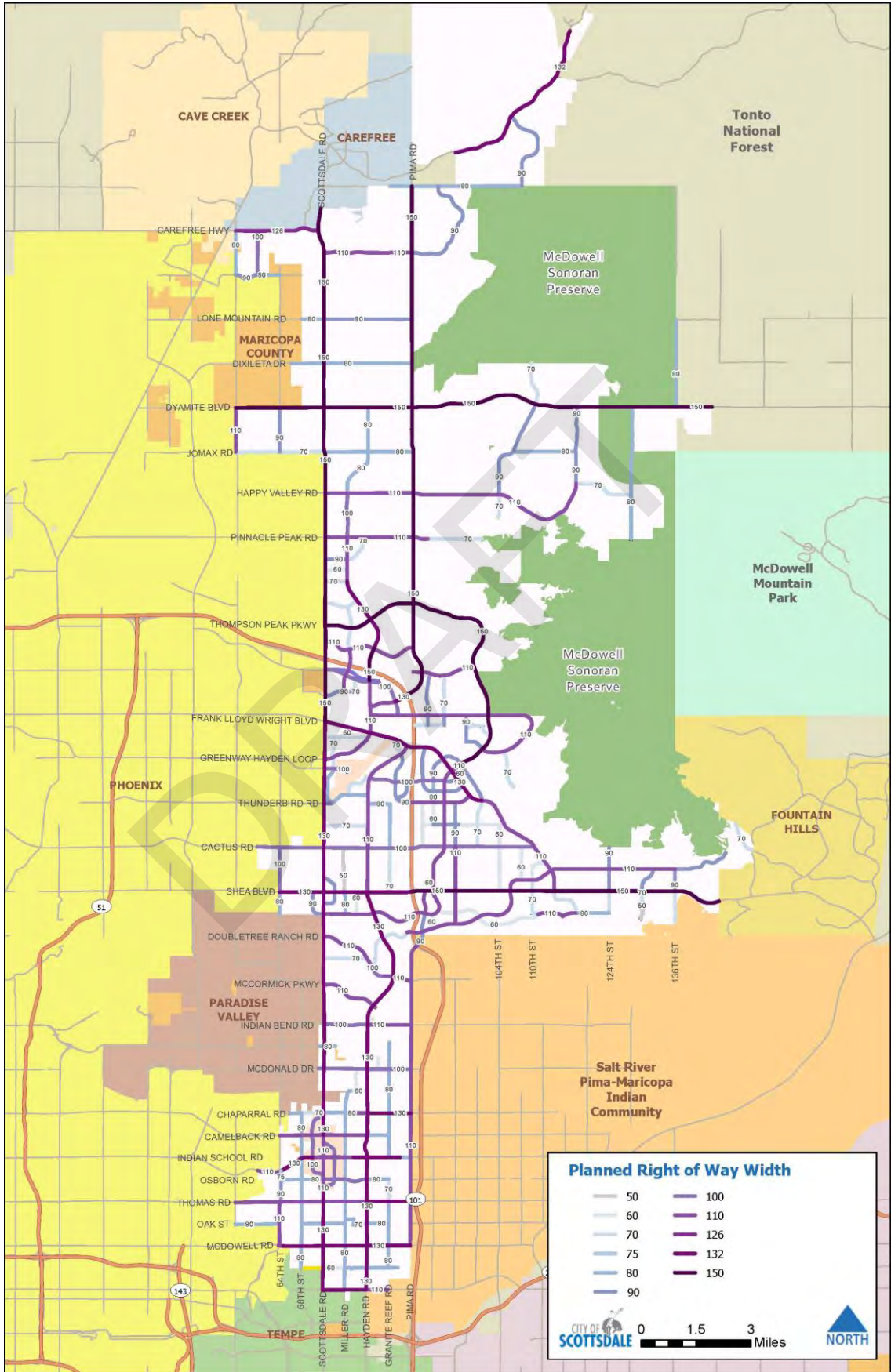


For all street classifications, the lane dimensions, sidewalk widths, sidewalk attachment to/detachment from the curb and placement of sidewalks with respect to shade trees are determined on a street segment basis. The type of curb, including vertical, rolled, or ribbon, is also determined on a street segment basis. (Additional information for these details is provided in the DS&PM [link].) All street classifications exist for each type of street--rural, suburban or urban. (For more information on street types, please see descriptions above [link] and the DS&PM [link].)

RIGHT-OF-WAY

Typical right-of-way requirements are provided in the DS&PM cross section examples. However, many street segments have had varying classifications over time. As a result, Figure S-8 is provided to identify the recommended right-of-way dedication widths for all streets classified as minor collector and larger on the Street Classification Map. The recommended widths are intended to provide a consistent outside edge of right-of-way that matches previous dedications and acquisitions, as well as to maintain consistency with the city's *Scenic Corridor Design Guidelines* (2003). These dimensions are stated for the street segments only. At intersections, a larger dimension may be necessary to accommodate turning lanes.

Figure S-8



PERFORMANCE MEASURES

- 1) Reduce citywide intersection and roadway segment collision rates, based on six-year moving averages.
- 2) Maintain existing streets to a citywide “Very Good” pavement condition index (70-85).
- 3) Maintain vehicular level of service (LOS) D or better at most signalized intersections, except in designated activity cores or urban roadway corridors where walkability, transit access, and aesthetic or right-of-way considerations are overriding.
- 4) Use Maricopa Association of Governments data to monitor average roadway travel times and assess the feasibility of mitigation strategies when a trip takes 30% longer in peak travel times than during non-peak times.
- 5) Target average daily traffic volumes on collector streets 7,500-9,000 vehicles per lane per day using 2040 forecasted volumes.
- 6) Target average daily traffic volumes on arterial streets to no more than 8,500-10,000 vehicles per lane per day using 2040 forecasted volumes.
- 7) Maintain a positive (excellent/good) rating of 70 percent or better in the National Community Survey for “Ease of Travel by Car.”

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PUBLIC TRANSIT ELEMENT

INTRODUCTION

Public transit is a key component of the city's transportation network and a critical mobility alternative for Scottsdale residents, visitors and workers. The Public Transit Element of the Scottsdale Transportation Action Plan (TAP) provides guidance on maintaining a viable transit system and expanding service to meet the needs of the community and region. This guidance aligns with the Connectivity section of the draft 2035 Scottsdale General Plan.

Public transit service coincides with Scottsdale's unique character areas, each with varying needs and lifestyles. It also serves visitors from all over the world, along with a large seasonal population. An effective transit service must provide transportation choices for those who elect to use transit, as well as those who are dependent on it by integrating future technology and micro-mobility solutions. Ultimately, transit planning aims to enhance connectivity to schools and inter-jurisdictional coordination; provide accessible mobility choices; reduce congestion and pollution; and improve quality of life.

A robust transit system does not stop at city boundaries but makes strong connections to the regional system. Routes should effectively serve major employment hubs, activity centers, local businesses and schools throughout Scottsdale and provide transfers to other routes that link to various parts of the Valley. Convenient and safe access to transit supports employees who work within and outside of Scottsdale, along with students, from elementary to college age.

The future for Scottsdale transit hinges on the ability to leverage and build on the existing bus system and improve connectivity to the rest of the region through cost-effective and data-driven solutions. Transit changes go through a regional public involvement process twice a year, and proposed modifications are based on public input, ridership, public requests, survey data and funding. Continuing to build strong partnerships with neighboring communities, such as Phoenix and Tempe, and Valley Metro, the regional transit agency, is very important for ensuring a successful transit system in Scottsdale.

Continued funding for Scottsdale public transit also relies on people choosing to use it. To ensure transit service is attractive and competitive with other forms of transportation, it must be frequent, fast and convenient. In addition, the vehicles and bus facilities must be clean, reliable and comfortable.

Scottsdale Transportation & Streets developed a series of transit improvement strategies to be phased in over the next five to ten years. Planned improvements closely align with the draft 2035

General Plan and are consistent with the Scottsdale City Council's objective of "Advancing Transportation."

The following goals and policies guide planned improvements.

GOALS

- 1) Build a viable, cost effective, reliable public transportation alternative for all income levels and lifestyles and that coincides with Scottsdale's unique character areas, each with varying needs. Effective transit service provides citizens, visitors, a seasonal population and special events with transportation choices.
- 2) Develop routes that effectively serve major employment, commercial and retail uses; community and senior centers; schools; and other activity centers throughout Scottsdale, and that connect to the regional system.
- 3) Focus service on the transit-dependent population, as well as those who choose public transit for their transportation.
- 4) Continually monitor and improve paratransit programs as boundaries change with transit improvements.
- 5) Implement service and amenities to make the system more convenient to use and sustainable over time. Special consideration will be given to emerging technologies and infrastructure that improve service, mitigate the extreme heat and help reduce emissions.
- 6) Ensure that all transit assets, including the bus fleet, bus stops and park-and-ride facilities, are in a state of good repair.
- 7) Link the city's extensive active transportation network for pedestrians and cyclists directly to the public transit system.
- 8) Improve connections to the region's expanding High-Capacity Transit system (Light Rail, Streetcar, and Bus Rapid Transit) and provide convenient transfers to fixed service routes that link to other parts of the Valley.
- 9) Build upon the goals in the 2035 General Plan and the overall goal of Scottsdale City Council to "Advance Transportation." Provide transit investments that can be implemented with sustainable funding.
- 10) Maximize use of existing transit facilities (transit centers, park-and-rides, bus stops) to strengthen connections to local, fixed route, express and other potential transit modes and provide needed amenities and parking for those utilizing the transit system.

POLICIES

- 1) Service standards for Scottsdale's local bus routes ensure a 30-minute minimum frequency of service.
- 2) The standard for local bus stops is placement at 1/4-mile intervals.
- 3) To comply with National Transit Database reporting requirements, financial and system information will be reconciled quarterly.
- 4) Gather key transit system data with Automated Passenger Counters to analyze, measure and ensure the success of the system.
- 5) Review bus route performance at the segment level to evaluate and implement necessary changes to ensure successful routes and passenger connections within the transit system.

CURRENT TRANSIT SYSTEM

Existing transit service in Scottsdale is characterized by regional fixed route buses operating on the arterial and collector street grid system, express bus service, the trolley system and paratransit. (See Figure 1.) Scottsdale currently has nine fixed routes, one express route and four trolley routes.

Trolley is the brand name for Scottsdale's owned and operated bus service, which differs from fixed routes by providing direct routes (without transfers) to selected activity centers in Scottsdale. Trolley routes also deliver better connectivity between neighborhoods, commercial corridors and the regional system. The Scottsdale Trolley is a free service funded by the 0.2% Scottsdale Transportation Sales Tax. Scottsdale also receives preventative maintenance funds from the Federal Transit Administration (FTA), Arizona Lottery Funds and other federal grants to offset a portion of trolley operating expenses. In addition, all trolley buses are purchased with FTA grant funds, which typically have a 15% to 20% local match requirement. There are currently 21 buses in the city's trolley fleet.



Trolley utilizing roundabout at Mustang Transit Center

Scottsdale has intergovernmental agreements (IGAs) with Valley Metro and the city of Phoenix to operate fixed route service, the most common form of transit service in the region. Fixed routes, where the Regional Fare Policy applies, are primarily funded with the Proposition 400 Regional Sales Tax and are paid for per mile. It uses standard size transit vehicles (usually 40-foot buses) and is generally characterized by buses operating along the major arterial grid network. The vehicles make frequent stops, and passengers may need to make transfers to reach their destinations. Route 72 on Scottsdale Road is an example of fixed route bus service. Almost all fixed bus routes in Scottsdale connect to other jurisdictions, and the service is contracted to an outside provider. Most transit service is focused south of Frank Lloyd Wright Boulevard, where the highest population and land use densities are located.

Express buses operate as commuter service during peak hours and usually connect outlying areas with major activity centers. The routes, with limited a.m. and p.m. trips, typically serve park-and-ride lots or transit centers and may parallel fixed route service with fewer stops. Route 510, which travels between Scottsdale's Mustang Transit Center and downtown Phoenix, is an example of express bus service. Scottsdale plans to expand the express bus system by providing a convenient link to and use of the freeway system, the Mustang Transit Center and the Thunderbird Park-and-Ride.

Neighborhood circulators focus on serving a common geographic area with frequent, all-day service. The vehicles are small and enable passengers to connect to a wider transit network from residential neighborhoods and activity centers. Circulators provide shorter trips at higher frequencies and are usually free. The Downtown Trolley, which is currently suspended, is an example of circulator service in Scottsdale. Circulator routes are flexible to change, run in a tight loop, provide frequent service and are easy to navigate. Circulators often provide the following types of service:

- Transit for a specific geographical area like Old Town
- Transportation for special events
- Links between parking structures and commercial/retail areas
- The last ¼ mile of transit for commuters

Paratransit is a federally mandated demand-responsive transit service that does not follow a fixed route. Paratransit provides flexible-schedule, on-demand transportation for those unable to access traditional fixed route service, such as seniors and passengers with disabilities. The Americans with Disabilities Act (ADA) requires that complementary paratransit service be provided in all areas within 3/4 mile of fixed route bus service as shown in Figure 2. Currently Scottsdale does not have any bus service north of Frank Lloyd Wright Boulevard and residents there fall outside the required paratransit service boundary. To help residents who are outside of the mandated service area, the city participates in the RideChoice program through Valley Metro.

East Valley Dial-a-Ride provides shared-ride, door-to-door paratransit service in all areas within 3/4 mile of fixed route transit service for those unable to access regular transit service (passengers with disabilities and seniors). Scottsdale also provides Cab Connection, an alternative program to Dial-A-Ride. Cab Connection offers more flexibility than Dial-a-Ride and operates at less cost to the city using a voucher system. All users must be Scottsdale residents and have a disability, be on dialysis or be age 65 or older. Extended service hours are usually provided for individuals who qualify under ADA.

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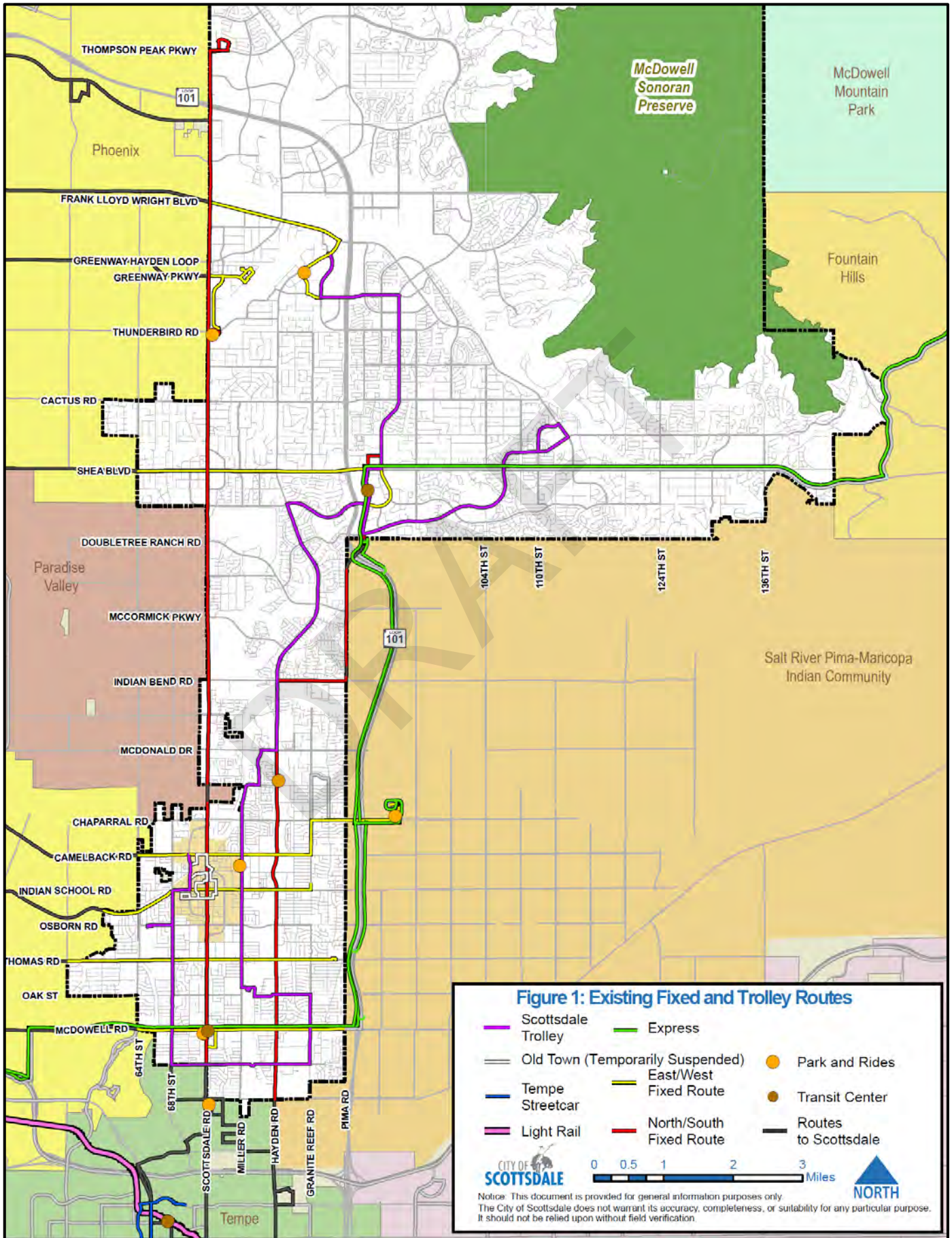
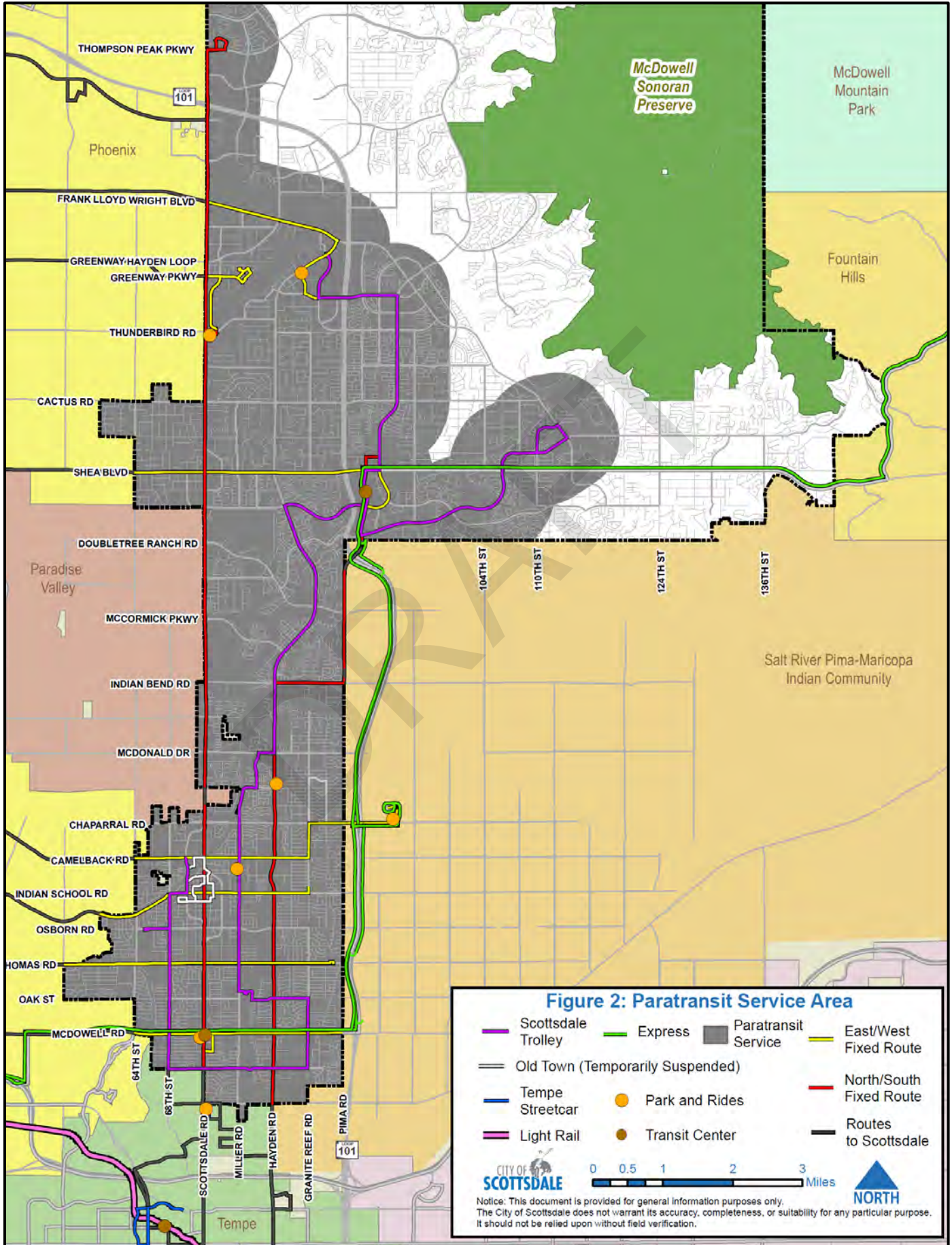


Figure 1: Existing Fixed and Trolley Routes

- Scottsdale Trolley
- Express
- Old Town (Temporarily Suspended) East/West
- Tempe Streetcar
- Light Rail
- East/West Fixed Route
- North/South Fixed Route
- Park and Rides
- Transit Center
- - - Routes to Scottsdale



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FACILITIES

Existing transit facilities in Scottsdale range from on-street passenger facilities, such as bus stops, to large facilities, such as park-and-rides and transit centers. Currently, Scottsdale has 524 active bus stop locations for all transit routes. To date, 250 of those locations have a bench or seating, 163 have transit shelters and 237 provide shade. Scottsdale uses a standard bus shelter kit that includes a bus shelter, seating, a trash receptacle, a bicycle rack and signs. Other amenities, including vertical shade elements for early morning and late afternoon users, should also be considered as technology and funding become available. The following criteria are used for deciding bus shelter locations:

- Bus frequency
- Highest ridership locations, often at the one-mile arterial intersections
- Bus operational requirements
- Pedestrian safety
- Passenger comfort
- Right-of-way availability



Bus stops are planned at $\frac{1}{4}$ -mile intervals on all fixed bus routes, with tighter spacing for neighborhood circulators and wider spacing for limited-stop/express bus routes. Overall, standard bus stop spacing makes the system more user friendly, as riders know where to expect stops and the city can market or “brand” service along a route.

Currently there are two transit passenger facilities located in Scottsdale. The Thunderbird Park-and-Ride, located adjacent to the Airpark at the southeast corner of Thunderbird and Scottsdale roads, provides 450 parking spaces for transit users who wish to make system connections and leave their vehicle at a secure facility. Planned improvements aim to increase use of the facility by providing access from additional routes. The Mustang Transit Center, located on 90th Street between Shea Boulevard and Mountain View Road outside the Mustang Library, provides amenities for end-of-line users or those making transit connections to other parts of the system. In addition to the two transit facilities, informal park-and-ride agreements have been established for shared parking arrangements at lots throughout Scottsdale.

PLANNED IMPROVEMENTS

Through the planning process, a the following phased transit improvement strategies were developed in addition to the goals and policies. These strategies will help prioritize capital projects and system operational improvements. Consistent with the overall TAP emphasis, the strategies 1) emphasize refining the existing transportation system over adding new infrastructure and 2) emphasize livable streets/community over rapid traffic throughput.

Bus stops

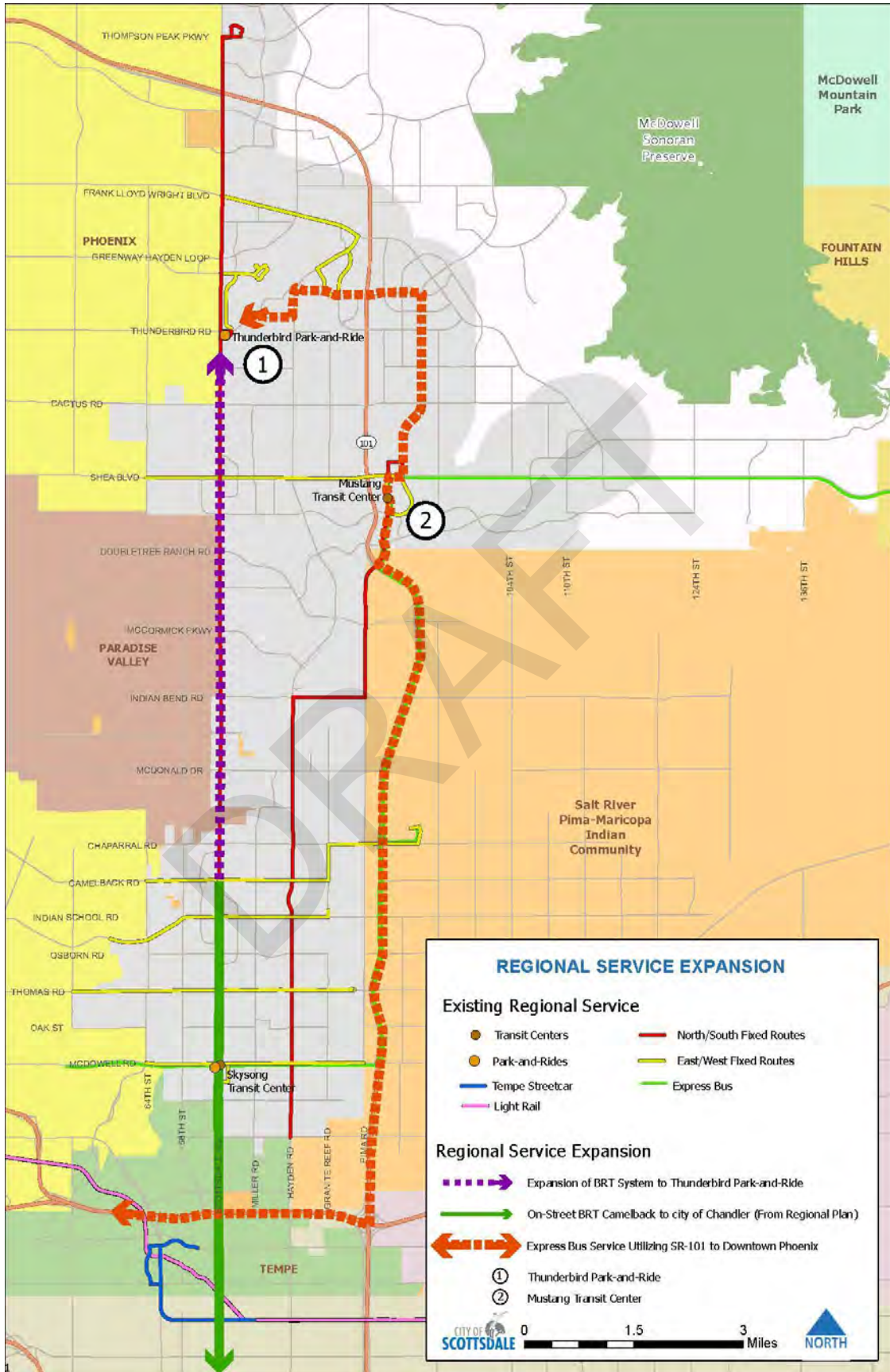
- Improve the bus stop cleaning, refurbishment and prioritization process.
- Expand and improve shade at bus stops.
- Improve ADA accessibility at bus stops in conjunction with the city's ADA Transition Plan.
- Improve shade at bus stops and modify structures to address solutions for full-day coverage.

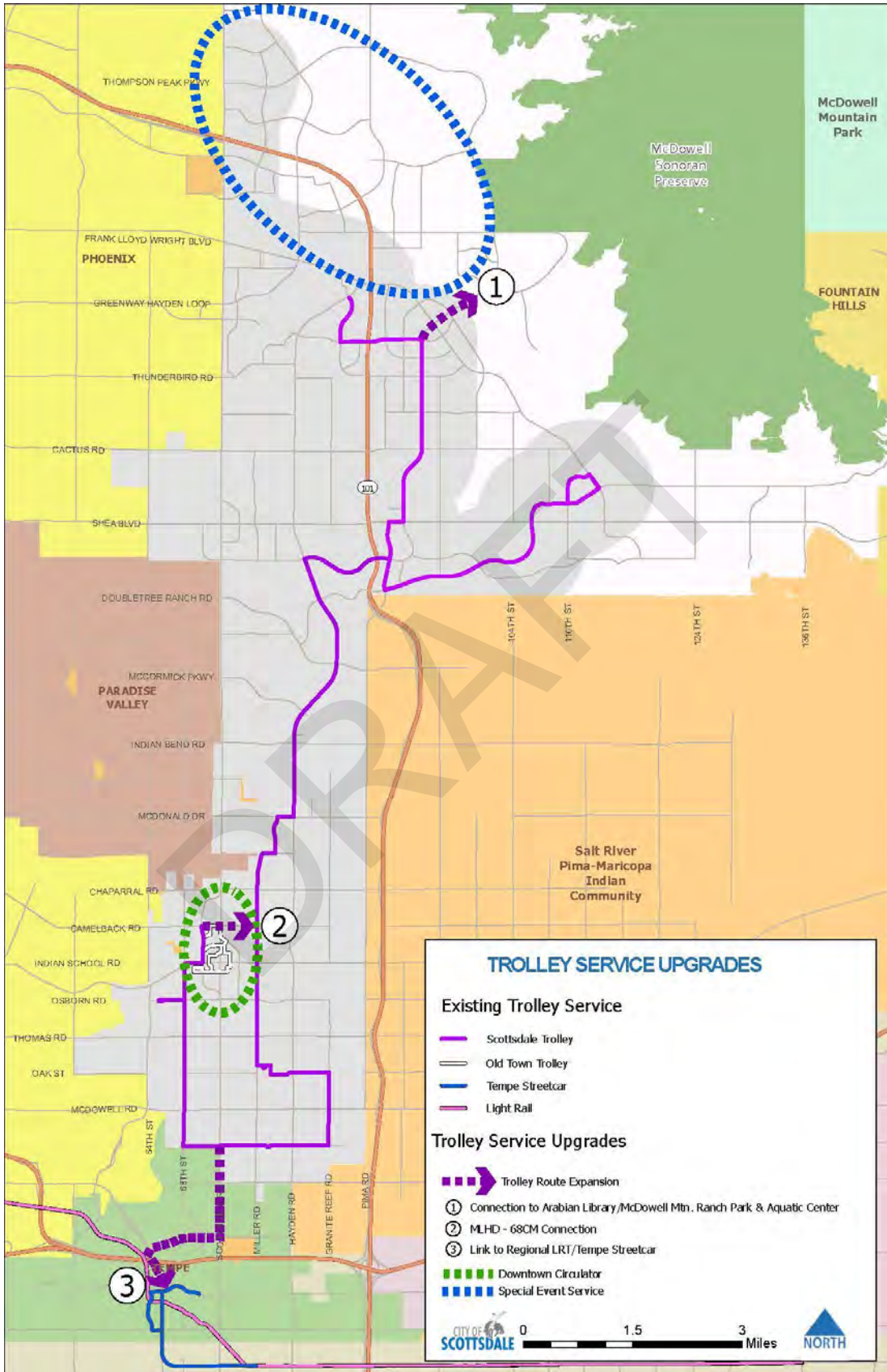
Service

- Work in tandem with Complete Streets efforts to accommodate all users of the street and make strong ties to the active transportation network.
- Coordinate layover locations on a continual basis to ensure drivers have amenities.
- Modify end-of-line turnarounds as needed to ensure connections are made with productive mileage.
- Provide connectivity between the MLHD and 68CM trolley routes on Camelback Road.
- Implement an express route connecting the Thunderbird Park-and-Ride and Mustang Transit Center to downtown Phoenix using Loop 101.
- Expand the use of the Thunderbird Park-and-Ride and the Mustang Transit Center.
- Reinstate downtown circulator service focusing on linking major parking facilities with commercial/retail.
- Connect to McDowell Mountain Aquatic Center, Arabian Library, Scottsdale Airpark and areas beyond Loop 101 along Scottsdale Road.
- Provide special event service for major venues, such as the Waste Management Open and WestWorld events.

Data

- Improve the process and accuracy of reporting revenue miles and costs to the National Transit Database to ensure city compliance to receive federal funding.
- Develop a Transit Asset Management Plan.
- Use Automated Passenger Counter data to evaluate routes at the segment level.





Information

- Market transit services to city staff and the general public through press releases, social media, internal publications and the city website and news feed.
- Provide travel training for potential new rider groups.
- Consider rebranding “Scottsdale Trolley” through a public input process.

Emerging Technology

- Develop an electric bus fleet.
- Improve Transit Signal Priority.
- Expand the use of Clever Devices for increasing system data requirements and communication needs.

Regional Connectivity

- Based on ridership, funding and public comments, improve service frequency on Phoenix and East Valley routes connecting to Scottsdale.
- Expand connectivity to the regional Light Rail and Tempe Streetcar with trolley and fixed route service.
- Connect to on-street Bus Rapid Transit (BRT) routes from Phoenix.
- Implement a BRT route on Scottsdale Road from the Thunderbird Park-and-Ride to Chandler.



PERFORMANCE MEASURES

Service performance measures provide the framework for evaluating our transit service both within and in and out of Scottsdale. Scottsdale evaluates local and regional service using three performance areas: ridership, productivity and quality of service. Performance measures help define the specific modal service levels (frequency), service design (routing) and standards for modifying service and can include existing and future regional fixed routes, trolley service, circulator service, express service, Bus Rapid Transit and paratransit. Performance measures provide a toolbox for determining productivity and managing transit service throughout the system.

The following series of performance measures will help evaluate the success of our existing transit system and future improvements.

- 1) *Bus boardings per revenue mile* is the number of passengers collected during one mile of scheduled revenue service (productivity).
- 2) *Bus boardings per revenue hour* is the number of passengers collected during one revenue hour of scheduled revenue service (productivity).
- 3) *On-time Performance* analyzes whether trips are arriving at time points early, late or on time and determines service reliability for customers (productivity).
- 4) *Connectivity to transportation network* evaluates the system on a quarterly basis to ensure convenient ties within the city transportation network and to the regional transit system (connectivity).
- 5) *Missed trips due to operational failures* determines maintenance quality and loss in revenue due to operational interruptions (reliability).
- 6) Rating of bus or transit service on the National Community Survey evaluates public opinion of the system. The city will aim for a positive rating of 60% or better (quality of service).

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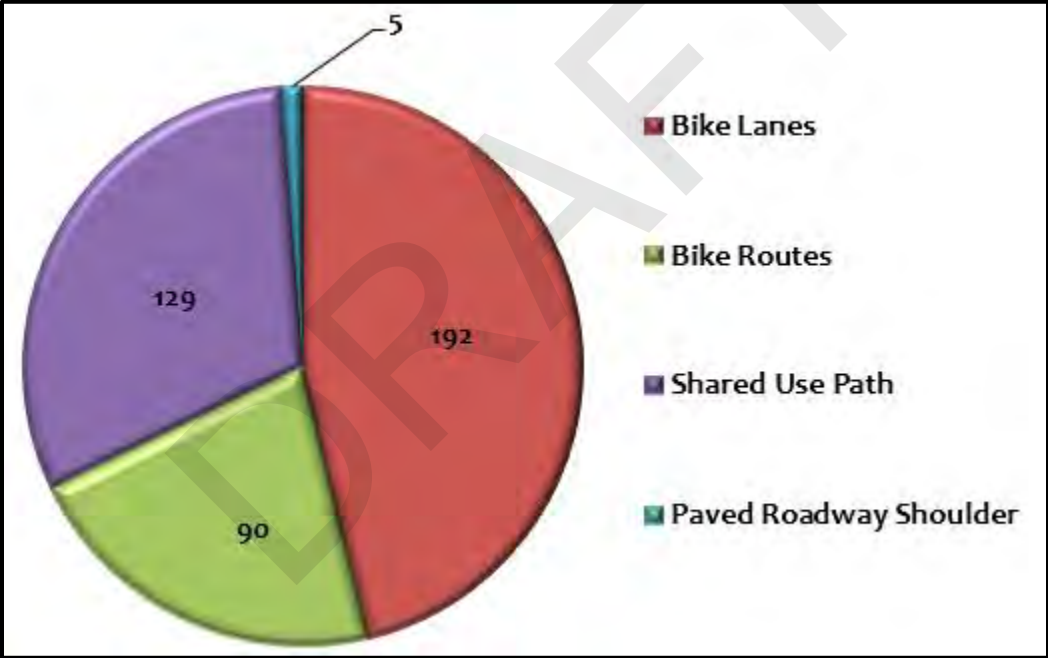
BIKEWAY ELEMENT

INTRODUCTION

The Bicycle Element of the Transportation Action Plan (TAP) serves to expand and enhance Scottsdale’s on-street and paved path network to provide safe and inviting access for pedestrians, bicyclists and other non-motorized users to travel to destinations in Scottsdale and neighboring communities.

The City of Scottsdale currently maintains a robust network of on-street and off-street bike facilities, including bike lanes, bike routes, shared use paths and paved roadway shoulders (see Figure B-1).

Figure B-1 – 2021 Existing Bikeways Network (Miles)



Scottsdale’s street system provides the most direct access to nearly all destinations in the city for active transportation users via bike lanes and bike routes. These bike lanes and bike routes allow users direct access to the off-street shared use path network. City’s design guidelines for arterial and collector streets are found in the [Design Standards and Policies Manual \(DS&PM\)](#). These facilities include bike lanes, sidewalks, and trails and are typically included with new construction and major reconstruction projects. New or modified bike lanes can also be installed when streets are restriped with pavement management projects.

The off-street network consists of paved shared use paths and unpaved shared use trails. Trails are discussed in the [Trails Element](#) of this TAP. All shared use paths and side-paths (adjacent to streets) are open to all non-motorized users. Shared use paths represent an important component of the overall bike network. They provide opportunities to ride for users who may not be comfortable riding in the roadway, such as casual cyclists, children, families and older adults.

GOALS

- 1) Build bike facilities that form a continuous network with seamless connections to public transit, schools, neighborhoods, community destinations and the regional bike network. Special consideration will be given to emerging concepts and infrastructure that increase the comfort and confidence level of all riders.
- 2) Implement education, encouragement and data collection programs to increase bike usage and improve bike safety.
- 3) Expand the network of on-street and off-street bike facilities to increase the amount of biking for all trip purposes.
- 4) Maintain and enhance the current bike transportation network to meet current design standards.
- 5) Achieve a Platinum-level Bicycle Friendly Community certification from the League of American Bicyclists (LAB) [[link to program](#)].

POLICIES

- 1) **Construction Priorities:** Completion and renovation of the three primary shared use paths (Arizona Canal/Cross Cut Canal, Central Arizona Project Canal and Indian Bend Wash), followed by other paths that improve regional connectivity, will be prioritized for use of capital improvement funds and grant requests. Side paths next to streets should be incorporated into improvement plans for collector and arterial streets.
- 2) **Roadway Restriping:** Improve on-street bike accommodation and bicyclist and pedestrian comfort through striping changes that consider historic and forecasted motor vehicle traffic, center turn lane requirements, existing pavement width and existing lane widths. This restriping protocol will typically be applied when roadways are being treated through standard pavement preservation applications and will incorporate buffered bike lanes where feasible.

- 3) **Neighborhood Bikeways:** Develop Neighborhood Bikeways on low-volume, low-speed roadways to be used by a wide range of bicyclist abilities. Improvement options should consider traffic calming and enhanced roadway crossings.
- 4) **Wayfinding:** Implement a cohesive wayfinding system directing people to and along shared use paths and Neighborhood Bikeways and to community destinations.
- 5) **Intelligent Transportation Systems (ITS):** Identify and test solutions that balance traffic flow with improved bicycle mobility in key corridors.
- 6) **Education and data collection:** Promote bicycling's benefits for health, recreation, transportation and tourism. Evaluate bicycle usage counts on the network to establish trends and prioritize outreach and improvements.
- 7) **Safety and Enforcement:** Inform the public (motorists, bicyclists and pedestrians) about bicycle, vehicle and pedestrian operation on streets and paths. Work with public safety staff to improve enforcement of traffic laws related to biking. Collect, analyze and report on bicycle collision data on a regular basis and develop remediation measures to address high-frequency and high-volume collision locations. Support Safe Routes to School programs. Support the use of grade separated crossings at barriers such as freeways and arterial roadways and along large drainageways.

ON-STREET BIKEWAYS

The on-street bike system will continue to expand and improve as new roadway segments of minor collector size or larger are constructed. New construction will follow the standard cross sections already in place or identified for revision through the TAP, and as mentioned above, potential new bike lane restriping efforts will be coordinated with the city's pavement management program.

As noted in the Street Element, minor collectors that do not require a center turn lane will also be a focus area for adding improved bike lanes, typically with painted buffers. Constructed bike lane buffers will also be assessed based on applicability, safety, cost and maintenance issues.

NEW DESIGNATION – NEIGHBORHOOD BIKEWAYS

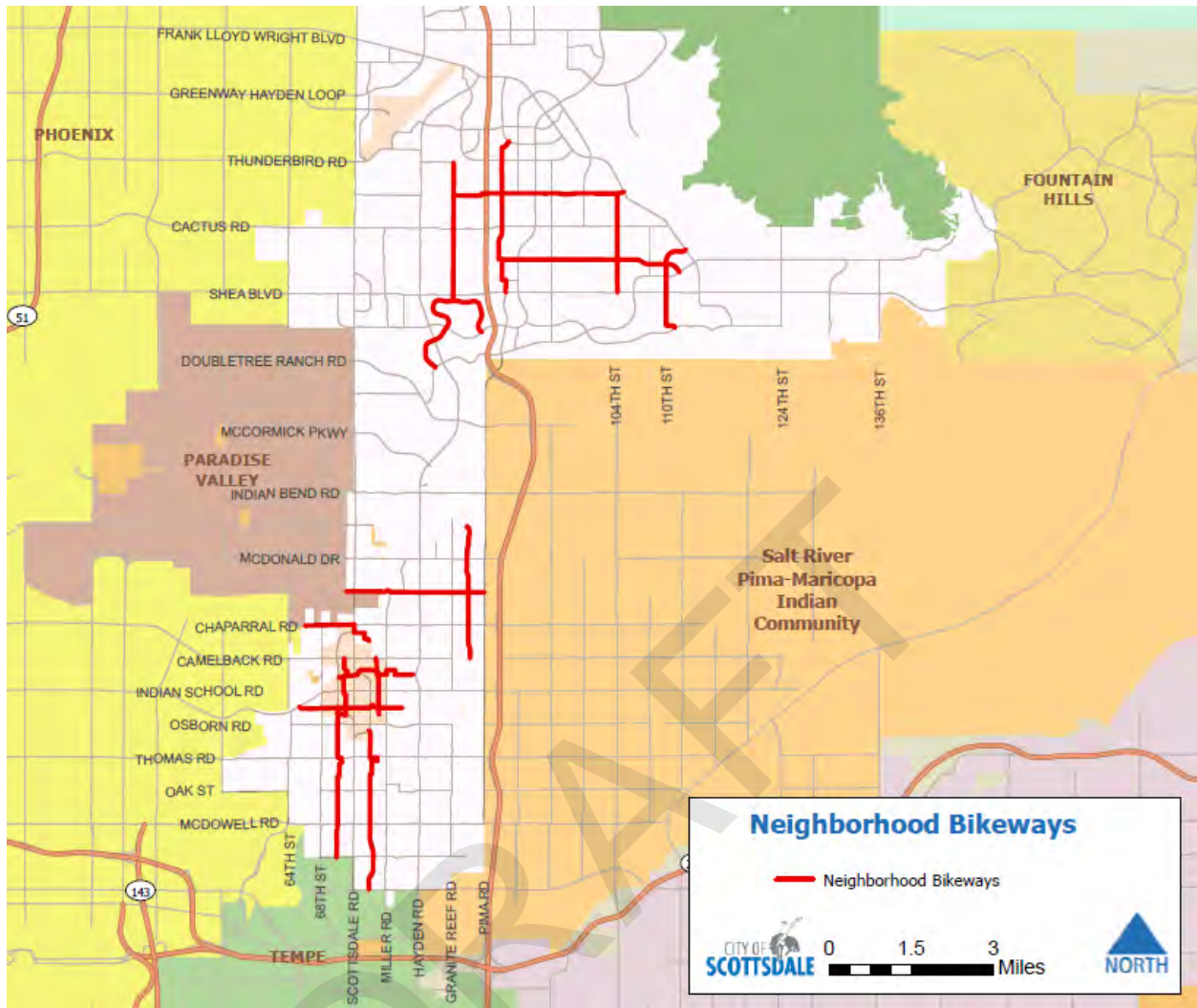
Neighborhood Bikeways are typically found on streets with traffic volumes of under 2,000 vehicles per day (vpd) and residential speeds (25 miles per hour or less) and often contain connections that can only be made by bike or as a pedestrian. They are typically found on the ¼-mile street network through neighborhoods but feature destinations such as parks, schools, libraries, community centers, religious centers, and medical facilities. They also connect to the rest of the bikeway network. Compared to bike lanes along busier streets,

neighborhood bikeways are low-stress and accommodate a wider range of users. They typically have shared lane markings (sharrows) or bike lanes, depending on traffic volumes, and can include signage, traffic calming and enhanced crossings at major streets (see Table B-1 and Figure B-2).

Table B-1 Scottsdale Neighborhood Bikeways

Street	From	To	Mileage
70th Street	Continental Drive	2nd Street	2.4
	(potential extension)		0.4
74th Street	McKellips Road	Thomas Road	2.0
	(potential extension)		0.5
84th Street	Shea Boulevard	Thunderbird Road	2.5
86th Street	Camelback Road	Lincoln Drive	2.0
	(potential extension)		0.5
Arabian Trail	Via Linda	Mountain View Road (east)	2.5
90th Street	Shea Boulevard	Redfield	2.4
104th Street	Shea Boulevard	Sweetwater	1.5
110th Street	Mountain View Road	Frank Lloyd Wright	1.5
Jackrabbit	Scottsdale Road	87th Terrace	2.0
Cholla	89th Street	Via Linda	2.8
Sweetwater	84th Street	Frank Lloyd Wright	2.6
2nd Street	Indian Bend Wash	Crosscut Canal	1.6
Glenrosa Street/5th Avenue	Indian Bend Wash	Arizona Canal	1.4
Chaparral Road/Rancho Vista Drive	64th Street	Arizona Canal	1.2
70th Street/Marshall Way	Osborn Road	Camelback Road	1.1
75th Street	2nd Street	Camelback Road	0.9
		Total	31.8

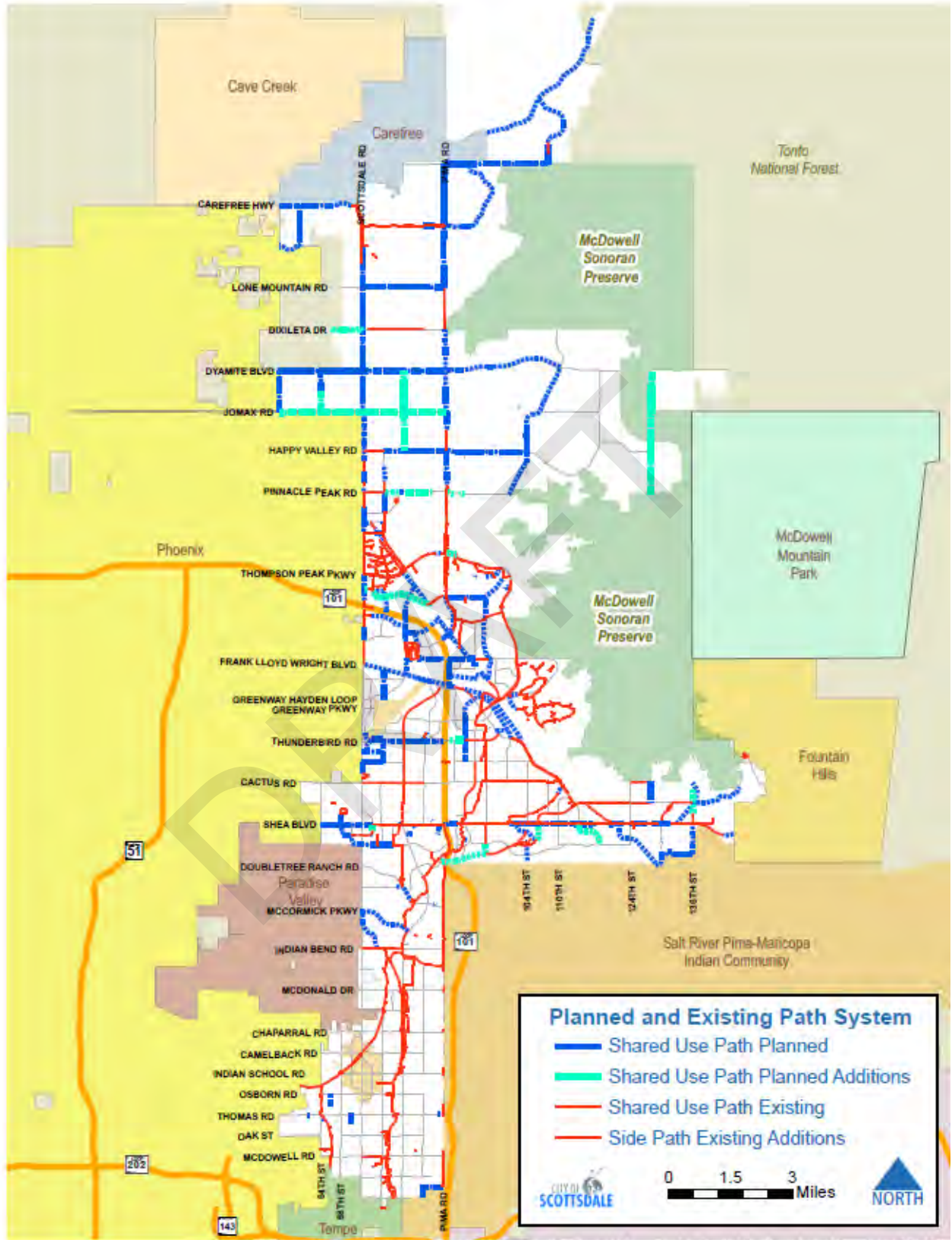
Figure B-2 –Neighborhood Bikeways



SHARED USE PATHS

The existing and planned shared use path network is shown in Figure B-3. These paths link to the on-street network while providing connectivity to a wider range of bicyclists. They also feature grade-separated crossings in many locations. Segments are prioritized for construction based on three criteria: the potential demand in the vicinity of the corridor, the existing bicycling conditions on parallel roadways and the potential for connections to the city’s existing bicycle network. The availability of grant funding is also considered.

Figure B-3 – Existing and Planned Shared Use Paths Map



Three primary shared use paths serve as the spine and main linkages throughout Scottsdale: the north/south running Indian Bend Wash (IBW) Path and the east/west running Arizona Canal Path and Central Arizona Project (CAP) Canal Path. Each provides local and regional connectivity and is a high priority for implementation. More details on the three primary paths are provided below and shown in Figure B-4:

- Indian Bend Wash (IBW) Path – The IBW path runs north/south and links to the city of Tempe and the town of Carefree. Approximately 15 miles of path exist from McKellips Road to the WestWorld area, which is the approximate center point of the IBW Path. The northern section is approximately 13 miles long, of which 3.5 miles is constructed between Trailside View and Pinnacle Peak Road, while the rest is planned.
- Crosscut Canal Path/Arizona Canal Path – The 1.8-mile Crosscut Canal Path connects to a path in Tempe and to the 5.8-mile Arizona Canal Path, which connects to Phoenix and the Salt River Pima Maricopa Indian Community. Both canals are paved throughout Scottsdale.
- Central Arizona Project (CAP) Canal Path – As part of a regional planned path, Scottsdale’s 9.2-mile planned path runs along the south side of the CAP Canal, primarily along adjacent developed land. Approximately 2.2-miles of the path are complete east of Loop 101 along the Frank Lloyd Wright Boulevard corridor. This path connects to city of Phoenix and the Salt River Pima-Maricopa Indian Community.

Figure B-4 – Primary Shared Use Path Map



Changes to the future non-primary path network are broken into three categories: additions to the planned system, additions to the existing path system and deletions from the planned path system. These changes are shown in Figures B-5, B-6 and B-7 [need to add new maps].

Figure B-5

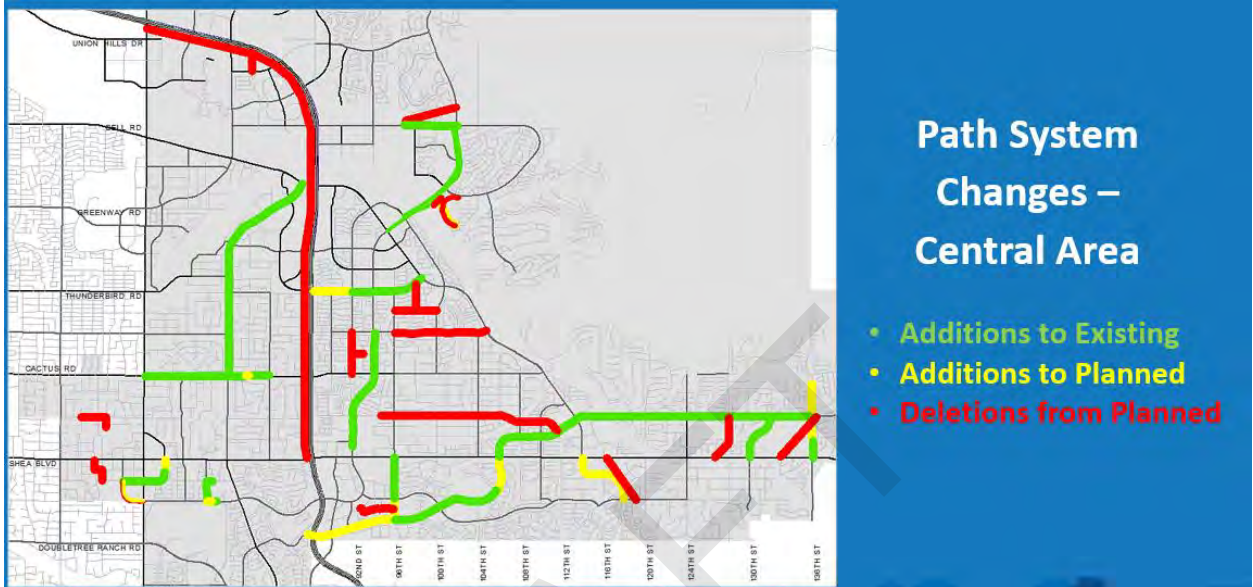


Figure B-6

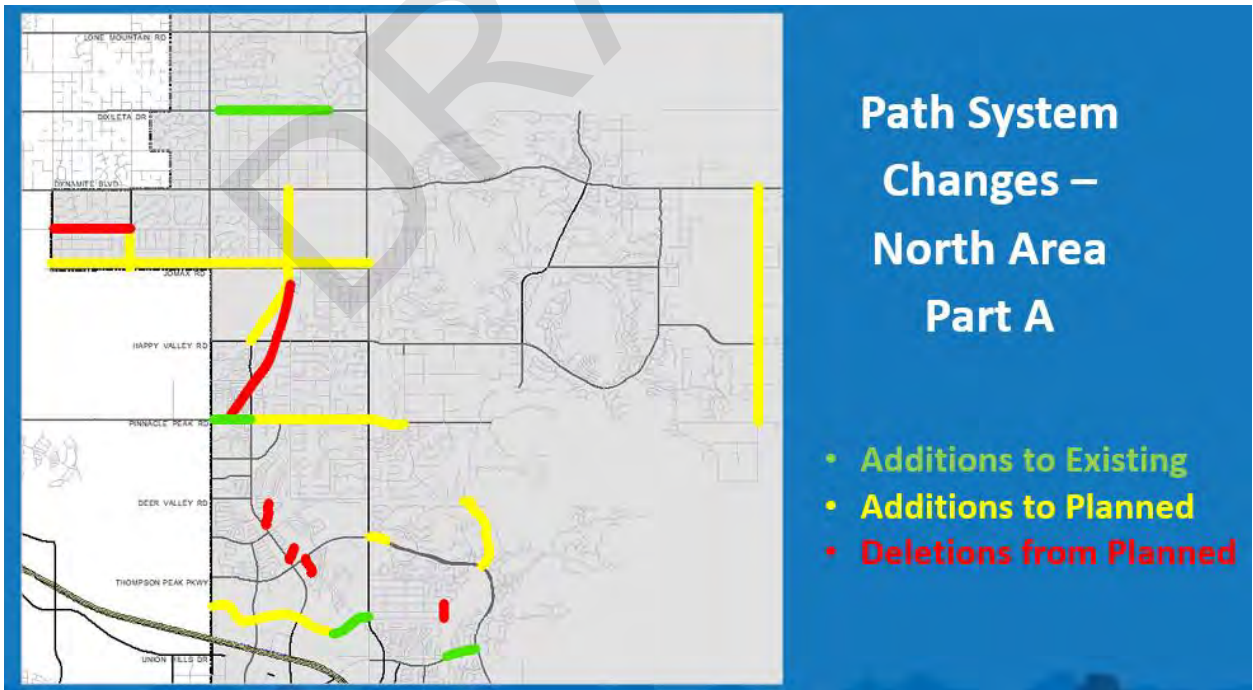
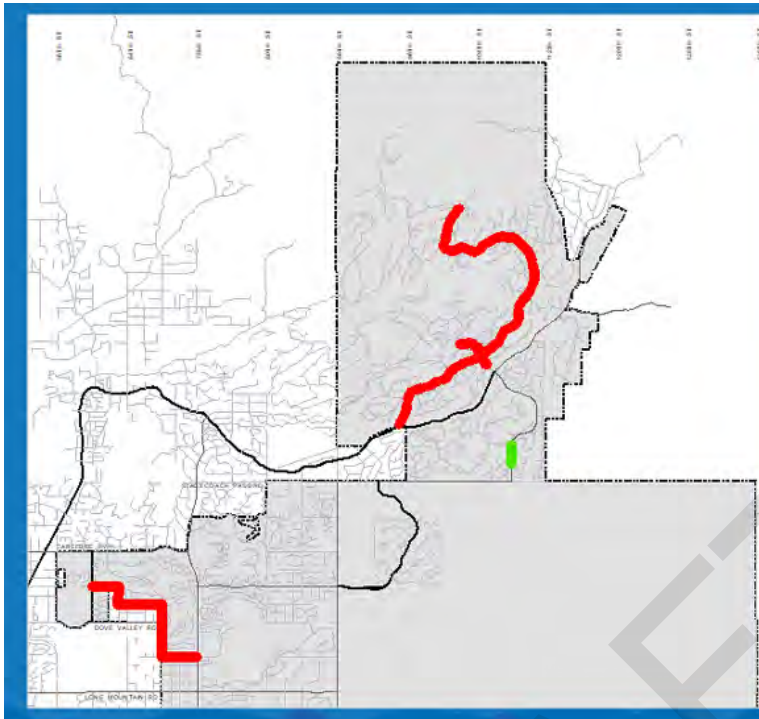


Figure B-7



Path System Changes – North Area Part B

- Additions to Existing
- Additions to Planned
- Deletions from Planned

PERFORMANCE MEASURES

- 1) Reduce citywide per capita bicycle collision occurrences, based on six-year moving average data.
- 2) Maintain a positive (excellent/good) rating of 70% or better in the National Community Survey for “Ease of Travel by Bicycle.”
- 3) Percentage of residences within ½-mile network distance to a shared use path.
- 4) Mileage of completed shared use paths.
- 5) Mileage of arterial and collector roadways with bike lanes.
- 6) Mileage of completed Neighborhood Bikeways.
- 7) Number of annual bicyclist boardings on transit routes.
- 8) Annual counts from permanent counters, mobile counters, and 3rd party vendors.

TRAIL ELEMENT

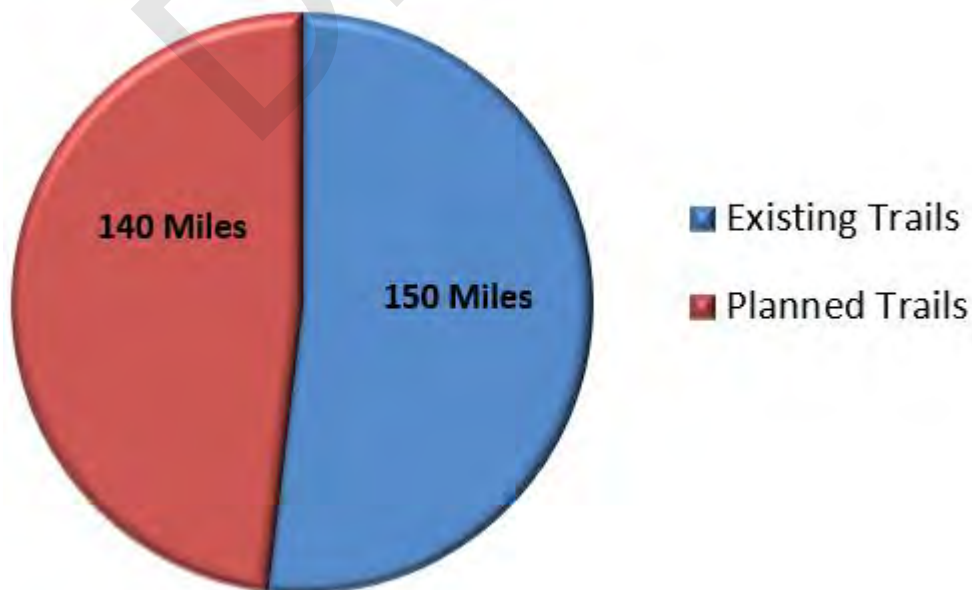
INTRODUCTION

Scottsdale’s goal is to develop and maintain a citywide interconnecting network of trails to provide valuable recreation and transportation opportunities for residents and visitors. Trails function as transportation links between schools, residential areas, parks, places of employment, shopping areas and other areas of interest. Trails also provide hikers, walkers, joggers, equestrians, mountain bicyclists and people with disabilities opportunities to improve health and fitness, spend time with family and friends, enjoy the natural environment and escape the stress of everyday life. Trails are an integral part of Scottsdale’s transportation infrastructure and a fundamental component to an enhanced quality of life for the community.

Scottsdale has been preparing plans and building public trails for the last five decades. In 2004, after an extensive public involvement process, the *Scottsdale Trails Master Plan: On the Right Trail* was officially adopted by City Council. In 2007, the Transportation Department assumed responsibility for public trails outside Scottsdale’s McDowell Sonoran Preserve and kept the commitment to include trails within an element of the first Transportation Master Plan update which occurred in 2016. This 2021 Transportation Action Plan Trail Element is a culmination of the past planning efforts and aligned with approved policies, network planning and design standards.

Today Scottsdale has 150 miles of trails that are woven throughout neighborhoods within the city. This transportation action plan documents 140 miles of planned trails that will complete the buildout of the network over future years (see Figure T-1)

Figure T-1
Miles of Existing and Planned Trails Outside of Scottsdale McDowell Sonoran Preserve



GOALS

- 1) Develop an effective and connected multi-modal transportation system with the integration of trails.
- 2) Actively work with neighborhoods, neighborhood associations and adjacent jurisdictions to coordinate all planned and existing links to the trail network.
- 3) Provide improved trail connectivity within neighborhoods and access to schools and parks.
- 4) Maintain Scottsdale's high aesthetic values and environmental standards when planning and constructing trails.
- 5) Educate the public about easements and maintenance responsibilities associated with the trail network.

POLICIES

- 1) Trail access: Purchase public access if necessary, align trails where there is available access, and avoid condemnation when possible.
- 2) Trail obstruction: Coordinate with landowners regarding obstruction removal and require trail realignment by landowner if necessary.
- 3) New trails crossing undeveloped land: Identify existing rights of way along parcel boundaries to build temporary trail if necessary and require developers to dedicate a public nonmotorized access easement and build trail if applicable.
- 4) Trail Easement Abandonment: Trail easement abandonment requests will require a Trail Impact Analysis.

TRAIL CLASSIFICATIONS & STANDARDS

Trail widths vary depending on the purpose and environment. A trail could follow a major roadway, weave through a neighborhood or traverse rugged terrain. Therefore, trail classifications and standards were established to assist in providing the right trail for the right place.

Scottsdale has four types of trails: primary trails, secondary trails, neighborhood trails and minimally improved/rugged trails. Each classification has unique standards that align the trail with its environment. For all trail classifications, motorized vehicles are only permitted for maintenance and emergency purposes and where trail widths allow.

Primary Trails

Primary Trails provide both transportation and recreation links between residential areas, schools, businesses, parks, places of employment and other areas of significant community

activity. Primary Trails are used by hikers, equestrians and bicyclists and typically have the most use of the trail types. The trail surface may be comprised of either native soil or decomposed granite. Urban Trails have the greatest width of all trail classifications and therefore accommodate leisurely side-by-side travel and easy passing for multiple user types. These trails are typically located within areas of relatively level topography.

Secondary Trails

Secondary Trails provide alternative transportation and recreation links through areas such as desert washes, scenic corridors, vista corridors and other desert open space areas. Secondary Trails are also used by hikers, equestrians and bicyclists, but typically experience a lower level of use than Primary Trails. Secondary Trails are narrower than Primary Trails and occasionally users must travel single file. Secondary Trails are typically located within areas of level to moderate topography.

Neighborhood Local Trails

Neighborhood Local Trails provide access in and around neighborhood areas and provide connections to Primary and Secondary Trails. Neighborhood Local Trails typically act as “feeder” trails to the regional trail network and may provide close-to-home recreational opportunities. Hikers, equestrians and bicyclists also use Neighborhood Local Trails, and in more rural areas, they sometimes serve as “sidewalks.”

Minimally Improved/Rugged Trails

Minimally Improved/Rugged Trails are built as far away from traffic as possible and designed for equestrians, hikers, runners and mountain bikers. Minimally Improved/Rugged Trails are constructed in areas where other disability-accessible trail options are available or where the construction of an accessible trail will alter substantially the character of the surrounding area, impact culturally significant areas or be difficult to construct because of the terrain, such as in washes.

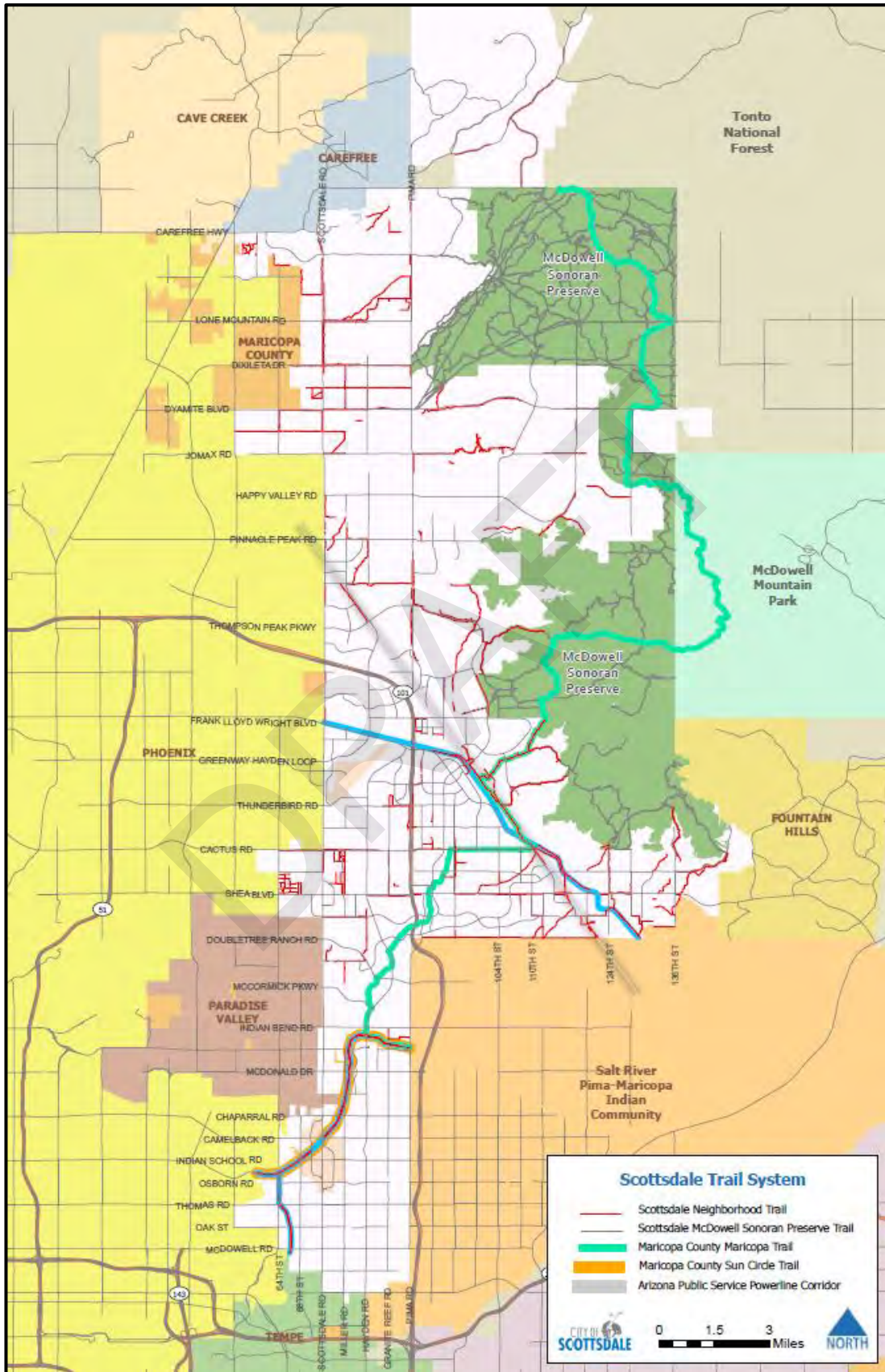
Trail standards such as slope, width and vegetation clearance are associated with each trail classification. These standards can be found in the Scottsdale *Design Standards & Policies Manual* (2018).

TRAIL CORRIDORS & REGIONAL CONNECTIVITY

Scottsdale has a robust trail system throughout the city with 220 miles of trails in Scottsdale’s McDowell Sonoran Preserve and 150 miles of trails in the neighborhood trail system.

Main trail corridors, including the Arizona Canal, Crosscut Canal, Central Arizona Project Aqueduct and Arizona Public Service (APS) Powerline, provide gateways to the regional trail system. An extensive regional trail system, including the Sun Circle Trail and Maricopa Trail, winds through Scottsdale and aligns with existing trails located along the main trail corridors, the Indian Bend Wash Path System and Scottsdale’s neighborhood trail system (see Figure T-2).

Figure T-2 Scottsdale Existing Trail System



TRAIL PRIORITIZATION

Neighborhood trails are constructed using a yearly capital project. The first priorities for trail construction are the completion of planned connections to the McDowell Sonoran Preserve at designated access points and planned Neighborhood Trails in rural areas that do not have sidewalks.

Specific trail segments and improvements are further prioritized by the following criteria:

- Corrects safety issue on an existing trail or with a new trail
- Completes a gap or unfinished project resulting in a significant, usable and continuous trail
- Completes the final unfinished segment in an existing trail
- Connects a trail to another trail
- Improves access to a neighborhood, community, preserve or regional trail destination
- Constructs a trail which meets the desired design guidelines without special conditions that would increase the construction costs
- Builds a trail in an area with high potential use due to the surrounding character area and/or land uses

ADJUSTMENTS TO PLANNED NETWORK

During the development of the Transportation Action Plan, the planned trail system was reviewed to identify segments that:

- Lack connectivity,
- Are prone to network redundancy,
- Are infeasible to construct due to terrain and/or lack sufficient public rights-of-way or easements.

In this effort, 48 miles of planned trails were removed from the planned network of 188 miles, leaving 140 miles of planned trails.

Additionally, the Transportation Action Plan prioritizes completing the remaining connections to Scottsdale's McDowell Sonoran Preserve and filling in gaps within the neighborhood trail systems.

Scottsdale will continue to add to the robust network of trails available to residents and visitors. Most importantly, Scottsdale will continue to conduct inventories of the existing neighborhood trail system and make improvements to trails in need of repair. Scottsdale will also continue to educate residents and homeowner associations on their responsibility to maintain trails adjacent to their homes and communities.

The following figures provide the locations of the planned trail segments removed from the network.

Figure T-3 Central Area – Planned Trail Segments Removed from Network

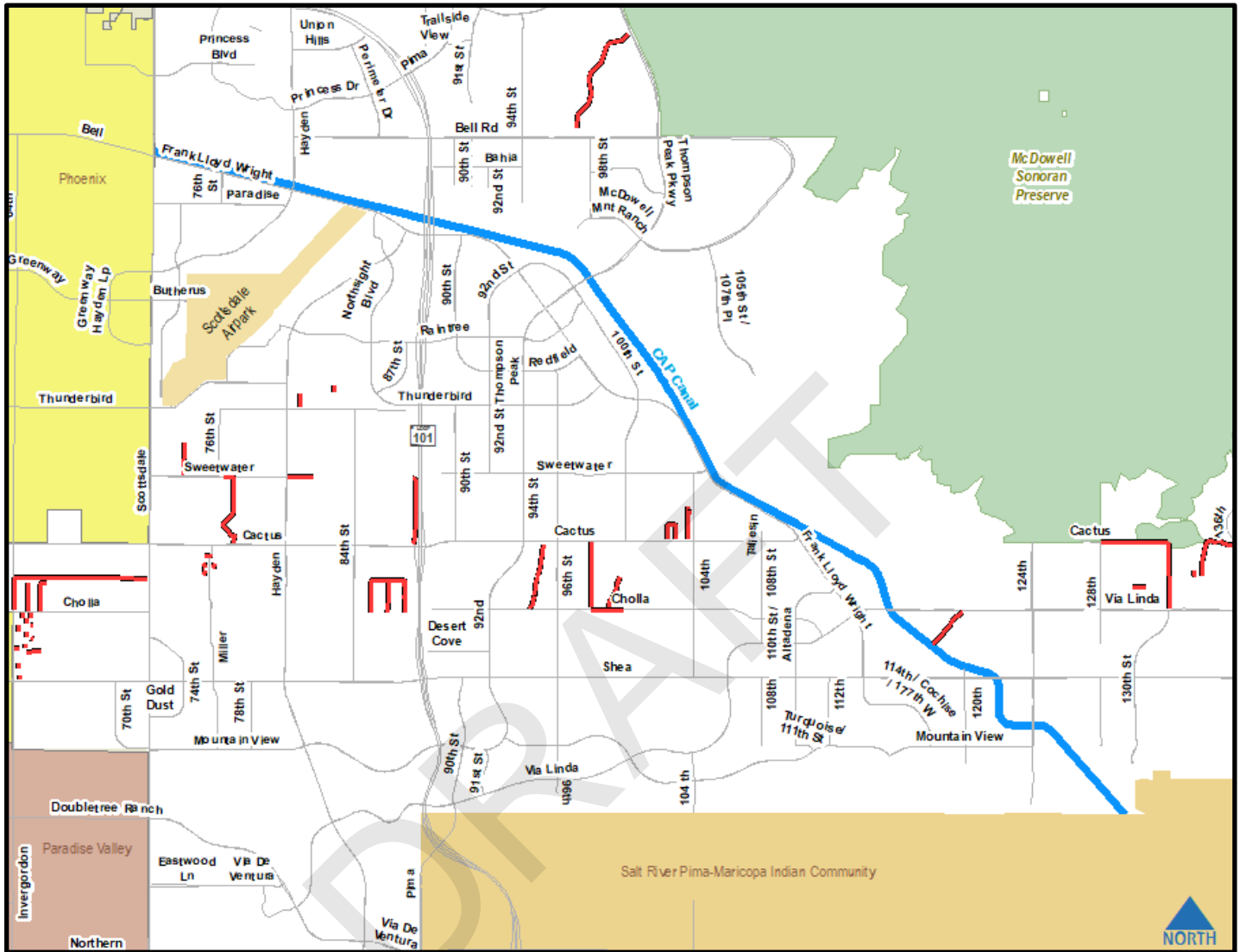


Figure T-4 Northern Area A – Planned Trail Segments Removed from Network

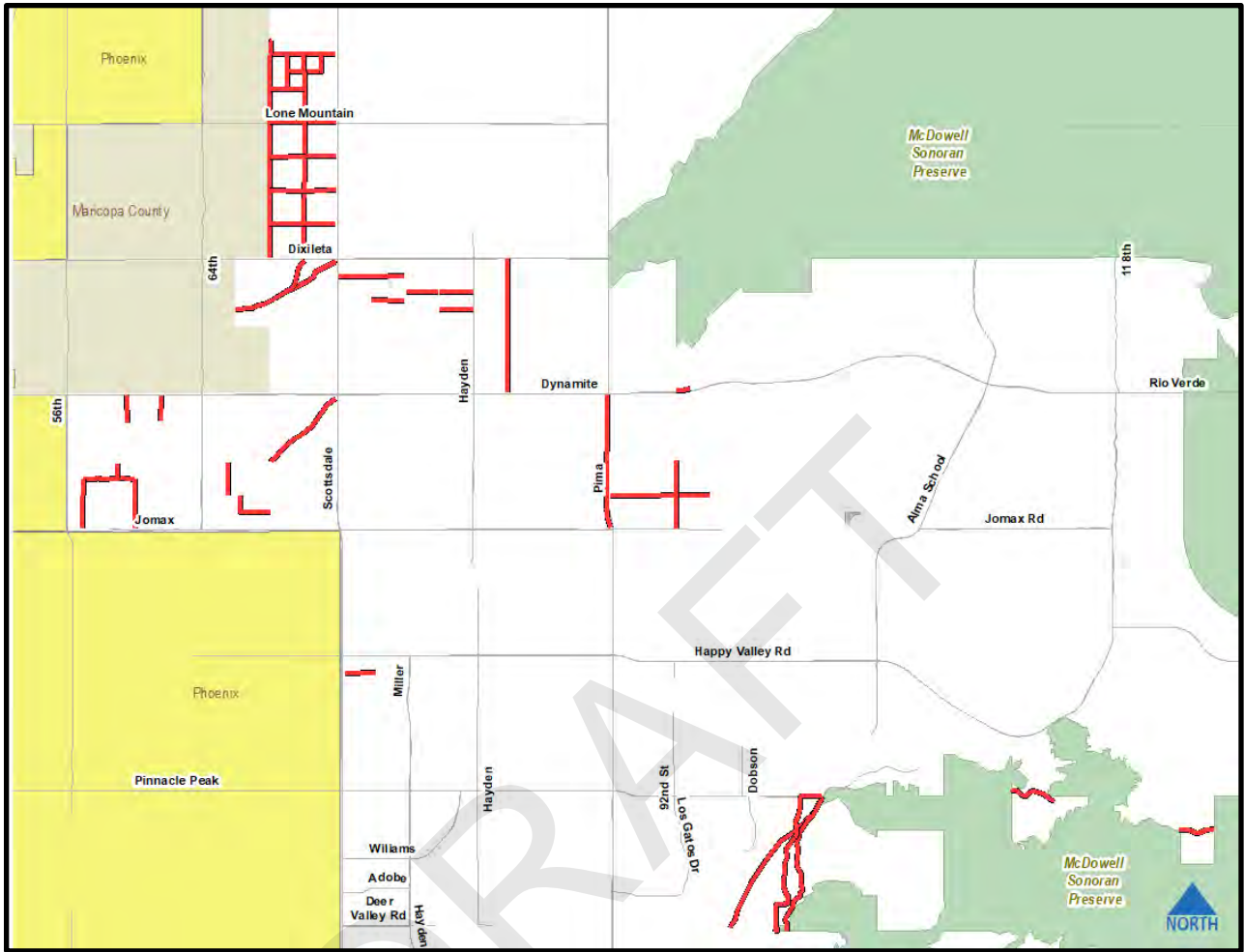


Figure T-5 Northern Area B – Planned Trail Segments Removed from Network

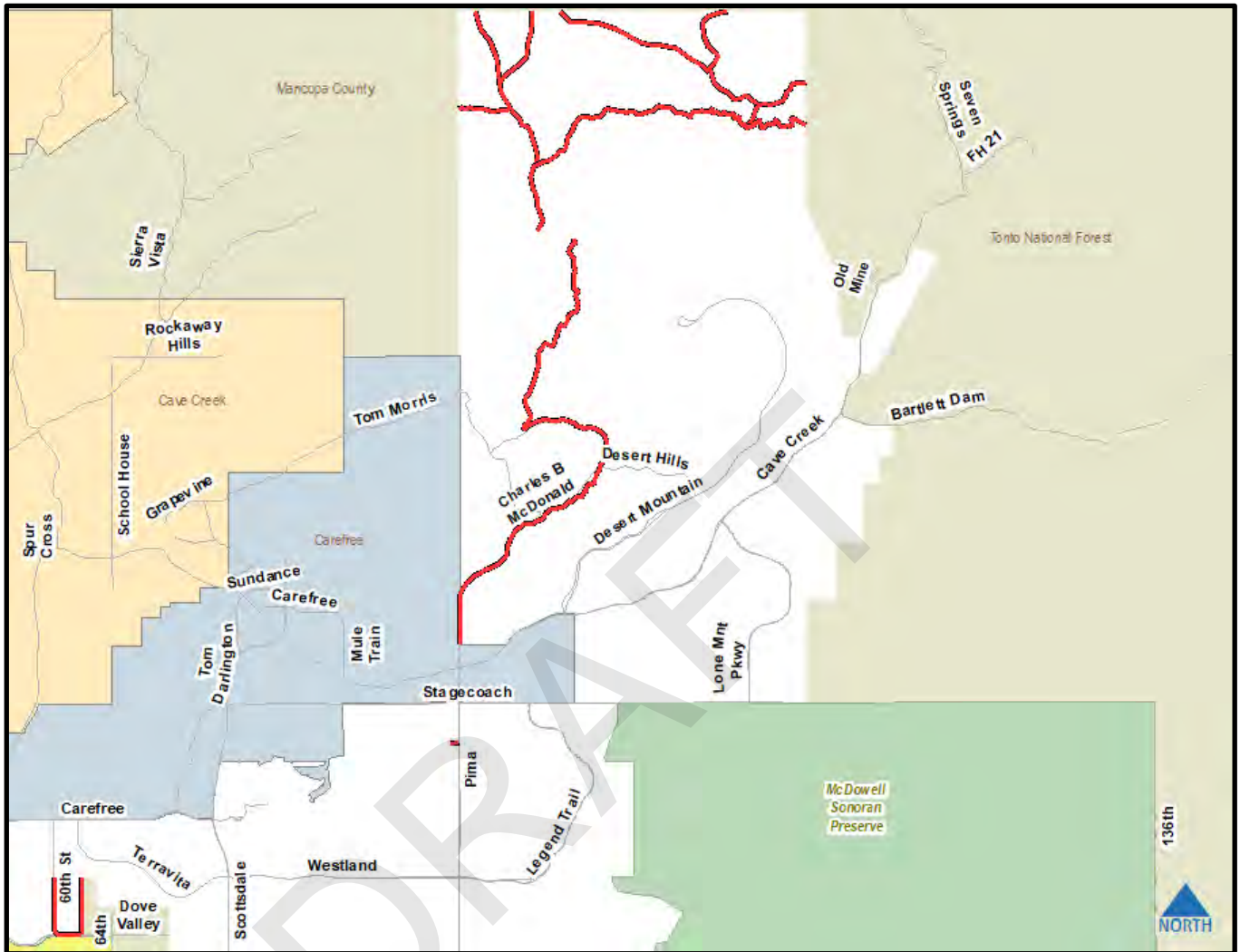
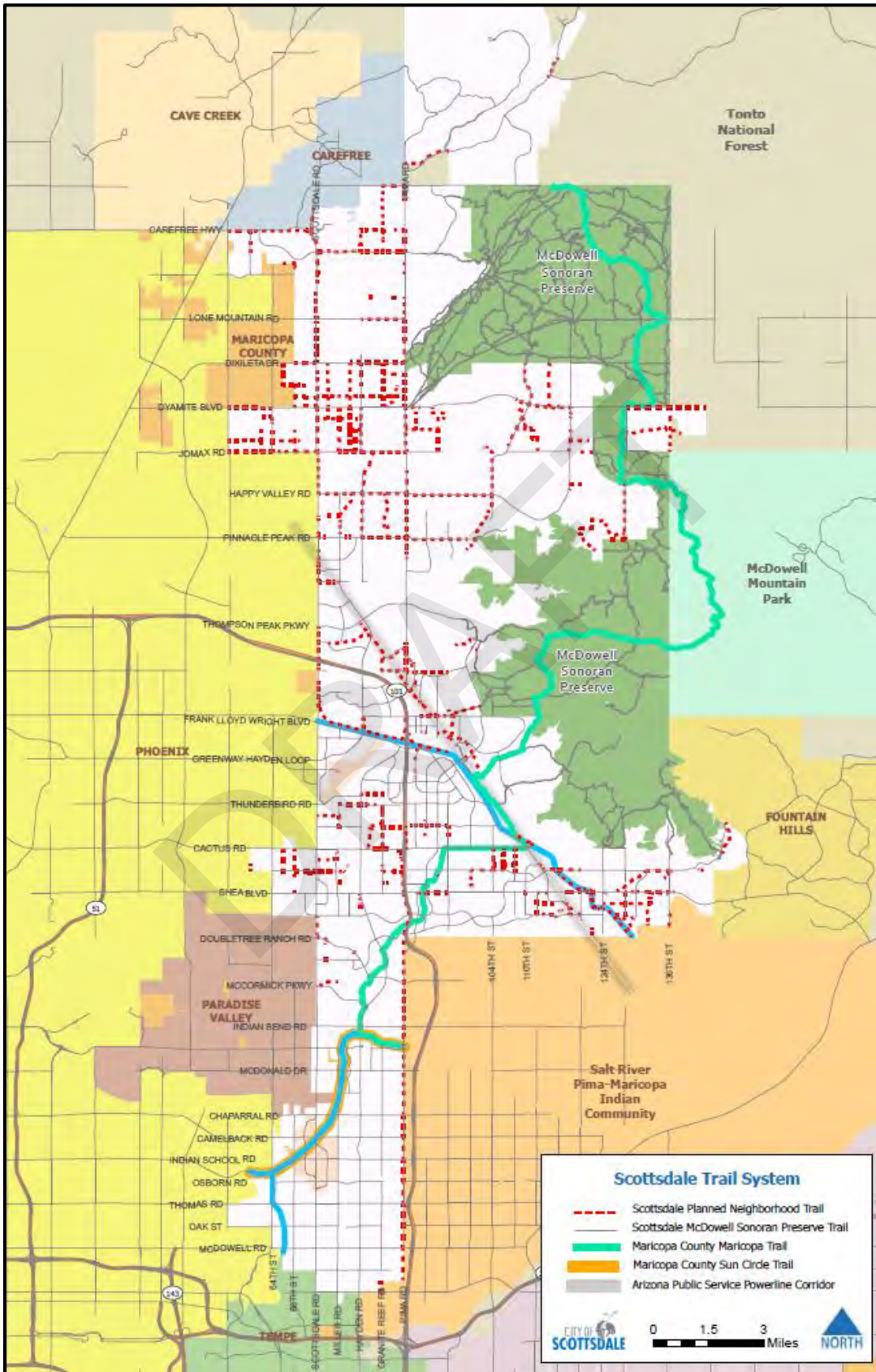


Figure T-6 depicts the planned trail network outside of the Scottsdale's McDowell Sonoran Preserve including network adjustments.

Figure T-6 Scottsdale Planned Trail Network



PERFORMANCE MEASURES

- 1) Mileage of completed trails per year
- 2) Mileage of rehabilitated trails per year
- 3) Percent of planned trail network constructed per year
- 4) Percent of population within $\frac{1}{4}$ mile network distance to trail

DRAFT

PEDESTRIAN ELEMENT

INTRODUCTION

Scottsdale's sidewalks and enhanced crossings provide a network for people walking, skating and using personal assistive mobility devices. The Pedestrian Element will assess priorities to make Scottsdale more walkable and provide safe, convenient, barrier-free pedestrian ways and facilities that promote walking short distances. For example, shade along sidewalks and bus stops can make walking and transit use much more comfortable.

Specific sidewalk standards are found in the *Design Standards and Policies Manual (DS&PM)* Street Geometrics and Public Pedestrian Facilities sections. The TAP Streets Element provides cross sections by functional classification [will link] with guidance similar to that in the DS&PM. The cross sections outline sidewalk placement, which vary by functional classification and character areas.

One significant change to the pedestrian element in the 2021 TAP is a new policy to locate shade trees on the west side of north/south streets and on the north side of east/west streets on the side of the sidewalk, opposite the street. Previously shade trees were placed between the sidewalk and the street. The new orientation provides the most shade for pedestrians during the hottest months of the year.

GOALS

- 1) Build and maintain pedestrian facilities that form a continuous and interconnected network with seamless connections to public transit, schools, neighborhoods and community destinations.
- 2) Provide pedestrian amenities, promote land uses and encourage private efforts that enhance public spaces, neighborhoods, commercial and employment areas.
- 3) Implement education, encouragement and data collection programs to increase walking and reduce the number and severity of pedestrian crashes.
- 4) Create and improve pedestrian access between neighborhoods and to transit routes.
- 5) Maintain and enhance the current pedestrian network to meet current design standards.
- 6) Provide pedestrian/cycling enhanced crossings where appropriate.

POLICIES

- 1) Construction Priorities: Prioritize use of capital improvement funds to complete projects that address accessibility concerns, network gaps, school and/or transit access and reductions in neighborhood barriers.
- 2) Roadside Landscaping: Orient shade tree placement to maximize shade on the sidewalk during the summer months (west of west-side sidewalk on north/south roads, north of north-side sidewalk on east/west roads).

- 3) **Roadway Restriping:** Improve pedestrian comfort through striping changes that provide greater separation from vehicles through the installation of new bike lanes, wider bike lanes or buffered bike lanes.
- 4) **Neighborhood Barriers:** Reduce the length of continuous perimeter walls to encourage pedestrian connectivity to collector and arterial streets and shared use paths and transit connections.
- 5) **Enhanced Pedestrian Crossings:** Develop and use the *Guidelines to Identify Pedestrian Crossing Treatments* to support grade separations, pedestrian signals and other crossing enhancements.
- 6) **Intelligent Transportation Systems (ITS):** Identify and test solutions that balance traffic flow with improved pedestrian mobility in key corridors.
- 7) **Safety:** Work with public safety staff to improve enforcement of traffic laws related to pedestrians. Collect, analyze and report on pedestrian collision data on a regular basis and develop remediation measures to address high-frequency and high-volume collision locations. Support Safe Routes to School programs.

SIDEWALK CROSS SECTIONS

Trees are located on the west or north side of the sidewalk to provide maximum shade during hotter times of the year. In previous plans, trees were located between the sidewalk and the curb on both sides of the street. Lower growing landscaping will typically remain in a 3- to 4-foot buffer between the sidewalk and curb. Figures P-1 and P-2 below show locations where the cross sections changed, indicated by yellow areas. Figure P-3 show the new orientation of shade trees on streets. Cross sections did not change on the south side and east side of streets in relation to the placement of trees and continue to place a landscape buffer between the sidewalk and curb.

Figure P-1
Cross Section North/South Direction



Figure P-2
Cross Section East/West Direction



**Figure P-3
Proposed Cross Section**

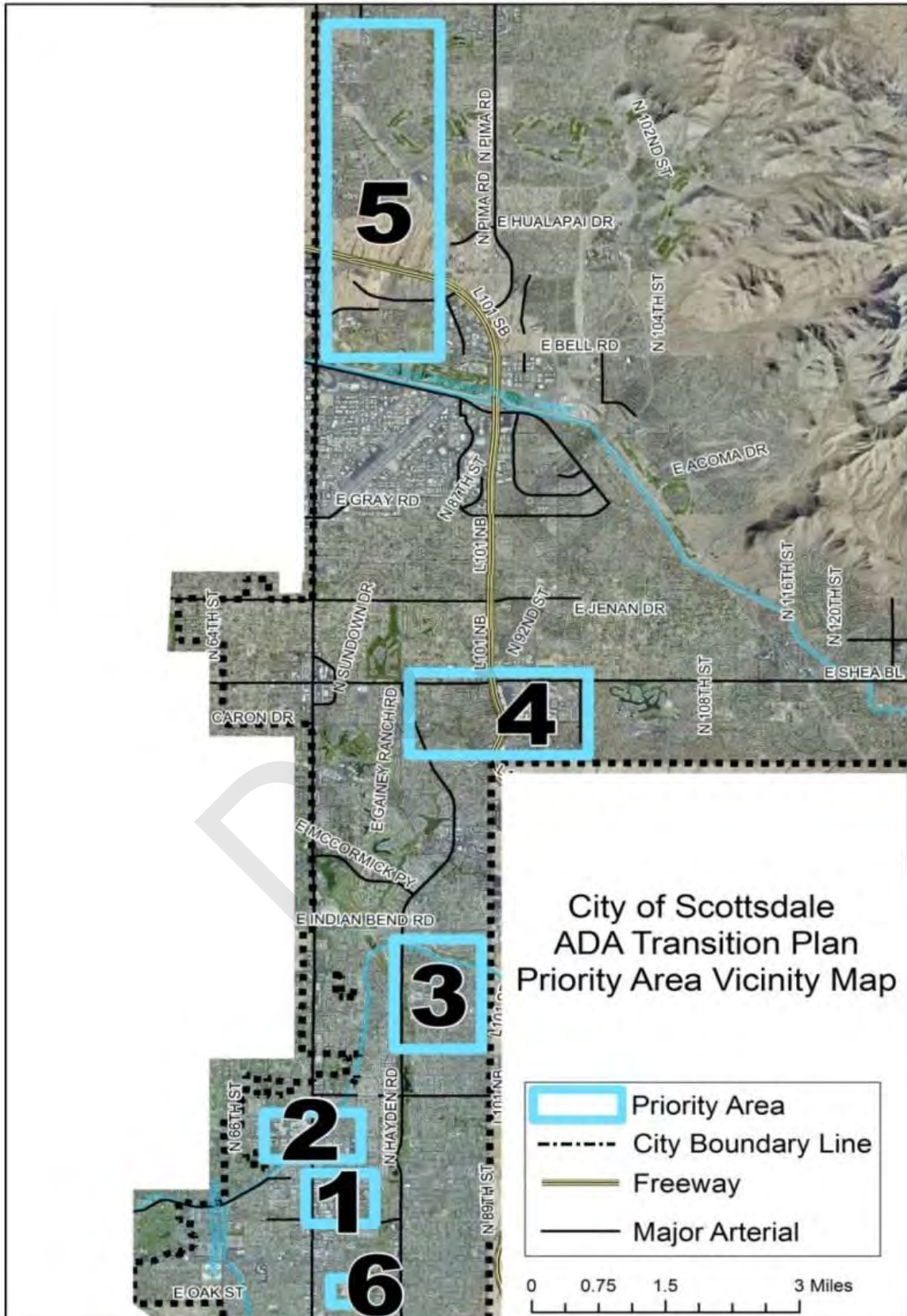


In areas where sidewalks are less likely to experience high volumes of pedestrians due to lower density and/or subdivision access restrictions, one side of four-lane and six-lane streets has a narrower sidewalk of six feet, while maintaining an eight-foot-wide sidewalk on the other side. The wider sidewalk also serves as a side path for bicyclists. Some roads are planned to have a 10-foot multi-use path in place of a sidewalk to provide regional non-motorized connections to the city of Phoenix.

ACCESSIBILITY

The 2021 draft Scottsdale Americans with Disability Act (ADA) Self-Evaluation and Transition Plan Update prioritizes areas for improvements for pedestrians along streets and transit routes (shown in Figure P-4). Additional ADA improvements will continue to be included on streetscape, pavement maintenance, and developer-driven projects.

Figure P-4 Priority Areas



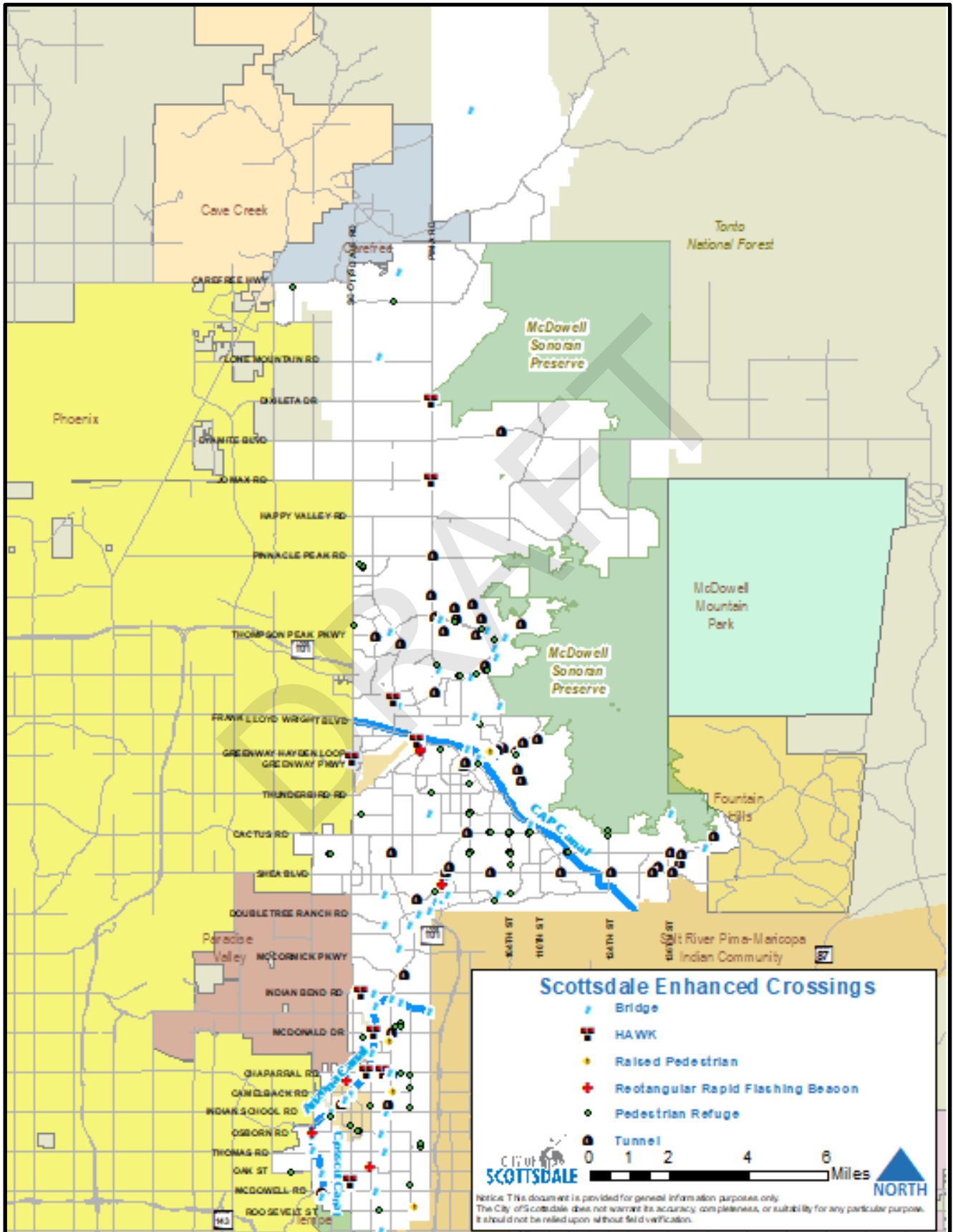
ENHANCED CROSSINGS

Trends show that we are more active than previous generations. With the movement towards livable communities, walking and biking are becoming more attractive to enhance the quality of life. Enhanced crossings are integral in accomplishing connectivity and safety and promote the health, livability and equity of a community. There are two main categories of enhanced crossings: grade separated and at-grade crossings. Criteria such as sight distance, proximity to intersections, traffic volumes, roadway cross section and nonmotorized volumes are used to determine what type of crossing is appropriate at a given location.

Enhanced bicycle, pedestrian and equestrian crossings provide safer connectivity at various locations including intersections, physical barriers and high nonmotorized activity areas. Enhanced crossings also provide regional connectivity, transit access and ADA accessibility. Types of enhanced crossings include bridges, tunnels, pedestrian refuge islands, raised pedestrian crossings, high intensity activated crosswalks (HAWKs) and rectangular rapid flashing beacons. Currently, there are 219 enhanced crossings in Scottsdale ranging from raised pedestrian crosswalks to tunnels and bridges.

As shown in Figure P-5, enhanced crossings are more prevalent in central and southern Scottsdale due to the context of the built environment. Central and southern Scottsdale has an urban and dense environment compared to northern Scottsdale, which has a suburban and low-density environment. A myriad of opportunities remain in central and southern Scottsdale to integrate enhanced crossings. A pedestrian refuge is the most commonly implemented enhanced crossing Scottsdale because it serves neighborhoods and is cost-effective.

Figure P-5 Scottsdale Enhanced Crossings



GRADE-SEPARATED CROSSINGS

A grade-separated crossing is a bridge, underpass or tunnel that allows nonmotorized traffic to avoid any interaction at street crossings, intersections or a physical barrier. Grade separated crossings are encouraged where paths and trails intersect major streets or canals. Examples of grade-separated crossings are shown in Figure P-6.

Figure P-6 Grade Separated Crossings



Grade-separated crossings should be required with new construction where major roadways cross a trail or path. Design of new drainage culverts should accommodate a path and trail and consider the needs of bicyclists, pedestrians and equestrians.

AT-GRADE CROSSINGS

Where grade-separated crossings are not viable or necessary, at-grade crossings can be used. In many locations and for many reasons, grade separation and/or signalization may not be feasible or warranted. Several specific treatments can be incorporated at designated crossings that give path and trail users a greater sense of security, comfort and convenience.

Signalized At-grade Crossings

In the absence of a grade-separated crossing, a signalized crossing should be considered if warranted, according to the Manual on Uniform Traffic Control Devices (MUTCD). Examples of signalized crossings include a Rectangular Rapid Reflecting Beacon or High Intensity Activated Crosswalk (HAWK) (see Figure P-7).

Figure P-7 – Signalized Enhanced Crossings



Rectangular Rapid Flashing Beacon



HAWK

Unsignalized At-Grade Crossings

Unsignalized at-grade crossings are considerably less costly than grade-separated crossings. Streets with many lanes, higher traffic speeds and higher traffic volumes would better accommodate bicyclists and pedestrians with the use of a greater number of design treatments such as a Raised Pedestrian or Pedestrian Refuge (see Figure P-8).

Figure P-8 Unsignalized At-Grade Crossings



Raised Pedestrian



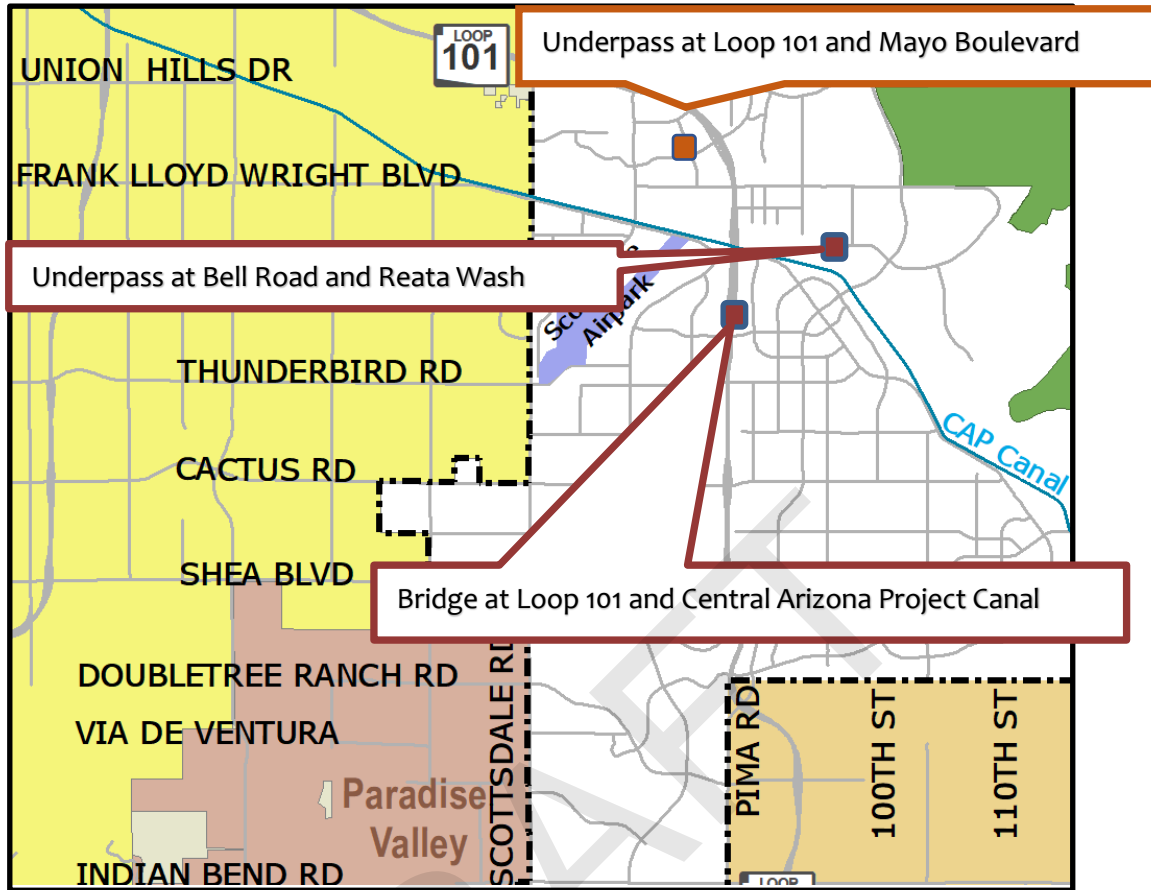
Pedestrian Refuge

FUTURE ENHANCED CROSSINGS

Scottsdale recently developed *Guidelines to Identify Pedestrian Crossing Treatments* to assist in determining what type of crossing is appropriate for an identified location. The document incorporates recommendations from state and federal transportation agencies, provides a standardized process to evaluate new crossing locations and provides criteria and considerations for establishing a new enhanced crossing.

In addition to using established guidelines for the installation of new enhanced crossings, Scottsdale continues to be proactive in the planning and future capital programming of three identified locations that are critical for regional connectivity. These locations are a bridge over the Loop 101 along the Central Arizona Project Canal, an underpass at Bell Road within the Reata Wash to provide connectivity between WestWorld and Scottsdale's McDowell Sonoran Preserve and an underpass at Loop 101 at the Mayo Boulevard alignment (see Figure P-9).

Figure P-9 Future Enhanced Crossings



PERFORMANCE MEASURES

- 1) Reduce citywide per capita pedestrian collision occurrences, based on six-year moving average data.
- 2) Complete pedestrian improvements identified as Priority Areas in the ADA Self-Evaluation and Transition Plan Update within five years.
- 3) Maintain a positive (excellent/good) rating of 80 percent or better in the National Community Survey for “Ease of Walking.”
- 4) Percentage of arterial and collector roadway miles with sidewalks that meet current design standards.
- 5) Percentage of population within ¼ mile network walking distance to a collector or arterial street.

IMPLEMENTATION PROGRAM

INTRODUCTION

There will always be a finite level of resources available to meet current and future transportation system needs. Therefore, a program to prioritize new transportation infrastructure projects, programs and services must also consider the requirements necessary to preserve, maintain and operate/optimize the existing transportation system. Goal 2 in the Street Element of this Transportation Action Plan (TAP) provides a good example of this concept:

“Develop and manage the street network in a manner that places reliance on maintaining existing infrastructure and improving the efficiency of the existing system before adding new roadway capacity.”

The major recurring revenue sources available for transportation are the city’s annual share of the State Highway User Revenue Fund (HURF) at \$17.9 million in 2020-21, which is primarily generated through per gallon taxes on fuel and the 0.2% Transportation privilege (sales) tax at \$23.6 million in 2020-21. HURF revenue, which is shared with cities based on population, is only forecast to grow 2.9% (total) through 2025-2026. The forecasted 0.2% sales tax revenue is expected to average 3% growth annually through 2025-26.

Both revenue sources have restrictions on their use. HURF expenditures must be tied to the operation, maintenance and improvement of the street system, including traffic signals. However, HURF revenues provide less than 80% of the city’s actual costs to preserve, maintain and operate the street system. Up to one-half of the 0.2% sales tax can be used for planning and operations-related transportation costs. The remaining half of the 0.2% sales tax is programmed for capital improvements.

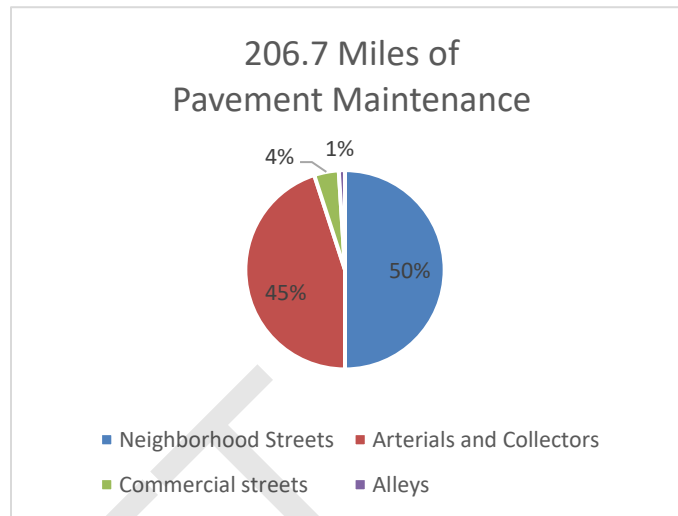
A much smaller recurring revenue source is the state’s Local Transportation Assistance Fund (LTAF), which is also shared based on population. Annual LTAF revenue totals approximately \$650,000 per year, less than 2% of the total generated by HURF and the 0.2% Transportation sales tax. LTAF can only be used for transit-related expenses.

Other revenue sources are reliant on voter-approved sales tax extensions, competitive grants and federal funding levels. These include the city’s 0.1% temporary Transportation sales tax (expires 1/31/29) at \$12.4 million in 2020-21. Proposition 400 regional transportation sales tax (expires 12/31/25) will provide a total of \$240.4 million and federal one-time grants and federal transit preventative maintenance grants will provide of total of \$30.7 million through 2025-26.

EXISTING TRANSPORTATION SYSTEM (2021)

Pavement/Striping/Signage/Concrete

The city maintains 206.7 million square feet of street and alley pavement. The street system also includes striping and signage that must be maintained and renovated/replaced on an ongoing basis. Sidewalk maintenance issues are funded out of the pavement-related operating budget, while new ramps that meet Americans with Disabilities Act (ADA) requirements are funded from the pavement overlay capital program.



Intelligent Transportation/Traffic Signals/Streetlights

Many intersections in Scottsdale are fully signalized, and a large portion of these are connected to the city's Intelligent Transportation System (ITS). In addition, most streets in areas not covered by Natural Area Open Space development requirements, generally south of the Thompson Peak Parkway east/west alignment, have a street lighting system. The city is responsible for operation and maintenance of 318 traffic signals, 175 ITS cameras and 8,966 Streetlights.

Grading & Drainage/Bridges & Culverts/Sweeping/Dust Control

Due to the city's topography, drainage management is another critical requirement within the transportation system. The city is responsible for 232 bridges and large culverts that are part of the Arizona Department of Transportation's Bridge Inspection Program. The city also maintains 95 washes and drainage channels comprising 160 acres and including 9000 grates, catch basins, handrails and guardrails.

To address airborne particulates, a major concern in the Phoenix region, and stormwater quality, the city operates a program that sweeps major streets twice per month, the Old Town/Entertainment District five times per week, residential streets once per month and shared use paths (57 miles) twice per month. The city also provides additional sweeping service and maintenance when requested. Over 20,000 miles of sweeping occurs annually. The city also has a comprehensive dust control program on unpaved roads and shoulders that includes dust palliative roads (29 miles), shoulders (76 miles), alleys (95 miles) and lots. Maintenance grading

is also required on 8 miles of roads and 28 miles of shoulders that do not have dust palliative treatment due to lower traffic volumes.

Medians and Right of Way

The city is responsible for 27 million square feet (620 acres) of median and back of curb (right of way) landscaping, which is part of the city's standard cross section requirements for roadway projects. Medians are typically 16-24' wide, depending on the street classification, and the landscaping often includes irrigation systems that also require maintenance. In some master planned communities, the homeowner's association takes on primary responsibility for maintaining median and right of way landscaping.

Transit

The city owns and maintains a fleet of twenty-one buses for use on trolley routes. The city also maintains 593 bus stops, 197 of which include bus shelters. The buses, which cost more than \$500,000 each, have been purchased with a combination of federal grants and regional Proposition 400 funding and therefore have not impacted the city's transportation budget. If no replacement for Proposition 400 is enacted, however, the city will likely be responsible for at least 20% of bus purchase costs beginning in 2026. Additionally, bus routes in Scottsdale and associated paratransit service, which receive approximately \$12 million in regional funding per year from Proposition 400, would not be available beginning in 2026.

Paths and Trails

Maintenance or sweeping costs for Scottsdale's 129 miles of concrete shared use paths, including side paths in roadway corridors, are absorbed in operating budgets discussed previously. The city does not program dedicated funds for maintaining its 151 miles of trails, the majority of which are the responsibility of adjacent property owners or homeowner associations.

TRANSPORTATION INVESTMENT PRIORITIES

The following list of ranked priorities will be used to guide transportation system investments:

- 1) Preserve/Maintain/Optimize existing infrastructure.
- 2) Meet Americans with Disabilities Act, Air Quality, Water Quality and other regulatory requirements.
- 3) Enhance safety and test new concepts/technology.
- 4) Provide transit service with minimum 30-minute frequency.
- 5) Develop capital projects with funding from outside sources.
- 6) Develop capital projects that are funded only by the city and prioritize non-motorized access.

The following factors, in addition to cost, will guide transportation investment in specific Capital Improvement Plan (CIP) projects and programs:

- Condition and maintenance cost of existing assets
- Safety and/or regulatory compliance requirements
- Citizen input
- Expected usage levels (current and projected)
- Connection to regional networks
- Completion of a network gap
- Coordination with new development
- Connection to transit service
- Recommendation in a regional plan
- Expansion of non-auto options

CAPITAL IMPROVEMENT PLAN (CIP) PROJECT AND PROGRAM LIST

Taking into consideration the investment priorities and project review factors listed in the previous section, the table below provides the recommended list of CIP projects. Projects that are currently included in the draft Proposition 400 Extension regional plan (as of July 2022) are highlighted in green.

Category	Project/Program Name	Description
New Roadway Capacity	Legacy Boulevard Bridge	Construct the second bridge and approaches on Legacy Boulevard over the Reata Pass Wash. The bridge is approximately 250' long x 40' to accommodate 2 travel lanes, bike lane and sidewalk.
	Dynamite Boulevard - 56th to Pima	Construct a complete street from 56th Street to Pima Road (4 miles). Depending on volume forecasts, the project will be widened to either 3 or 5 lanes. A 5-lane roadway is more likely east of Scottsdale Road. Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lanes, 6-8' sidewalk on one side, 8-10' side path and 6-8' trail. The project crosses the Rawhide Wash (100-year discharge of 9,000 cfs) approximately 1/2 mile west of Pima Road. A bridge span of approximately 300' is anticipated. Additional turn bay capacity and signal modifications are planned at Scottsdale Road and Pima Road. A new major intersection at the Hayden Road alignment is also planned.
	Pinnacle Peak Road - Scottsdale Road to Pima Road	Construct a 4-lane complete street between Scottsdale and Pima roads (2 miles). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on one side, an 8-10' side path and 6-8' multi-use trail. Additional turn bay capacity and signal modifications at key intersections may be required. Right-of-way acquisition will be necessary in some locations.
	Miller Road - Princess Drive to Legacy Boulevard	Construct a 4-lane complete street between Princess Drive and Legacy Boulevard (1 mile). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median and 8' sidewalks. The project will cross the Loop 101 using the new underpass completed in 2021. The majority of this project is expected to be constructed by private development.

	Scottsdale Road - Loop 101 to Jomax Road	Construct a 4- to 6-lane complete street (4.7 miles). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on one side, 8-10' shared use path and 6-8' trail. A new bridge, using Scottsdale and Proposition 400 ALCP funds, has already been constructed over the Rawhide Wash (100-year discharge of 9,000 cfs) approximately 1,200' south of Pinnacle Peak Road.
	Happy Valley Road - Scottsdale Road to Pima Road	Construct a 4-lane complete street between Scottsdale and Pima roads (2 miles). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on one side, 8-10' shared use path and 6-8' trail. The project crosses the Rawhide Wash (100-year discharge of 9,000 cfs) approximately 250' west of existing Hayden Road. A bridge span of approximately 300' is anticipated. Additional turn bay capacity and signal modifications are planned at Scottsdale Road and Pima Road. A new major intersection at the Miller Road alignment is also planned.
	Jomax Road - 56th Street to 94th Street	Construct a new 3-lane complete street between 56th and 94th streets (4.5 miles). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on one side, a 10' shared use path and 6-8' multi-use trail. Traffic signals and additional turn bay capacity at Hayden Road may also be included. Right-of-way acquisition will be necessary in some locations.
	Lone Mountain Road - 68th Street to Pima	Construct a new 3-lane complete street between 68th Street and Pima Road (2.5 miles). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on one side, 8-10' side path and 6-8' multi-use trail. Right of way acquisition may be required in some locations.

	56th Street - Jomax to Dynamite	Construct a new 5-lane collector complete street between Jomax Road and Dynamite Boulevard (1 mile). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on one side, 8-10' side path and 6-8' multi-use trail. Traffic signals and additional turn bay capacity at Jomax Road and Dynamite Boulevard may also be included, and a roundabout is planned at the Pinnacle Vista Drive intersection. Right-of-way acquisition will be necessary in some locations.
	Mountain View Road - 92nd to 96th (requires reclassification in future)	Expand Mountain View Road from a 3-lane to a 5-lane complete street between 92nd and 96 th streets. Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, and 6-8' sidewalk on each side. Right-of-way acquisition will be required.
	Shea Boulevard/Loop 101 Bypass	Construct roundabouts at up to three locations to facilitate travel on the Mountain View Road corridor between Loop 101 and 96th Street as an east/west alternative to Shea Boulevard, which is at or over capacity in this area. The intersections include Mt. View/90th, Mt. View/92nd, and Mt. View/96th.
	Hayden Road - Jomax to Dynamite	Construct a new 3-lane complete street between Jomax Road and Dynamite Boulevard (1 mile). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on one side, 8-10' side path and 6-8' multi-use trail. Traffic signals and additional turn bay capacity at Jomax Road and Dynamite Boulevard may also be included. Right-of-way acquisition will be necessary in some locations. The majority of this project is expected to be constructed by private development.
	North Old Town Intersection Improvements	Add capacity and improve vehicular and pedestrian safety at up to eight intersections in the vicinity of Scottsdale Fashion Square and the Scottsdale Waterfront high activity areas. The intersections are Scottsdale/Camelback, Scottsdale/Fashion Square, Scottsdale/Highland, Scottsdale/Rancho Vista, Scottsdale/Chaparral, Goldwater/Highland, Goldwater/Camelback and Camelback/Marshall Way. A roundabout is planned at the Goldwater/Highland location.

	Alma School Road - Happy Valley to Dynamite	Complete the missing 1/2-mile gap in the minor arterial roadway near Jomax Road, realign and improve the Alma School Parkway and Jomax Road intersection to a roundabout, add 8-10' shared use path and 6'-8' shared use trail on west side, add missing sections of 6' sidewalk on east side and improve roadside and cross drainage.
	Stagecoach Pass Road - Pima to 97th	Widen Stagecoach Pass Road for 1.1 miles to accommodate bike lanes, construct a 6' sidewalk on the north side and improve cross drainage. The majority of this project is expected to be constructed by private development.
	128th Street - Ranch Gate to Rio Verde	Construct two 11' travel lanes with a 5' buffer and a 10' colored concrete path on the east side. The roadway would be constructed with grading but no drainage culverts.
	Scottsdale Road Intersection Improvements - Mountain View to Greenway	Construct additional turn lane capacity and/or pedestrian crossing improvements at up to 11 signalized intersections and new right turn bays at up to 15 locations. Major intersections include Shea Boulevard, Cactus Road, Thunderbird Road and Greenway Parkway.
	Dixileta Drive - 66th Street to Pima	Construct a new 3-lane complete street between 66th Street Road and Pima Road (2.75 miles). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on one side, 8-10' side path and 6-8' multi-use trail. Right-of-way acquisition may be required in some locations.
	Rio Verde Drive - 118th to 144th	Construct a 4-lane complete street between 118th and 144th streets (3.25 miles). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on one side, 8-10' side path and 6-8' trail on north side. A wildlife underpass or overpass may be installed in the vicinity of the 124th Street alignment. A roundabout or traffic signal may be installed at 136th Street.
	136th Street - Rio Verde to Lone Mountain	Construct a new 3-lane complete street between Rio Verde Drive and Lone Mountain Road (2 miles). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane, 6-8' sidewalk or trail on the east side. Right of way acquisition will be required in some locations.

Transit	Scottsdale Road BRT - Roosevelt Street to Camelback Road	Design and construct infrastructure and operate a bus rapid transit system on Scottsdale Road that would connect to Tempe and Chandler. The project is proposed in the new Regional Transportation Plan that is being prepared by MAG.
Complete Street Renovations	Hayden Road Complete Street - McKellips Road to Indian School Road	Reconfigure the existing 6-lane Hayden Road between McKellips Road and Indian School Road as a 4-lane complete street with additional intersection turn lane capacity, increased access management (raised medians), on-street bike lanes and accessible 8' minimum width sidewalks.
	Via Linda Active Transportation Corridor	Reconfigure the Via Linda corridor between 90th Street and Frank Lloyd Wright Boulevard (3.7 miles) to meet arterial complete street standards. Improvements include continuous sidewalks that meet current arterial standards for setback from curb (other than near transit stops), accessibility and freedom from obstructions. The project will also create continuous 4-6' bike lanes through modifications to existing curbs and/or median edges. 1/4-mile pedestrian crossings will also be considered. An existing pedestrian overpass near the 102nd Street alignment that was constructed over 30 years ago may also need modifications by the time this project is scheduled. The city operates local bus service, with approximately ¼-mile stop spacing, on the entire project length.
	Scottsdale Road Active Transportation Corridor - Highland to Frank Lloyd Wright	Reconfigure the Scottsdale Road corridor between Highland Avenue and Frank Lloyd Wright Boulevard to meet arterial complete street standards. Improvements include continuous sidewalks that meet current arterial standards for width (8' minimum), accessibility and freedom from obstructions. The project will also create continuous 5-6' bike lanes. Three miles of frontage in this regional corridor is in Paradise Valley and 2.8 miles of frontage is in Phoenix.

	92nd/94th Street Active Transportation Corridor	Reconfigure the 92nd/94th Street corridor between Shea Boulevard and Thunderbird Road (2.2 miles) to meet arterial complete street standards. Improvements include continuous sidewalks that meet current arterial standards for setback from curb (other than near transit stops), accessibility and freedom from obstructions. The project will also create continuous 4-6' bike lanes through modifications to existing curbs and/or median edges. Intersection improvements at Cactus Road and 1/4-mile pedestrian crossings will also be considered. The city operates local bus service, with approximately ¼-mile stop spacing, on the entire project length.
	Scottsdale Road Active Transportation Corridor - McKellips to Roosevelt	Reconfigure the Scottsdale Road corridor between McKellips Road and Roosevelt Street to meet arterial complete street standards. Improvements include continuous sidewalks that meet current arterial standards for setback from curb (other than near transit stops), accessibility and freedom from obstructions. The project will also create continuous 5-6' bike lanes. The western frontage in this regional corridor is in Tempe.
	Miller Road Active Transportation Corridor - Marigold Lane to Jackrabbit Road	Reconfigure the Miller Road corridor between Marigold Lane and Jackrabbit Road to provide sidewalks that meet current standards for width (6' minimum), accessibility and freedom from obstructions. Pedestrian crossing treatments may also be necessary at several ¼-mile locations. The majority of this 5-mile corridor has been in its current configuration for more than 40 years. For 3 miles, Miller Road is used for local bus service that connects to 3 east/west regional bus routes.
	68th Street Active Transportation Corridor	Reconfigure the 68th Street corridor between Continental Drive and Jackrabbit Road (4 miles) to provide sidewalks that meet current standards for width (6' minimum), accessibility and freedom from obstructions. The section north of Chaparral Road will require widening to provide space for bike lanes. Pedestrian crossing treatments may also be necessary at several ¼-mile locations. The southern 2.5 miles of the project corridor is used as a local bus route. The corridor also connects to regional bus routes at four east/west streets and to Tempe's local circulator at Continental Drive. Approximately 0.8 miles of frontage on the northern end of the project corridor are in Paradise Valley.

	Oak Street Active Transportation Corridor - 56th Street to Pima Road	Reconfigure the Oak Street corridor between 56th Street and Pima Road to provide sidewalks that meet current standards for width (6' minimum), accessibility and freedom from obstructions. Pedestrian crossing treatments may also be necessary at several ¼-mile locations. The majority of this 4-mile corridor has been in its current configuration for more than 40 years. Oak Street has 1 mile of transit service and intersects with two regional bus routes and 2 local routes.
	Downtown Couplet Active Transportation Improvements	Provide continuous 6-8' sidewalks and bike lanes on the City's 3-mile downtown couplet roadway. The project will include reducing the roadways (Goldwater Boulevard and Drinkwater Boulevard) to 2 lanes in each direction and adjusting median and curb locations to allow for bike lanes and sidewalks in both directions. An improved crossing treatment will be necessary on Drinkwater Boulevard north of Earll Drive
	Roosevelt Street/Continental Drive Active Transportation Corridor	Reconfigure the Roosevelt Street/Continental Drive corridor between 66th Street and Latham Street (3 miles) to provide bike lanes or shared lanes and sidewalks that meet current standards for width (6' minimum), accessibility and freedom from obstructions. Pedestrian crossing treatments may also be necessary at several ¼-mile locations, as well as at Scottsdale Road and Hayden Road. Single lane roundabouts may be considered at the 68th Street, Miller Road and Granite Reef Road intersections. Two miles of the corridor are on local bus routes operated by Scottsdale and/or Tempe. It also intersects with two regional bus routes. The southern frontage west of Scottsdale Road (0.75 miles) is in Tempe.
	Granite Reef Road Active Transportation Corridor	Reconfigure the Granite Reef Road corridor between Roosevelt Street and Lincoln Drive to provide sidewalks that meet current standards for width (6' minimum), accessibility and freedom from obstructions. Pedestrian crossing treatments may also be necessary at several 1/4 mile locations. Granite Reef Road between Roosevelt Street and Camelback Road (3 miles) has been designated by MAG as an Active Transportation Grid Tier 1 and Tier 2 corridor. One mile of the corridor has transit service, and the entire corridor intersects 3 east/west bus routes.

	Chaparral Road Active Transportation Corridor	Reconfigure and realign Chaparral Road between 66th Street and 69th Place (0.5 miles) to provide two 11' travel lanes, 5' buffered bike lanes and setback sidewalks that meet current standards for width (6' minimum), accessibility and freedom from obstructions. Single lane roundabouts may be constructed at the 66th Street and 68th Street intersections.
	Westland Road - Hayden to Pima	Widen/reconstruct/realign Westland Road between Hayden and Pima roads (1 mile) as a 3-lane complete street. Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on one side, 8-10' side path and 6-8' multi-use trail. A roundabout will be considered at the Westland/Hayden intersection. Right-of-way acquisition will be necessary in some locations.
	Cactus Road Active Transportation Corridor - 60th to Loop 101	Modify curb lanes as necessary to allow for 5' bike lanes, construct approximately 1.5 miles of missing sidewalk (6-8') and reconstruct approximately 4 miles of sidewalk that is too narrow and sits mostly back of curb. An 8' side path exists on the north side from Scottsdale Road to 84th Street. Frontage on the north side of the road between 60th Street and Scottsdale Road is in Phoenix.
Shared Use Paths	Indian Bend Wash Shared Use Path Expansion - McKellips Road to Shea Boulevard	Redesign and widening/reconstruction of the Indian Bend Wash shared use path system between McKellips Road and Shea Boulevard (approximately 10 miles). The improvements will meet current design standards for width, slope and accessibility that were not in place when most of the pathway was built in the 1970s and 1980s. Impacts to the usability of the path due to adjacent irrigation and ponded stormwater will be addressed and a new bridge will be required at the Osborn Road crossing. Improved accommodations for cyclists at the two remaining signalized roadway crossings, Indian Bend Road and McCormick Parkway are also needed. Phase I is funded in the FY 22-26 CIP.
	Pima Shared Use Path - Roosevelt to McDowell	Reconstruct and widen approximately 0.7 miles of existing 8' path that is in poor repair. The new width will be 10'. It is expected that the path will continue south when the Salt River Pima-Maricopa Indian Community extends Pima Road to the Curry Road alignment.

	CAP Path and Trail	Complete the CAP Trail shared-use path between Scottsdale Road and 124th Street. The project will include an 8-10' concrete path and grade-separated crossings at Thompson Peak Parkway, Via Linda and Shea Boulevard. Approximately 2.3 miles of the 8.3-mile corridor have been constructed by the city or adjacent landowners. The 3 grade separated crossings will pass under existing bridges. A separate proposal for a Loop 101 overpass bridge has also been developed.
	WestWorld Area Path and Trail Connections	Construct approximately 5.5 miles of 10' shared use path and 6-8' trail that link the upper Indian Bend Wash Path System to the McDowell Mountain Preserve, the north Pima Road Path and Thompson Peak Park. Grade-separated crossings will connect to existing drainage structures at Thompson Peak Parkway and Bell Road and to buried tunnels at Pima Road and Hayden Road.
	Shea Boulevard Shared Use Path - 142nd Street to Eagle Mountain Parkway	Construct a 10' wide shared use concrete path, handrail, and new guardrail along curb on the south side of Shea Boulevard from the existing section of shared use path at 142nd Street east to Eagle Mountain Parkway in Fountain Hills. Partnership with Fountain Hills is required.
	Shea Boulevard Shared Use Path Gap Connections	Complete approximately 4.6 miles of 8-10' shared use path gaps along the south side of Shea Boulevard between 64th Street and 142nd Street. Approximately 4.4 miles of 8' shared use path separated from back of curb has been constructed over the past several decades by adjacent development and/or the city. There is not sufficient space on street to add bike lanes by narrowing travel lanes.
	CAP/Loop 101 Bike and Pedestrian Bridge	A concept for the Loop 101 overpass bridge was developed using a MAG design assistance grant in 2014. This structure, including approaches, is approximately 2000 feet long and is separate from the CAP Path & Trail project.
	Bicycle/Pedestrian Bridge at Loop 101 and Union Hills	Construct a new bicycle/pedestrian bridge across the Loop 101 on the former Union Hills Road alignment and approximately 0.6 miles of 10' shared use path from Loop 101 to Pima Road. An underpass at Pima Road to connect to the Indian Bend Wash Path extension may also be constructed.

	Indian Bend Wash Northwest Branch - Scottsdale Road to Indian Bend Road	Construct a new 10' shared use path connecting Scottsdale's Indian Bend Wash Path to an existing bridge where Scottsdale Road crosses the northwest branch of Indian Bend Wash (approximately 1.1 miles). This connection is part of a proposed Regional Conduit identified in MAG's 2020 <i>Active Transportation Plan</i> .
Street Reconfigurations and Enhanced Pedestrian/Bicycle Crossings	Pedestrian/Bicycle Crossing Enhancements	Improve the ability for pedestrians and bicyclists to safely cross busy streets. Improvements may include hybrid pedestrian beacons, rectangular rapid flash beacons, pedestrian refuges, pedestrian median barriers, crosswalk treatments, sidewalk gap removals and improved lighting or other approved technologies.
	Buffered Bike Lanes (Striping)	Repurpose underutilized curb lanes and/or unnecessary two-way center turn lanes by striping buffered bike lanes
	Neighborhood Greenways (Bicycle Boulevards)	Design and construct improvements to support Neighborhood Bikeways. Typical features of these corridors include restriping, traffic calming, wayfinding signage and enhanced crossings of major roadways.
	Grade Separated Pedestrian/Bicycle Crossings	Install new grade separated crossings for pedestrians and cyclists across major streets with strong active transportation use. The new connections would support connections from paths to parks/schools/employment across arterial roadways. Targeted corridors would include Scottsdale Road, Hayden Road and Shea Boulevard.
	Separated Bike Lanes	Repurpose underutilized curb lanes and/or unnecessary two-way center turn lanes by constructing physical buffers for bike lanes or constructing new side paths.
	Roadway Right Sizing	Repurpose underutilized curb lanes and/or unnecessary two-way center turn lanes by narrowing roadway footprints (moving curbs).

Preservation/Maintenance/Optimization	Pavement Management	Complete ongoing street and alley pavement overlays and all associated improvements, which may include milling and surface treatments on the existing roadway; traffic control; new pavement thickness; water valve and manhole lowering and raising; signal detection upgrades from loops to video; Americans with Disabilities Act (ADA) upgrades for concrete ramps and signal push buttons; concrete repairs to curbs and sidewalks; new striping plans; new thermoplastic striping; and new signage for bike lanes and sidewalks.
	ADA Improvements	Scottsdale has developed an ADA Transition plan for improved pedestrian accessibility through the provision of improved sidewalk ramps, improved transit stops, modifications to driveway cross slopes and the elimination of sidewalk gaps. Improvements to corner ramps are also federally required for pavement overlay projects.
	Signal System and ITS Replacements and Upgrades	Scottsdale currently operates 318 traffic signals and 175 ITS cameras, all with limited lifespans for equipment and structures. Intelligent Transportation System (ITS) communications equipment and traffic control room requirements must also be upgraded over time. In addition, changes in technology, design standards and citizen expectations (including bicycle detection and emergency vehicle preemption) can affect how the signal system is managed and maintained.
	Streetlight Replacement and Maintenance	Scottsdale is responsible for close to 9,000 streetlights, all with limited lifespans for equipment and structures.
	Traffic Signals	Install new signals that have met warrants or perform major signal renovations at up to four intersections per year.
	Intersection and Roadway Corridor Safety Improvements	Scottsdale prepares a citywide collision report every two years, and the data is used to prioritize locations to conduct roadway safety assessments. The assessments often identify long-term capital improvement recommendations. Only a small number of these intersection improvements qualify for federal grants.
	Transit Stop Improvements	Construct new or renovate existing transit shelters and bus stop pads and furnishings. There are currently close to 600 bus stops in the city, of which 197 have shelters.

	Sidewalks	Install missing gaps and/or renovate short segments in the sidewalk system. Particular focus is given to locations near schools and/or along transit routes.
	Bikeways	Install missing gaps and/or renovate short segments in the shared use path network. Install, update or renovate path or bike-lane striping.
	Trails	Construct new trails or install missing gaps in the trail network. Update or renovate existing trail surfaces and signage.
	Neighborhood Traffic Management	The city works with neighborhoods to remediate traffic speed and cut-through concerns using an adopted policy.
	LED Conversion for Streetlights	Complete a citywide conversion of nearly 10,000 high pressure sodium streetlights to energy efficient LED lights. The project will also evaluate smart lighting management systems to provide insights into power usage and remote diagnostic and dimming capabilities.

DRAFT

DRAFT

Attachment 6

From: notifications@cognitoforms.com on behalf of [City of Scottsdale](#)
To: [Conklu, Susan](#)
Subject: Public Comment - Kevin Olson
Date: Wednesday, August 25, 2021 6:05:52 PM

External Email: Please use caution if opening links or attachments!

City of Scottsdale

Public Comment

[View full entry at CognitoForms.com.](#)

Entry Details

FULL NAME Kevin Olson

ADDRESS 4343 n 78th st

PHONE (309) 737-2579

EMAIL kbolson7@gmail.com

COMMENTS

Two big pain points as bikers and walkers, crosswalk ramps don't line up well with the intersections and cross light buttons, end up ramping curbs to get there, could be full flat grade for ease, especially kids and elderly who don't have as good of balance, same goes for my bike commute on Pima, narrow entrances with big bumps, also think it would be neat to see some ped walk ramps over major streets like Scottsdale road that are architectural in nature. In Iowa city they had a real nice ped walk ramp over a major street that was very safe! Happy to discuss more! Have a lot more ideas but these are a few. Wife and kids bike a ton in old town and to school via green belt and I bike commute to the air park from old town. Studied civil engineering in a previous career so still interested in traffic safety even though I now work in finance.

From: notifications@cognitoforms.com on behalf of [City of Scottsdale](#)
To: [Conklu, Susan](#)
Subject: Public Comment - Lourdes Vera
Date: Thursday, August 26, 2021 5:37:38 AM

External Email: Please use caution if opening links or attachments!

City of Scottsdale

Public Comment

[View full entry at CognitoForms.com.](#)

Entry Details

FULL NAME

Lourdes Vera

ADDRESS

10375 e Rosemary lane Scottsdale Arizona
85255

PHONE

EMAIL

lourdesmv666@gmail.com

COMMENTS

From: notifications@cognitofrms.com on behalf of [City of Scottsdale](#)
To: [Conklu, Susan](#)
Subject: Public Comment - Michael Lanin
Date: Sunday, August 29, 2021 9:14:11 AM

External Email: Please use caution if opening links or attachments!

City of Scottsdale

Public Comment

Entry Details

FULL NAME Michael Lanin

ADDRESS 10785 N 129th St

PHONE (480) 216-7475

EMAIL Mlanin@cox.net

COMMENTS Access to the Fashion Square from the 101 has always baffled me. Indian School is too far south, and Chaparral sends you through a goofy neighborhood. Would those home owners sell out to widen the road and make it a 45 mph 4 lane road (plus middle turn lane)? Seems like this would ultimately pay for itself in tax revenues.

From: notifications@cognitofrms.com on behalf of [City of Scottsdale](#)
To: [Conklu, Susan](#)
Subject: Public Comment - Kenneth Steinke
Date: Tuesday, August 31, 2021 4:35:49 PM

External Email: Please use caution if opening links or attachments!

City of Scottsdale

Public Comment

Entry Details

FULL NAME

Kenneth Steinke

ADDRESS

25627 N. Ranch Gate Road

PHONE

EMAIL

Webmaster@hvr1.com

COMMENTS

This is the 2nd TAP I've seen since moving to Scottsdale in 2008. Scottsdale is unusual in that it's 31 miles north to south, less than 3 miles at its narrowest west-east areas and 11 miles at its widest. I'm astounded both times that Scottsdale refuses to consider a north-south light rail extension. Light rail works well in L.A. where we moved from and along Phoenix's routes, serving all manner of residents (young-old, poor-rich), yet it seems anathema to Scottsdale. Why? There are no bus routes in Scottsdale north of Thompson Peak Road. (Though I think rail is cleaner and more efficient.) Why?

From: notifications@cognitofrms.com on behalf of [City of Scottsdale](#)
To: [Conklu, Susan](#)
Subject: Public Comment - Sharon Oberritter
Date: Friday, September 3, 2021 3:51:12 PM

External Email: Please use caution if opening links or attachments!

City of Scottsdale

Public Comment

Entry Details

FULL NAME

Sharon Oberritter

ADDRESS

8614 E. Orange Blossom Ln

PHONE

(480) 332-6413

EMAIL

sharober@gmail.com

COMMENTS

Traffic would flow much easier if the Council didn't approved hundreds and hundreds of apartments/condos to be build in already overbuilt areas. NO roundabout on Osborn and Miller. Are you insane? Look at the problems the 2 roundabouts already cause to the flow of traffic (90th Street and the one on Rainwater). As a 52 year resident, I'm already disgusted with the horrible traffic flow in Scottsdale now. What will it be like with the apartments on 92 St., Osborn/Hayden and more.

From: [Transportation Commission](#)
To: [Conklu, Susan](#)
Subject: Transportation Commission Public Comment (response #217)
Date: Monday, September 6, 2021 4:44:48 PM

Transportation Commission Public Comment (response #217)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Transportation Commission Public Comment
URL:	https://www.scottsdaleaz.gov/boards/transportation-commission/public-comment
Submission Time/Date:	9/6/2021 4:44:14 PM

Survey Response

COMMENT	
Comment:	<p>This is to voice our opinion that 128th Street through the Preserve should not be open to general traffic for the following reasons: 1. Not needed and serves no purpose (former Transportation department head Paul Basha agreed). The reality is most people who live in the area between Ranch Gate and the Preserve will want to go south west and therefore will take Ranch Gate to Happy Valley. Very few if any will want to go out of their way to get to Dynamite unless they want to go North West (unlikely). The few that do want to do that can just as easily take 118th street. There will be VERY few that want to go east on Dynamite. 2. Emergency Need. Making it an emergency route satisfies any concern police and fire have, but again the reality is they will use Jomax, 118th Street, and Ranch Gate because the fire station is on Alma School, and police stations, and coverage areas, are to the west and generally south, so even that need is weak. 3. Difficult terrain. The terrain in that area is difficult to deal with so culverts will be required, very expensive for any road but especially for one that won't be used much. 4. Cost to the City. The city will have to pay the entire cost to pave the</p>

road, install culverts, etc. because there is no developer that will build adjacent to the road on either side because both sides are Preserve. NO Preserve funds can or should be used to pave it because it would not be an improvement for the Preserve. This is a HUGE issue as the city does not have the money to do it. While they may be able to get outside funds to help, there are far more pressing needs.

Comments are limited to 8,000 characters and may be cut and pasted from another source.

PLEASE PROVIDE YOUR NAME:

First & Last Name: Charles J Pospisil

AND ONE OR MORE OF THE FOLLOWING ITEMS:

Email: chipop2016@gmail.com

Phone: (480) 236-2065

Address: 6835 E MORNING VISTA LN

Example: 3939 N. Drinkwater Blvd, Scottsdale 85251

From: [Transportation Commission](#)
To: [Conklu, Susan](#)
Subject: Transportation Commission Public Comment (response #218)
Date: Monday, September 6, 2021 10:21:58 PM

Transportation Commission Public Comment (response #218)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Transportation Commission Public Comment
URL:	https://www.scottsdaleaz.gov/boards/transportation-commission/public-comment
Submission Time/Date:	9/6/2021 10:21:49 PM

Survey Response

COMMENT	
Comment:	Please do not let the 128th street alignment through our Preserve be open to the general public. Protect our animals. Road is a waste and not needed.
Comments are limited to 8,000 characters and may be cut and pasted from another source.	
PLEASE PROVIDE YOUR NAME:	
First & Last Name:	Michael Husar
AND ONE OR MORE OF THE FOLLOWING ITEMS:	
Email:	mahusar@aol.com
Phone:	
Address:	
Example: 3939 N. Drinkwater Blvd, Scottsdale 85251	

From: [Transportation Commission](#)
To: [Conklu, Susan](#)
Subject: Transportation Commission Public Comment (response #219)
Date: Monday, September 6, 2021 10:31:04 PM

Transportation Commission Public Comment (response #219)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Transportation Commission Public Comment
URL:	https://www.scottsdaleaz.gov/boards/transportation-commission/public-comment
Submission Time/Date:	9/6/2021 10:30:26 PM

Survey Response

COMMENT	
Comment:	Please do not consider higher density of our zoned areas for commercial or even zoned for apartments. Our resources cannot handle the stress. Our streets are already crowded near apartments and in areas where developers want to increase their tenant population they are not considering congestion and the strain on our water, etc. The future of Scottsdale depends upon keeping zoning in the older areas of Scottsdale how they are with the infrastructure already strained as it is.
Comments are limited to 8,000 characters and may be cut and pasted from another source.	
PLEASE PROVIDE YOUR NAME:	
First & Last Name:	Diana Krasnow
AND ONE OR MORE OF THE FOLLOWING ITEMS:	
Email:	dkrasnow@cox.net
Phone:	(480) 516-6099
Address:	10031 N. 76th Pl.
Example: 3939 N. Drinkwater Blvd, Scottsdale 85251	

From: [Transportation Commission](#)
To: [Conklu, Susan](#)
Subject: Transportation Commission Public Comment (response #220)
Date: Tuesday, September 7, 2021 8:13:09 AM

Transportation Commission Public Comment (response #220)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Transportation Commission Public Comment
URL:	https://www.scottsdaleaz.gov/boards/transportation-commission/public-comment
Submission Time/Date:	9/7/2021 8:13:01 AM

Survey Response

COMMENT	
Comment:	<p>128th should be for emergency use only protect the wildlife Thank you for listening John Rodwick 26609 N 71st PI Scottsdale Not needed and serves no purpose (former Transportation department head Paul Basha agreed). The reality is most people who live in the area between Ranch Gate and the Preserve will want to go south west and therefore will take Ranch Gate to Happy Valley. Very few if any will want to go out of their way to get to Dynamite unless they want to go North West (unlikely). The few that do want to do that can just as easily take 118th street. There will be VERY few that want to go east on Dynamite. Emergency Need. Making it an emergency route satisfies any concern police and fire have, but again the reality is they will use Jomax, 118th Street, and Ranch Gate because the fire station is on Alma School, and police stations, and coverage areas, are to the west and generally south, so even that need is weak. Difficult terrain. The terrain in that area is difficult to deal with so culverts will be required, very expensive for any road but especially for one that won't be used much. Cost to the City. The city will have to pay the entire cost to pave the road, install culverts, etc. because</p>

there is no developer that will build adjacent to the road on either side because both sides are Preserve. NO Preserve funds can or should be used to pave it because it would not be an improvement for the Preserve. This is a HUGE issue as the city does not have the money to do it. While they may be able to get outside funds to help, there are far more pressing needs.

Comments are limited to 8,000 characters and may be cut and pasted from another source.

PLEASE PROVIDE YOUR NAME:

First & Last Name:

John Rodwick

AND ONE OR MORE OF THE FOLLOWING ITEMS:

Email:

Phone:

Address:

26609 N 71st Pl Scottsdale AZ 85266

Example: 3939 N. Drinkwater Blvd, Scottsdale 85251

From: [Transportation Commission](#)
To: [Conklu, Susan](#)
Cc: [Lofgren, Kyle](#)
Subject: FW: 128th Street traffic
Date: Tuesday, September 7, 2021 6:09:14 AM

From: Seth Rosenberg <sr2az@cox.net>
Sent: Monday, September 6, 2021 12:26 PM
To: City Council <CityCouncil@scottsdaleaz.gov>
Cc: Transportation Commission <TransportationCommission@scottsdaleaz.gov>; McDowell Sonoran Preserve Commission <McDowellSonoranPreserveCommission@scottsdaleaz.gov>; 'Protect Our Preserve' <info@protectourpreserve.org>
Subject: 128th Street traffic

⚠ External Email: Please use caution if opening links or attachments!

The case for keeping 128th Street through the Preserve closed to general traffic (but open to emergency vehicles) is both rational and reasonable and I support the move to deny access to general traffic through the Preserve on said street. Thank You. / Seth (Scottsdale, 85255)

Seth Rosenberg
Personal e-mail a/c
Off: 480-248-8640

From: [Transportation Commission](#)
To: [Lofgren, Kyle](#); [Conklu, Susan](#)
Subject: FW: 128th Street
Date: Tuesday, September 7, 2021 6:08:39 AM

From: cathie ernst <caternst@cox.net>
Sent: Monday, September 6, 2021 12:27 PM
To: Transportation Commission <TransportationCommission@scottsdaleaz.gov>; McDowell Sonoran Preserve Commission <McDowellSonoranPreserveCommission@scottsdaleaz.gov>; City Council <CityCouncil@scottsdaleaz.gov>
Subject: 128th Street

⚠ External Email: Please use caution if opening links or attachments!

We are against opening up 128th Street to general traffic for several reasons. It is not needed and really serves no purpose. Any emergency will still use Jomax. It is very difficult terrain and would be very expensive and not make sense.

Michael Weiner
Cathie Ernst

From: [Transportation Commission](#)
To: [Melnychenko, Mark](#); [Lofgren, Kyle](#)
Subject: FW: Close 128th to general traffic
Date: Friday, September 10, 2021 7:32:32 AM

-----Original Message-----

From: Laurens Kusters <laurens.kusters@me.com>
Sent: Thursday, September 09, 2021 8:30 PM
To: McDowell Sonoran Preserve Commission <McDowellSonoranPreserveCommission@scottsdaleaz.gov>;
Transportation Commission <TransportationCommission@scottsdaleaz.gov>; City Council
<CityCouncil@scottsdaleaz.gov>
Subject: Close 128th to general traffic

External Email: Please use caution if opening links or attachments!

Good afternoon,

I strongly feel that 128th Street through the McDowell Sonoran Preserve should not be open to general traffic.

Thank you!

Laurens Kusters

E-mail: laurens.kusters@me.com

Lofgren, Kyle

From: Transportation Commission
Sent: Friday, September 10, 2021 7:32 AM
To: Melnychenko, Mark; Lofgren, Kyle
Subject: FW: 128th Street in the McDowell Sonoran Preserve - please don't open to general traffic!

From: Adrienne Knauer <adrienne@harphaus.com>
Sent: Thursday, September 09, 2021 2:41 PM
To: McDowell Sonoran Preserve Commission <McDowellSonoranPreserveCommission@scottsdaleaz.gov>; City Council <CityCouncil@scottsdaleaz.gov>; Transportation Commission <TransportationCommission@scottsdaleaz.gov>
Subject: 128th Street in the McDowell Sonoran Preserve - please don't open to general traffic!

External Email: Please use caution if opening links or attachments!

Good afternoon,

I feel extremely strongly that 128th Street through the McDowell Sonoran Preserve should not be open to general traffic!

Thank you,

Adrienne Knauer

Realtor, Twins & Co Realty
914-299-9962
www.harphaus.com

Lofgren, Kyle

From: Transportation Commission
Sent: Friday, September 10, 2021 7:32 AM
To: Melnychenko, Mark; Lofgren, Kyle
Subject: FW: 128th Street in the McDowell Sonoran Preserve - please don't open to general traffic!

From: Christie@twinsandcompany.com <christie@twinsandcompany.com>
Sent: Thursday, September 09, 2021 1:12 PM
To: McDowell Sonoran Preserve Commission <McDowellSonoranPreserveCommission@scottsdaleaz.gov>
Cc: City Council <CityCouncil@scottsdaleaz.gov>; Transportation Commission <TransportationCommission@scottsdaleaz.gov>
Subject: 128th Street in the McDowell Sonoran Preserve - please don't open to general traffic!

External Email: Please use caution if opening links or attachments!

Good afternoon,

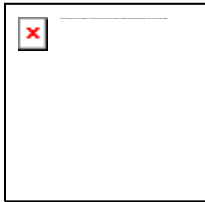
I feel extremely strongly that 128th Street through the McDowell Sonoran Preserve should not be open to general traffic!

Thank you,

Christie

Christine (Christie) Lee Kinchen, PC

Owner / Associate Broker | **Twins & Co. Realty**
Realtor, ABR, CDPE, CRS, Eco-Broker, GRI, SFR
P: [602-908-TWIN \(8946\)](tel:602-908-TWIN)
E: Christie@TwinsAndCompany.com



City of Scottsdale Historic Preservation Commissioner
Top 1% of all Arizona Regional MLS agents by volume in 2020
Innovating + elevating AZ real estate for 22 years
Community activist 🌱

Lofgren, Kyle

From: Transportation Commission
Sent: Friday, September 10, 2021 7:32 AM
To: Melnychenko, Mark; Lofgren, Kyle
Subject: FW: 128th Street

From: DL Wine <dlw0101@gmail.com>
Sent: Wednesday, September 08, 2021 11:50 AM
To: Transportation Commission <TransportationCommission@scottsdaleaz.gov>
Subject: 128th Street

External Email: Please use caution if opening links or attachments!

I'm writing to ask for your help in keeping 128th through the Preserve free from general traffic. There is no demonstrable need to allow traffic in this area and, most importantly, doing so would cause real harm to our wildlife.
Thank you.

D. Wine
Scottsdale

Lofgren, Kyle

From: Sara Muth <sara.muth@gmail.com>
Sent: Friday, September 10, 2021 8:55 AM
To: City Council; Transportation Commission; McDowell Sonoran Preserve Commission
Subject: Please Close 128th Street to General Traffic!

External Email: Please use caution if opening links or attachments!

Good morning,

I strongly feel that 128th Street through the McDowell Sonoran Preserve should not be open to general traffic. It is a critical wildlife corridor **between the northern and southern part of the Preserve. Please help protect our wildlife!**

Thank you,
Sara Muth
Scottsdale, Arizona

Lofgren, Kyle

From: Stephanie Brown <sbrown2361@yahoo.com>
Sent: Thursday, September 16, 2021 7:36 AM
To: Transportation Commission
Subject: 128th Street through the Preserve

⚠ External Email: Please use caution if opening links or attachments!

In preparation for your meeting today, I am writing to express my support for NOT opening 128th Street to general traffic. As a resident in the immediate area, I can attest with confidence that Jomax, 118th Street, and Ranch Gate offer adequate paths for both everyday and emergency travel. More importantly, the cost to make 128th Street easily traversable would be significant given the terrain.

Can we please once and for all treat the Preserve as a preserve and leave development to areas well outside of it so as not to continue impacting the land, the wildlife, and our pocketbooks?

Sincerely,

Stephanie Brown
26393 N 115th Way
Scottsdale

Lofgren, Kyle

From: Transportation Commission
Sent: Friday, September 10, 2021 7:31 AM
To: Melnychenko, Mark; Lofgren, Kyle
Subject: FW: 128th Street through the Preserve

Good morning. I am sending a series of seven emails received in this mailbox during this week.

My apologies as they appear to have not been sent on the day they were received.

Cindy

From: Linda Tucker <tuckita105@gmail.com>
Sent: Tuesday, September 07, 2021 1:29 PM
To: Transportation Commission <TransportationCommission@scottsdaleaz.gov>
Subject: RE: 128th Street through the Preserve

External Email: Please use caution if opening links or attachments!

September 7, 2021

7324 N Del Norte Drive Scottsdale AZ 85258

Dear Scottsdale City Transportation Commission,

RE: 128th Street through the Preserve

Here we go again! We have a Master Plan that was approved in 2016. It's working for this area unless the city approves developing more homes on the borderline of the Preserve. If the previous city council, which the citizenry worked so hard to remove, hadn't approved so many density increases in this area, we would not be having this conversation at all!

Most of us remember the lightening spiked fires that burned in the McDowells for over a month before so many homes were built behind Troon Mountain and into the McDowells.

City residents paid their tax dollars to PRESERVE THE PRESERVE. That means, NO PAVED ROADS IN THE PRESERVE!

The terrain is very rugged and the city will have to pay the entire cost to pave the road and install culverts, etc. There is no developer that will build adjacent to the road on either side because both sides are Preserve. NO Preserve funds can or should be used to pave it because it would not be an improvement to the Preserve. This is a HUGE issue as the city does not have the money to do it. While the city maybe able to get outside funds to help, there are more pressing needs.

Sincerely, Linda and Lawrence Tucker

Lofgren, Kyle

From: Schilling, Bethany
Sent: Monday, September 13, 2021 8:37 AM
To: Susan Kauffman; City Council
Cc: Lofgren, Kyle; Johnson, Ruth
Subject: RE: McDowell Sonoran Preserve, 128th St.

Good Morning Ms. Kauffman & Mr. Blackmon,

Thank you for reaching out to City Council with your comments regarding 128th Street. This will be reviewed by the Transportation Commission sometime this week. I have included Kyle Lofgren from Transportation and Streets to ensure your email is included with all public comment.

Very Respectfully,

Bethany Schilling
Management Assistant to the Mayor and City Council
Office of Mayor David D. Ortega
3939 N. Drinkwater Blvd
Scottsdale, AZ 85251
Phone: 480.312.7977
Email: bschilling@scottsdaleaz.gov

From: Susan Kauffman <susantk@icloud.com>
Sent: Sunday, September 12, 2021 6:54 PM
To: City Council <CityCouncil@scottsdaleaz.gov>
Subject: McDowell Sonoran Preserve, 128th St.

External Email: Please use caution if opening links or attachments!

As Scottsdale citizens we have fought hard to make sure the Preserve is not used as anything else but Preserve. This use includes paving 128th St. which some citizens believe will cut traffic.

118th, which we use frequently is not well traveled and there is not reason to not continuing using 118th St. Also paving 128th would be expensive because of the terrain. And a road will compromise the plants and animals that live in the Preserve. Paving will bring in seeds that are not in the Preserve presently, and we don't want them. Animal of all sorts - mammals and reptiles in the area will be run over by cars. Many of our Preserve animals only are established in the Preserve.

We are not in favor of paving 128th St. There is no benefit to it, as stated above

Susan Kauffman and Chuck Blackmon
480-229-3334

Public Comment - 9/16/21 Agenda Item 2 - Transportation Action Plan 2021

Dear Commissioners,

I write regarding two aspects of the draft Transportation Action Plan 2021 ("TAP").

1. Rio Verde Drive – 118th to 144th

Rio Verde Drive bisects the only wildlife migration route between the southern and northern portions of the Preserve. The Implementation Chapter of the draft TAP states (bold italics added):

A wildlife underpass or overpass **may** be installed in the vicinity of the 124th Street alignment.

To the contrary, a wildlife underpass or overpass is **necessary**. This is not a hypothetical need. For example, at the Transportation Commission's February 21, 2019 meeting, former Transportation Director Paul Basha, advised:

The Fish & Game Department has done analysis of wildlife north and south of Dynamite and they are seeing a distinction in the genetics of the animals, based on whether they live north or south.

Accordingly, the TAP Implementation Chapter should read:

A wildlife underpass or overpass will be installed in the vicinity of the 124th Street alignment.

2. 128th Street alignment within the boundaries of the McDowell Sonoran Preserve ("128th Street alignment")

In the draft TAP, the 128th Street alignment is designated as a Minor Collector and slated for construction:

128th Street - Ranch Gate to Rio Verde	Construct two 11' travel lanes with a 5' buffer and a 10' colored concrete path on the east side. The roadway would be constructed with grading but no drainage culverts.
----------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------

The 128th Street alignment should be removed from the TAP for these reasons:

1. Streets do not belong in the Preserve *period* (with the exception of streets that terminate at a trailhead).
2. A street at the 128th Street alignment would bisect the only wildlife migration route between the southern and northern portions of the Preserve.
3. Growth and development in the area is not a justifiable reason for building a road through the Preserve. The Preserve was never intended to respond to the needs of growth and development. Rather, growth and development must yield to the Preserve.
4. Scottsdale's General Plan recognizes the importance of wildlife corridors and migration routes and supports their preservation. See Attachment 1 – excerpts from the General Plan.

5. These General Plan policies are of particular note with respect to the 128th Street alignment:

OS 2.4 Protect wildlife corridors, habitat, and trail crossings when planning future mobility routes through and adjacent to the Scottsdale McDowell Sonoran Preserve.

OS 6.4 Ensure development plans respect existing topography, view corridors, wildlife corridors, and open space. Where possible, enhance existing viewsheds as areas are developed and redeveloped.

CONSV 2.3

Maintain natural washes as wildlife movement corridors and avoid disturbances to preserve habitat linkages.

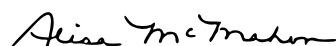
6. CONSV 2.3 highlights the critical importance of removing the 128th Street alignment from the TAP. A street in this location would be a double whammy. First, the gooseneck is a vital habitat linkage, providing the only wildlife migration route between the southern and northern portions of the Preserve. Second, washes are natural wildlife corridors. A street on the 128th Street alignment would cross no less than **five** 50 cfs washes, greatly disturbing this vital habitat linkage. See Attachment 2.

7. A street at the 128th Street alignment would create a precedent for developing additional streets within the Preserve to accommodate development.

There has been discussion of designating the 128th Street alignment as "emergency only access," with gates at each end. For the reasons stated above, that designation should not be considered.

Finally, if increased emergency capacity is needed in the area, I urge consideration of alternative solutions. The "atypical" cross-section in the 2016 Transportation Master Plan may be one such solution. See Attachment 3 (highlights added). I note that the "atypical" cross-section is not in the draft Transportation Action Plan 2021.

In sum, please recommend removal from the TAP of the 128th Street alignment in any form, including "emergency only access." Thank you.



Dr. Alisa McMahon
7454 E. Camino Rayo de Luz
Scottsdale, AZ 85266

GENERAL PLAN 2035

Adopted by City Council on June 8, 2021; to be voter ratified November 2021

REFERENCES TO WILDLIFE CORRIDORS & MIGRATION ROUTES

Goal OS 2

Fulfill the Scottsdale McDowell Sonoran Preserve initiative to create an integrated desert open space and wildlife corridor system that connects to the regional Sonoran Desert open space system.

OS 2.4

Protect wildlife corridors, habitat, and trail crossings when planning future mobility routes through and adjacent to the Scottsdale McDowell Sonoran Preserve.

Goal OS 3

Maintain the lush desert character and wildlife corridors by protecting and preserving natural open spaces.

OS 6.4

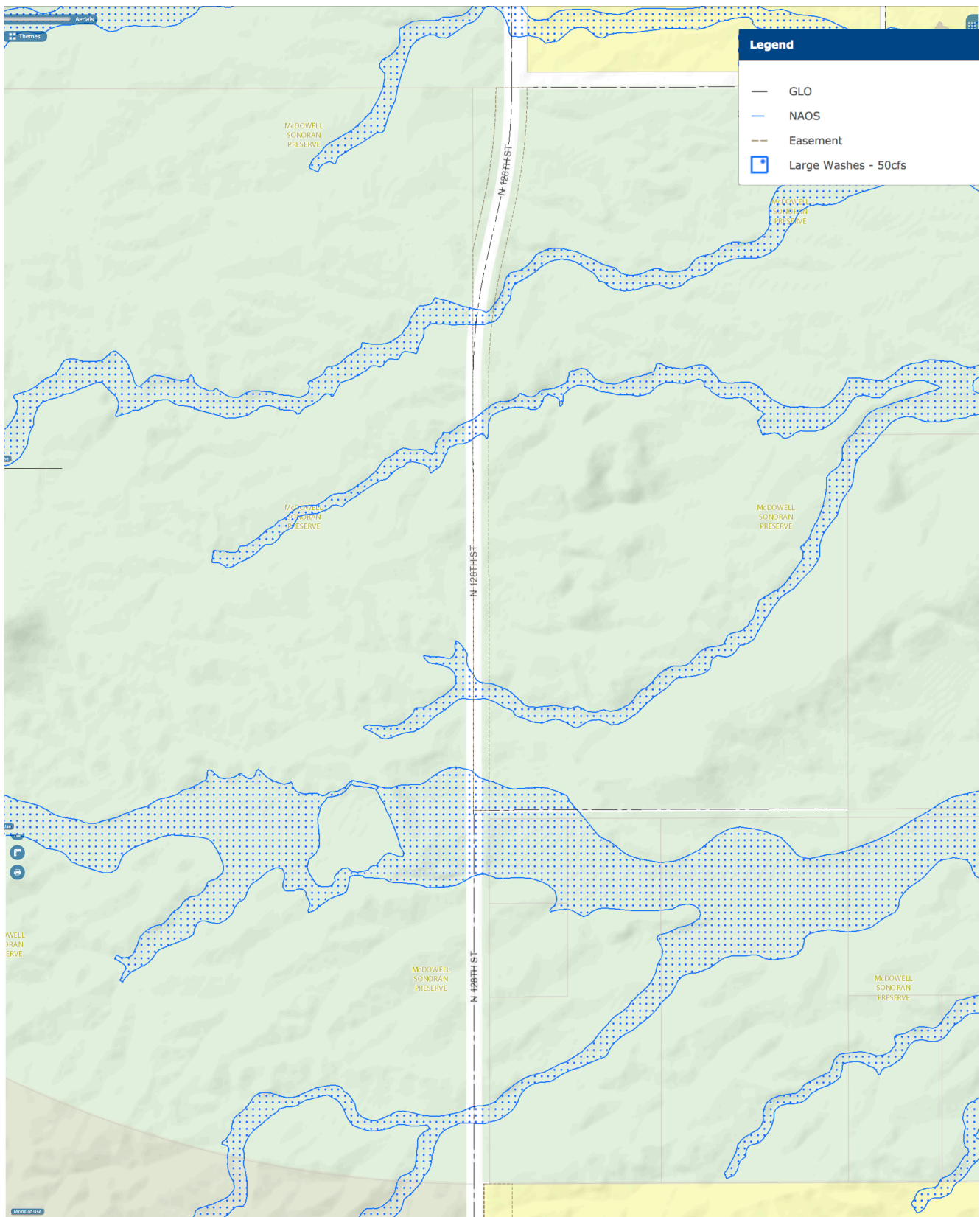
Ensure development plans respect existing topography, view corridors, wildlife corridors, and open space. Where possible, enhance existing viewsheds as areas are developed and redeveloped.

OS 9.2 †

Engage with other public and private agencies on the planning and development of open space sites and facilities next to city boundaries. Support the regional open space network and coordinate with adjacent jurisdictions to supply open space systems, interconnected trail networks, recreation opportunities, stormwater drainage, and sensitive wildlife habitat and migration routes.

CONSV 2.3

Maintain natural washes as wildlife movement corridors and avoid disturbances to preserve habitat linkages.



Source: <https://eservices.scottsdaleaz.gov/maps/parcel-information>)

6 September 2021

McDowell Sonoran Preserve Commission

Cynthia Wenstrom, Chair

Laurie LaPat-Polasko, Vice Chair

Stephen Coluccio

Mark Hackbarth

Marsha Lipps

Kerry Olsson

Jeffrey Smith

RE: 9 September 2021 Commission Meeting, Item 6

Members of the McDowell Sonoran Preserve Commission

The agenda for your 9 September meeting includes Item 6:
"LETTER FROM MPSC CHAIR TO TRANSPORTATION COMMISSION"

The description of this item indicates that the topic is information, discussion, and possible action regarding a potential letter from McDowell Sonoran Preserve Commission Chair Wenstrom to the Transportation Commission. The topic of the potential letter is identified as the status of 128th Street from north of Ranch Gate Road to Jomax Road.

The current Transportation Master Plan includes 128th Street as a minor collector for its entire length from Tom's Thumb Trailhead to Dynamite Boulevard. The segment of north of Ranch Gate Road to Jomax Road is included. Right-of-way for 128th was dedicated to the City of Scottsdale prior to the Preserve acquisition in this vicinity. Therefore, a public right-of-way exists for 128th Street from north of Ranch Gate Road to Jomax Road with the Preserve both west and east of this right-of-way.

128th Street from north of Ranch Gate Road to Jomax Road was a specific topic of discussion when the 2016 Transportation Master Plan was prepared.

The 2016 Transportation Master Plan was discussed at a City Council Study Session dated 12 April 2016. The recommendation of the Transportation Commission and the Transportation Department at this meeting was for 128th Street to not exist in the Preserve.

The pertinent page of the marked agenda for 12 April 2016, Council Work Study Session, Item 1, Transportation Master Plan, "City of Scottsdale Transportation Master Plan 2016, Transportation Commission Recommendation 2-4-2016", is pdf page 23, document page 19, Figure 18. The yellow line indicating 128th Street as a minor collector clearly ends from north of the Preserve and from south of the Preserve. The roadway does not intrude into the Preserve.

The current Council-approved 2016 Transportation Master Plan in Figure 8 on page 9 includes the yellow line indicating a minor collector through the Preserve, from Tom's Thumb Trailhead to Dynamite Boulevard, including from north of Ranch Gate Road to Jomax Road.

The 12 April 2016 Council Work Study Session approved meeting minutes on page 2 states, in part,

"The Council provided direction to:

...

Make improvements to 128th Street and keep it open to all traffic, including construction traffic, until the completion of development projects or until improvements are made to 118th Street.”

The 2016 Transportation Master Plan was subsequently approved by the City Council at their regular meeting of 5 July 2016.

The direction of the City Council was accomplished: 128th Street from north of Ranch Gate Road to Jomax Road was open for traffic. Further improvements to 118th Street were completed. The subject completion was the connection of 118th Street from Jomax Road to Dynamite Boulevard, during August 2019 to January 2020. Thereby, per the City Council direction, 128th Street no longer must remain open. The conditions of the City Council to retain 128th Street until 118th Street was improved have been satisfied. Therefore 128th Street no longer needs to exist in the Preserve.

Some maintain that the paved road must remain always available in the event of an emergency. However, the 2016 Transportation Master Plan accommodated emergency means of access.

Figure 8 on page 9 of the approved 2016 Transportation Master Plan designates Ranch Gate Road between 118th and 128th streets, and Jomax Road between Alma School Parkway and 118th Street, “ ... to be constructed as one motor vehicle lane and one bicycle lane per direction with raised landscaped medians”.

Figure 3 on page 5 of the 2016 Transportation Master Plan depicts the “Generalized Street Cross Section of a One Lane Arterial or Local Collector”. This diagram is contrasted with Figure 4 on page 5 of the 2016 Transportation Master Plan which depicts the “Generalized Street Cross Section of a Major Collector”. Figure 3 has a raised landscaped median while Figure 4 has a center two-way left-turn lane. Figure 3 has one motor vehicle lane per direction while Figure 4 has two motor vehicle lanes per direction.

Importantly, the bicycle lane in Figure 3 is noticeably wider than in Figure 4. This is intentional. The 2016 Transportation Master Plan recognized the presence of the Preserve. The Preserve restricts street availability in the area north of the Tom’s Thumb Trailhead, south of Jomax Road, east of 118th Street, and west of the Preserve. The Preserve boundary south of Dynamite Boulevard is approximately the 122nd Street alignment; then south of Jomax Road, the boundary curves east to approximately the 134th Street alignment.

Because of the Preserve; Ranch Gate Road between 118th Street and 128th Street; and Jomax Road between Alma School Parkway and 118th Street; the 2016 Transportation Master Plan included an atypical cross-section. The intention was that in the event of an emergency, each of these two street segments could be used for two directions of motor vehicle travel on either side of the raised median. During normal circumstances, there would be one wide motor vehicle lane and one wide bicycle lane. During emergencies, police officers could direct traffic to use two lanes on either side of the median.

(128th Street, between Tom’s Thumb Trailhead and Ranch Gate Road, was also intended to be constructed to this atypical cross-section: a wide motor vehicle lane and a wide bicycle lane. Unfortunately, this roadway was constructed as an 11-foot motor vehicle lane and a 4-foot bicycle lane on either side of the raised landscaped median.)

The right-of-way for 128th Street, from north of Ranch Gate Road to Jomax Road, bounded by the Preserve on both sides, is a legacy of pre-Preserve planning. The assumption before the Preserve was conceived and acquired, was that all this property would be developed as private homes and potentially private commercial businesses.

Prior to the Preserve, Dynamite Boulevard was planned to be a six-lane major arterial for its entire length in Scottsdale. Also prior to the Preserve, Happy Valley Road, east of Alma School Road, was planned as a four-lane minor arterial curving south, then north to become 118th Street as a four-lane minor arterial to connect to Dynamite Boulevard. In the 2016 Transportation Master Plan, both of these streets were downsized: Dynamite Boulevard, east of Pima Road, to a four-lane minor arterial; and the 118th Street extension of Happy Valley Road to a one-lane-per-direction minor collector.

Because the Preserve exists, this land remains in its natural state for perpetuity. It will never be developed, and therefore wide roads are unnecessary for these never-to-exist homes and businesses. Dynamite Boulevard and the 118th Street extension of Happy Valley Road were both down-sized in recognition of this non-development. 128th Street from north of Ranch Gate Road to Jomax Road, should also be similarly down-sized from a paved minor collector to a gated, unpaved emergency access only.

There is no longer, and never will be, a transportation need for 128th Street from north of Ranch Gate Road to Jomax Road.

If this right-of-way had not existed when the Preserve acquired the adjacent land, no one would propose a paved road through the Preserve. No one is suggesting that a paved road should be constructed for the one-half-mile between the Lost Dog Wash and Ringtail trailheads. Private residences exist in close proximity to both trailheads. The closest roads connecting 124th and 128th streets are Via Linda – one-half-mile south and Shea Boulevard – one-mile south.

The City of Scottsdale is littered with cars and roads. Fortunately, we have a Preserve that consists of more than one-third of our land area. This is good and should remain. We only have one Preserve – fortunately this one Preserve is very large. The Preserve should be sacrosanct – devoid of motor vehicles and paved roads.

Allowing a gated and unpaved emergency access is a compromise. Even this type of access should not exist.

Typically, public safety is paramount. Whenever an emergency occurs, the importance of human life requires public safety vehicles and personnel to respond. A gated and unpaved roadway provides this access.

If an emergency occurs, such as a wildfire in the Preserve, or a blockage on Dynamite Boulevard, between 118th and 128th streets, the police can open the 128th Street emergency access for traffic. If an expedited evacuation becomes necessary, police can direct people to use the previously described emergency four lanes on Ranch Gate Road and Jomax Road.

Dozens of private gated communities exist throughout Scottsdale. When police or fire responders require access, they unlock the gates and have motor vehicle access. The same would occur for 128th Street from north of Ranch Gate Road to Jomax Road, from either the north or the south.

Alternatives are available for unusual and emergency situations that do not require a permanent paved road through the Preserve.

Merely because the access may be needed for some emergencies in the future, the access should not be continuously present for perpetuity.

A minimum of five neighborhoods in north Scottsdale apparently have only one access:

96th Place, south of Dynamite Boulevard, is approximately one mile with only one access, serving approximately 70 homes.

136th Street, north of Larkspur Drive, is approximately three-quarter mile with only one access, serving approximately 60 homes.

132nd Street, north of Via Linda, is approximately one-half mile long with one access, serving approximately 130 homes.

136th Street, south of Shea Boulevard, is more than one mile long with one access, serving approximately 110 homes.

124th Street, south of Mountain View Road, is a two-square-mile neighborhood of approximately 100 homes served by only one intersection.

None of these neighborhoods appear to have emergency or alternative access. An emergency access can be provided of 128th Street, from north of Ranch Gate Road to Jomax Road.

Also, a separate bicycle path is proposed, and is unnecessary. Bicyclists should only be on mountain bikes and can use the same unpaved travelway used by emergency vehicles. The fewer the disruptive scars to the Preserve, the better.

The width of the emergency access should be a maximum of 22 feet from edge to edge. The narrower the disruptive scars to the Preserve, the better.

Critically, the portion of the Preserve that is being considered for a permanent and ever-present paved minor collector road, is the only connection and a narrow connection between the portion of the Preserve north of Dynamite Boulevard and the portion of the Preserve south of Tom's Thumb. This connection is vital for both fauna and flora. Animal travel throughout the expanse of the Preserve is essential for the health of the Preserve – no other options exist. Human travel can occur elsewhere – other paved road options exist.

In the 128th Street in the Preserve circumstance, the sanctity of the Preserve should be preserved. Motor vehicles should be subordinate, and completely absent unless necessary for emergency circumstances.

A gated, unpaved emergency access, without a separate bicycle facility, on 128th Street from north of Ranch Gate Road to Jomax Road is sufficient, and the most that should be accepted.



Paul E. Basha, Licensed Professional Engineer in Washington, Arizona, and Nevada.

Internationally Certified as a Professional Traffic Operations Engineer

Lofgren, Kyle

From: Transportation Commission
Sent: Wednesday, September 15, 2021 1:03 PM
To: Lofgren, Kyle
Subject: Transportation Commission Public Comment (response #224)

Transportation Commission Public Comment (response #224)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Transportation Commission Public Comment
URL:	https://www.scottsdaleaz.gov/boards/transportation-commission/public-comment
Submission Time/Date:	9/15/2021 1:03:06 PM

Survey Response

COMMENT	
Comment:	To date, residents of Pinnacle Peak Reserve have not been able to get confirmation on requests regarding our NOAS land and accommodations for traffic and noise concerns regarding the Miller Road extension project. Are there going to be more meetings with residents on the near future?
Comments are limited to 8,000 characters and may be cut and pasted from another source.	
PLEASE PROVIDE YOUR NAME:	
First & Last Name:	Lori Lundberg
AND ONE OR MORE OF THE FOLLOWING ITEMS:	
Email:	loriscomputer@centurylink.net
Phone:	(480) 620-2960
Address:	7545 East Alameda Road
Example: 3939 N. Drinkwater Blvd, Scottsdale 85251	

From: [Transportation Commission](#)
To: [Lofgren, Kyle](#)
Subject: Transportation Commission Public Comment (response #221)
Date: Friday, September 10, 2021 3:25:22 PM

Transportation Commission Public Comment (response #221)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Transportation Commission Public Comment
URL:	https://www.scottsdaleaz.gov/boards/transportation-commission/public-comment
Submission Time/Date:	9/10/2021 3:24:59 PM

Survey Response

COMMENT	
Comment:	The city of Scottsdale has invested \$2 billion to acquire the land for a Preserve. Now we need to protect the animals by closing 128th St. as it crosses the preserve between Jomax and Ranch Gate Rd. Thank you!
Comments are limited to 8,000 characters and may be cut and pasted from another source.	
PLEASE PROVIDE YOUR NAME:	
First & Last Name:	Kerry Olsson
AND ONE OR MORE OF THE FOLLOWING ITEMS:	
Email:	kerry@theolssons.com
Phone:	(623) 203-0100
Address:	33199 N 82nd St, Scottsdale 85266
Example: 3939 N. Drinkwater Blvd, Scottsdale 85251	

Lofgren, Kyle

From: Transportation Commission
Sent: Friday, September 10, 2021 9:22 PM
To: Lofgren, Kyle
Subject: Transportation Commission Public Comment (response #222)

Transportation Commission Public Comment (response #222)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Transportation Commission Public Comment
URL:	https://www.scottsdaleaz.gov/boards/transportation-commission/public-comment
Submission Time/Date:	9/10/2021 9:21:30 PM

Survey Response

COMMENT	
Comment:	<p>This comment is regard to the segment of 128th Street roughly from Ranch Gate north to Jomax where it passes through the Preserve. Previous studies have shown this segment is not necessary as connection to Dynamite is provided by 118th street which now goes through and that the only possible need for this segment of 128th street is to provide emergency access to the developments north of Tom's Thumb and south of Ranch Gate. Having worked a long time on the Preserve, I have been involved in those discussions and conclusions and would hope you would also recommend that 128th street through the Preserve be gated at each end, left in a natural condition (no hard surface) and opened only for emergency use. This part of the Preserve is the critical link between the mountains and the northern part of the Preserve and to the Tonto National forest. It is necessary to sustain wildlife in the McDowells so it is critical to keep traffic out of that connecting link. Please consider all this when making your recommendation. Thank You</p>
Comments are limited to 8,000 characters and may be cut and pasted from another source.	
PLEASE PROVIDE YOUR NAME:	
First & Last Name:	Howard Myers

AND ONE OR MORE OF THE FOLLOWING ITEMS:

Email:

howard.myers@cox.net

Phone:

(480) 473-0109

Address:

6631 E. Horned Owl Trail, Scottsdale 85266

Example: 3939 N. Drinkwater Blvd, Scottsdale 85251

Lofgren, Kyle

From: Transportation Commission
Sent: Sunday, September 12, 2021 7:24 PM
To: Lofgren, Kyle
Subject: Transportation Commission Public Comment (response #223)

Transportation Commission Public Comment (response #223)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Transportation Commission Public Comment
URL:	https://www.scottsdaleaz.gov/boards/transportation-commission/public-comment
Submission Time/Date:	9/12/2021 7:23:00 PM

Survey Response

COMMENT	
Comment:	I am against the continuation of 128 th street in north Scottsdale .
Comments are limited to 8,000 characters and may be cut and pasted from another source.	
PLEASE PROVIDE YOUR NAME:	
First & Last Name:	Jim fiemann
AND ONE OR MORE OF THE FOLLOWING ITEMS:	
Email:	Jfiemann@gmail.com
Phone:	(602) 377-9291
Address:	28045 n 112 th place Scottsdale 85262
Example: 3939 N. Drinkwater Blvd, Scottsdale 85251	

MEMORANDUM

To: Transportation Commission Chairperson Iacovo
From: Cynthia Wenström, McDowell Sonoran Preserve Commission Chairperson
Date: September 9, 2021

Chair Iacovo:

On behalf of the McDowell Sonoran Preserve Commission, I am writing to express our interest in your current drafting of the Transportation Action Plan. Our goal is to ensure the Transportation Commission considers a redesignation of a section of 128th Street, from roughly Ranch Gate Road north, to Jomax Road where it passes through Scottsdale's McDowell Sonoran Preserve.

The alignment of 128th Street bisects the Gooseneck area of the Preserve, which is three-quarters of a mile wide swath of land which serves as the only undeveloped wildlife corridor between two large portions of the Preserve, Maricopa County's McDowell Mountain Regional Park to the south, and the northern region of the Preserve and the Tonto National Forest to the north.

A key management objective of the Preserve is to protect habitat and species diversity, which is aided by continuity of habitat and connectivity to the greatest possible extent. Transportation corridors are a contributing factor to habitat fragmentation and animal mortality, which is the reason MSPC is exploring opportunities to minimize impact of roadway corridors in the Gooseneck segment of the Preserve.

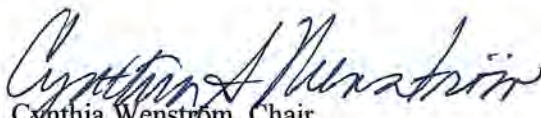
In November 2015 the MSPC recommended to the Transportation Commission and the City Council to redesignate 128th Street from Ranch Gate to Jomax from a minor collector to emergency-only access and public path/trail. It was stipulated at a 20-foot width, meeting the emergency access requirement. The recommendation also requests consideration and sensitivity to wildlife safety and crossings.

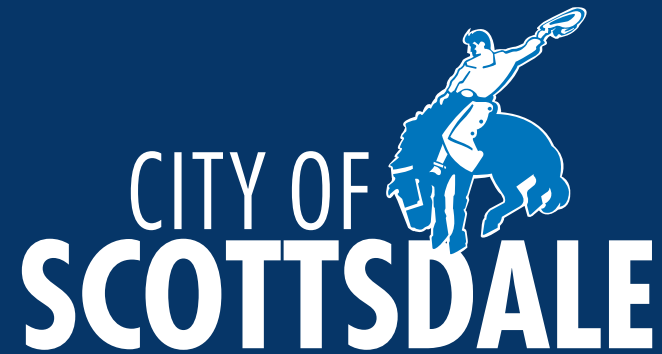
Since 2015, there have been key changes to circulation in this area, specifically construction and completion of 118th Street to Dynamite. This connection did not exist in 2015, a significant point of concern at the time. Now completed, we would like to reinitiate the 2015 recommendation for redesignating this portion of 128th Street through the Preserve.

The MSPC respectfully requests the Transportation Commission consider and ultimately recommend 128th Street from Ranch Gate to Jomax be redesignated from a minor collector to an emergency access and public path/trail with the following conceptual elements:

- Emergency-only gate access for police and fire
- Public path/trail – Daytime use only
- Installation of waterline as needed
- Utilize appropriate wildlife crossing structures or similar design elements under the emergency accessway to sensitively address wildlife crossing needs.

Respectfully,


Cynthia Wenström, Chair
McDowell Sonoran Preserve Commission



Transportation Action Plan Online Public Input Overview

Transportation Commission
September 16, 2021

Online Questionnaire

Background – Press Release

August 25, 2021



Scottsdale seeking input for Transportation Action Plan

By **Jennifer Banks**, transportation public information officer, **480-312-7517**

Kelly Corsette, communications & public affairs director, **480-312-2336**

August 25, 2021

How could the city improve traffic flow, bicycle and pedestrian safety, and transit options over the next 10 years? These and other key questions are being evaluated as Scottsdale drafts its 2021 Transportation Action Plan, which will guide the city's transportation priorities, investments and programs over the next decade.

As part of the process, the city is seeking input from Scottsdale residents, business owners and people who work in the city. Providing input is easy – visit ScottsdaleAZ.gov and search “TAP” to find a link to the online questionnaire along with links to supporting material and information.

The online questionnaire will be available until Friday, Sept. 3.

The TAP will provide not only an overview of Scottsdale's current transportation infrastructure, but direction for Scottsdale's transportation future for approximately the next 10 years. Feedback will be used to shape the goals, policies and performance measures for each of Scottsdale's transportation elements (street, transit, trail, bikeways and pedestrian) and an overall prioritized implementation program.

Once completed and approved by the City Council, the TAP will replace the most recent Transportation Master Plan, approved in 2016.

Background

- Questionnaire coordinated with city vendor – Polco
 - Response period: 8/25-9/3/21
 - Publicized through:
 - Press release
 - City website news feed
 - Scottsdale Update newsletter
 - NextDoor
 - Facebook/Instagram/Twitter
 - Total Number of Responses = 222

Background

nextdoor

Search Nextdoor

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- Messages
- Metrics
- Invite Residents
- Events
- Agencies
- Neighborhoods
- Directory
- Help
- Agency Community
- Settings
- Help Center

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Scottsdale seeking input for Transportation Action Plans. How could the city improve traffic flow, bicycle and pedestrian safety, and transit options over the next 10 years? These and other key questions are being evaluated as Scottsdale drafts its 2021 Transportation Action Plan, which will guide the city's transportation priorities, investments and programs over the next decade.

As part of the process, the city is seeking input from Scottsdale residents, business owners and people who work in the city. Providing input is easy – visit www.scottsdaleaz.gov/transportation2021 for public input to find a link to the online questionnaire along with links to supporting material and information.

The online questionnaire will be available until Friday, Sept. 5.
View all 3 subscribers of City of Scottsdale

4 reactions · 4,346 impressions

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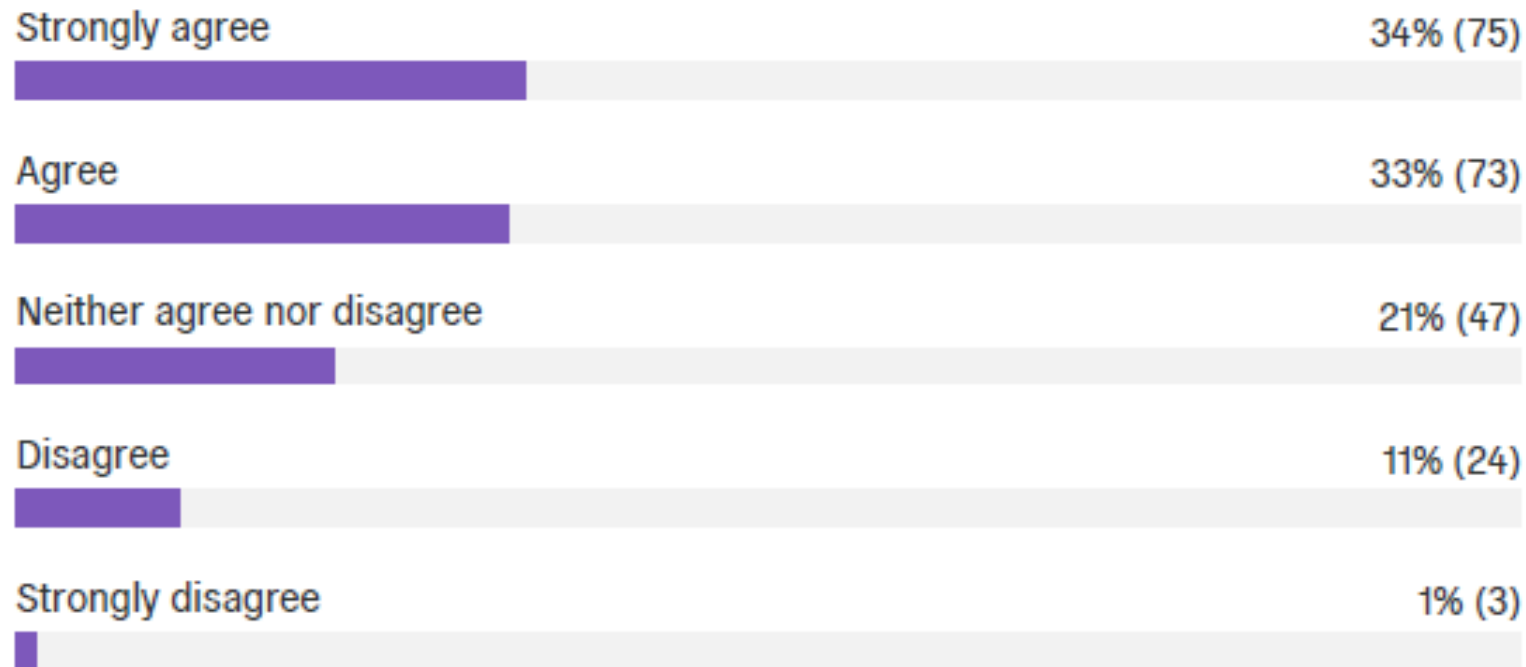
Settings

City of Scottsdale @scottsdaleazgov · Aug 26
We are seeking input from residents, business owners and people who work in the city on how Scottsdale can improve traffic flow, bicycle and pedestrian safety, and transit options over the next 10 years. Share your thoughts today: police.us/jstrdwyp

More Tweets

Question 1

Focusing on an action plan for the next 5 to 10 years is a better strategy than developing a new master plan for the next 20 to 30 years.

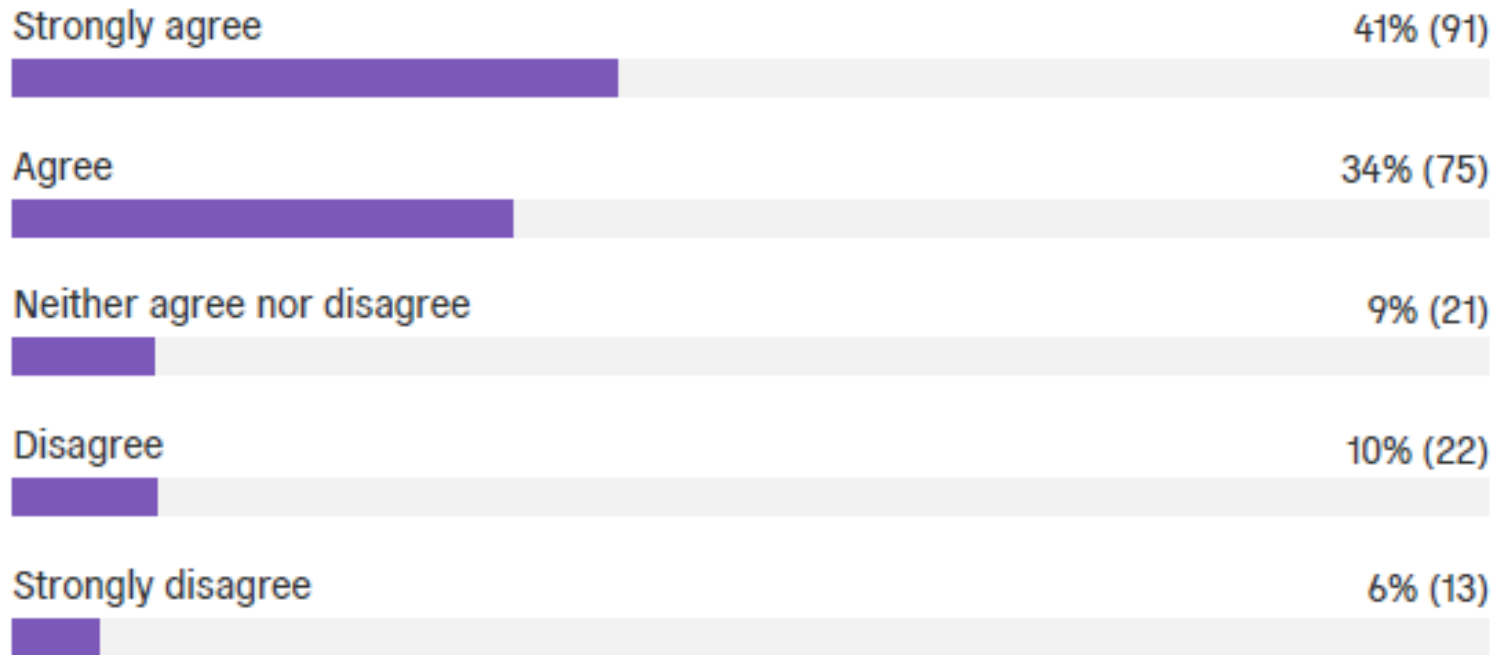


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Question 2

Scottsdale should devote a portion of its transportation budget to evaluating and possibly implementing new transportation technology.

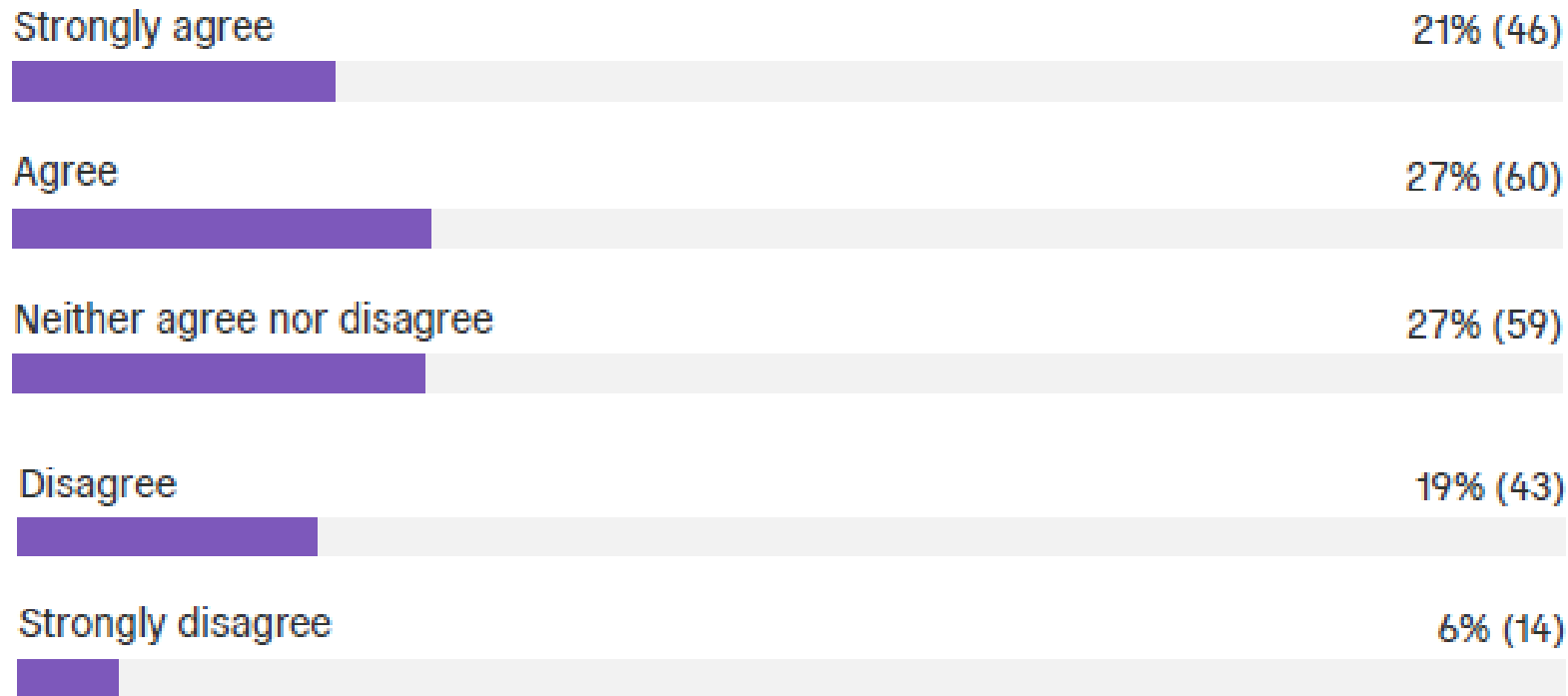


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Question 3

Preserving and improving existing transportation infrastructure should be prioritized over building new transportation infrastructure.

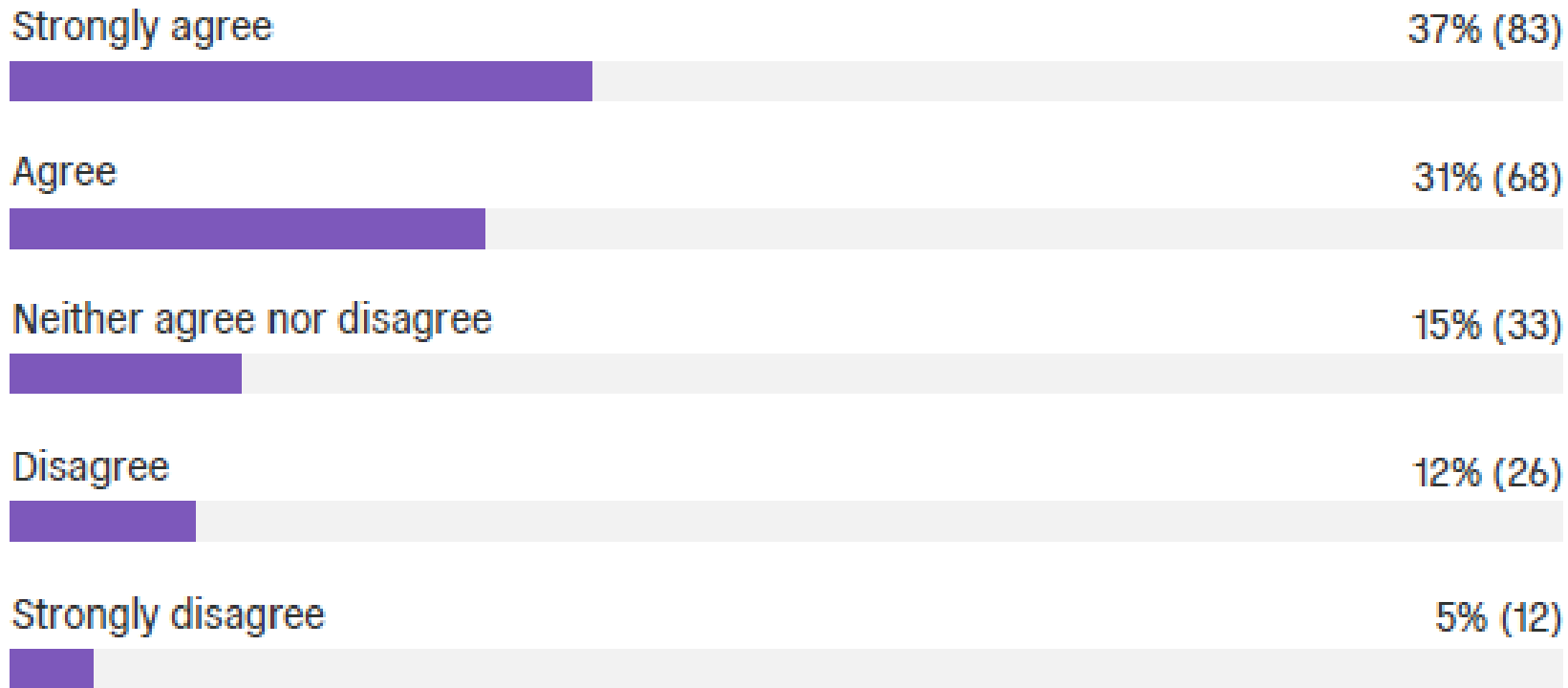


{ 48% }

{ 25% }

Question 4

Scottsdale should emphasize pedestrian safety and multimodal travel over motor vehicle travel speed.

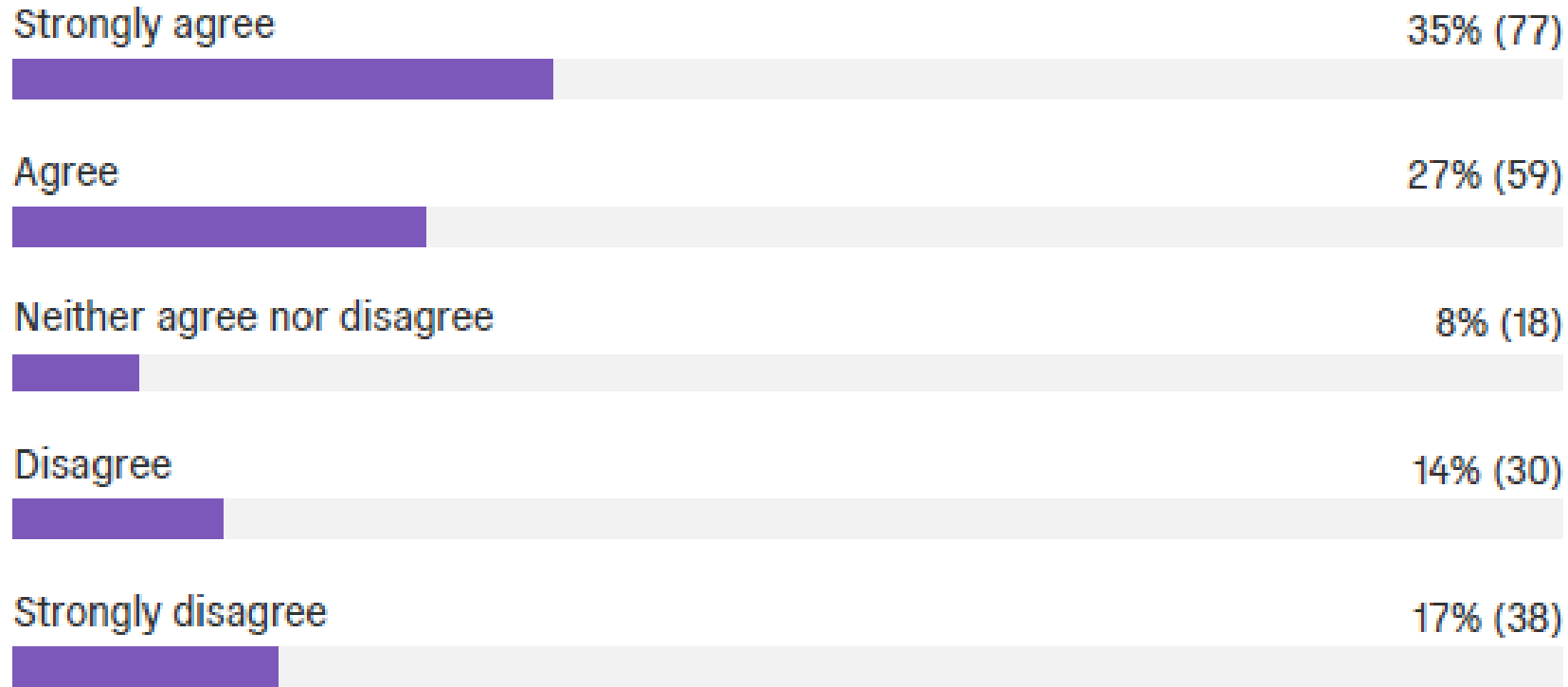


68%

17%

Question 5

It is okay to remove travel lanes on streets with excess traffic capacity to provide better bicycle and pedestrian facilities.

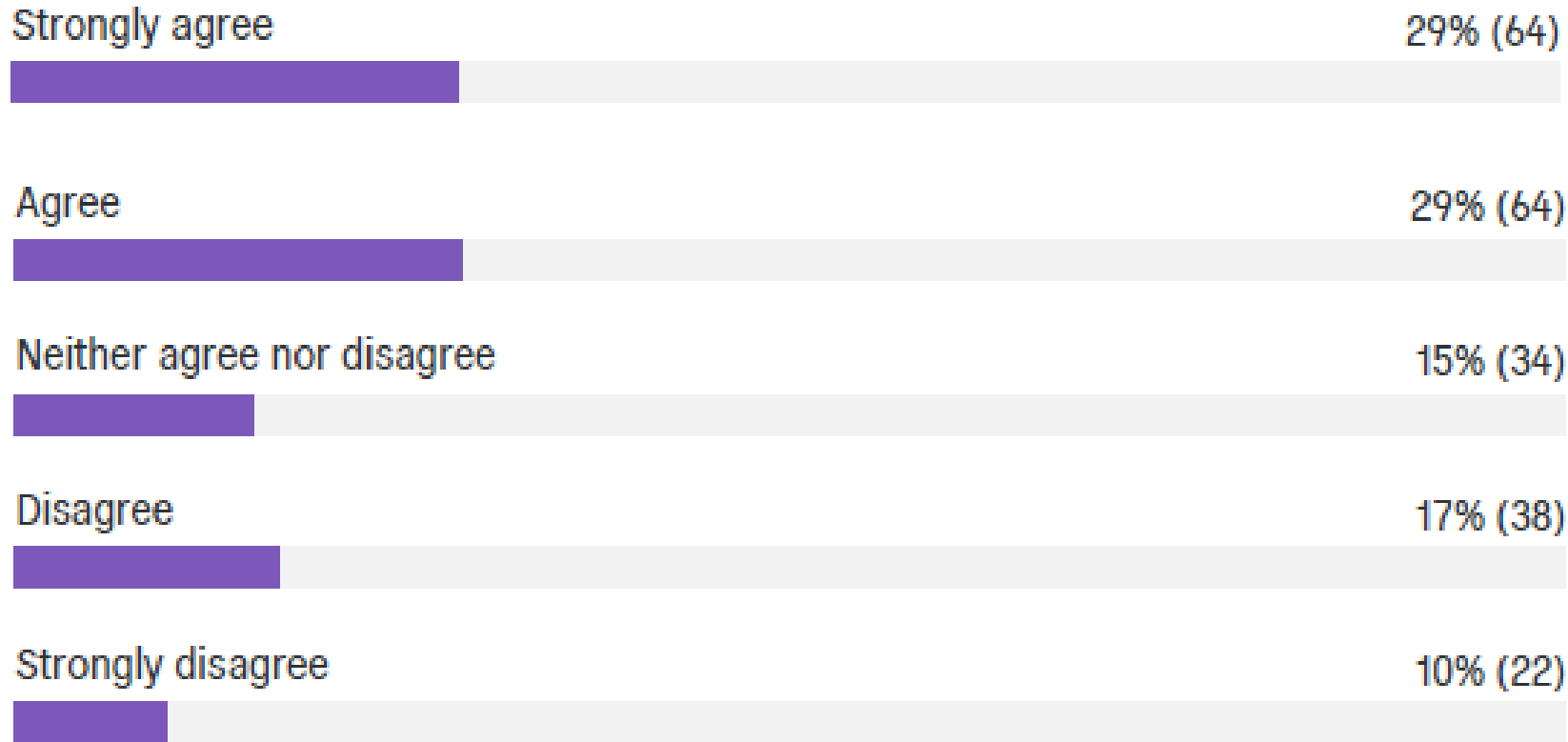


62%

31%

Question 6

Roundabouts improve traffic flow.



{ 58% }

{ 27% }

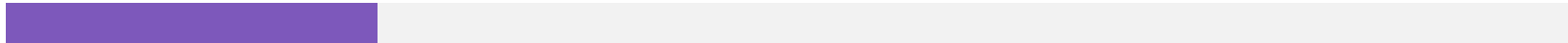
Question 7

Roundabouts improve traffic safety.

Strongly agree 23% (50)



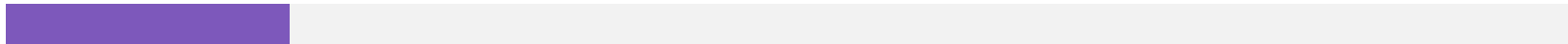
Agree 23% (52)



Neither agree nor disagree 26% (58)



Disagree 18% (40)



Strongly disagree 10% (22)



{ 46% }

{ 28% }

Question 8

Improving existing transit service should be prioritized over expanding transit service to northern Scottsdale.



48%

32%

Question 11: Transportation Challenges (categories)

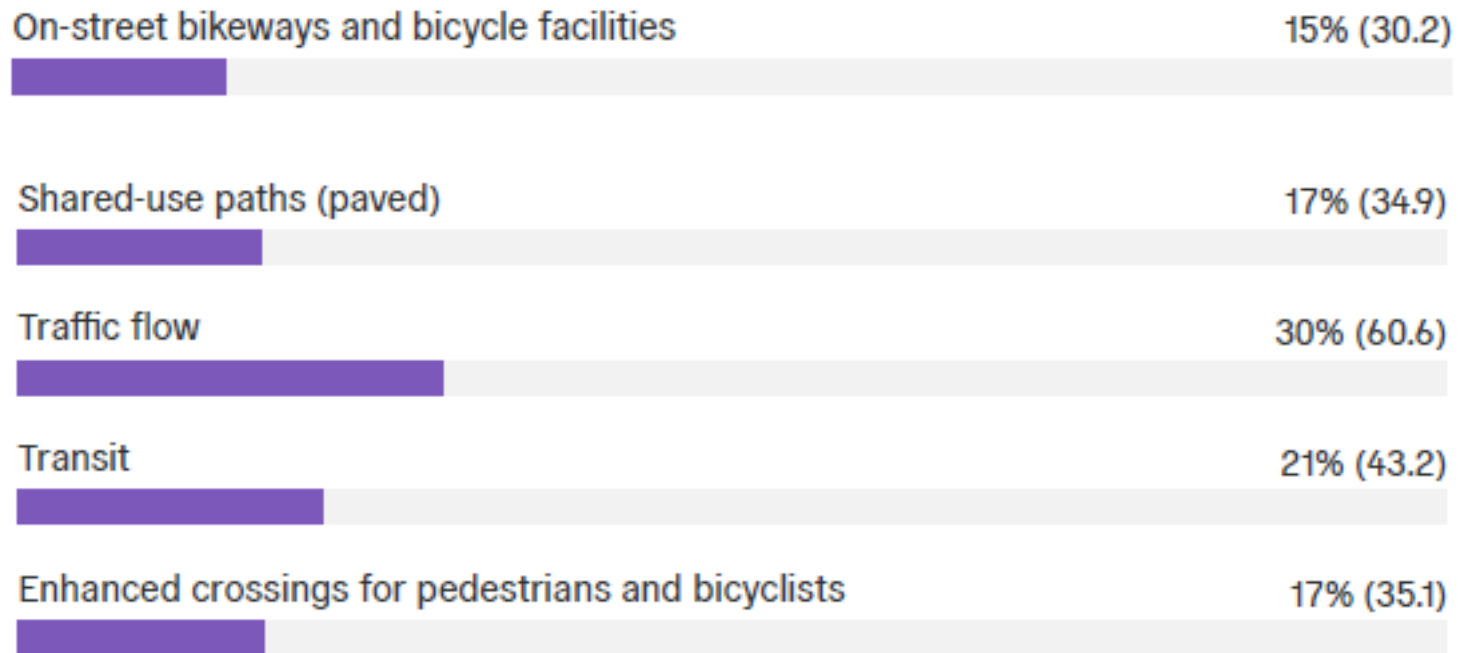
Category	# of Responses
Traffic congestion/flow/safety	68
Speeding/poor driving/distraction	59
Limited Bike or Pedestrian infrastructure and/or safety	37
Limited transit service	32
Signal timing/signal improvements	32
New development	7
Limited parking	6
Maintenance	4
Other	12

**Question 12:
Transportation
Improvements to
Reduce Auto Use
(categories)**

Category	# of Responses
Bike/Pedestrian System	87
High Capacity Transit	44
Bus Service	37
None	26
Trolley Service	25
Transit Alternatives/Micro Transit	16
Other	21

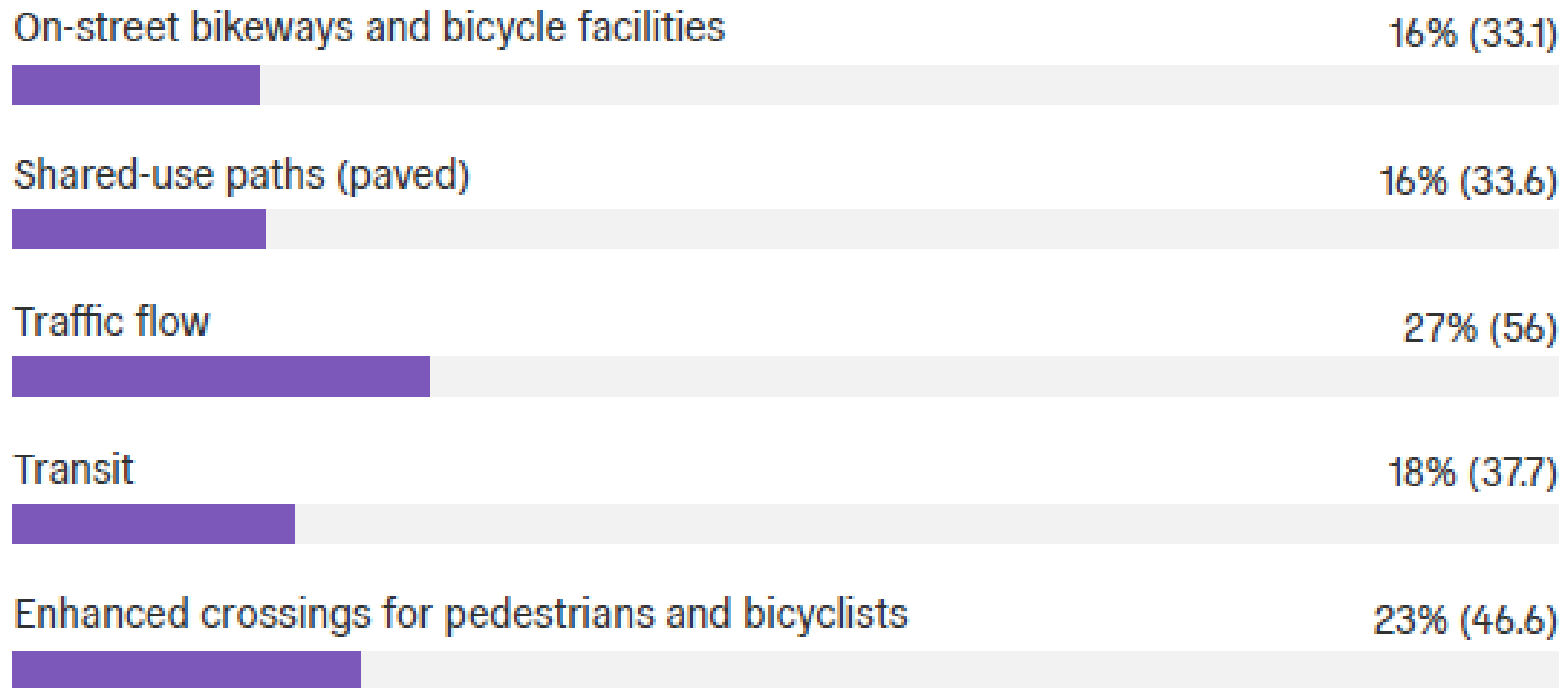
Priorities Feedback – South of Indian Bend Road (excluding Old Town)

Concerning Scottsdale south of Indian Bend Road (excluding Old Town), please assign points among these choices to indicate which of these should be priorities for transportation attention and funding over the next 5 to 10 years. You have 10 points to allocate - you can give them all to a single priority, or spread them among several. The more points a choice receives, the higher its priority.



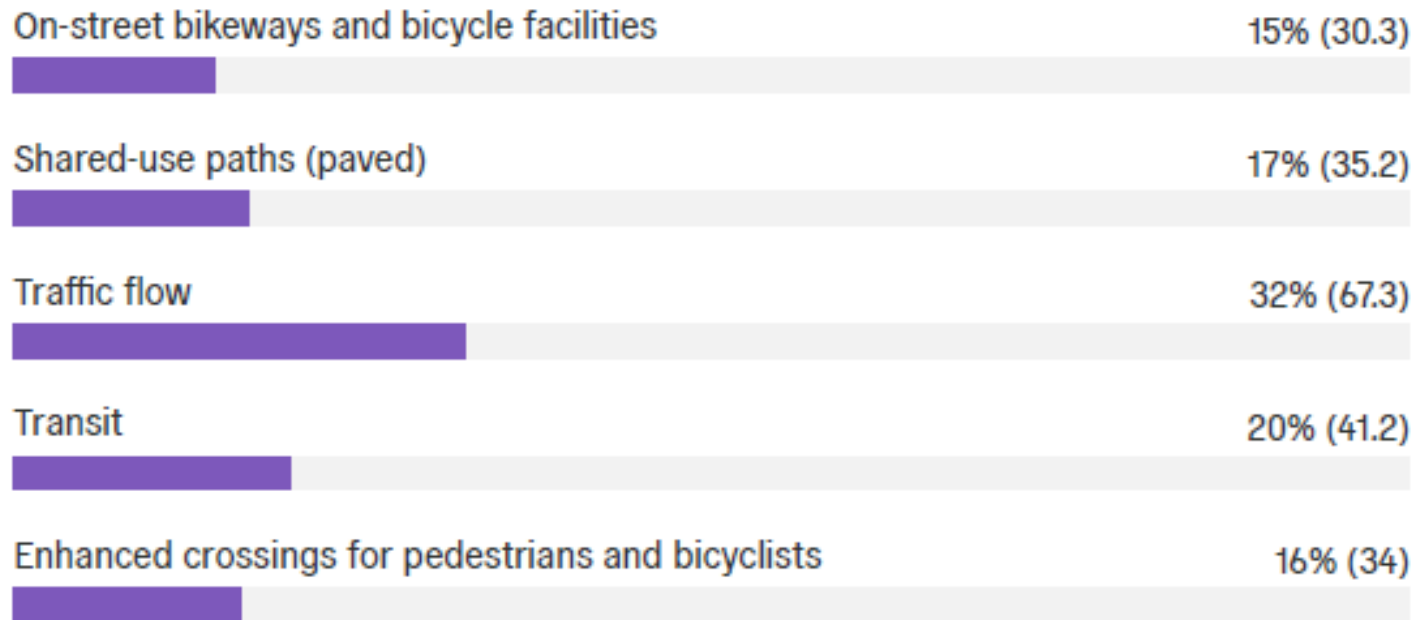
Priorities Feedback – Old Town

Concerning the Old Town Scottsdale area, please assign points among these choices to indicate which of these should be priorities for transportation attention and funding over the next 5 to 10 years. You have 10 points to allocate - you can give them all to a single priority, or spread them among several.



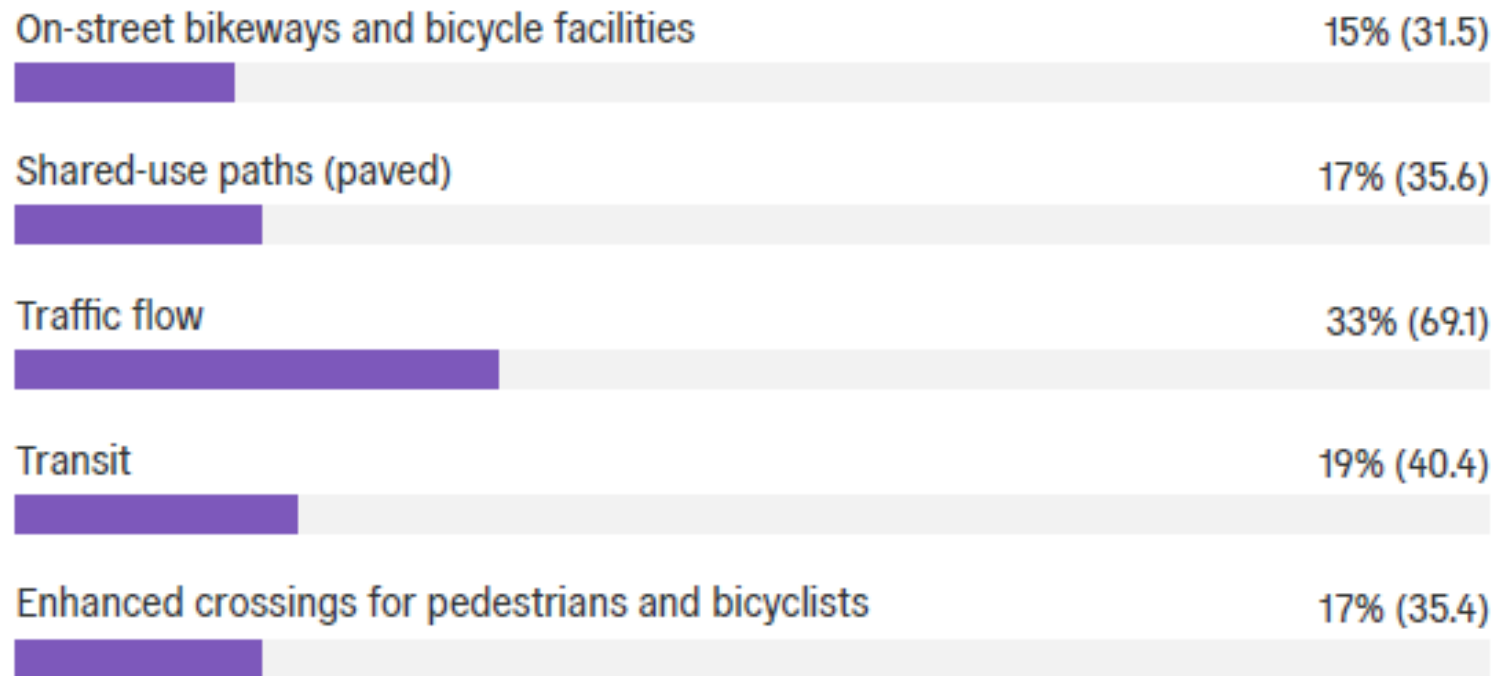
Priorities Feedback – Indian Bend Road to Loop 101

Concerning Scottsdale between Loop 101 to the north and Indian Bend Road to the south, please assign points among these choices to indicate which of these should be priorities for transportation attention and funding over the next 5 to 10 years. You have 10 points to allocate - you can give them all to a single priority, or spread them among several. The more points a choice receives, the higher its priority.



Priorities Feedback – North of Loop 101

Concerning Scottsdale north of Loop 101, please assign points among these choices to indicate which of these should be priorities for transportation attention and funding over the next 5 to 10 years. You have 10 points to allocate - you can give them all to a single priority, or spread them among several. The more points a choice receives, the higher its priority.



Priorities Feedback – Summary

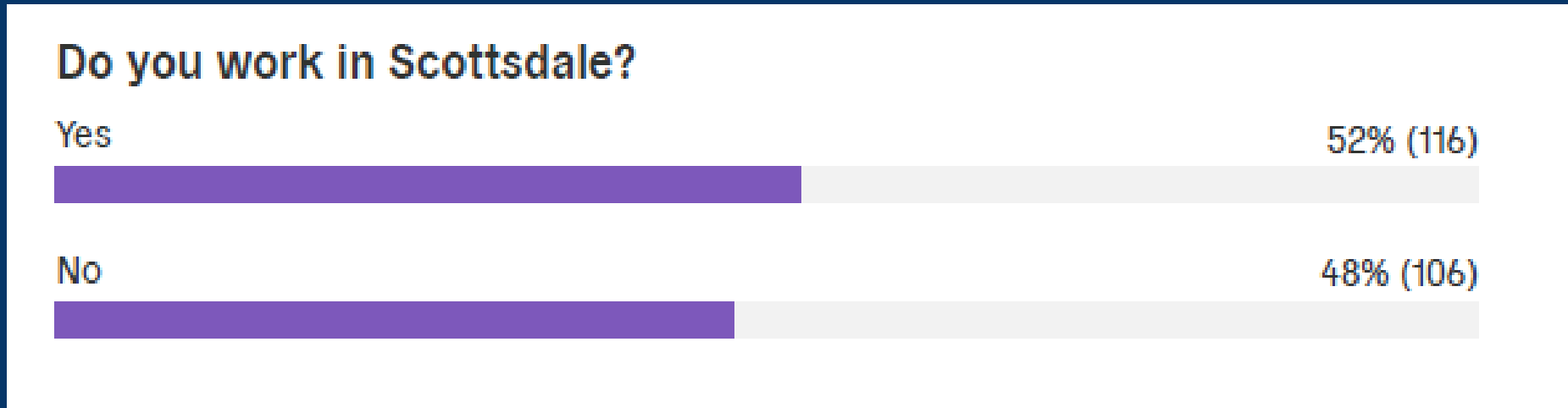
Prioritization Category	Southern	Old Town	Central	Northern	Average
On-street bikeways and bicycle facilities	15%	16%	15%	15%	15%
Shared-use paths (paved)	17%	16%	17%	17%	17%
Traffic flow	30%	27%	32%	33%	31%
Transit	21%	18%	20%	19%	20%
Enhanced crossings for pedestrians and bicyclists	17%	23%	16%	17%	18%

Respondent Characteristics



- South of Indian Bend = 38%
- Indian Bend to Loop 101 = 32%
- North of Loop 101 = 30%

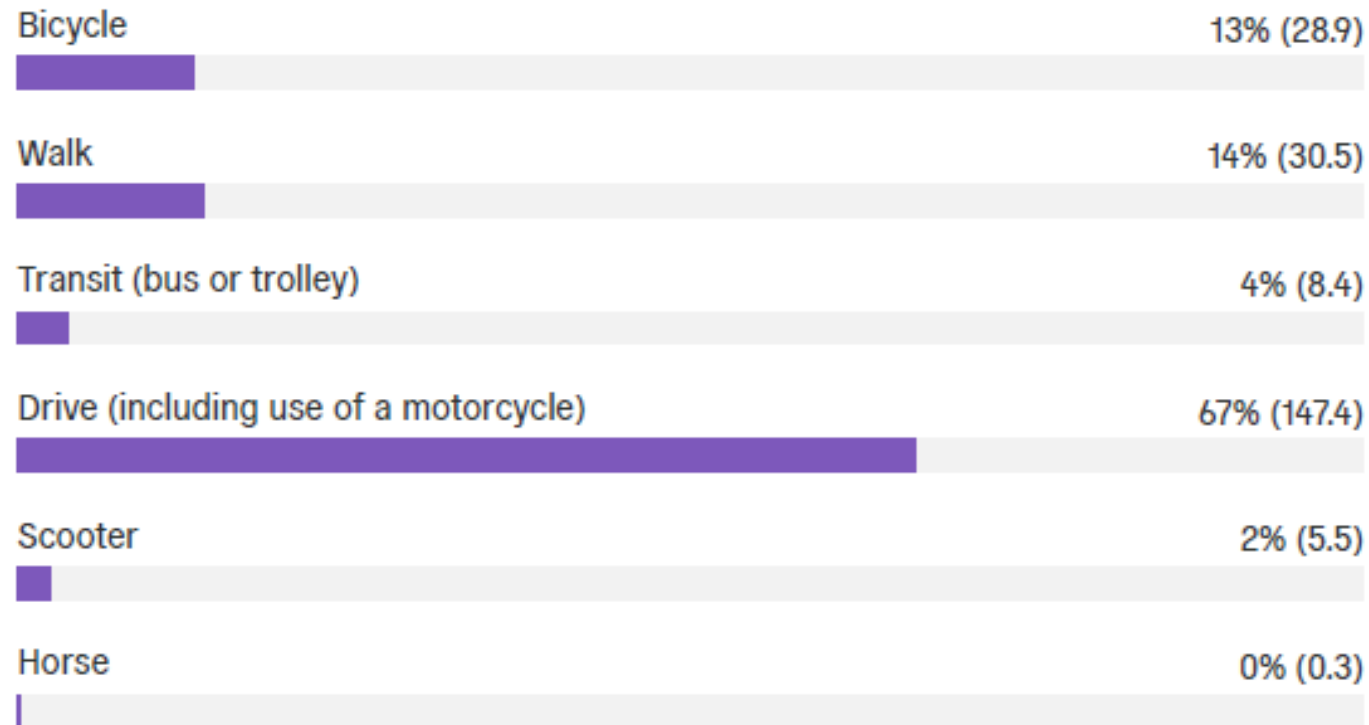
Respondent Characteristics



- South of Indian Bend = 43%
- Indian Bend to Loop 101 = 41%
- North of Loop 101 = 16%

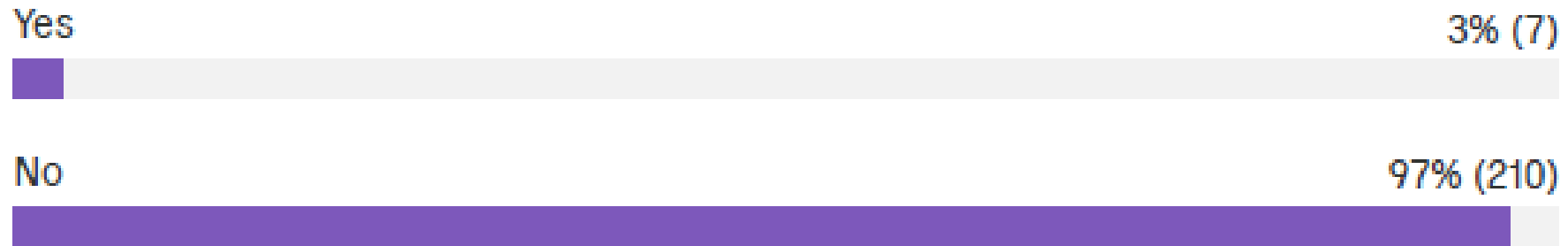
Respondent Characteristics

Please assign points to tell us how much you use different modes of transportation in Scottsdale. Each point equals 10 percent and you have 10 points to assign. Example: If you spend half of your time driving in Scottsdale, and use a bicycle the other half, you would assign 5 points to "Bicycle" and 5 points to "Drive".

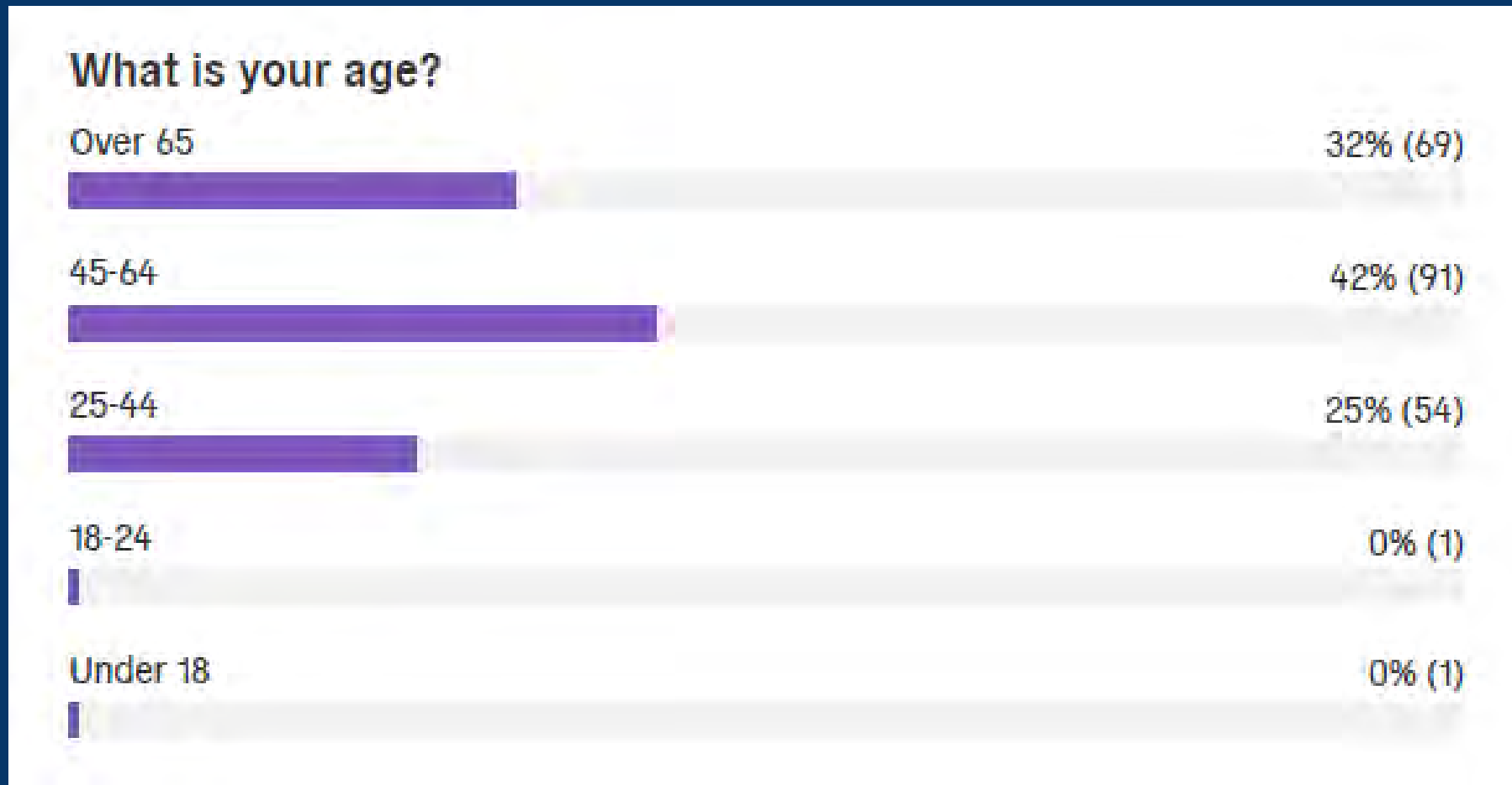


Respondent Characteristics

Do you use a mobility aid?



Respondent Characteristics

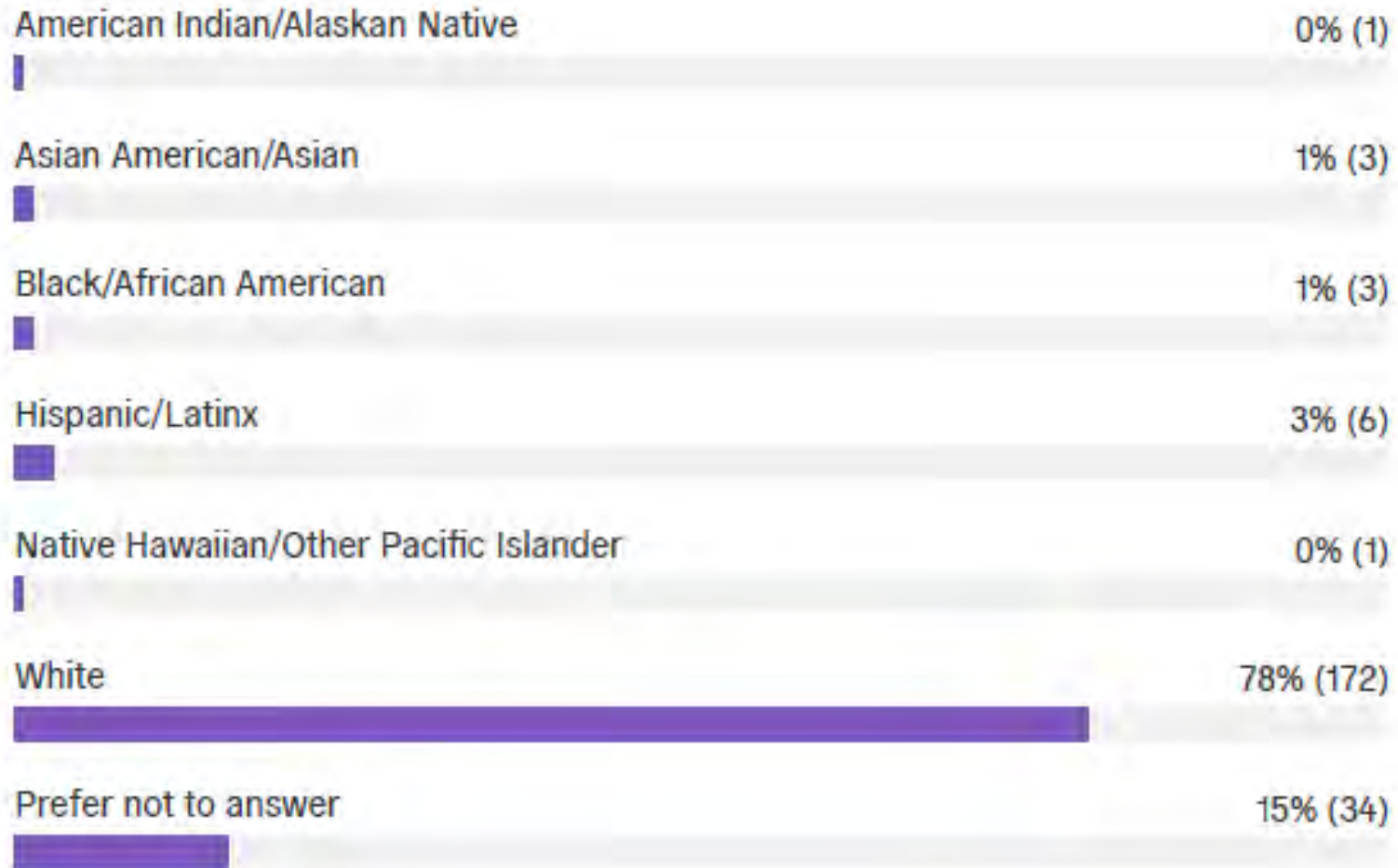


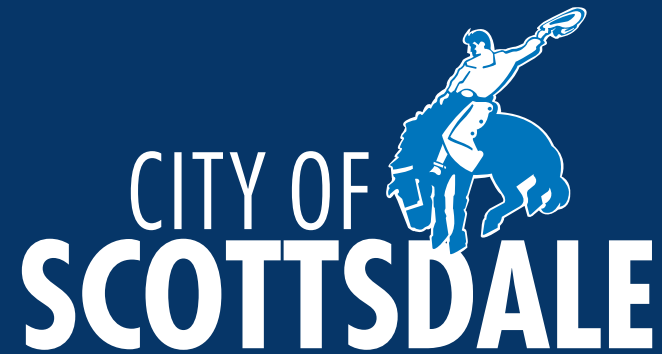
Respondent Characteristics



Respondent Characteristics

What is your race/ethnicity?





Transportation Action Plan First Draft – 2nd Review

Transportation Commission
September 16, 2021

Previous Meetings

- January 2021
 - General Plan coordination/Focus areas/Work Plan
- March 2021
 - Early Concepts and potential changes from 2016 Transportation Master Plan
- May 2021
 - Recommended changes to street, bikeway and trail networks
- June 2021
 - Transit and Pedestrian network concepts and proposed changes
- July 2021
 - System Preservation/Maintenance and Goals/Policies/Performance Measures
- August 2021
 - Implementation Program and first review of Draft Plan

SCOTTSDALE TRANSPORTATION & STREETS IS ON THE MOVE...

Scottsdale's Transportation Action Plan (TAP) 2021 provides an overview of Scottsdale's current transportation infrastructure, as well as a roadmap for Scottsdale's transportation future. It includes the objectives, policies, values and guidelines to inform transportation decisions moving forward, along with a prioritized implementation plan to preserve and improve transportation infrastructure whether by foot, bus, bicycle, wheelchair, stroller, horse, or something yet to emerge--over the next 10 years.

Since Scottsdale drafted its first plan in 2008 and revised it in 2016, there have been significant shifts in community priorities, city leadership, traffic patterns, technology and funding. More people, for example, are interested in bikeways, trails and other amenities that support non-motorized modes of transportation. Despite additional development over the last 20 years, travel demand has not grown as much as projected. And new technology, such as adaptive traffic signals and autonomous vehicles, is reducing congestion. Several projects that made sense in 2008 have become unnecessary, infeasible or unaffordable in 2021.

HOW TO NAVIGATE THIS SITE

The plan is divided into transportation elements, which you can navigate to with the top menu. Also included in the menu are an implementation action plan and a list of the figures included throughout the site.

Within each element section you'll find relevant goals, policies, performance measures, classifications, figures, and ongoing data collection.

Introduction

Street Element



Transit Element





Bikeway Element





Trail Element

Pedestrian Element



IMPLEMENTATION PROGRAM

INTRODUCTION

There will always be a finite level of resources available to meet current and future transportation system needs. Therefore, a program to prioritize new transportation infrastructure projects, programs and services must also consider the requirements necessary to preserve, maintain and improve the existing transportation system. Item 2 in the Street Element of this Transportation Action Plan (TAP) provides a good example of this concept:

“Develop and manage the street network in a manner that places reliance on maintaining existing infrastructure and improving the efficiency of the existing system before adding new roadway capacity.”

The major recurring revenue sources available for transportation are the city’s annual share of the State Highway User Revenue Fund (HURF) at \$17.9 million in 2020-21, which is primarily generated through per gallon taxes on fuel and the 0.2% Transportation privilege (sales) tax at \$23.6 million in 2020-21. HURF revenue, which is shared with cities based on population, is only forecast to grow 2.9% (total) through 2025-2026. The forecasted 0.2% sales tax revenue is expected to average 3% growth annually through 2025-26.

Next Steps

- Second round of public input
 - Virtual public input Phase 2 in October
- Transportation Commission recommendation
 - Target is November 18, 2021

SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To: Transportation Commission
From: Susan Conklu, Senior Transportation Planner
Subject: Bicycle and Related Devices Ordinance
Meeting Date: September 16, 2021



ITEM IN BRIEF

Action:

Presentation, Discussion and Possible Action

Background:

Dockless sharing companies have been operating in Scottsdale since Fall 2017. On November 13, 2018, City Council adopted Ordinance 4372 amending the Scottsdale Revised Code relating to bicycles and related devices, including electric bicycles and scooters. The updated ordinance took effect December 13, 2018. The City Manager was directed to share a full report following the end of the tourism season. This report and the ordinance are available on the city's website: go to ScottsdaleAZ.gov and search "scooters."

A staff team has been evaluating operations since Ordinance 4271 took effect and listening to citizen feedback about some of the challenges associated with operations. Staff have also continued to meet with device sharing companies and coordinate by email.

Update:

In fall 2020 oversight of the proposed regulations shifted from the City Manager's Office to the Transportation and Streets Department.

Transportation staff presented an update at the January 19, 2021, City Council meeting, including proposed changes to the bicycle and related devices ordinance.

Notable changes include:

- Restrictions to hours of operation
- Minimum age, prohibiting riding on sidewalks within the Transportation Safety Zone
- Limiting parking of devices to bike racks and designated parking areas only, and
- Imposing fees for licensing, relocation, and impoundment of devices.

The revised ordinance is available for review on the city's website in the same location as the current regulations.

Comments from Mayor Ortega and City Council members included:

- Concerns about the proposed sidewalk restrictions in the Transportation Safety Zone
- Parking restrictions
- Hours of operation for rental devices, and
- Minimum age restrictions.

City Council directed staff to revise the proposed regulations and return in the future.

Next Steps:

Transportation staff are currently preparing a written memo to update Mayor Ortega and City Council. The current ordinance allows staff to make changes to the Restricted Areas for Riding,

Parking and Staging. Additional areas in Old Town can be added to the restricted areas to prohibit their use on sidewalks, such as streets with 25 mph speed limits. Staff will continue working with device sharing companies and evaluating operations. If necessary, staff will propose revised changes to the ordinance and return to Transportation Commission prior to seeking City Council action. This update will be presented to the Paths and Trails Subcommittee on October 5, 2021.

Staff Contacts:

Susan Conklu, 480-312-2308, SConklu@ScottsdaleAZ.gov

Bicycle and Related Devices Ordinance

**Transportation Commission
September 16, 2021**

Background

- Devices
- Regulations
- Staff team developed the regulations and coordinated with companies
- Data Report
- Report problems on ScottsdaleEZ

January 19, 2021 City Council Update

- Proposed regulations:
- Prohibit riding on sidewalks in Transportation Safety Zone
- Usage times
- Parking of devices
- Permission of underage users
- Fees

Number of Devices Allowed	Licensing Fee	Application Fee	Total Cost
100	\$9,000	\$1,000	\$10,000
500	\$49,000	\$1,000	\$50,000
1000	\$99,000	\$1,000	\$100,000

Comments from Mayor Ortega and City Council Members

- Concerns about proposed sidewalk restrictions in the Transportation Safety Zone
- Parking restrictions
- Hours of operation for rental devices
- Minimum age restrictions

Next Steps

- Written memo to update Mayor Ortega and City Council
- Current ordinance allows changes to Restricted Areas for Riding, Parking and Staging
- Sidewalks on streets with 25 mph speed limits can be added

Next Steps

- Continue to monitor and evaluate the program
- Regularly meet and correspond with companies and other city staff
- Take additional action or make additional recommendations to the City Council as needed
- October 5, 2021 Paths and Trails Subcommittee update

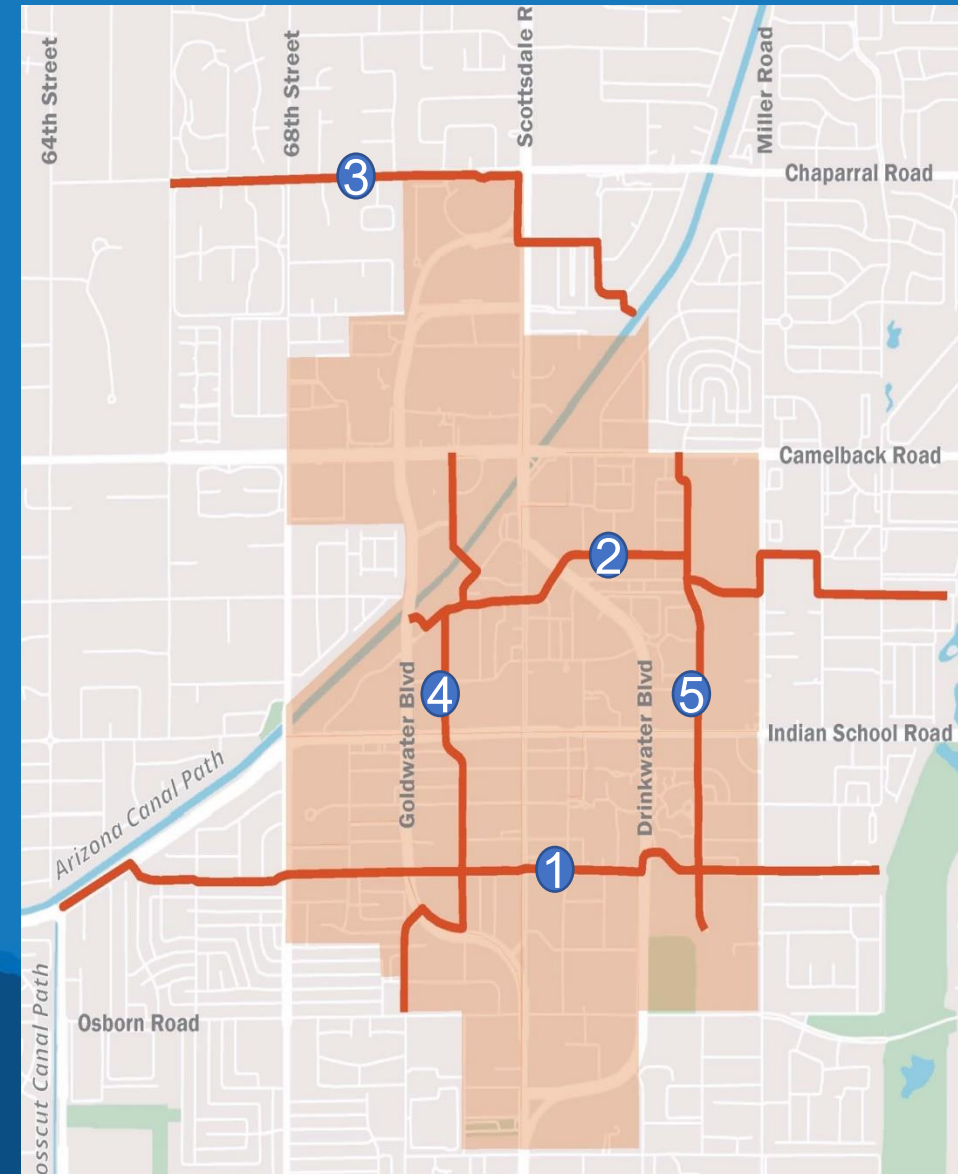
Discussion

Projects and Programs Update

Transportation Commission— September 16, 2021

Old Town Bicycle Master Plan

- Presented to City Council on August 24.
- Finalized Master Plan.
- Key Route recommendations are included in Neighborhood Bikeways portion of the Transportation Action Plan.
- Include selected improvements in the future Capital Improvement Program.



City-wide Programs -Transit

- New Trolley service contractor, Dunn Transportation, started on August 13.
- New bus stop maintenance contractor, Service Link, started in July 2021.
- City is replacing a number of shelters in the system and addressing ongoing graffiti concerns.



Bus Shelter Replacement



Before



After

Pouring of new bus pads



Mountain View Road Improvements



Installation of sidewalks from greenbelt to Arabian Trail, bus stop and turn lane improvements. Nearing final completion.

Thomas Road/82nd Street Sidewalks



Before

After



Concrete Repairs – Sidewalk Upheaval



Paving Treatment

Crack seal

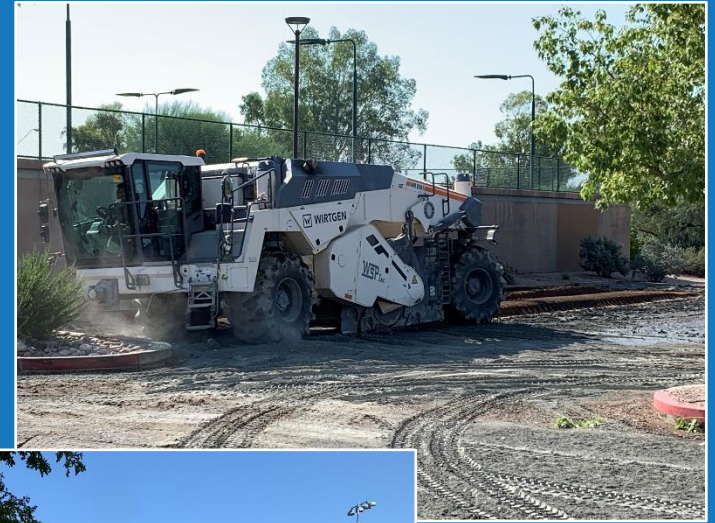
- McCormick Parkway From Scottsdale Rd. to Hayden Rd.
- Hayden Rd. from Indian Bend to McCormick Parkway

Asphalt

- Parking lot pavement replacement at Scottsdale Ranch Park

Concrete Repair

- Gold Dust & Scottsdale Rd. (New N/S valley gutter and aprons on the east side of the road)



Thank you. Questions?



TENTATIVE FUTURE AGENDA ITEMS

Rev.8-27-2021

TRANSPORTATION COMMISSION

MEETING DATE: October 21, 2021

REPORTS/PRESENTATIONS DUE October 14

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes September 16, 2021
- **Median Opening Analysis**.....Presentation and Discussion
Reviewing data for left-in left-out median openings compared to standard median openings – David Smith, Traffic Engineer Senior
- **Five Year Paving Prioritization Plan**.....Presentation and Discussion
Paving prioritization based off PCI survey– Shayne Lopez, Transportation & Streets Paving Manager
- **Other Transportation Projects and Programs Status**Information
Status of projects and programs – Mark Melnychenko, Transportation & Streets Director
- **Commission Identification of Future Agenda Items**.....Discussion
Commissioners may identify items or topics of interest for future Commission meetings

MEETING DATE: November 18, 2021

REPORTS/PRESENTATIONS DUE November 11

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes October 21, 2021
- **Transportation Action Plan Recommendation**Presentation, Discussion and Possible Action
Discussion of the Transportation Action Plan and Commissions recommendations – David Meinhart, Transportation Planning Manager
- **Other Transportation Projects and Programs Status**Information
Status of projects and programs – Mark Melnychenko, Transportation & Streets Director
- **Clever Devices Application on buses**Presentation and Discussion
Discussion of the status of the Clever Devices application that will provide computer aided dispatch a vehicle locator system
- **Commission Identification of Future Agenda Items**.....Discussion
Commissioners may identify items or topics of interest for future Commission meetings

FUTURE ITEMS:

- **Miller Road Bridge and Flood Control Project**Presentation, Discussion and Possible Action
Update on the Miller Road Bridge and Flood Control Project – David Meinhart, Transportation Planning Manager
- **Loop 101 Mobility Project**.....Presentation and Discussion
Kristin Darr, consultant
- **Impact on Parking**.....Presentation and Discussion
Latest parking study, Walter Brodzinski, Right-Way Supervisor
- **Urban Air Mobility**Presentation and Discussion
Discuss Urban Air Mobility as Mode of Transportation
- **Smart City**.....Presentation and Discussion
Discussion on the City’s participation in Smart City applications.
- **New Project Development**Presentation and Discussion
Project development and how it ties in with Transportation – Phil Kercher, Traffic Engineer & Ops Manager
- **Vacant Land**Presentation and Discussion
Impact on areas and traffic with new buildings created – Phil Kercher, Traffic Engineer & Ops Manager

- **Study and Results from Truck Platooning**Presentation and Discussion
Update on Study and Results from Truck Platooning
- **Electric Car Movement**.....Presentation and Discussion
Presentation on electric car movement – Hong Huo, Traffic Engineer Principal
- **Shea and 124th Street Underpass**Presentation and Discussion
Update on underpass – Greg Davies, Transportation Planner Senior or David Meinhart, Transportation Planning Manager
- **Downtown Trolley**.....Presentation and Discussion
Update on trolley usage – Ratna Korepella, Transit Manager
- **General Plan Update**.....Presentation and Discussion
Update on general plan – Erin Perreault
- **Bus Ridership and the Transit System**.....Presentation and Discussion
Update on bus ridership and the Transit System – Ratna Korepella
- **Transportation Action Plan** Action
Presentation of the Transportation Action Plan recommendations - presented by David Meinhart, Transportation Planning Manager
- **Transit System Evaluation Recommendations**..... Action
Presentation of the Transit Plan Evaluation Recommendations – Ratna Korepella, Transit Manager
- **Update on MAG Prop 400E**Presentation and Discussion
Update on MAG Prop 400E – MAG staff
- **Utilities Causing Project Delays**.....Discussion
Discuss the delays utility projects are holding up project schedules and budgets- Mark Melnychenko, Transportation & Streets Director
- **Update on Cool Paving**.....Discussion
Discuss updates on Cool Paving – Shayne Lopez, Paving Manager

PATHS & TRAILS SUBCOMMITTEE

MEETING DATE: October 5, 2021

REPORTS DUE September 28, 2021

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes of August 3, 2021
- **Bicycle and Related Devices Ordinance**Presentation and Discussion
Presentation of the amended Bicycle and Related Devices Ordinance – Susan Conklu, Senior Transportation Planner
- **Civic Center Renovation** Presentation and Discussion
Update on design and construction of Civic Center renovation project – Susan Conklu, Senior Transportation Planner
- **Other Transportation Projects and Programs Status**..... Information
Status of projects and programs – Susan Conklu, Senior Transportation Planner
- **Subcommittee Identification of Future Agenda Items**.....Discussion
Subcommittee members may identify items or topics of interest for future Subcommittee meetings

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes of October 5, 2021
- **Other Transportation Projects and Programs Status**..... **Information**
Status of projects and programs – Susan Conklu, Senior Transportation Planner
- **Subcommittee Identification of Future Agenda Items**..... **Discussion**
Subcommittee members may identify items or topics of interest for future Subcommittee meetings

FUTURE ITEMS:

- **Wayfinding**..... **Presentation and Discussion**
Update on Wayfinding – Susan Conklu, Senior Transportation Planner
- **Bicycle Education Program** **Presentation and Discussion**
Update on Laws and Education – Susan Conklu, Senior Transportation Planner
- **Bike Month Recap**..... **Presentation and Discussion**
Information on Bike Month – Susan Conklu, Senior Transportation Planner
- **Vision Zero**..... **Presentation and Discussion**
Information on Vision Zero (Tempe) – Susan Conklu, Senior Transportation Planner
- **Equestrian Connectivity** **Presentation and Discussion**
Panel – Susan Conklu, Senior Transportation Planner
- **Access to Indian Bend Wash** **Presentation and Discussion**
Better access and how the Parks Dept. can assist. – Susan Conklu, Senior Transportation Planner
- **Path and Trail Gap Analysis** **Presentation and Discussion**
Information on gaps in the citywide path and trails network – Greg Davies, Senior Transportation Planner

Lofgren, Kyle

From: Transportation Commission
Sent: Friday, September 10, 2021 7:32 AM
To: Melnychenko, Mark; Lofgren, Kyle
Subject: FW: GREENBELT 88

From: Linda Tucker <tuckita105@gmail.com>
Sent: Tuesday, September 07, 2021 4:53 PM
To: Transportation Commission <TransportationCommission@scottsdaleaz.gov>; Arizona Department of Transportation <adot@info.azdot.gov>
Subject: GREENBELT 88

External Email: Please use caution if opening links or attachments!

September 7, 2021
7324 N Del Norte Dr
Scottsdale, AZ 85258

GREENBELT 88

Dear Transportation Commission,

What do my neighbors at Hayden and Osborne need with an apartment building that will house 288 units of people who will probably drive 576 more cars through an already "lava-paced" intersection on the Greenbelt?

There has been significant resident opposition with no success. The neighborhood center and restaurants that are there now currently serve the community well.

Commercial use generates income for the City, while high density residential use generally is a drain on the City. How much more is the developer paying the City for this installation than the City gets from a steady stream of commercial revenue?

The way the City spends money, it had better be a lot because the citizenry is tired of seeing the City Council spend the City's money on things that the Citizens don't want! That's why we worked so hard in the last election to weed out the big spenders! Remember, it's OUR POCKETBOOK. And we are paying attention to how you spend OUR MONEY. SPEND IT WISELY ON THINGS CITIZENS WANT.

PLEASE DO NOT REZONE 15ZN-2021 TO A PUD

Sincerely,
Linda and Larry Tucker

Lofgren, Kyle

From: Transportation Commission
Sent: Friday, September 10, 2021 7:31 AM
To: Melnychenko, Mark; Lofgren, Kyle
Subject: FW: 9400 EAST SHEA

From: Linda Tucker <tuckita105@gmail.com>
Sent: Tuesday, September 07, 2021 3:06 PM
To: Arizona Department of Transportation <adot@info.azdot.gov>; Transportation Commission <TransportationCommission@scottsdaleaz.gov>
Subject: 9400 EAST SHEA

External Email: Please use caution if opening links or attachments!

September 7, 2021
7324 N Del Norte Drive
Scottsdale, AZ

Dear Transportation Commission

9400 EAST SHEA

Why would the city purposely plan to increase traffic congestion and a larger heat island around one of the city's major medical centers?

Anyone who lives in or around that area dreads the 20 to 30 minutes (especially going west at 5PM) it takes to get through the Shea-101 intersection at rush hour. With our population growing as it is, homes being built in Fountain Hills, and on E Shea, ingress and egress can only get worse.

Scottsdale comprises an increasing senior demographic that can benefit being near a medical campus. It appears to me that this eleven acres of Scottsdale, could be put to better use as a Resident Rehabilitation Center, a Memory Care Center, and/or a Senior Living Facility with Assisted Living. Buildings that would not exponentially increase the heat island of that area or the traffic load on our already congested Shea Boulevard.

PLEASE DO NOT RESONE 16-ZN-2019 from a C-3 PCD/C-O PCD Planned Community District to a Planned Unit Development Planned Community District to allow for 219 apartments.

Sincerely,
Linda & Larry Tucker