

# City of Scottsdale

*Recognized as a*

***Bicycle Friendly  
Community***

*by the*

***League of American  
Bicyclists***



# The League of American Bicyclists Bicycle Friendly Communities Campaign

## APPLICATION PART I

**Name of Community:**

City of Scottsdale

**Mayor or top elected official in municipality:**

Mary Manross, Mayor

**Contact First Name:**

Reed

**Contact Last Name:**

Kempton

**Position:**

Transportation Planner

**Employer:**

City of Scottsdale

**Address:**

7447 E. Indian School Rd., Suite 205

**City:**

Scottsdale

**State:**

AZ

**Zip:**

85251

**Phone:**

480-312-7630

**Fax:**

480-312-4000

**Email:**

[rkempton@ScottsdaleAZ.gov](mailto:rkempton@ScottsdaleAZ.gov)

**Website:**

[www.ScottsdaleAZ.gov](http://www.ScottsdaleAZ.gov)

**Population:**

232,929

**Square mileage of municipality, Total Area:**

184.2 square miles

**Square mileage of municipality, Water Area:**

0.3 square miles

**Square mileage of municipality, Land Area:**

183.9 square miles



**Population Density:**

1266/mi

**Average temperature for January:**

53.7 °F

**Average temperature for April:**

68.9 °F

**Average temperature for July:**

91.00

**Average temperature for October:**

73.7 °F

**Average precipitation for January:**

1.10 inches

**Average precipitation for April:**

0.30 inches

**Average precipitation for July:**

1.00 inches

**Average precipitation for October:**

0.90 inches

**Median Income:**

\$68,053

**Age distribution, % under 20:**

22.50 %

**Age distribution, % 20 - 64:**

60.90 %

**Age distribution, % 65 - 84:**

14.90 %

**Age distribution, % 85+:**

1.70 %

**Race, % Hispanic or Latino :**

13.00 %

**Race, % Not Hispanic or Latino:**

87.00 %

**Race, % One race:**

98.30 %

**Race, % White:**

91.40 %

**Race, % Black or African American:**

1.40 %

**Race, % American Indian and Alaska Native: 0.70 %**



**Race, % Asian:**

2.60 %

**Race, % Native Hawaiian and Other Pacific Islander:**

0.10 %

**Race, % Some other race:**

2.10 %

**Race, % Two or more races:**

1.80 %

**If you have Journey-to-Work census data on bicycling to work, what percentage of people in your community bike to work?**

1.74 %

**How many households are within 1/4 mile of a retail or business area?**

Most

**How many neighborhoods have significant grass, flowers, and trees?**

All neighborhoods in Scottsdale contain landscaping. The City prides itself on the quality of its landscape design, especially with the use of drought tolerant and native plant species. Grass and flowers are used sparingly due to water demand.

**How many neighborhoods have significant amenities such as parks, water fountains, benches, and public art?**

Most

**How many neighborhoods in your community would you consider a good place to raise children?**

All

**Do you have a Bicycle Master Plan?**

Yes

**Do you have a written bicycle accommodation policy?**

Yes

**What was your community's most significant investment for bicycling in the past year?**

Even though we completed several major on- and off-street bicycle/pedestrian projects, started a Safe Routes to School Program, and held our first community bike ride, our most significant investment in the past year was in our Capital Improvement Plan. We have programmed \$48.2 million for bicycle and pedestrian projects for Fiscal Years 2008-2012. This is 19.2 percent of the \$251 million funded by the Transportation Department.

**List current community activities that encourage/promote bicycling.**

Our B.I.K.E.S. program provides free bikes to City employees who agree to ride them to work. Handlebar Helpers, a community "Earn a Bike" and apprentice program recycles bikes and trains young people in bike repair. Cycle the Arts, an annual family bike ride with guides from the Public Art Program tours part of the City's extensive public art collection. Several large, annual bike rides bring thousands of cyclists to our community. Programs promoting cycling appear on the City's cable TV channel. Free bike maps are available at all libraries, community centers, and local bike shops. The City's web site has a bikeways page with local information and a link to request a bike map by mail. The bike map can also be viewed on-line. Residents can register their bicycles with a special program operated by the Police Department. The City sponsors booths at local arts fairs, environmental festivals, and other events to distribute bicycle safety and promotional information. The City routinely holds "Bring Government to the People" events where staff goes door-to-door to



talk with residents about their neighborhoods, find out what their concerns are, and raise awareness of City services. Volunteers from the Transportation Department are always at these events with bike maps and flyers promoting upcoming activities. There is an annual Bike to Work event. Schools are getting involved with the Safe Routes to Schools program. Bicycling is promoted at all public meetings sponsored by the Transportation Department. Bicycle Friendly Community signs have been installed along bicycle facilities throughout the City.

**List your official bicycle/pedestrian coordinator or bicycle issues contact person on government staff.**

Reed Kempton

**What department is the bicycle coordinator located in?**

Transportation

**How many hours are spent per year in this capacity?**

2000

**List all other government staff or contractors whose primary duties are devoted to bicycling issues.**

Scott Hamilton - Trails

**Do you have a Bicycle Advisory Committee, Ped/Bike Council or other venue for citizen input?**

Yes

**List the name of the Chair and their contact information.**

Transportation Commission: Brian Davis, Chair - Staff contact is Rose Arballo 480-312-7650.



# The League of American Bicyclists

## Bicycle Friendly Communities Campaign

### APPLICATION PART II

#### ENGINEERING

**Do you have a policy that requires the accommodation of cyclists in all new road construction and reconstruction and resurfacing? Please include a copy of this legislation or policy.**

Yes.

The 1994 *City of Scottsdale Bicycle/Pedestrian Transportation Plan* established policies that integrated bicycle accommodations with road construction and reconstruction projects. The plan was submitted with our 2005 Bicycle Friendly Community (BFC) application.

The *City of Scottsdale Design Standards and Policies Manual* (DSPM) specifically includes bikeways as a component of all public and private project proposals. The DSPM, updated annually, identifies bike lanes as a standard in roadway cross-sections and includes a bikeways chapter that provides details on bicycle facilities. The relevant pages are in the process of being updated. The most recent versions were submitted with our 2005 BFC application.

The *City of Scottsdale Streets Master Plan*, adopted by City Council in October 2003, recognizes that streets are important for pedestrians, bicyclists, equestrians, and transit riders (Goal C). Bicycle lanes are a standard element in all street classifications larger than a local street when new streets are built or existing streets are improved. The document includes design standards and cross sections that provide for bicycle lanes. A copy of the document was submitted with our 2005 BFC Application.

Currently, staff evaluates the potential for including bike lanes on all slurry and restriping projects. The City is in the process of developing a comprehensive Transportation Master Plan that will include a bicycle element that will provide an update to the 1994 bike plan. This element features bicycle latent demand analysis, bicycle level of service calculations, facility gap identification, collision studies, pavement restriping guidelines, and a methodology for ranking projects.

**2. Have you provided training for your engineers and planners on how to accommodate cyclists? Please describe.**

Yes.

Many of the engineers and planners have extensive bicycle accommodation experience. Three members of the transportation planning staff, including the general manager, worked for other agencies as bicycle coordinators. They attend and are frequently presenters at a variety of national and local conferences and training courses. Informal training takes place on a routine basis as a component of the project design and review process. Relevant journal articles, surveys, opinion pieces, and other documents are circulated throughout the department. Cost effective training opportunities are explored as they become available. Staff is routinely given the opportunity to attend live web conferences such as those presented by the American Society of Civil Engineers (ASCE ) and the Institute of Transportation Engineers (ITE). Many participated in a recent national web seminar on complete streets held by the American Planning Association.

**Is there a mechanism to provide training on an on-going basis?**

Yes.

**3. How many bridges are in your community?**

63.

**How many are closed or inaccessible to cyclists?**

None.

**Of those accessible by bike, how many have shoulders, bike lanes, wide curb lanes, or sidewalks/walkways?**

All.

**4. Do you have a bike parking ordinance? If yes, please include a copy of your ordinance.**

Yes. A copy of the document was submitted with our 2005 BFC Application.

**5. Are there bike racks or storage units at:**

- Schools: All
- Libraries: All
- Transit stations: All
- Recreation centers: All
- Government buildings: All
- Office buildings: Most
- Retail centers: Most
- Public spaces and parks: All



**6. If your community has transit service:**

**a. Are buses equipped with bike racks?**

Yes. All are equipped with bike racks.

**b. Can bikes be brought inside transit vehicles?**

Yes, at the discretion of the bus driver.

**7. How many miles of bike lanes do you have?**

95 miles.

**How many miles of bike lanes are in your bicycle master plan?**

The 1994 City of Scottsdale Bicycle/Pedestrian Transportation Plan identifies 244 miles of on-street bicycle facilities. The plan does not specify the type. The Bicycle Element of the Transportation Master Plan will be more specific.

**What is the mileage of your total road network?**

900 miles

**8. What percent of arterial streets have bike lanes or paved shoulders?**

29 percent

**9. How many miles of designated bike routes do you have?**

50 miles

**How many miles of signed bike routes are in your bicycle master plan?**

The 1994 City of Scottsdale Bicycle/Pedestrian Transportation Plan identifies 244 miles of on-street bicycle facilities. The plan does not specify the type. The Bicycle Element of the Transportation Master Plan will be more specific.

**10. Please describe any maintenance programs or policies that ensure bike lanes and shoulders remain usable.**

**a. Routine maintenance**

All major streets are swept weekly. Downtown streets are swept three-times weekly. The street resurfacing schedule is posted on the City web site. The City web site also features a comprehensive "Report a Problem" page with links to 11 major areas that include "Streets and alleys, Streetlight and Traffic Signal Maintenance" and "Traffic Engineering, Sight Obstructions and Parking Issues." The City also sponsors an EYES On-line Program (Employees Yielding Effective Savings) encouraging City employees to report any problems they see. All participants are entered in monthly prize drawings.

**b. Capital improvements**

The pavement condition of all streets is monitored through the use of a GIS-based pavement management system. Streets are maintained in excellent condition and rebuilt when necessary. Details for all capital improvement projects are available on the City web site.

**11. Please describe initiatives your community has taken to ensure or improve bicycle access, safety and convenience at intersections, including bicycle detection, signing and marking.**

Whenever possible, grade-separated bicycle/pedestrian facilities are constructed to help people cross major streets. Our system provides 72 crossings under streets, 5 crossings over streets, and one crossing over a freeway. There are eight bike/ped crossings over canals. The City has installed 11 pedestrian refuges and two raised pedestrian crossings on collector streets and have more in design. All signing and marking is done in compliance with the Manual on Uniform Traffic Control Devices (MUTCD). Four new grade-separated crossings are included in our current Capital Improvement Plan. Bicycle detection is being addressed in the Bicycle Element of the Transportation Master Plan.

**12. How many miles of paved or hard surface trails (e.g. asphalt, concrete, crushed rock) do you have?**

61 miles of paved paths

**How many miles of paved or hard surface trails are in your bicycle master plan?**

91 miles

**13. How many miles of natural surface (singletrack) do you have?**

238 miles

**What is the total mileage of natural surface trails that are open to mountain bikes?**

236 miles. One section of trail features a very steep climb to the top of a peak. Bike racks are available at the base of the ascent.

**14. What is the estimated acreage of open space and public lands within the community (city, county, state, and federal public lands)?**

- Scottsdale City parks = 999 acres
- Scottsdale City preserve = 34,324 acres
- Immediately adjacent to Scottsdale’s borders are:
  - Phoenix Papago Park = 1200 acres
  - Phoenix Reach 11 Recreation Area = 1,500 acres
  - Tempe Canal Park = 40 acres
  - Tempe Papago Park = 296 acres
  - Tempe Indian Bend Park = 8 acres
  - Maricopa County McDowell Mountain Park = 21,099 acres
  - Tonto National Forest = 3 million acres



**Are these areas open to cyclists?**

Yes.

**15. Please describe maintenance programs or policies for your Multi-use Paths.**

**a. Routine maintenance**

The City has one full-time employee who inspects and sweeps the paved path system. Paths are inspected weekly and swept monthly with a path-sized sweeper. A second full-time position and an additional sweeper have been approved for the next fiscal year. Path users can notify the City of problem areas through the City web site.

**b. Capital improvements**

Bicycle and pedestrian projects account for 19 percent of the Transportation Department’s Five-year Capital Improvement Plan (CIP), a \$48.2 million investment in these modes for Fiscal Years 2008-2012. This includes 16 miles of new/improved path construction and four new grade-separated

structures. In addition, the City has identified a total of \$7.5 million for trailhead and connecting trail improvements associated with the McDowell Sonoran Preserve.

Recently completed projects include a 1.5 mile segment of the Pima Path that was widened from 8 to 10 feet with a new bridge over Via de Ventura. This closed the final gap in a 9-mile corridor. 3.5 miles of new paths were constructed in Northsight, CAP Basin, and Indian School Parks. A new bike/pedestrian bridge was built over the Arizona Canal at the 82<sup>nd</sup> St. alignment. A new path and bike lanes were included with the 96<sup>th</sup> St. reconstruction. Several large box culverts were installed with roadway projects to provide future grade-separated crossings when the path system is extended into those areas. The Lost Dog Wash Access Area with 100 passenger vehicle spaces, 20 horse trailer spaces, bike racks, restrooms, ramadas, hitching rails, and water troughs was recently finished. Other Preserve improvements include the Windgate Pass, Bell Pass, Paradise, Prospector, Windmill, and Gateway loop trails.



Another recent project is along 96<sup>th</sup> St. from Shea Blvd to Sweetwater Rd. 96<sup>th</sup> St. One-third of this corridor was a typical street with four travel lanes and a center two-way left turn lane. One-third was three lanes and one-third was



two lanes. Traffic volumes were much less than designed capacity. Two miles of the street were fully reconstructed with two travel lanes, bike lanes, landscaped medians, and center lane street print where left turns are permitted. The edges feature sidewalks or a paved shared-use path on one side and an unpaved, stabilized decomposed granite trail on the other. Two modern roundabouts accommodating bicycle facilities were installed at collector street intersections.

Transportation projects completed in the past two years include:

- 96<sup>th</sup> Street: Shea to Sweetwater – bike lanes, multi-use path and trail (2 miles)
- 82<sup>nd</sup> Street and Arizona Canal – bicycle/pedestrian bridge over Arizona Canal
- Hayden Road: Cactus to Redfield – bike lanes (1 mile)
- Hayden Road: Pima Freeway to Thompson Peak Pkwy – bike lanes, grade-separated crossing (1.25 miles)
- Hayden/Miller Road: Deer Valley to Pinnacle Peak – bike lanes (1 mile)
- Hayden and McDonald intersection grade-separated crossing
- Pima Path at Via Linda – bicycle/pedestrian bridge and new path (1.5 miles and completed final gap in 9-mile corridor)
- Scottsdale Road: Indian Bend to Gold Dust – bike lanes (2.75 miles)

**16. Does your community have an ordinance or local code requirement for employers to provide bicycle parking, shower facilities, etc.? If yes, please describe or include a copy.**

Yes. The City of Scottsdale enforces a bicycle parking ordinance, adopted in March 1995, that encourages the use of bicycles (Sec. 9.101.4). The code states that every land use where 40 or more auto parking spaces are required must provide bicycle parking at the rate of one space for every ten auto spaces. Outside the downtown area, a minimum of four bicycle parking spaces are required regardless of the number of auto spaces required. Inside the downtown area, the City may provide bicycle parking in the public rights-of-way (Sec. 9.103.B). The number of required auto parking spaces may be reduced by providing additional bicycle parking, high security bicycle parking spaces, lockers, showers, and changing facilities (Sec. 9.104.C.) Standards for locating the bicycle parking are also provided (Sec. 9.106.A.2 and Sec. 9.106.B.2). A copy of the document was submitted with our 2005 BFC Application.

**17. Please describe recreational facilities for cyclists such as low traffic rural roads and signed touring routes.**

**Pima Path/Route Corridor**

The Pima Path is a unique combination of bike routes and paths that provides nearly nine miles of bicycle facilities along a north/south corridor. About eight miles of Pima Road lies on the border between the City of Scottsdale and the Salt River Pima-Maricopa Indian Community. Scottsdale developed in this corridor as primarily residential with only arterial street access to Pima Road. Tribal land along Pima Road is currently being developed as primarily commercial. By providing short sections of pathways near the arterial intersections, Scottsdale was able to connect the residential access roads parallel with Pima Road for use by bicyclists and pedestrians. This facility crosses and connects with the Indian Bend Wash Path and the Sun Circle Trail. A major section of this corridor has just been rebuilt with a widened path and a new bridge over Via Linda.



**Hidden Hills**

Hidden Hills is a gated community with a public trails easement over the primary street to provide bicycle/pedestrian access between Scottsdale and the Town of Fountain Hills. The gates on both ends of the street are offset to allow bicycles to move through them without dismounting.

**18. Are there other facilities that have been created to promote bicycling in your community? If yes, please describe.**

Yes.

**Indian Bend Wash**

Scottsdale's Indian Bend Wash is much more than just a few miles of path. This greenbelt is one of the nation's most well-known flood-control projects. Seven and a half miles of parkland provide lakes, golf courses, many recreational facilities, and an extensive multi-use path system for skating, biking, walking, and jogging. The wash was once an eroded eyesore running through the center of the community. The details of how this project was developed can be found on-line at <http://www.ci.scottsdale.az.us/Parks/docs/IndianBendWashBook.pdf>



Residential properties, attractive shopping centers, resorts, and schools now line the slopes of the wash. Scottsdale has made the Indian Bend Wash greenbelt an integral part of its outdoor lifestyle. Due to the City's linear shape, about 80 percent of Scottsdale's citizens are within walking distance of the Wash. Estimates are that one million people make use of the greenbelt annually. The Wash has attracted residential and commercial activity that thrive on the traffic generated around and through the area.

### Thomas Road Bike Stop

There are many places to stop and rest along the City's pathway system. The Thomas Bike Stop, however, is large enough to be classified as one of Scottsdale's city parks. Located on Thomas Road at the northern end of Eldorado Park along the Indian Bend Wash Multi-use Path, this one-acre "rest stop" has picnic areas, one large ramada, two small ramadas, and a restroom.

### Portals and Loops



A nonprofit organization with membership from the cities of Scottsdale, Phoenix, and Tempe, the Papago Salado Association promotes and facilitates the implementation of paths and facilities along the "Papago Salado Trail." This series of facilities passes through the cities of Scottsdale, Tempe, and Phoenix along the Salt River Project (SRP) canals. The Papago Salado Association acknowledges and preserves the unique and vital presence of SRP's infrastructure of canals and paths within the fabric of the three cities. SRP has provided three interpretive sites, one in each city, along their canal banks. In 2004, the mayors of Scottsdale, Tempe, and Phoenix, council members of each community, the president of SRP, and members of SRP's Board of Directors, dedicated the first of the three interpretive sites. The City of Scottsdale has two major projects in this corridor. Work has just begun to rebuild and upgrade a tunnel under McDowell Road and

widen a one-mile section of path from 8 to 10 feet. A design project has begun that will continue the path along the Crosscut Canal north to connect with the Arizona Canal.

## EDUCATION

### 1. How do you educate motorists to share the road with cyclists? Please describe.

Community motorists are reached through a variety of educational formats. Bike Lane, Bike Route, Share the Road, and Bicycle Friendly Community signs are used throughout Scottsdale to remind motorists to expect bicyclists on our streets.

Bicycling is a regular topic on the Chief of Police's weekly television show on the city's cable television channel. Members of the Coalition of Arizona Bicyclists (CAzB) have been Chief Rodbell's guests and officers from the Scottsdale Bike Unit have appeared to demonstrate bicycle safety.

In cooperation with the City of Scottsdale, CAzB developed a Public Service Announcement on Arizona's three-foot passing law. The PSA gets regular airing on Scottsdale's Channel 11 and was distributed to other agencies around Arizona for their use. CAzB representatives have also appeared on the Transportation Department's Let's Get Moving program to talk about bicycle safety and new legislation.

The Transportation Department holds many public meetings each year on a wide range of transportation related projects and programs. An Arizona version of "Street Smarts" and the Scottsdale Bike map are made available at these meetings.

### How many community motorists do you reach with these efforts?

Most

**2. Are there other bicycle education opportunities for adults? Please describe.**

Local bicycle clubs, organizations, and shops offer educational opportunities for adults. CAzB arranges for facilities and provides instruction by LAB certified instructors on a regular basis.

Scottsdale Community College offers a course titled Mountain Biking the Southwest. The course covers basic skills and techniques for mountain biking and the application of these to mountain biking as a recreational and lifetime activity in the southwest. The course includes bicycle maintenance techniques, trail etiquette and safety considerations.

**Do you have a bicycle safety program for children in schools?**

Most.

**How many schools participate?**

10 of 27

Bike Rodeos

The City of Scottsdale Police Bike Unit, working with the Scottsdale Unified School District, organizes several bike rodeos and safety presentations each year for school age children. An average of ten schools participate each year. The rodeos include a safety presentation and a bike obstacle course for the students. CycloCat's Guide to Bike Safety is given to all participants. A copy of the guide was included with our original application.

Parent/Student Handbook

Each Scottsdale Unified School District school provides a Parent/Student handbook that requires a signature from the parents for each student. The handbooks contain the following information on bicycles:

**BICYCLES/ROLLER BLADES/SKATEBOARDS/SCOOTERS**

1. In the interest of safety, children must be in fourth grade in order to ride the above mentioned items to school. Children in K-3 grades will not be permitted to bring these items on campus. Parents who wish to take exception to this rule need to contact the school office and set up an appointment to discuss this with the administration. It is strongly recommended that helmets be worn as students ride to and from school.
2. Bicycles must be parked in designated areas. A bicycle may only utilize one space in the bike rack. The bike racks will be locked while school is in session.
3. Bikes are to remain in the bike area during the school day. Bikes are not allowed in the main section of the campus for any reason.
4. Students must lock their bicycles while they are in the designated areas. Neither the district nor its employees are responsible for damage to or theft of any bicycles.
5. Students must observe the following safe riding habits:
  - One rider per bicycle.
  - Use bike lanes coming to and from school.
  - Ride on the right side of the street.
  - Use crosswalks when crossing the street and walk all items listed above while in crosswalks.
  - Obey crossing guards.
  - Students must walk all items listed above while on campus.
6. District policy states that bicycles, roller blades, scooters, and skateboards are not to be ridden on campus at anytime. This includes the parking lot as well.

**4. What other types of bicycle safety and education opportunities are available for children? Please describe.**

**How many children participate?**

## CycloCat's Guide to Bike Safety

This children's guide to bike safety is given out at bike rodeos, safety presentations, Public Safety Day events, and other community functions.

## Bicycle Safety Education Campaign

Valley Metro developed a strategic marketing, community outreach, education and communications plan for a bicycle safety education campaign for Maricopa County. This included advertising elements, public relations strategies, community outreach programs, and education initiatives. The primary objectives of this plan are to motivate people to wear safety helmets and ride on the right side of the road, communicate the risks involved when people do not wear helmets, and reduce the number of bicycle-related injuries. A Bicycle Safety Education Stakeholders Group was organized to bring MAG agencies, health care professionals, and bicycle safety experts together to implement the plan.

The plan includes:

- Bicycle Safety Education Curriculum for School Outreach
- Activity materials for use in presentations for school children
- "Put a Lid on your Kid" guide for parents
- Presentation tools such as "brains" that show the potential injury to the head and brain
- Giveaway items
- Train-the-trainer workshops (Agencies can get free bike helmets for participating in the workshops. Scottsdale is giving away 100 children's helmets from this program at the next Cycle the Arts bike ride.)
- Event booths
- Marketing programs

## Helmet Contest

Maricopa County area public and private schools, along with Phoenix Children's Hospital and the SAFE KIDS Coalition of Maricopa County, have developed a partnership with the professional baseball team in Phoenix, the Arizona Diamondbacks, to promote helmet use through a school-based contest. The program takes place every spring. In March, more than 1,800 packets are mailed to school principals and art teachers in the county who receive a letter on Arizona Diamondbacks letterhead announcing the contest. They are asked to distribute the materials including a blank drawing of a helmet to the students in 4th-6th grades. Students are instructed to create a helmet design using the official Diamondbacks colors. A panel of judges selects the five finalists and then during a home game, the fans at a Diamondbacks game pick their favorite helmet design to select the winner. More than 3,400 students entered the contest in 2000 and each year the number increases. The winner and his/her classmates are given free tickets to a Diamondbacks game, and during an on-field ceremony prior to the game, one of the Diamondback ballplayers presents the winning student with the Helmet Coloring Contest trophy.

## "Helmet Your Brain - Avoid the Pain"

This is a free educational kit designed for teachers, youth leaders, health professionals, and parents to teach children, especially those between 8 - 12 years old, the importance of wearing a helmet. The "Helmet Your Brain Avoid the Pain" program is sponsored by the Maricopa County SAFE KIDS Coalition. Barrow Neurological Institute® of St. Joseph's Hospital and Medical Center, a partner member of the SAFE KIDS Coalition, helped develop the kit in conjunction with the Coalition.

The "Helmet Your Brain Avoid the Pain" kit includes:

- Easy-to-follow lesson plans with interactive activities
- Models of the skull and brain
- Brain JELLO mold



Video tapes from SAFE KIDS and Bill Nye "The Science Guy"  
Reproducible parent and student handouts

**5. Do you make bicycle safety materials available to the public? Please describe.**

Yes. The City of Scottsdale Bike Map and the regional bike map from the metropolitan planning agency, Maricopa Association of Governments (MAG), include safety information. Both are distributed free of charge and are regularly updated and reprinted.

Bicycle safety information is available on the Scottsdale web site and links are provided to the ADOT Bicycle/Pedestrian program and other related sites. Also available from ADOT and distributed free through a variety of sources in Scottsdale are Arizona Bicycle Street Smarts and Share the Road: A Guide for Bicyclists and Motorists. Copies were included with our original application. The local newspaper publishes a monthly bike safety article furnished by CAzB. The CycloCat activity booklets are handed out at rodeos and presentations.

Time to Recreate, a show on the City's cable network, recently presented a segment featuring the City's shared-use path system and how to use it safely.

**6. Do you have a bicycle ambassador program that educates community members on local opportunities for bicycling and answers their questions?**

The City works closely with the Coalition of Arizona Bicyclists (CAzB) to promote bicycling in our community. CAzB members attend public meetings to discuss bicycle issues with residents, teach LAB cycling courses, and encourage our political leaders to support bicycling programs.

**7. Do you have League Cycling Instructors in your area? Please list active instructors.**

Donald Randolph, LCI #: 191, Scottsdale, AZ  
Richard Lorange, LCI #: 687 C K, Tempe, AZ  
Douglas Hawley, LCI #: 361 K C, Mesa, AZ  
Gene Holmerud, LCI #: 1193, Phoenix, AZ  
Radar Matt, LCI #: 633, Phoenix, AZ  
Sharon Newman-Matt, LCI #: 1427, Phoenix, AZ  
Kathryn L. Mills, LCI #: 1194, Phoenix, AZ  
Richard Moeur, LCI #: 266 C, Phoenix, AZ  
Brian H. Nelson, LCI #: 1195, Phoenix, AZ  
Michael Sanders, LCI #: 1428, Phoenix, AZ  
Gerald Stanley, LCI #: 1525, Phoenix, AZ  
Jay Stewart, LCI #: 1196, Phoenix, AZ  
Robert Ward, LCI #: 1430, Phoenix, AZ  
Heather Fowler, LCI #: 812 K C, New River, AZ  
Edwin Cure, LCI #: 1192, Glendale, AZ

**8. Is bicycle safety education included in routine local activities (e.g. tax renewal, drivers licensing and testing, or inserts with utility bills each month)? If so, please describe.**

The Scottsdale Police Department bicycle registration program is advertised in utility bills and on the City's web site.

The following information is included in the Arizona Drivers License manual, available in print and on-line versions.

**Sharing the Road With a Bike**

Bicyclists must obey the same traffic laws as drivers of motor vehicles, and they have the right-of-way under the same conditions as motorists.

Motorists should be alert for bicyclists along the roadway, because cyclists are often difficult to see. Extra caution is necessary. Motorists are required to allow a minimum safe distance of 3 feet when passing a bicycle traveling in the same direction.

At night, you should dim your headlights for bicyclists.

Drivers should be prepared for a bicyclist swerving.

Although bicyclists must ride with the flow of traffic and stay near the right side of the road, they can legally move left for several reasons, such as:

- Turning left
- Avoiding hazards
- Passing pedestrians or vehicles
- If the lane in which the person is operating a bicycle is too narrow for bicycle and motor vehicle to travel safely side by side

Important rules for bicyclists:

- Do not carry more persons than the design of the bicycle permits
- Do not ride more than two side-by-side
- Ride as near to the right side of the road as possible
- Use proper hand signals (See Signaling on Page 34)
- Do not bicycle under the influence of drugs or alcohol — it is illegal
- When riding at night, have a white headlamp visible from 500 feet, and a rear reflector

## ENCOURAGEMENT

**How do you promote National Bike Month in May (or another month)? Please describe.**

Every month is Bicycle Month in Scottsdale! With no snow, 7.74 inches of rainfall, and 314 days of sunshine each year, bicycling is an activity enjoyed regardless of the season. Even summer days provide cool, comfortable temperatures for that morning ride.

In April each year, Scottsdale participates with Valley Metro, the regional Clean Air Campaign, and other Valley communities to promote Valley Bike Month and Week. In 2004, 73,200 commuters in the region chose to ride their bicycles to work one day a week or more instead of drive. Every year, thousands of riders participate in region-wide bicycle events during April and May. A major partner in the Bike Month program is the Arizona Diamondback baseball team. Each year they arrange for a player to participate in a safety campaign that features helmets, bike safety, riding on the right, or something similar. A special ride, *The Great Bike Chase*, to a major league ballgame at Chase Field, will have nearly 2000 riders.



In 2006, the City of Scottsdale sponsored the first annual Cycle the Arts ride, a family-fun bike ride demonstrating public art in our community. About 50 riders joined neighbors, city staff, and local art experts for a short, 8-mile bicycle ride and an up close look at local public art installations. The event began at the Paiute Neighborhood Center and included downtown Scottsdale, the Civic Center, and the Indian Bend Wash. Before and after the ride there were fun activities for kids of all ages that combined bicycles and art. In addition, cyclists brought non-perishable food items for donation for the Vista del Camino food bank. The 2007 event will take place May 6 and free bike helmets will be given to the first 75 children to sign up.

**How many people do you reach with events and activities during this celebration?**

Valley-wide, thousands of people will participate in regional and local events promoting the fun, healthy benefits of cycling. Estimations are that more than 100,000 people will be directly exposed to some form of print media and millions will be exposed to an assortment of television, radio, newspaper, and web based promotional items.

**3. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs? Please describe.**

Yes. We actively promote Bike to Work Day and other bicycle commuting incentive programs. Through the regional marketing efforts of Valley Metro, the Maricopa County mandatory employee trip reduction program, and other promotional opportunities, nearly all of the community's workforce gets information about bicycling as a viable alternative for trips to work.

The City sponsors a Bike to Work Day ride to City Hall. Each year, participants ride 4.5 miles with elected officials, Police Bike Unit members, and other City staff. Riders are provided incentives and are eligible for prizes.

The City of Scottsdale has its own incentive program where employees can earn bicycles just by riding them to work. B.I.K.E.S. (Bicycle Incentive and Keen Efforts for Scottsdale) uses bicycles from the Handlebar Helper program. Employees enter into an agreement with the City to use, at no cost, a reconditioned bicycle for commuting to and from work. The participant agrees to ride at least 20 days in six months, wear a helmet, and ride safely.

**What portion of the community workforce do you reach?**

Most

**4. Is there an annual bike tour or ride promoted to the general public in your community? Please describe.**

The following events are annually promoted and take place in Scottsdale:

Cycle the Arts: Guided Tour of Public Art installations. Free.

Scottsdale Police Bike Unit Ride: Tour; Admission is a can of food for the Vista del Camino Community Center. Route utilizes the Indian Bend Wash Path.

Tour de Scottsdale: Timed Event; DCB Adventures; Begins and ends in Scottsdale. Proceeds benefit the City's trail program. Distance of 67 miles.

El Tour de Phoenix: Timed Event; Perimeter Bicycling Association of America; Begins and ends in Mesa. Route includes Scottsdale, Maricopa County, Fountain Hills, and Tonto National Forest. Despite the name, the ride does not pass through Phoenix. Distance options of 70 and 25 miles.

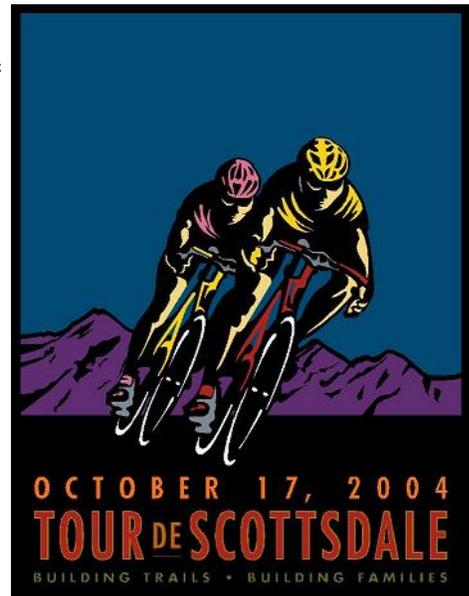
Answer to the Challenge: Tour; GABA; Begins and ends in Scottsdale. Three-day event covering 325 miles with 22,000 feet of vertical climbing.

Memorial Ride for Safety: Tour; Coalition of Arizona Bicyclists; Begins and ends in Scottsdale. Route goes through Carefree and the Tonto National Forest. Distance options of 60 and 35 miles.

Tandem "Rally in the Valley": Tour; Arizona Bicycle Club; Various routes traveling through Scottsdale, Paradise Valley, and Phoenix. Distance options vary.

Sun Festival Southwest: Tour; Sun Festival and Arizona Bicycle Club. Sun and fun filled educational weekend celebrates, generates, and demonstrates renewable energy and healthy living for the entire community. Distance options vary.

McDowell Century: Tour; Arizona Bicycle Club; Begins and ends in Scottsdale. Distance options of 100, 65, and 30 miles.



The following events are annually promoted in Scottsdale but may take place in neighboring communities:

MS150 Best Dam Bike Ride: MS Society.  
Tortilla Flats Ride: Arizona Bicycle Club  
Casa Grande Century: GABA Phoenix  
Laveen Country Challenge: Laveen Lions Foundation  
Arizona Senior Olympics  
Le Grande Tour: Arizona Parks and Recreation Association  
Gila Valley Tour: ABC  
Around the White Tanks: GABA West Valley  
Tour de Cure: American Diabetes Association  
Desert Classic: ABC  
Palo Verde Nuclear Century: GABA West Valley  
Tour de Farm: H304 Charities  
The Great Bike Chase: Valley Metro

This year Scottsdale will again host the Arizona State Criterium Championships during April. This is a USCF event featuring Arizona's best bicycle racers.

In March 2007, NORBA will host a national mountain bike race in Maricopa County McDowell Mountain Park adjacent to Scottsdale.

**5. Are there community road or mountain bike clubs, bicycle advocacy organizations or racing clubs? Please describe.**

Many bicycle organizations are located in Scottsdale or frequently stage rides in the City. They include:

Coalition of Arizona Bicyclists, advocate organization  
ABC – Arizona Bicycle Club  
Pinnacle Peak Chapter  
Scottsdale – Frank Lloyd Wright Chapter  
Scottsdale – Via Linda Chapter  
Bull Shifters Bicycling Club  
GABA – Greater Arizona Bicycling Association  
Phoenix Metro Bicycle Club  
MBAA – Mountain Bike Association of Arizona  
BRAG – Bent Riders of Arizona Group  
Arizona Bicycle Bunch  
RideAZ – Arizona Mountain Bike Riders  
Red Mountain Cycling Club  
Arizona Outdoor Travel Club

Racing clubs located in Scottsdale include:

Bicycle Ranch  
Camelback Cycling Club  
Notre Dame Preparatory HS Cycling  
Racelab U-23 Cycling Team  
San Tan Racing  
Strada Racing Club  
Team One Racing

Racing clubs training in Scottsdale include:

Team Ace Asphalt/Corsa Bicycle  
White Mountain Road Club  
Nova Youth Cycling League  
HLHAP



Sonoran Cycling  
Tribe Racing  
Patent It! Cycling Club  
Swiss American Bicycle Club  
Azphalt Cycling  
Construction Zone, The  
ECFA/Honeywell  
G.S. Tifosi  
Mountain Velo Cycling Team  
Phoenix Consumers Cycling Club  
Team Vitesse  
Arizona State University

**6. How many specialty bicycle retailers (i.e. bike shops, not big box retailers like K-Mart or Wal Mart) are there in your community?**

There are 20 bicycle shops located in Scottsdale.

**7. Are there other bicycling areas or facilities such as BMX tracks, velodromes or mountain biking centers in your community?**

There are BMX tracks located nearby in Phoenix, Chandler, and Queen Creek. Competitive mountain bike singletrack courses are located in several of Maricopa County's regional parks. McDowell Mountain Regional Park, adjacent to Scottsdale, annually hosts a national NORBA event.

**8. Does your trails system have a unit of the National Mountain Bike Patrol? Patrollers inform, assist and educates mountain bikers and other trail users.**

The Preserve has a local mountain bike patrol unit that is not currently affiliated with the National Mountain Bike Patrol.

**9. Are there opportunities to rent bicycles in your community or other recreational opportunities involving bicycling? Please describe.**

Yes. There are 11 locations advertising bicycle rentals. In addition, many of the local resorts make bicycles available to their guests.

**10. Do you have Safe Routes to School program that includes bicycling?**

Yes.

Scottsdale's school transportation safety program involves proactive school site transportation audits to identify potential transportation improvements that would help provide safe access to and from schools in Scottsdale. In October 2006, the community held its first formal Safe Walk/Bike/ Bus to school event. The City is finalizing a comprehensive Safe Routes to School Program that will be housed in the Transportation Department. Several schools are expected to participate in future events.

**School Safety Audits**

In September 2005, the city of Scottsdale's Transportation Department initiated proactive school site transportation audits to identify potential transportation improvements that would help provide safe access to and from schools in Scottsdale. An initial goal was set to audit every public school in the city by the end of the school year, May 2006. The intention of the transportation audit was to identify major issues at many schools and to focus on areas adjacent to school and existing school crossings for safety improvements. Since that time, Transportation Department staff have performed on-site visits of Scottsdale schools during morning drop-off and afternoon pick-up hours. Following each site visit, a report was prepared which indicated general observations by staff from Traffic Engineering and Transportation Planning who attended the review. Each report also lists recommended changes and other issues that could be addressed as part of a longer-range program. In doing the safety audits, the city has taken a critical step in identifying engineering solutions necessary to ensure school safety. By focusing on low cost, easy to implement solutions, such as signage, paint/stripping and curb ramps, it was hoped that support for other elements of a

comprehensive program such as more thorough engineering treatments, enforcement, education and encouragement would be generated.

#### Safe Walk/Bike/Bus to School

In October of 2006, Grayhawk Elementary School became the first Scottsdale school to hold a formal Safe Walk/Bike/Bus to school event. The event was preceded by other activities initiated by the Parent Teacher Organization Health, Safety and Environment Committee at Grayhawk Elementary with the full support of school administration and staff, and the City of Scottsdale. The October 20 event was held to celebrate International Walk To School Month. The 773 students were encouraged to walk with parents, teachers, city staff and others. Because more than 200 of these students do not live in the community but are open enrolled at the school, they were encouraged to join the event by parking at a nearby supermarket that offered the commuting families parking space in their lot. It is estimated that between 650 and 700 children participated in the event far exceeding expectations of parents, teachers, staff and the City of Scottsdale.

#### How many schools are involved?

All public schools are involved in the Safety Audits. Several are involved with the Safe Routes to School Program.

#### 11. Does your community have youth recreation and intervention programs that are centered around bicycling?



Yes

#### Handlebar Helpers

Handlebar Helpers is a community "earn-a-bike program" staffed by the City of Scottsdale. This volunteer-supported program began in Scottsdale in the fall of 1994 through a group effort of citizen volunteers and City of Scottsdale staff. The initial purpose of the program was to provide a way for kids who could not otherwise afford bicycles to earn them, through volunteering time in their community. In response to community need, the program has grown to include adults, and the purpose has been expanded to promote bicycle safety, increase individual responsibility and self-esteem, encourage bicycle riding for individual health and environmental benefit, and demonstrate additional environmental

responsibility through reuse and recycling. In addition, the apprentice program teaches bicycle repair and other job and life skills. The program is offered to Scottsdale residents only.

The City of Scottsdale provides facilities for the program in the Paiute Neighborhood Center, administrative support, and two part-time bicycle maintenance and repair experts. All other operating expenses and materials are funded by the city budget as well. The program receives donated bikes. Bike technicians establish a "price" that the program participant must pay in hours of volunteer work to own the bike. Once the participant has completed approximately half of the volunteer hours, an appropriate bike is selected with the help of a volunteer bike tech who then either reconditions or supervises the reconditioning of the selection. When the participant has satisfied the volunteer commitment, the bike, a helmet, and a lock are awarded at a special ceremony. Each recipient receives a folder that contains a written description and picture of their bike, and a safety brochure, available in English and Spanish. The Scottsdale Police Department Bike Patrol supports the program and participates in this presentation. They emphasize the safety information and are good role models, as they always wear helmets and ride safely. Kids receiving bicycles are encouraged to bring their parents. Another neighborhood supporting feature is that the program coordinator awards movie tickets to those "caught" wearing their helmets while riding their bicycles.

**12. Do you publish a bike map and keep it up to date?**

Yes. We publish a 4-color, 24x36 folding street map that shows bike lanes, bike routes, shared-use paths, unpaved trails, bus stops, parks, and other useful information. We print 15,000 at a time and update before each reprinting. They are available free of charge at all libraries, community centers, and local bike shops. There is also an on-line version. Also available on-line is a request form to receive a Scottsdale Bike Map by mail. Since October 2005, 1,230 maps have been requested from the web site. A regional bike map, updated about every two years, is published by MAG and distributed upon request.

**13. Do you publish a map of mountain bike trails?**

Yes. The Scottsdale Bike map also shows the unpaved trails. More detailed maps have been developed that show specific areas around popular trail heads. They are available on-line at <http://www.scottsdaleaz.gov/preserve/pdf/TrailMaps.pdf>.

**14. Please describe any other efforts in your community to encourage cycling.**

**Scottsdale Waterfront/Downtown**

The Scottsdale Waterfront is situated alongside 1,800 linear feet of the Arizona Canal. Twelve and a half acres of ground have already been broken on this 600,000-sq.ft. project. The Scottsdale Waterfront will feature pedestrian-friendly waterfront walkways, a shared-use path, outdoor plazas, and water-themed paseos. Key project considerations were to activate the Arizona Canal, connect downtown districts through land use and pedestrian retail experiences, and enhance mobility by supporting alternate modes of transportation. The Scottsdale Economic Vitality staff estimates that total investment in the downtown and other southern parts of the City since 2003 now totals nearly \$3.13 billion. People are already starting to move into downtown and are walking and riding their bikes to work.

**Public Art**

Scottsdale has a history of commitment to the arts. Some of the City's first settlers were artists, craftsmen, architects, art collectors, educators, and others who believed that art should be part of the fabric of the community. The municipal art collection was formally established in 1967 and now includes more than 1,950 total objects (704 municipal and 1250 museum pieces). As a defining characteristic of our community, public art enhances Scottsdale's unique character, image and identity. The City has a Percent for Art component in its Capital Improvement Program (CIP) budget as well as an Art in Private Development ordinance. Our parks and paths have benefited tremendously from this effort. Transportation projects regularly include artists as members of design teams, most recently on the Crosscut Canal path project from McDowell to Thomas roads. Each year, the Public Art Program teams with City staff to host a bicycle tour of public art installations. This Cycle the Arts event is truly unique to Scottsdale.

*Spinning Our Wheels* by artist Aris Georgiades was a temporary installation presented by the

Scottsdale Public Art Program, which ran during the course of the Scottsdale Arts Festival (March 11th-13<sup>th</sup>, 2005). Through participation on a component bike sculpture, the work becomes an interactive piece that explores the frustration of going in circles in our daily lives. The artist was available to assist people at the festival to get on the sculpture and to work as a team to gain momentum. Humor and deeper meaning become evident through the process of participation. After the festival, the City Transportation Department purchased the piece for use at upcoming bicycle events.



*Rippling Waters Bridge*, by Carolyn Law, located over the Crosscut Canal on the west side of Tonalea Elementary School, dramatizes a sense of flow through the neighborhood. The canal crossing is an important access point for school children and for recreational users along the path. Law's prismatic pickets create an optical effect of shimmering water and shift color as one walks across, causing a sensory connection to the contents of the channel. Like most water infrastructure in Arizona, canals are slowly outgrowing their identity as unnoticed fixtures in our built environment. Law's bridge promotes these waterways as community assets that string together all corners of the Valley.

Artist Erik Gonzales conceived of *Visual Puzzles* as a series of artworks on the Osborn pedestrian/bicycle bridge that recognize the significance of the Crosscut Canal to Scottsdale and illuminate an artist's perspective on the canal's history. The antiqued images within the art panels are comprised of several layers of shapes, textures and earthen-tone colors and are a combination of historic aerial photographs of the location and original abstract forms. In the black-and-white imagery of the artworks, large rectangular and round shapes are from aerial views of the Crosscut Hydro Plant. The blueprints are reproductions that were used by engineers and contractors during construction of the canal.

### Parada del Sol Parade

The Scottsdale Jaycees Parada del Sol is a month-long celebration culminating in nearly a week of professional rodeo performances and a magnificent parade. The Parada del Sol Parade is one of the community highlights each year in Scottsdale. Over 150 entries and nearly 1,000 horses travel north two miles up Scottsdale Road, making the event the "World's Largest Horse Drawn Parade." It is followed by an all day Trails End Party in Scottsdale's Old Town. To promote their love of cycling and their laid-back life style, one of the local clubs, Bent Riders of Arizona Group (BRAG) regularly joins the horses and glides up the street on their unique recumbent bicycles.



### Bicycle Delivered Coffee Bar

A coffee bar in the main City office building is provided by a popular restaurant located nearby on the Scottsdale Civic Center Mall. All products are delivered by bicycle and their logo is a bike. Lunch orders are taken in the morning and delivered promptly at noon by bicycle.

## ENFORCEMENT

**1. Is your local police department addressing the concerns of cyclists in your community? Is there a liaison that communicates with the bicycling community?**

Yes. Chief of Police Alan Rodbell has personally met with local bicycle advocates to discuss their concerns. Members of the Coalition of Arizona Bicyclists have been guests on his weekly cable television show, *Behind the Badge*, to discuss bicycle safety. Chief Rodbell is available to the bicycling community without the need for a designated liaison.

**2. Do you offer specific training to police officers regarding traffic law as it applies to bicyclists?**

Police Officers get traffic law training in the Police Academy and bicycle laws are covered at that time. The City has three certified bike instructors through the International Police Mountain Bike Association (IPMBA) and they have certified several officers throughout the state to become police cyclists. The IPMBA outline specifically includes traffic laws pertaining to cyclists.

The Scottsdale Police Bike Unit hosted the 2005 IPMBA conference in Scottsdale during our annual Bike Week. This event provided officers from around the country with skill enhancing training and certification courses; essential, dynamic, and innovative on-bike sessions; insightful and information-filled in-class workshops; and the nation's largest and best bicycle patrol product exhibition.

The Coalition of Arizona Bicyclists developed a training program with the Scottsdale Police Department based on the Bicycle Enforcement Program offered by Massbike and the National Highway Safety Administration. It includes an overview of vehicular cycling theory (Road One Class), crash statistics, Arizona bicycle laws, Arizona vehicle laws as they apply to cyclists, and the reasons for enforcing bicycle and vehicle laws.

**3. Do you use targeted enforcement to encourage cyclists and motorists to share the road safely?**

No. To date, the City has not used any type of targeted enforcement to encourage cyclists and motorists to share the road safely.

**4. Do you have public safety employees on bikes? Indicate the number of employees on bike as well as the size of the entire staff.**

Yes. We currently have nine officers and two sergeants assigned to the Scottsdale Police Bike Unit and the downtown squads. There are 14 School Resource Officers and two sergeants that are certified bike officers. There are approximately 64 other officers that have been certified as bike officers in Scottsdale Police Department on a reserve list. An impressive 21% of Scottsdale's 371 officers are ready to serve as bicycle officers.

**5. Do you have a mandatory helmet law? To what ages does it apply?**

No. Neither the City of Scottsdale, Maricopa County, nor the State of Arizona have mandatory bicycle helmet laws. There are no communities in the region with mandatory bicycle helmet laws. The State of Arizona also does not have a mandatory helmet law for adults on motorcycles. Children under 18 are required to wear helmets when riding or operating a motorcycle.

**6. Do you have mandatory sidepath laws? If so, what is the status of these laws? Are they enforced?**

No.

## EVALUATION AND PLANNING

**1. Do you have any information on the number of trips by bike in your community including census data? Please describe.**

Surveys from the Maricopa County Trip Reduction Program (TRP) show that Scottsdale's bicycle mode percentage for commute to work trips has increased to 1.74 percent in 2006 from 1.15 percent in 2001. The trend continues to show that as we add facilities and close the gaps in existing corridors, more people are bicycling to work. The bicycle mode percentage for the County as a whole is 1.0 percent. All businesses in Maricopa County with 50 or more employees at a site are required to participate in the TRP. Each employee fills out a survey once each year documenting their commute to work choices. The average adult bicycle commute in the County is 6.5 miles.

The 2000 Census data journey to work table indicates that the bicycle mode for Scottsdale provides 0.8 percent of work commute trips. These numbers underestimate actual bicycle trips. Scottsdale is undergoing major changes in housing density downtown that will have significant impact as the area becomes a vibrant residential/work area.



**2. How many cyclist/motor vehicle fatalities have occurred in your community in the past five years?**

Three.

**3. How many cyclist/motor vehicle crashes have occurred in your community in the past five years?**

232. Reported bicycle/vehicle collisions from 1994 through 2004 have been divided into total collisions, injury collisions, and fatal collisions. The lowest number of bicycle/vehicle collisions occurred in 2003 with 40 total collisions, 35 of which resulted in injury and one resulted in a fatality. The highest number of bicycle-vehicle collisions occurred in 1995 with a total of 88 crashes, 77 of which resulted in injury and one resulted in a fatality. The majority of bicycle-vehicle collisions resulted in injury. An additional 84 bicycle crashes were reported during January 2005 – October 2006. Scottsdale's bicycle crash rate in 2005 (23.89 crashes per 100,000 population) and bicyclist fatality rate (0.44 fatalities per 100,000 population) are considerably lower than Maricopa County as a whole (38.23 crashes per 100,000 population and 0.64 fatalities per 100,000)

**4. Do you have a specific plan or program to reduce these numbers?**

Yes. The Bicycle Element of the Transportation Master Plan will include specific engineering, educational, and enforcement countermeasures to address collision rates. After determining that the shared-use path crossing at Hayden and Chaparral roads had one of the highest number of bicycle/vehicle collisions, a CIP project was started that will grade-separate the crossing of Chaparral and eliminate the need for through pathway users to cross Hayden twice. This project is in final environmental review and is expected to go to construction next year.

**5. Do you have a system in place that allows bicyclists to submit ideas and concerns to public officials? Please describe.**



Yes. In Scottsdale, bicyclists serve on the City Council, the Transportation Commission, and populate the staff. For those cyclists not quite so plugged in, the City's web site allows for several methods of submitting ideas and concerns. The *Report a Problem* page provides a form that addresses many routine issues as well as space to describe any other problem. Staff in each department are identified and their phone numbers and e-mail addresses are provided. Citizens can send e-mails directly to Council Members. Cyclists routinely contact the staff in person at public meetings, in their offices, and on the telephone. Citizens may also address the Transportation Commission meetings, generally held on the 3<sup>rd</sup> Thursday of each month at 6 p.m.

**6. Do you have a comprehensive bicycle plan? Please include a copy.**

Yes. A copy was included with our original application.

**When was it passed or updated?**

The City of Scottsdale Bicycle/Pedestrian Transportation Plan was adopted in January 1995. It is currently being updated as an element of the City's first overall comprehensive Transportation Master Plan.

**Is it funded?**

Funding is provided through the Transportation Capital Improvement Plan (CIP). Approved funding for bicycle and pedestrian projects from 2008-2012 is \$37.65 million, 15 percent of the total. An additional \$10.5 million is included for bike lanes and sidewalks in roadway improvement projects bringing the total expenditure on bicycle and pedestrian facilities to \$48.2 million, 19 percent of the CIP. Funding comes from a dedicated transportation sales tax, transportation bond elections, and Federal grants.

**What percentage has been implemented?**

About 85% has been implemented. The plan is guided by four action level options. Nearly all recommended actions in Levels I, II, and III have been implemented. Several action items in Level IV have been implemented or are in the planning stage of development.

When the 1994 bike plan was adopted, Scottsdale had eight miles of bike lanes, 37 miles of paved multi-use paths, and 35 miles of unpaved multi-use trails. Today Scottsdale has 95 miles of bike lanes, 61 miles of paved multi-use paths, and 238 miles of unpaved multi-use trails.

**7. Do you have a trails master plan that addresses mountain bike access, and are there ongoing relations between the mountain biking community and the community recreation and planning staff?**

Yes.

The Scottsdale Trails Master Plan: On the Right Trail, approved in February 2004, identifies nearly 300 miles of trails. The plan provides guidance for the future, defines trail classifications, trail standards, provides an action plan, and explains funding processes.

The Trails Program is currently located within the City's Preservation Department with two full-time staff. In 2000, Scottsdale voters approved a \$2.5 million capital improvement program specifically for trail development and improvements and additional general fund monies have been allocated.



A total of \$7.5 million has been identified for trailhead and connecting trail improvements associated with the McDowell Sonoran Preserve. Scottsdale citizens have voted seven times to support the preservation of mountain and desert lands in the City. Sales tax collections dedicated to the preservation program total over \$215 million as March 2007. Approximately \$300 million in bonds have been issued for land acquisition. The City owns 11,660 acres in the Preserve boundary. Another 1,713 are privately preserved.

The Scottsdale Transportation Department has played a significant role in the implementation of the City's trails infrastructure. Trails have been built or improved in conjunction with a variety of street improvement projects. Trails have been constructed within rights-of-way along arterial streets and trails have been included within grade-separated crossings, usually associated with drainage improvements, across major arterials. Other transportation related improvements include trail-crossing signs, fence installation between trails and roadways, improved crosswalks, and the installation of pedestrian/equestrian/bicyclist-activated signals at certain intersections.

**Maricopa County Regional Trail System**

Scottsdale is situated adjacent to several other municipalities with trails, as well as large areas of open space, such as Maricopa County's 21,099-acre McDowell Mountain Regional Park to the east, and the Tonto National Forest to the north/northeast. Because of this connectivity, several regionally significant trails cross through the City of Scottsdale. Most of these trails run along canal and power line corridors. The Sun Circle Trail is a 110-mile regional trail that was established in the 1960s by Maricopa County in partnership with the Salt River Project (SRP). It runs along the Arizona Canal and connects with Phoenix to the west, and the Salt River Pima-Maricopa Indian Community to the

east. The Central Arizona Project (CAP) canal, controlled by the Bureau of Reclamation (BOR), runs through central Scottsdale and also acts as a regionally significant trail corridor. The 242-mile Maricopa Trail, identified by the Maricopa County Board of Supervisors in August 2004, crosses Scottsdale using the CAP, the McDowell Sonoran Preserve, and several trails at the northern edge of Scottsdale. In 2006, the Lost Dog Wash Trailhead opened for public use providing access to ten miles of new trails that connect to other trails in and out of the Preserve. Trail connections to McDowell Mountain Regional Park and the regional trail system were completed with the construction of Windmill and Prospector Trails.

**8. Is your bicycle network part of broader development plans, land use plans and ongoing development projects?**

Yes. Staff from Transportation, Fire, Preservation, and Municipal Services meet with Planning and Development Services to review projects. Each project is reviewed for impacts to transportation and other City facilities and services. New facilities and access to existing facilities are frequently stipulated as requirements for permit approval.

With development taking place along the Arizona Canal in downtown Scottsdale, the Transportation Department moved forward with the Arizona/Crosscut Canal Study that provides an overall design and concept report to facilitate the completion of the path system along the SRP canal banks. This study identifies which side of the canals the paved path should be on, where bicycle/pedestrian bridges should be built over the canals, and where parks, public art, and other amenities should be located. Combined with projects already under construction in Tempe, this project will ultimately complete a 17-mile loop that passes through downtown Scottsdale, Papago Park in Phoenix, downtown Tempe, the Tempe Town Lake, and the Indian Bend Wash.

**How many trails, bike lanes, paved shoulders, and bike routes connect with each other to provide seamless transportation options?**

Most.

**9. Have you evaluated your transportation network and prioritized bicycle improvements based on hazards and needs?**

Yes. The Transportation Master Plan will include a comprehensive evaluation of our entire transportation network. The Bicycle Element includes a bicycle/pedestrian latent demand analysis that shows where the greatest potential is for people to ride and walk. A Bicycle Level of Service evaluation has been completed for our street system. All arterial and collector streets without bike lanes have been evaluated for potential bike lane striping and restriping policy guidelines are being proposed. Bicycle/vehicle collisions have been mapped and analyzed. A gap analysis has been performed to identify missing connections. All the processes described above are in GIS format to allow us to evaluate the needs, hazards, and potential usage as priorities are set and projects are ranked for funding.

Using GIS data, we determined that 59 percent of all address locations (office, residential, retail, etc.) are located within 0.5 miles of one of our shared-use paths. Thirty-five (35) percent are located within 0.25 miles of a path. We will be using this information to help set goals for future service. For example, one goal might be to have 75 percent of all address locations within 0.5 miles of a path by 2012.

**10. What specific improvements do you have planned for bicycling in the following year?**

We have 26 projects with bicycle facilities in various stages of progress. It is anticipated that projects planned or currently in design and construction phases will add in the next five years:

23 miles of bike lanes

16 miles of new or improved paved multi-use path

4 grade-separated crossings

37 miles of new/improved sidewalks

9 miles of streetscape enhancements, which generally include wider sidewalks, bicycle lanes, landscaping, and amenities

Current projects include:

- Arizona Canal Path: Chaparral to McDonald – new path (1 mile)
- Bell Road: 94<sup>th</sup> St. to 98<sup>th</sup> St. – improved sidewalks (0.5 miles)
- Cactus Road: Pima Freeway to Frank Lloyd Wright – bike lanes, new path (2.8 miles)
- Camelback Road: 64<sup>th</sup> St. to 68<sup>th</sup> St. – improved sidewalks (0.5 miles)
- Crosscut Canal: McDowell to Thomas – pathway improvements (1.1 miles)
- Crosscut Canal: Thomas to Indian School – new path (0.7 miles)
- Indian Bend Road: Scottsdale to Hayden – bike lanes and new path (1 mile)
- Indian Bend Wash: Chaparral to Jackrabbit – new path (0.5 miles)
- Indian Bend Wash: Path widening and renovation (2.5 miles)
- Indian School Road: Drinkwater to Pima – bike lanes and path connections (1.75 miles)
- McDonald Road: Scottsdale to 78<sup>th</sup> St. – bike lanes (0.75 miles)
- McKellips Service Center – new path connecting Miller with Rio Salado path (0.2 miles)
- North Frontage Road: Hayden to Pima – bike lanes (1.2 miles)
- Pima Road: Deer Valley to Pinnacle Peak – bike lanes, improved sidewalks (1 mile)
- Pinnacle Peak Road: Scottsdale to Pima – bike lanes (2 miles)
- Scottsdale Road: Frank Lloyd Wright to Thompson Peak Pkwy – bike lanes (2.2 miles)
- Scottsdale Road: Thompson Peak Pkwy to Pinnacle Peak – bike lanes (2 miles)
- Scottsdale Road Ped & Bike improvements Phase 1 – bike lanes, improved sidewalks (1.8 miles)
- Scottsdale Road Ped & Bike improvements Phase 2 – bike lanes, improved sidewalks (1.8 miles)
- South Frontage Road: Hayden to Pima – bike lanes (1 mile)
- Stacked 40: Center to Hayden – bike lanes (0.75 miles)
- Stacked 40: North Frontage (74<sup>th</sup> to Hayden) – bike lanes (0.5 miles)
- Thomas Road: 64<sup>th</sup> St to Granite Reef – bike lanes, improved sidewalks (2 miles)
- Thompson Peak Bridge @ Reata Pass Wash – bike lanes
- Thunderbird/Redfield: Scottsdale to Hayden – bike lanes (1.1 miles)
- Upper Camelback Wash Multi-use Path: 92<sup>nd</sup> to Cactus (1.1 miles)

**11. What are the three primary reasons your city deserves to be designated as a Bicycle Friendly Community?**

Everyone comes to Scottsdale to bicycle. With year-around cycling weather and high quality facilities that connect origins and destinations, Scottsdale is a great cycling community. The Indian Bend Wash Path is the most popular and well-known bicycling facility in Arizona. Our trail system is extensive. We have our own Preserve and direct connections to McDowell Mountain Regional Park and the Tonto National Forest.

We are aggressively expanding and improving our bicycle network. In the past two years, we have increased our annual investment in new facilities from \$3 million to nearly \$10 million. Our 5-year CIP features \$48.2 million in bicycle and pedestrian projects. All projects, whether public or private, are evaluated with the intention of including bicycle and pedestrian amenities. We have a planner dedicated to bicycle issues and a dedicated trails coordinator.

Active bicyclists are involved at all levels of government. We are on the City Council, the Transportation Commission, and the staff. We really do bicycle here. Bicycling is one of the environmental values demonstrated and supported in the community, which include nationally recognized Green Building and Desert Preservation programs.



Lance Armstrong and company in Scottsdale with local Bicycle Ranch riders. January 2002

*“As we address our transportation needs, we are not just talking about roadways and public transit, either. We haven’t forgotten our non-motorized travelers in Scottsdale, and there are more every year. Energy saving and environmentally friendly means of getting around need to be highlighted and encouraged. We are expanding our extensive network of more than 95 miles of bike lanes and 65 miles of paved pathways. New bicycle, pedestrian and equestrian path improvements are under way, with more on the drawing board. Our commitment to creating healthy and environmentally responsible options for transportation is just one way we demonstrate our awareness of the importance of protecting our land, water and air.”*

*Mayor Mary Manross, State of the City Address, March 1, 2007*

**12. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?**

We still have some gaps in both the street and path networks. Projects completed in the past two years have closed some of those gaps and several more connections will be completed within the next two years.

We still need to demonstrate to more people that bicycling to work is easy, safe, and fun. Many weekend cyclists have never commuted on their bicycle because they believe it is too far, too dangerous, too hot, too cold, too... Scottsdale’s primary focus continues to be on improving all types of facilities and providing connections to them. As the community matures, we are developing programs that will devote resources towards education and encouragement.

We need to improve driver behavior around cyclists. Scottsdale has been very aggressive about citing red light runners and has permanent photo enforcement sites at certain major intersections as well as the first fixed photo enforcement demonstration program on a freeway in the US. The City has one mid-block photo enforcement installation and several photo enforcement vans that set up at random locations. Getting more people on bikes will also help modify motorists’ behavior. Drivers tend to show people they know more respect. If every driver had a family member or a friend who bicycled, every bicyclist would get a little more consideration, and sharing the road would become more than just a roadway sign.

