



Scottsdale Road Bike Lane Project: Public Input Summary, November 2021

I. Background

The project will extend the bike lanes on Scottsdale Road that currently end at Continental Drive (Roosevelt Street), 1.25 miles south to Curry Road. The bike lanes along Scottsdale Road will directly connect the Curry Road bike lanes in the City of Tempe, north, to the City of Scottsdale at Thomas Road. The project will also be making ADA improvements at the street crossings. The existing number of traffic lanes and medians will be maintained.

Funds for the project were received from a grant from the Maricopa Association of Government's Transportation Alternatives/Congestion Mitigation and Air Quality (CMAQ) Program in the amount of \$1.25 million; an additional \$265,453 in local funds will go towards the completion of the project.

II. Outreach

- Bilingual postcards were sent to residents, property owners and businesses inviting the public to attend the meetings or to comment online. They were mailed to the area bounded by Continental Dr., Miller Rd., Curry Rd., College Ave. (5.5 square miles)
- Virtual public meetings were held on Wednesday, Nov. 3 and Saturday, Nov. 6, 2021; a total of 10 people attended online (one person attended both meetings; six on Nov. 3 and five on Nov. 6. A recording of the virtual meeting was made available online.
- The topic was posted online from November 3 - 17, 2021 on the Tempe Forum.
- Email notification to neighborhood and homeowners' association contacts in the project area inviting them to attend the meeting or to comment online and share with their neighborhoods,

Below is a summary of additional digital outreach tools that were used to provide information to the public regarding the meetings, project, and opportunities for input:

FACEBOOK

10/20/21 – public meetings. Reach/Impressions: 918 | Engagement: 62

10/28/21 – public meeting reminder. Reach/Impressions: 115 | Engagement: 9

11/9/21 – feedback reminder. Reach/Impressions: 1065 | Engagement: 100

TWITTER

10/20/21 – public meetings. Reach/Impressions: 848 | Engagement: 44

10/28/21 – day of meeting reminder. Reach/Impressions: 654 | Engagement: 3

11/2/21 – public meeting reminder. Reach/Impressions: 3676 | Engagement: 23

11/9/21 – input reminder. Reach/Impressions: 752 | Engagement: 25

NEXTDOR

10/28/21 – public meetings. Reach/Impressions: 1478 | Engagement: 7

11/9/21 – input reminder. Reach/Impressions: 1271 | Engagement: 4

PRESS RELEASE

10/20/21 – virtual public meeting. 2409 emails sent, 29.8% open rate, .7% click rate

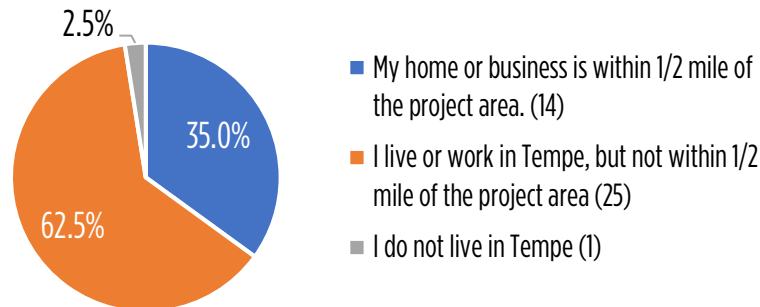
11/1/21 – Coronavirus newsletter. 7045 emails sent, 31% open rate, 4.6% click rate

11/8/21 – Coronavirus newsletter. 7050 emails sent, 30.3% open rate, 3.5% click rate

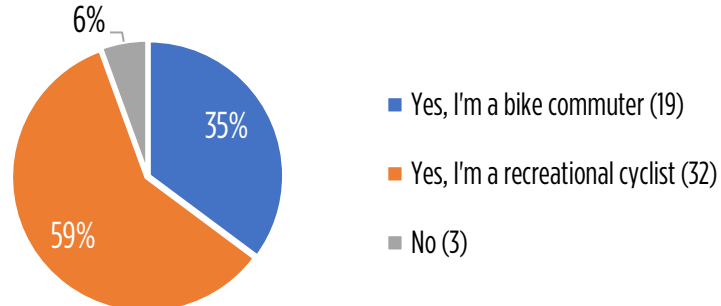
III. Survey Results

A total of 41 unduplicated survey responses were received; some respondents did not answer all the questions.

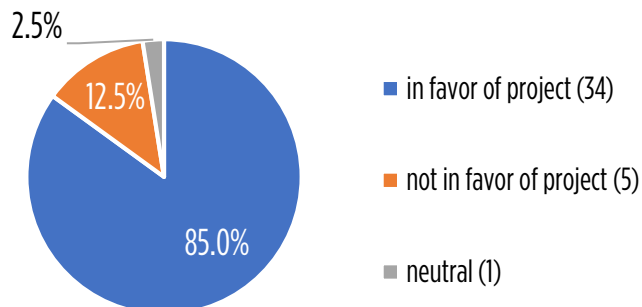
Question 1: Where do you live relative to the project area? (40 responses)

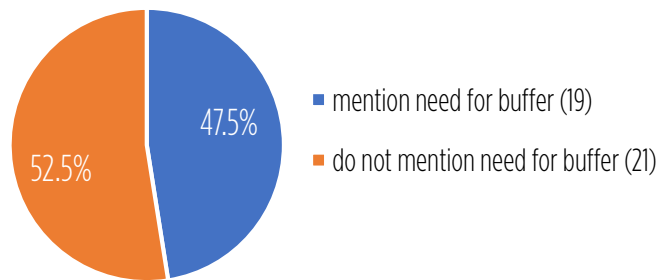


Question 2: Do you ride a bike? (select all that apply- 54 responses)



Question 3: Please share your thoughts regarding the preliminary design plans. (40 responses)





Of the 14 respondents who live or work within one half mile of the project:

- 6 made comments in favor of project
- 4 were neutral or only spoke in favor of a buffer
- 3 were not in favor of the project
- 1 did not comment

Comments mentioning buffer: (19)

1. It's great that we are finally adding bike lanes on Scottsdale Road. However I am concerned about cyclists safety since no separation has been planned. We need to make these lanes VISIBLE and SAFE by painting them and by implementing a physical separation between the car lane and bike lane. Cars are always speeding on Curry/Scottsdale (street racing etc.), we need to allocate budget to ensure that cyclists can safely commute.
2. Please watch this Youtube video: Utrecht: Planning for People & Bikes, Not for Cars, <https://www.youtube.com/watch?v=Boi0XEm9-4E> Overall I am happy to see bike lanes going in on this stretch but this area requires protected bike lanes if you want to see a decrease in cyclists being hit. My concern is that people are often driving 50-60mph and are extra aggressive in this area (Curry Rd, Scottsdale Rd). Even flexible delineators would be a deterrent. They would create a barrier from distracted drivers that like to drift or use the bike lane.
3. More bike lanes are great, especially on major streets. Cyclists also want to visit those businesses or just take the most direct route. However, with Tempe's goal of zero deaths (Vision Zero) and the actual amount of injuries and deaths in Tempe from drivers hitting and/or killing both pedestrians and cyclists, I urge you to consider adding a protected bike lane on Scottsdale Rd. Cars are often driving fast on the road and protected bike lanes keep cyclists safer. I'd recommend lowering the speed limit and narrowing the lane width to promote slower speeds in the area.
4. I'm glad there are plans underway to have a committed bike lane along this avenue. However, having watched traffic along Scottsdale road I want to impress how absolutely necessary it is to have physical barriers between bicyclists and larger motorized vehicles along this pathway. This needs to be added to the design plan.
5. I think that this is a great idea to connect the bike lanes from Tempe to Scottsdale. However, when viewing the preliminary design plans, it seems very dangerous to not have any physical barriers or additional spacing between the driving lanes and the bike lane. I would not feel safe riding my bike in a bike lane next to traffic on Scottsdale Rd. traveling at 45 mph. Having some extra space and/or barriers similar to the bike lane on Priest Dr. north of Washington St. would seem important to improve the safety.
6. I oppose the project unless a physical buffer is included in the plans. There will be no stopping distracted drivers and the issue will only increase as population in the area rapidly increases. I have 2 concepts that will help physically protect

our cyclist from vehicles 1) A raised cycle path (reference NACTO) 2) A protected bike lane with plastic bollards. Anything less than this would not fall within Tempe's Vision Zero directive. **

7. I'm a fervent supporter of all ways to enhance pedestrian and cycling transportation throughout Tempe, however this plan does not do so in a safe manner, therefore I fear ridership will not be encouraged. In order for the city to align with Vision Zero, and bring death and serious injuries down, the city must prioritize making streets safer. A safer street has lower speed limits, and protected bike lanes. Please reconsider this with engineering changes for protected bike lanes and lower speed limits.
8. I'm a fan of directional crosswalks and am happy to see them be implemented. A painted bike lane is better than nothing but a separated bike path, even if it's just separated by reflective traffic markers, is preferable. I'm a college student and therefore have little in the way of self preservation so I'm willing to use plain old painted bike lanes but even I get scared at times.
9. MAKE IT A PROTECTED BIKE LANE!!! SCOTTSDALE ROAD IS SCARY WITH CARS--- PLEASE MAKE IT A PROTECTED BIKE LANE WITH A BARRIER, 3 FOOT SPACE, OR RUMBLE STRIPS TO ALERT CARS THEY HAVE DRIFTED INTO A BIKE LANE!
10. These new lanes are nice (especially since that area is terrible for biking), but the plans should be more ambitious and include protected bike lanes wide enough for two people to ride abreast.
11. This is better than nothing, but the plans should be more ambitious and include protected bike lanes wide enough for two cyclists to ride abreast comfortably and safely.
12. There is nothing better than on a warm summer day (meaning more than half the year it's hot outside) than to be on a blacktop surface riding my bike with traffic going by at excessive speeds with nothing more than a colored line protecting me. This improvement costs too much for what little it provides and it offers literally no protection for the riders from traffic. The city officials should understand that when someone on their bike gets smoked by a driver who wasn't paying attention that they are the ones that caused this situation. All that approve this project should be forced to ride their bikes to work down this section of road during the months of June, July and August then report back on how safe you feel and how pleasant and cool the ride is.
13. I'm pleased with the 6.5ft bike lane, I would request that candlesticks and/or reflector bumps be considered for this project, though that would likely eat into the size of the bike lane, it would provide a greater sense of security to cyclists and reduce cyclists riding 2-3 abreast in the bike lane.
14. I support this bike lane addition. However, on a major thoroughfare like Scottsdale Road, what is critically important to the success and safety of a bike lane addition is, in my opinion, a barrier/buffer to protect riders and ensure that drivers respect the bike lane. As in other parts of Tempe, I stay away from bike lanes on major roads that are not buffered with candlesticks or the like. Without a barrier or buffer, I worry that the bike lane would not be used as much as it could and should be.
15. I think this is a very important project that will make the roads safer for bikers. I appreciate the consideration for ramps and pedestrian push buttons, and think that the green strips will be very important for the visibility and safety of the bike lane and bikers. There are a couple things I don't see upon initial review of this plan that I think could be important: (1) I think reflectors on the bike lane boundary could make the bike lanes safer, especially at night when drivers might not distinguish the bike lane from the shoulder; (2) I think a commitment to keeping these lanes debris-free is incredibly important to the safety of everyone using this road. Bikers who encounter debris could suffer from a blown out tire and be projected into the road.

16. I suppose if Scottsdale has bike lanes on Scottsdale road it makes sense to extend to Curry. I ride bikes a lot and probably will never use bikelanes on Scottsdale/Rural unless there is a physical barrier between bike lane and traffic lane. Too much risk. I'd rather pedal a couple more miles and find less trafficed streets. Physical barrier=concrete curb or better. Also, bike lanes result in all the road debris getting swept into the bike lane. This sets up at least two unpleasant possibilities: 1. Flat tires. 2. Tiddly-winking debris into either vehicles or pedestrians.
17. I think the preliminary designs are a good start. I would like to see some sort of curb or barrier protecting the bike lane from cars in the future.
18. Though I'm pleased with the width of the proposed bike lanes and the addition of a median to slow down car traffic, I'm concerned that traffic flow through the area will still be too fast for bikers to feel safe. I know I generally avoid biking on arterials for that reason--drivers generally speed through this area and I think engineering solutions would be more effective than other measures like policing or using speeding cameras. I would prefer additional design to restrict driver speed, and think protected bike lanes would also make a huge difference.
19. I support protected bike lanes. Short of that, the best case would be very clearly marked lanes.

Comments in favor of bike lanes (that do not mention need for buffer): (14)

20. This is a well-traveled area via bike. This improvement will make that safer. I like best cutting off car traffic into dedicated lanes when possible.
21. I am in support of this project to develop bicycle infrastructure connecting the communities of Tempe and Scottsdale. As part of Vision Zero Tempe, I also suggest reviewing speed limits and posting signs at city entrances reminding motorists of Arizona's "no texting while driving" law. Similar "no texting while walking" signs could be posted in areas where frequent pedestrian-related accidents have occurred.
22. I'm a big fan of bicycling. But, I see all these bike lanes and nobody using them. 90% of the time there are [often wide] sidewalks present which aren't being used either. It seems like too much of a good thing. (McClintock from Baseline to Broadway comes to mind.). When I ride, I ride on the sidewalks even when there is a bike lane. It does not seem like a great use of finite space. I can't speak to the proposed routes. Maybe they make sense. But the way this has been handled in other areas, it's easy to become "anti" as a reflex.
23. Offering more space for other than autos is the better idea. High lighting that space will allow people to be more aware. We might add something in signage to educate cyclists about the lane being for unmotorized and that the lanes are one-way.
24. Looks like the driving lanes will be reduced in width to make room for the dedicated bike lanes. With cars, trucks and busses coexisting in such a narrow area with bikes, won't that increase the chances of collisions?
25. More continuous bike lanes the better The more separated from cars the better.
26. The proposed design separates bicycle and motor vehicle traffic. It helps keep cyclists from getting hit, and it reduces drivers' stress when passing cyclists. I like it! This is an important corridor for both recreational and commuting cyclists. Adding these bike lanes will encourage more people to ride their bikes. It will help keep younger, older, and less experienced riders safer. It will keep the hardcore cyclists out of the driving lanes. It's an all-around win.
27. I appreciate efforts to make Scottsdale Road a more bicycle and pedestrian friendly street. This is currently a very dangerous area for cyclists and pedestrians. The improvements should make it more aesthetically pleasing for drivers as well.

28. Looks great will use often
29. I've ridden this section of road since 1968. These improvements are much needed.
30. Really glad to see bike lanes expanded like this. It's the biggest reason I don't live in Phoenix, whose streets seem designed to be fatal for bikes and pedestrians both.
31. Great to see support for making our cycling infrastructure safer. I would be more comfortable cycling in this area with these proposed improvements.
32. I support the city working on this project. It promotes cleaner air, advances the city's 20 mins city goal via alternative transport, and elevate sustainability as a value. All three of these are called for in Tempe's Climate Action Plan, and I am excited to see the City prioritize more bicycling infrastructure.
33. This looks good.
34. We certainly need those bike lanes on Scottsdale Road. I am concerned about the length of time it will take to complete the project since traffic backup will probably cause a major issue. Also, the bike lane on Miller between Curry and McKellips needs to be repainted as it is difficult to see that there is a bike lane there. Many cars/trucks park along there and it's not uncommon to see them parked in the bike lane.

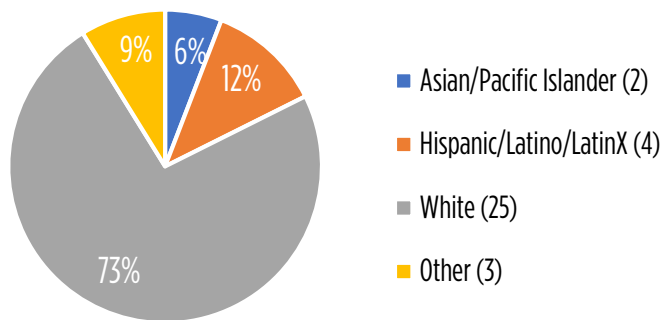
Comments not in favor of bike lanes: (5)

35. you have a handful of people who have answered this survey. It's mainly white libs and you are going to waste millions on the minority of the people living in Tempe. Tempe is listed as one of the most dangerous cities in America your turning this town into a ghetto. Go to a high school football game I went to McClintock homecoming, left at half time could stand sitting in the 3rd stand smelling refer, and watching the kids fight. weeks earlier a kid brought a gun to the game. McClintock use to be a "A" school graduating 96% of the senior class. I personally know they graduated kids who can't read. You are failing our kids and our community.
36. Not a good idea to get rid of turning lanes and replace it with a median which will mean longer turning times for motorists.
37. My main concern is the wasting of tax payer money. There are only 15 responses to this "eleventh hour" appeal for residents responses. Obviously, this is not a priority for the majority of Tempe residents. As noted by another respondent, there is very limited bike use along this street and I doubt this will make a difference. City of Tempe, well meaning as they are, just spends our tax dollars on transportation improvement excesses just for the sake of "improvement", not for any actual need by it's residents. They justify it by saying "we will get Federal funding!" Maybe with the federal debt over 20 trillion it is time to start to being frugal with both our local AND Federal tax dollars!
38. Scottsdale Road is a heavy traffic area and is used by a lot semis. It is a regular appearance to see a semi with a car trailer parked in the median, this is not a friendly area for biking. Some painted lines are not going to be enough to improve that mid block and doubly so with the bus stops. This route already has a fantastic option with the multi use path half a block east of this route. I would much prefer these funds be used to improve that path, encourage use of that path and have east/west bike paths on roads leading to that path. Why make an bike path on an area that is far less safe when we already have a safe biking option so close?
39. no more dangerous bike lanes. start patrolling canal paths for motorized vehicles before someone is killed.

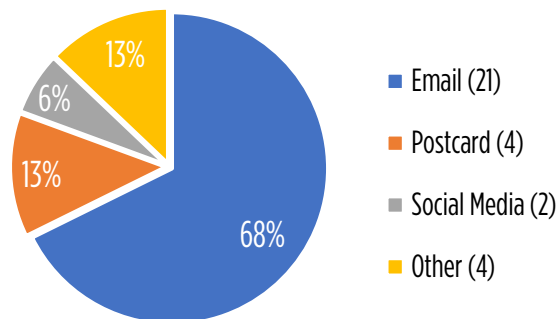
Comment that is neutral:

40. The lane widths appear to lack consistency. For example, the 10ft lanes at approx station 63+50 are on the outside, but at approx station 76+50 they are on the inside. What is the purpose of the change? Also, is a design exception needed for a lane width of only 10 ft for an improvement of this nature? Also, there appear to be isolated areas of curb/gutter and sidewalk improvements in order to achieve the full road width. This is not explicitly listed in the project documents. Will these improvements be a part of this project? Also, is the bike lane width measured to the gutter flow line or the gutter lip?

Question 4: Respondents were asked to choose what race or ethnicity they identified with. (34 responses)



Question 5: Respondents were asked how they found out about the project. (16 responses; some selected more than one option)



other: friend, co-worker, Tempe.gov, Tempe Bicycle Action Group

IV. Demographic Information

Geographic location of respondents (27 responses; 1 from outside of Tempe)



Project Area: Census tracts within area bounded by Continental Dr., Miller Rd., Curry Rd., College Ave. (5.5 square miles)

Race and Ethnicity

Race and Ethnicity		
Total Population	13,152	-
Hispanic	3,047	23.2%
Non-Hispanic		
White, Non-Hispanic	8,310	63.2%
Black, Non-Hispanic	482	3.7%
Native American, Non-Hispanic	264	2.0%
Asian, Non-Hispanic	727	5.5%
Pacific Islander, Non-Hispanic	0	0.0%
Other, Non-Hispanic	0	0.0%
Two or More, Non-Hispanic	322	2.4%
Minority	4,842	36.8%

Ability to Speak English

Ability to Speak English		
Population 5 years and over	12,751	-
Speak Only English	9,305	73.0%
Speak Other Languages	3,446	27.0%
Speak English "very well"	2,268	-
Persons with Limited English Proficiency (LEP)	1,178	-
Speak English "well"	713	-
Speak English "not well"	379	-
Speak English "not at all"	86	-

Poverty Status in the Past 12 Months

Poverty Status in the Past 12 Months		
Persons for whom poverty status is determined	13,152	-
Persons with income below poverty level	2,601	19.8%
Persons with income below 150% of poverty level	3,770	28.7%
Persons with income below 200% of poverty level	4,826	36.7%

Commuting to Work

Commuting to Work		
Workers 16 years and over	8,533	-
Car or Truck - drive alone	6,661	78.1%
Car or Truck - carpool	778	9.1%
Public Transportation	170	2.0%
Bicycle	147	1.7%
Walked	166	1.9%
Other means (taxicab, motorcycle, etc.)	114	1.3%
Work at home	497	5.8%

Vehicles Available

Vehicles Available		
Occupied Housing Units	5,629	-
No vehicle available	497	8.8%
1 vehicle available	2,453	43.6%
2 vehicles available	1,773	31.5%
3 or more vehicles available	906	16.1%

Source: United States Census Bureau, American Community Survey

Source: U.S. Census Bureau, 2015-2019 American Community Survey (ACS) 5-Year Estimates. ACS data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate is represented through the use of a margin of error (MOE). In addition to sampling variability, the ACS estimates are subject to nonsampling error. The MOE and effect of nonsampling error is not represented in these tables. Supporting documentation on subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website (www.census.gov/acs) in the Data and Documentation section. Sample size and data quality measures (including coverage rates, allocation rates, and

Project Area BIPOC characteristics:

- 36.8% minority population
- 23.2% Hispanic
- 9.24% Limited English Proficiency

19.8% live at or below poverty

1.7% of workers over 18 bike to work

8.8% have no vehicle available

Total population of corridor: 13,152