

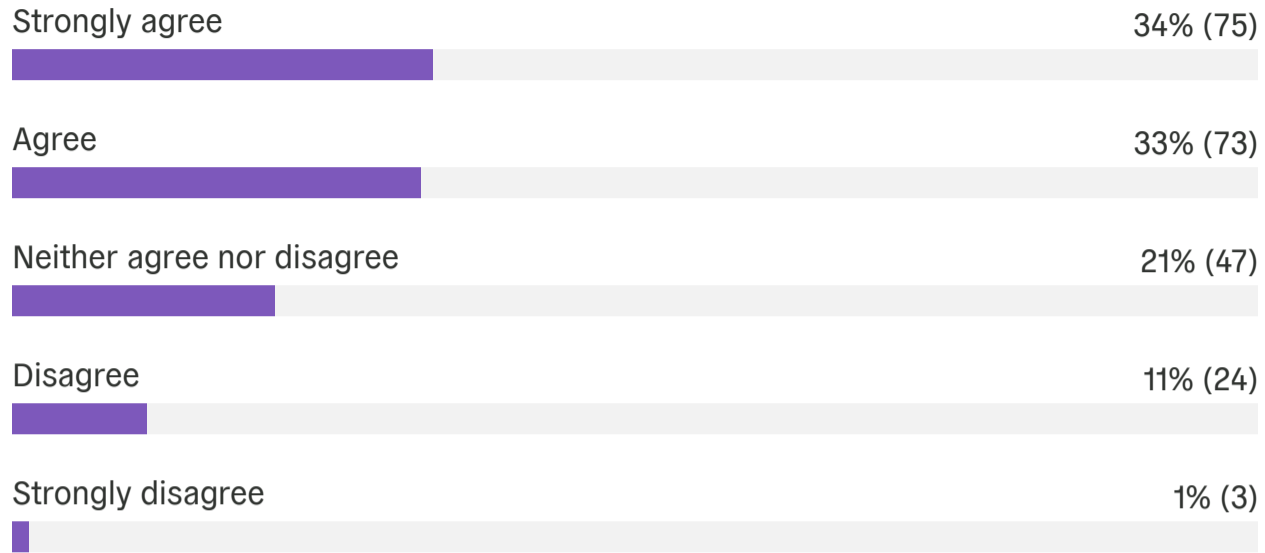


Scottsdale Transportation Action Plan (TAP) 2021

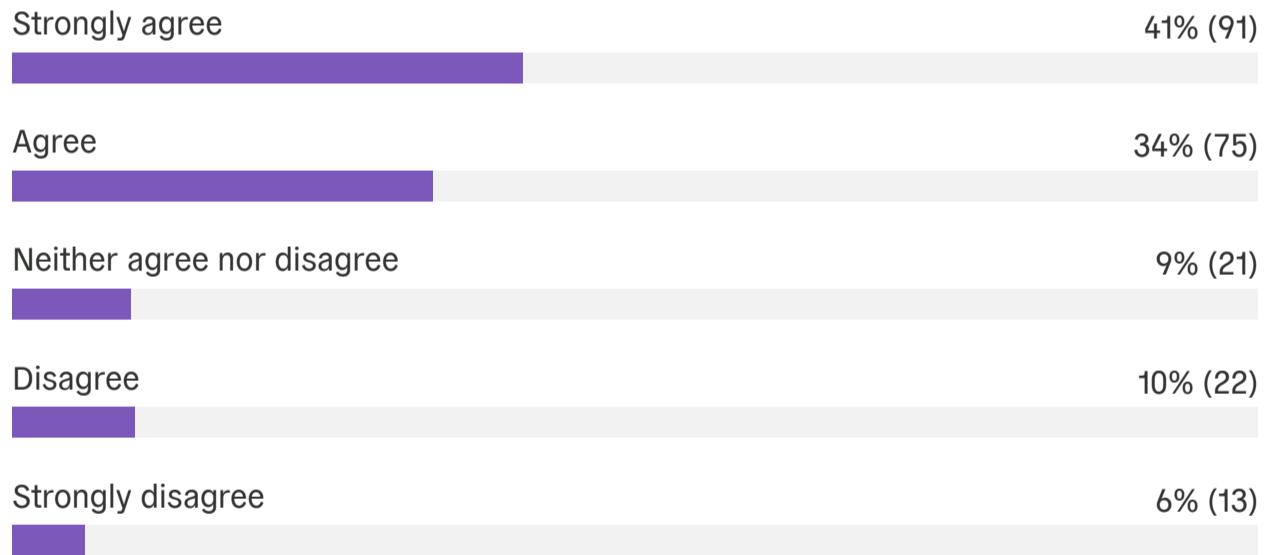
Survey Results
FINAL

09/07/2021

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.

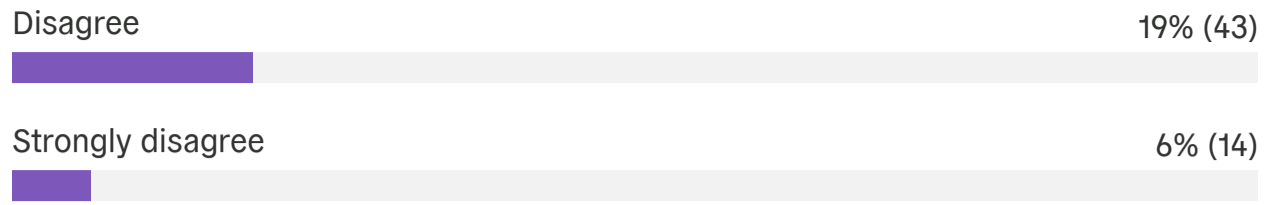


Scottsdale should devote a portion of its transportation budget to evaluating and possibly implementing new transportation technology.

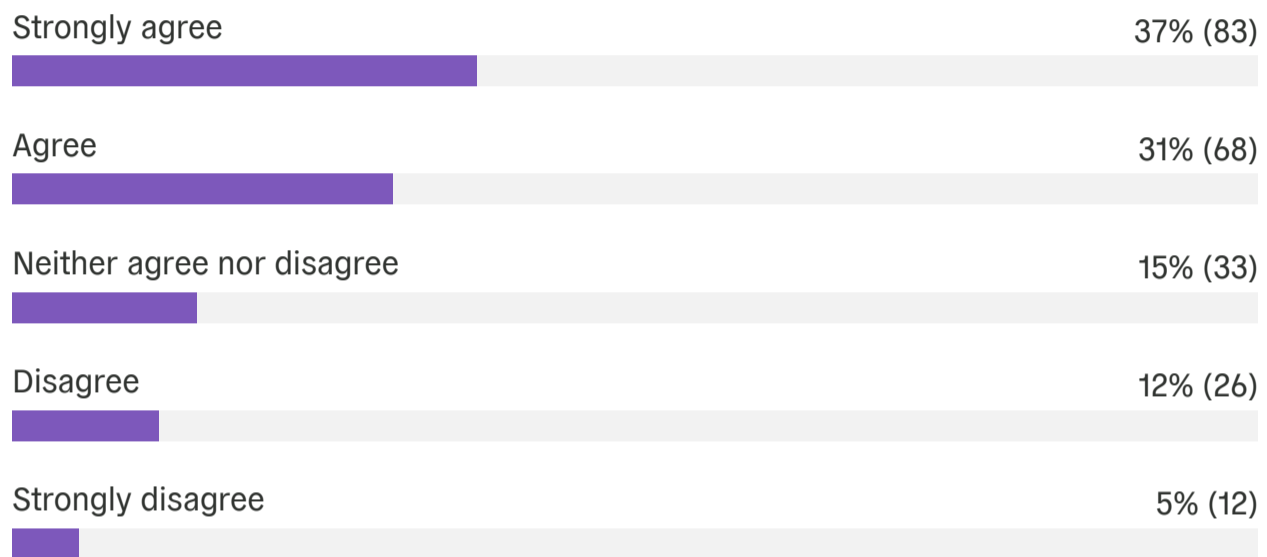


Preserving and improving existing transportation infrastructure should be prioritized over building new transportation infrastructure.

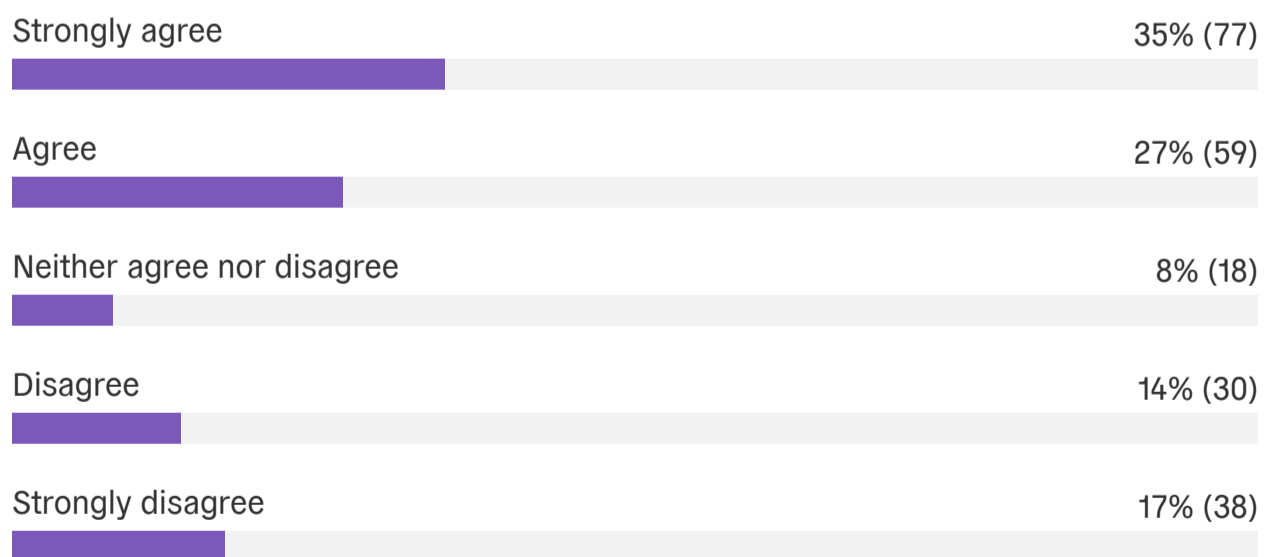




Scottsdale should emphasize pedestrian safety and multimodal travel over motor vehicle travel speed.



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

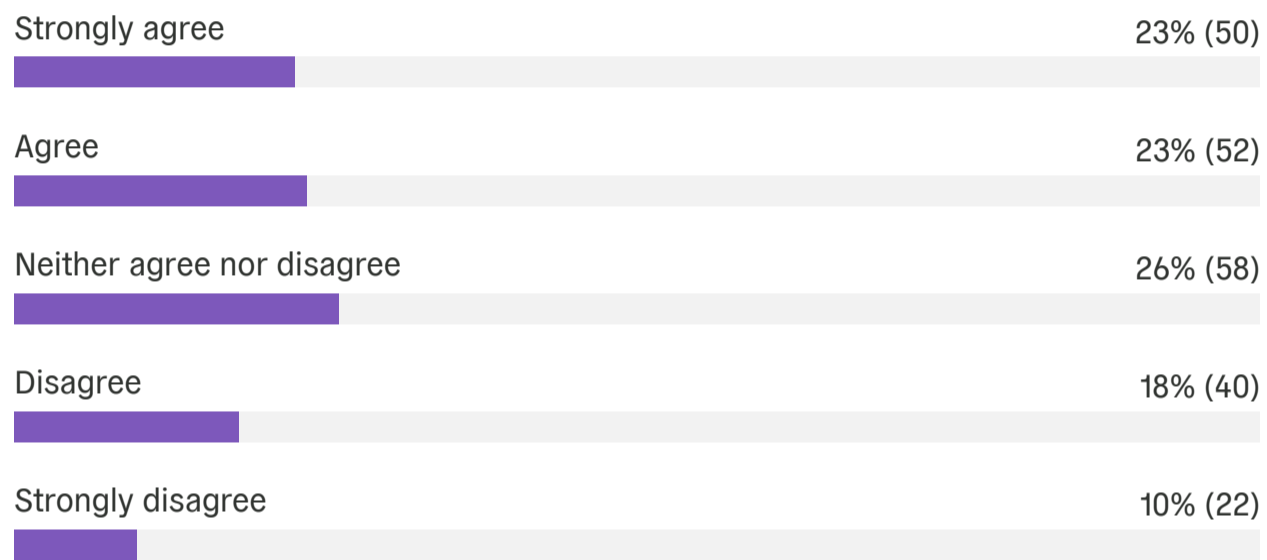


Roundabouts improve traffic flow.

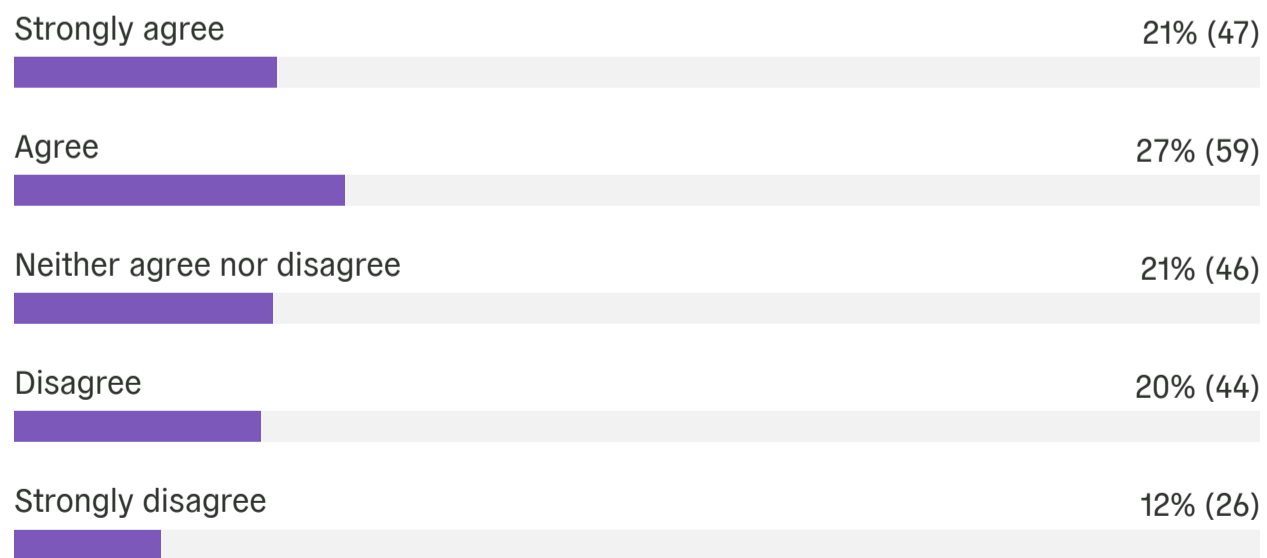




Roundabouts improve traffic safety.



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 among 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 Write 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 need a 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

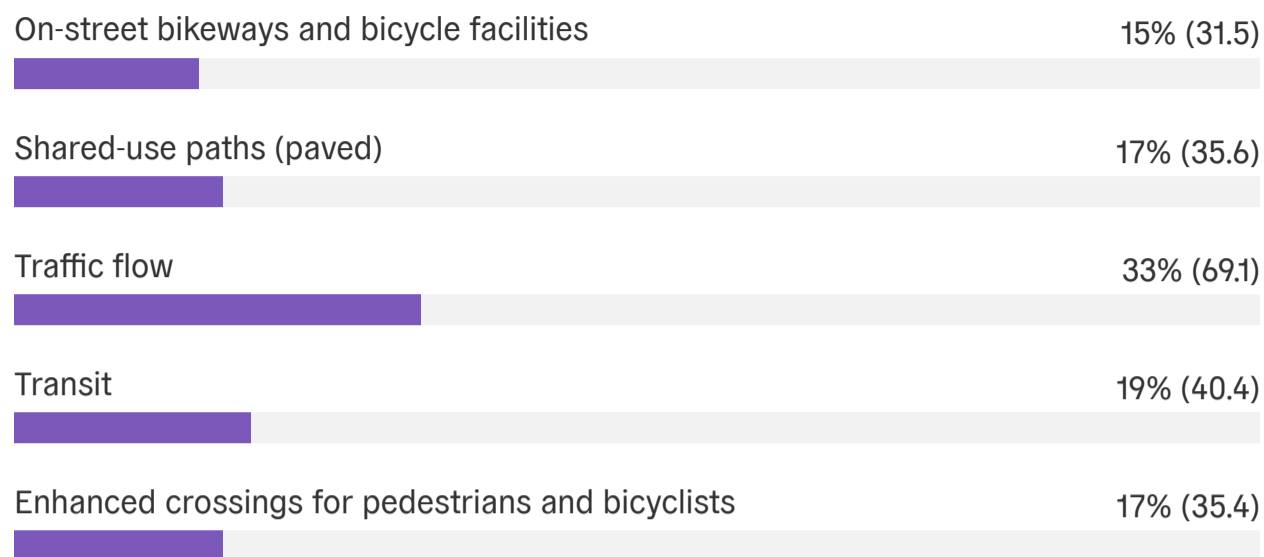
Light rail and more buses.

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.

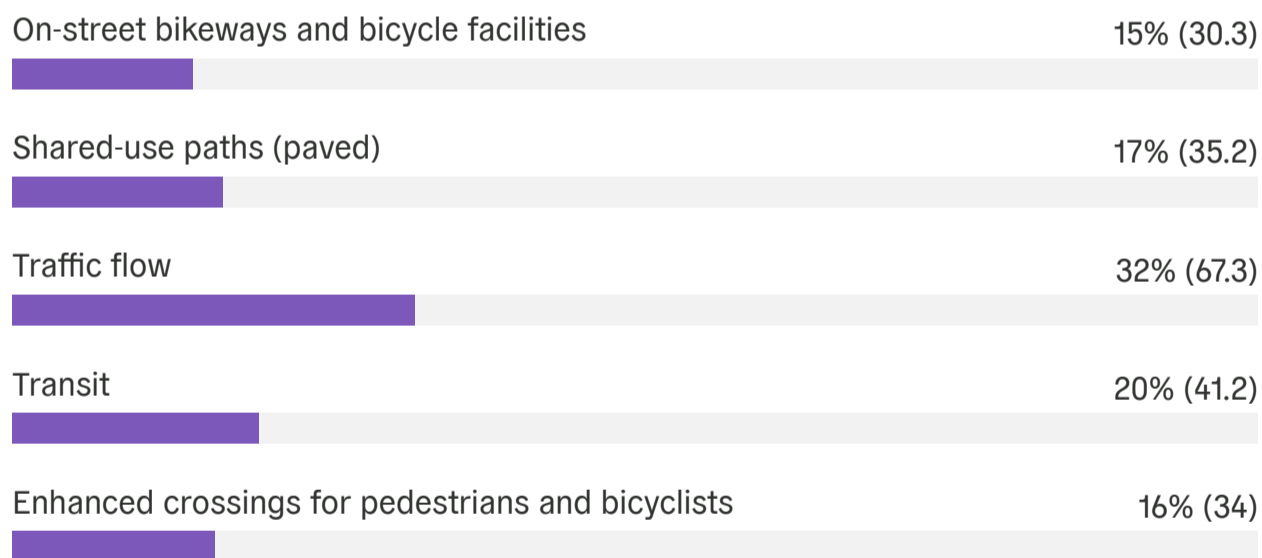
No

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 trollies 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

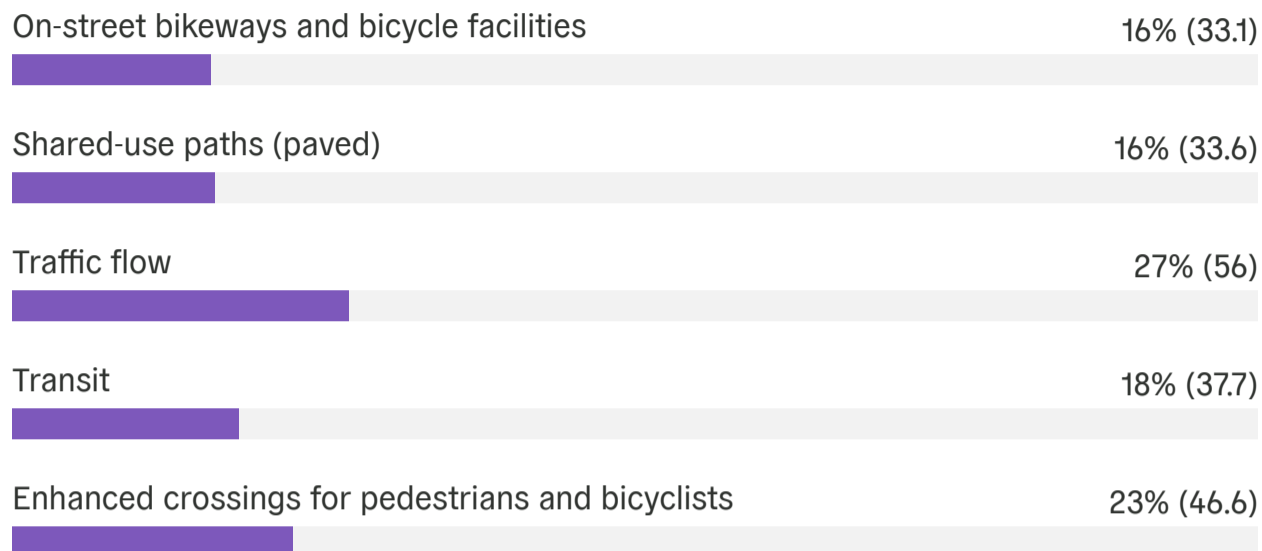
None

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.

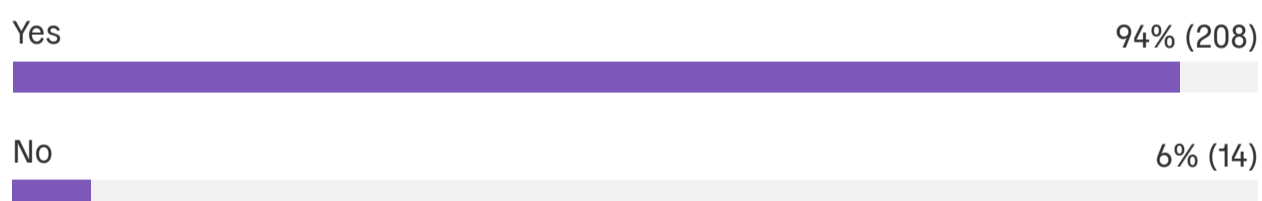
See bus comment above

Light rail.

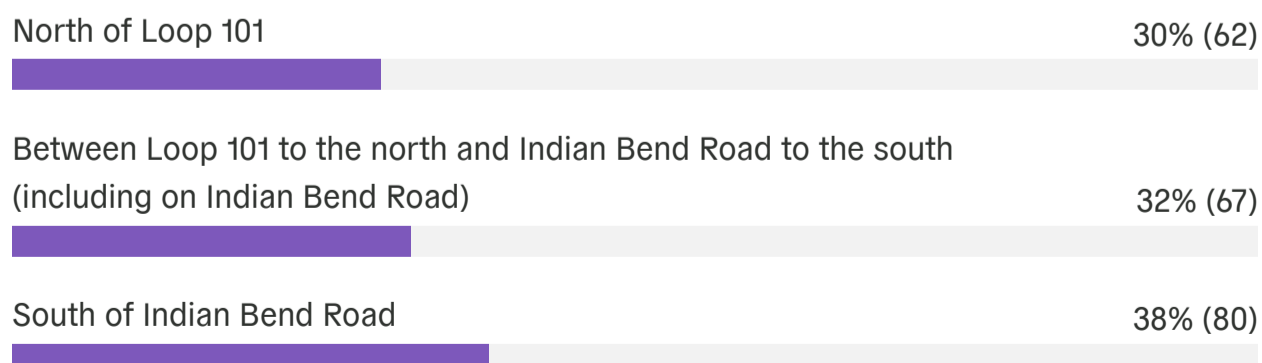
Protect and expand scenic corridors and open space buffers. Synchronize traffic signals. Explore light rail.

Not sure

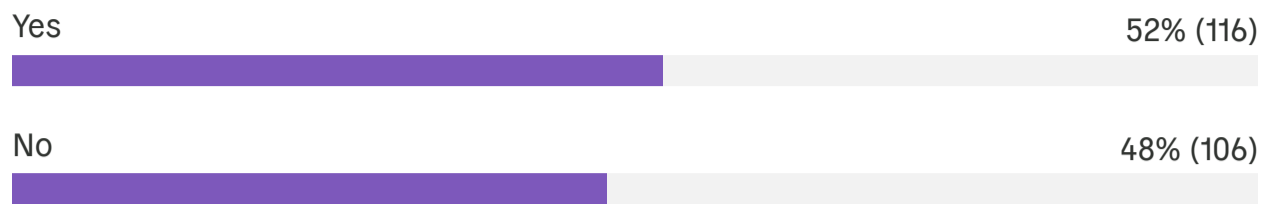
Do you live in Scottsdale?



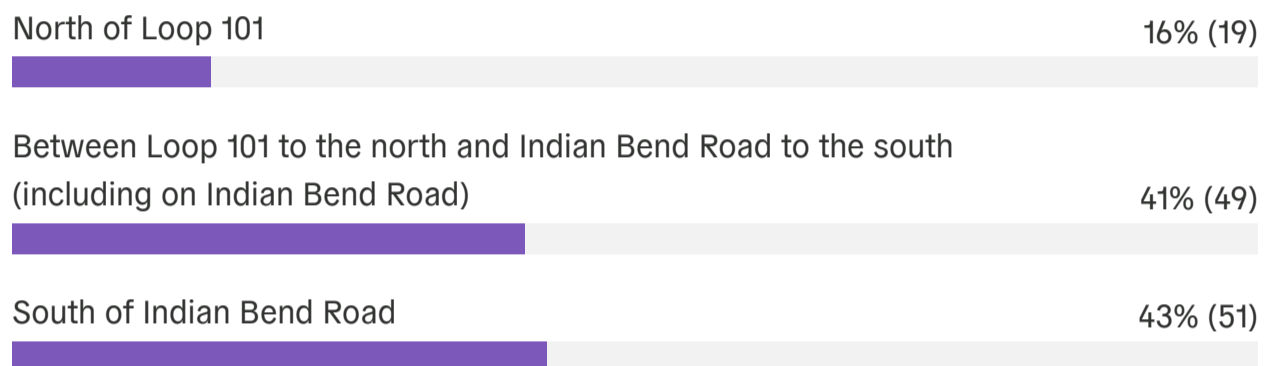
If you answered yes to question 22, do you live:



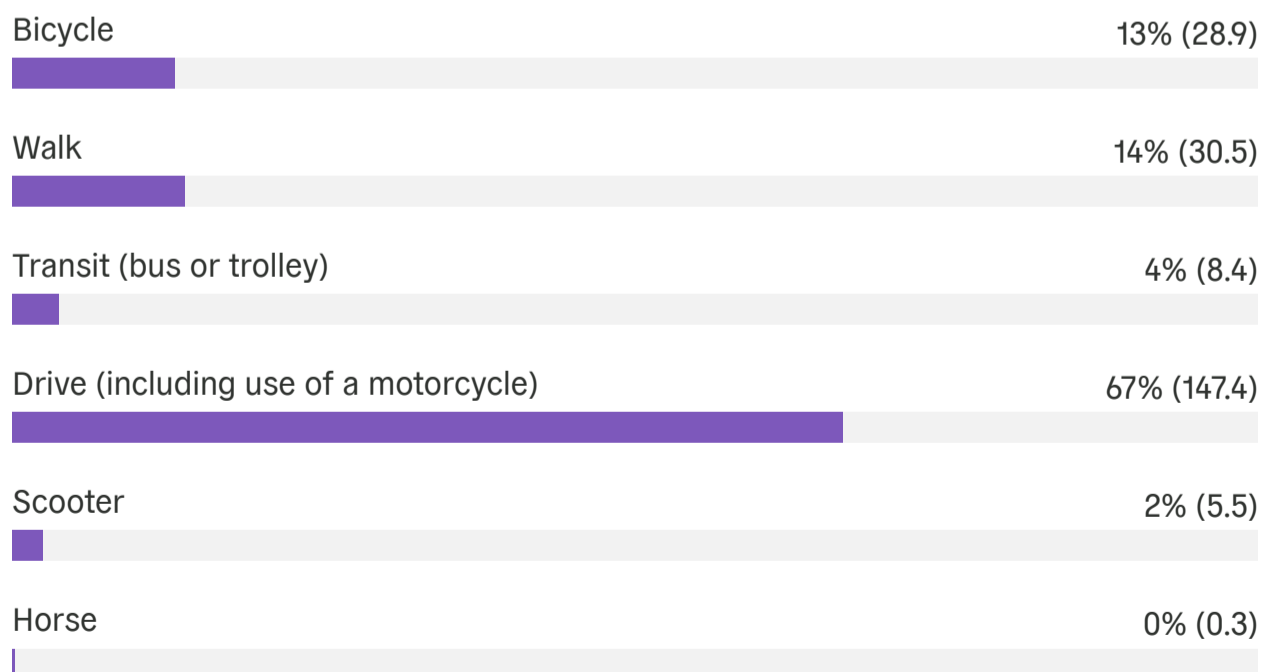
Do you work in Scottsdale?



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



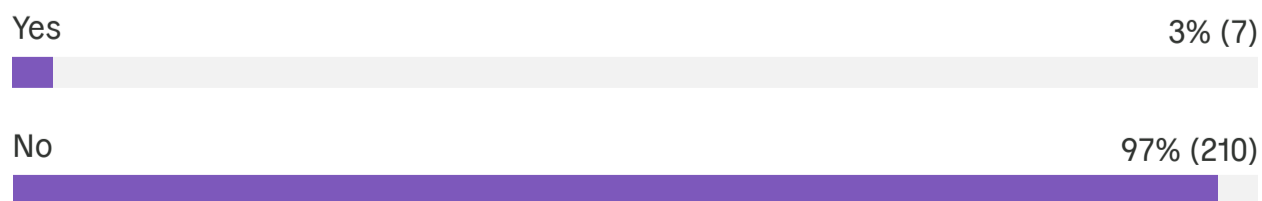
Please assign points to tell us how much you use different modes of transportation in Scottsdale. Each point equals 10 percent and you have 10 points to assign. Example: If you spend half of your time driving in Scottsdale, and use a bicycle the other half, you would assign 5 points to "Bicycle" and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



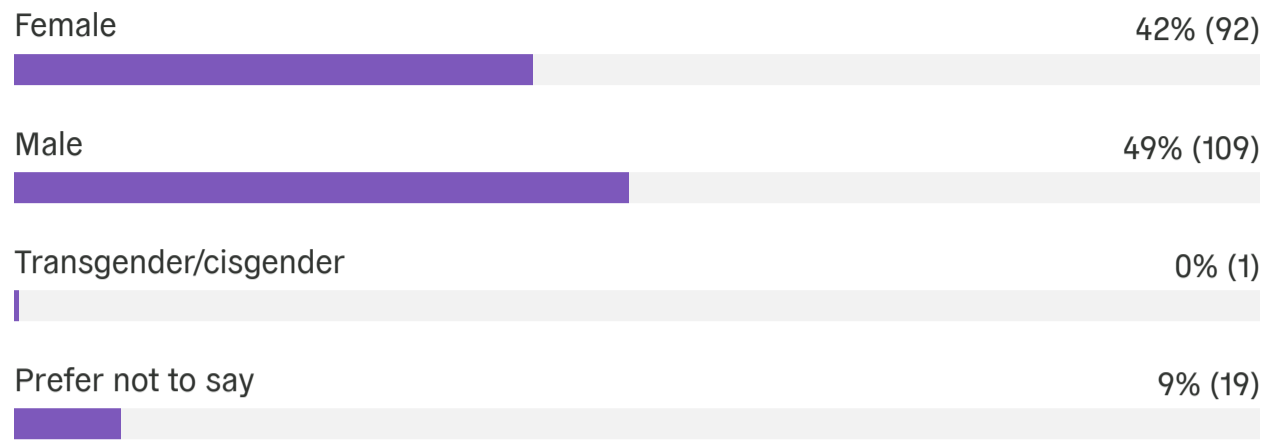
If you use a mode of transportation not listed above, please let us know here:

- 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

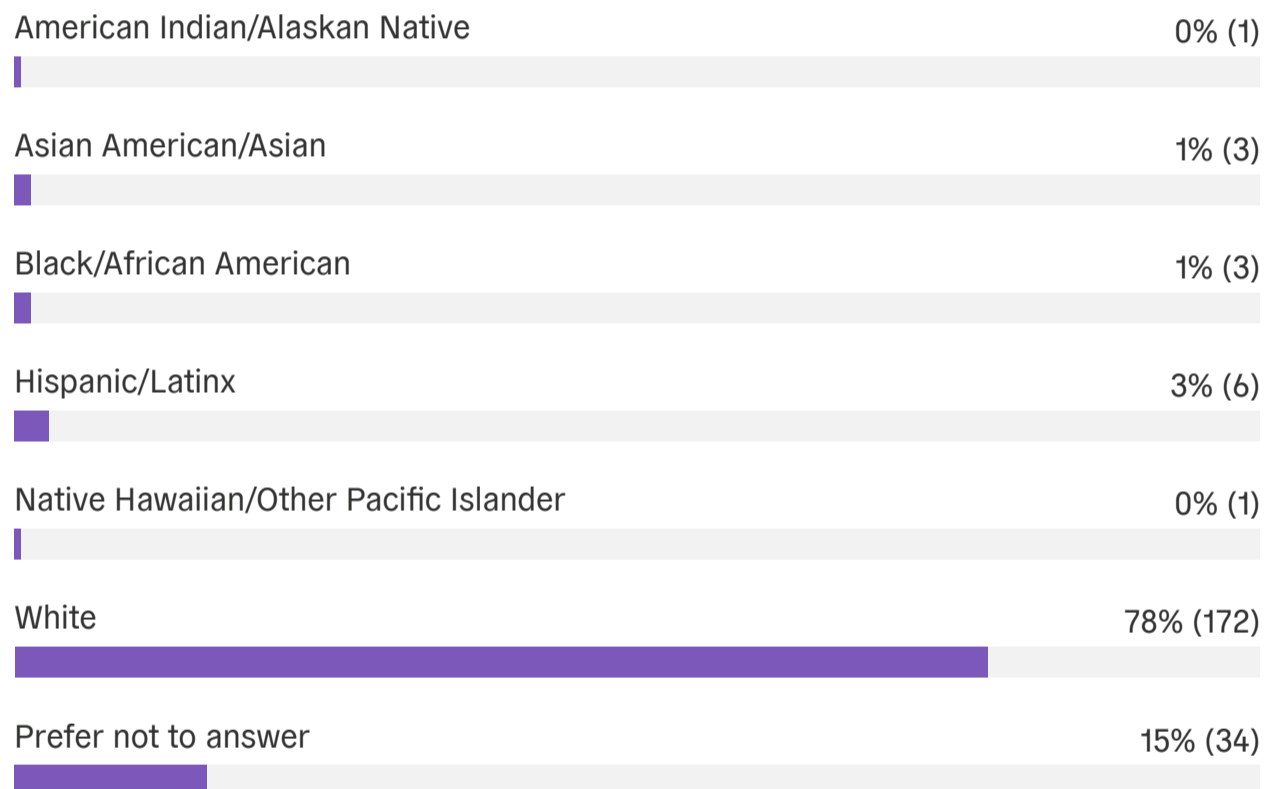
Do you use a mobility aid?



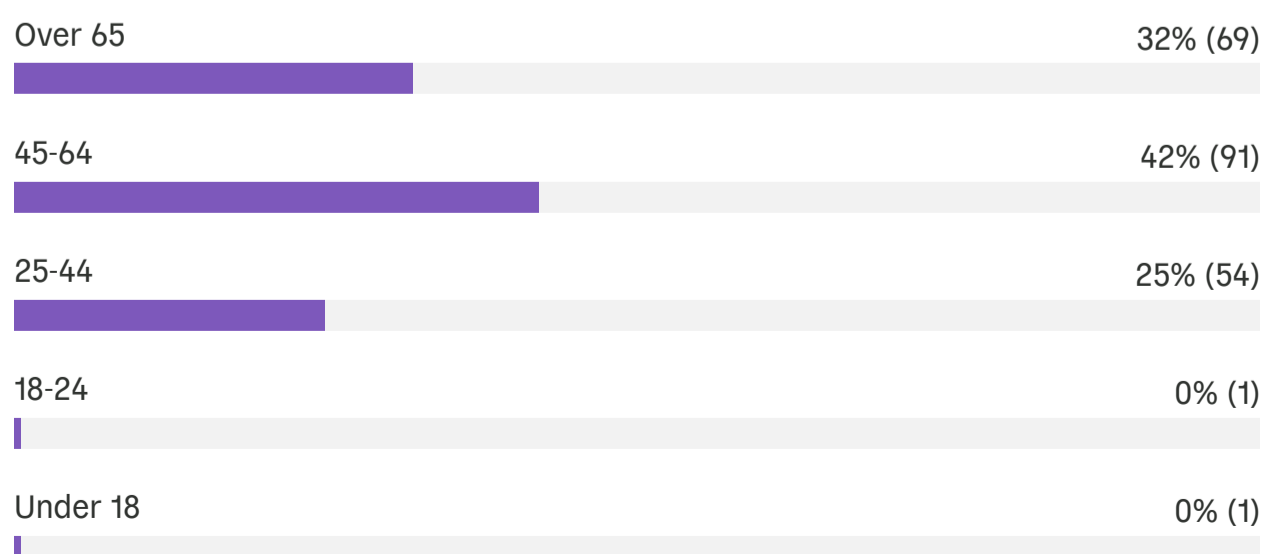
What is your gender identity?



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 airpark. 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.

