

Old Town Scottsdale Bicycle Master Plan

Public Involvement Event #1

December 2020





Presentation Overview

- Project Purpose
- Project Background
- Vision and Goals
- Key Findings
- Next Steps

Project Purpose

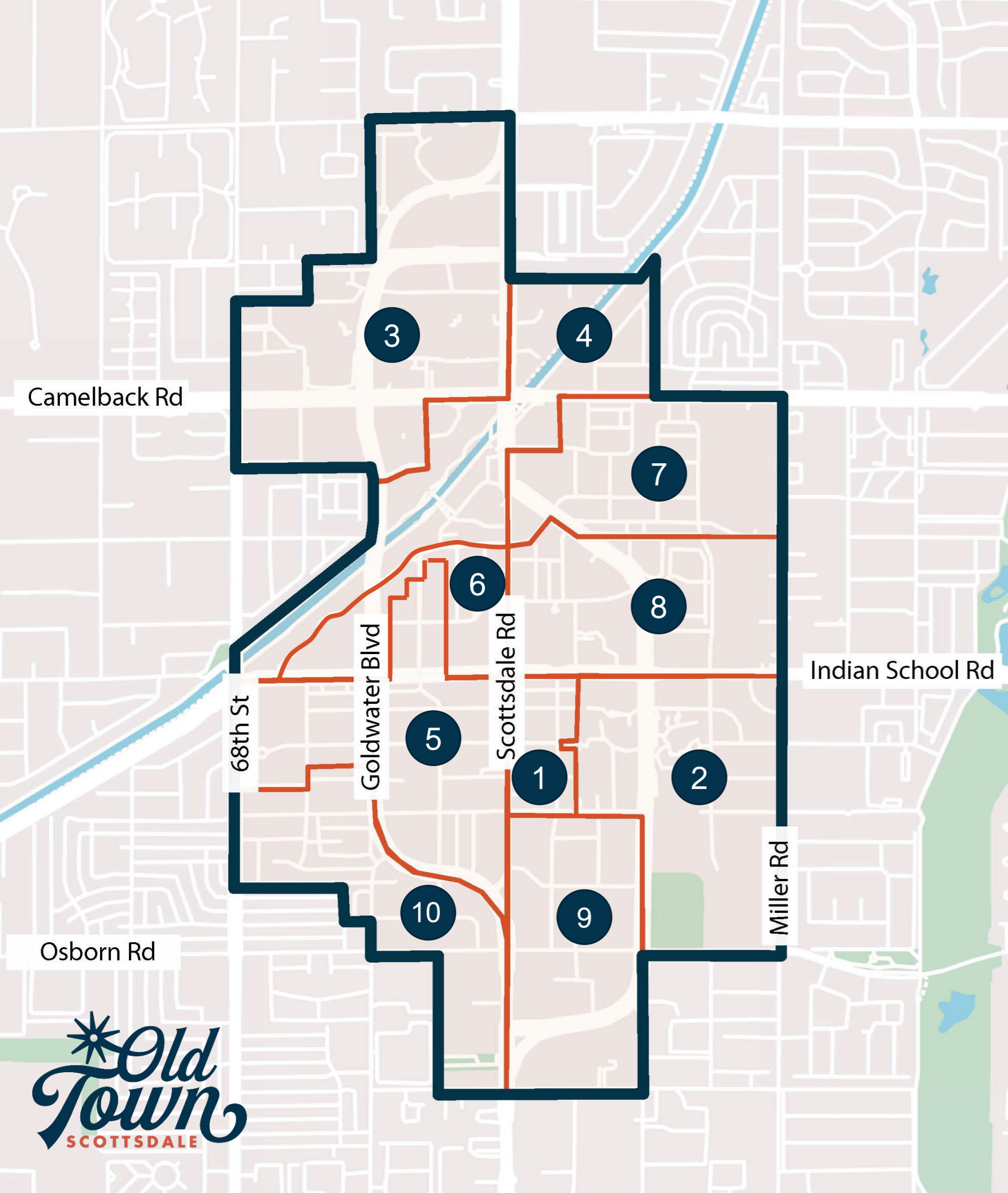
- Identify gaps in the existing bicycle infrastructure within Old Town
- Identify opportunities to improve bicycle connectivity and comfort
- Increase active transportation and promote health and economic benefits





Project Area

- Old Town Scottsdale
- 10 Districts
 1. Historic Old Town
 2. Civic Center
 3. Scottsdale Fashion Square
 4. Arizona Canal
 5. Scottsdale Arts
 6. Fifth Avenue
 7. Entertainment
 8. Brown & Stetson
 9. Medical
 10. Garden





HEALTH



COMMUNITY



ECONOMY

Half of all trips are 3 miles or less
28% of trips are 1 mile or less, *an easy biking or walking distance*



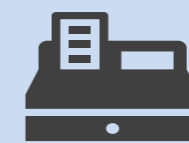
Businesses along the 9th Ave protected bike lane in NYC reported up to a **49%** increase in sales.



Bicycling can reduce depression, improve sleep quality and improve cognitive functions for older adults.



More people biking or walking means more eyes on the street, which improves safety and enhances community cohesion



Bicyclists are often the **best shoppers**, spending more money and visiting more often.

Economic Impact

A recent study of 14 corridors in 6 U.S. cities evaluated sales tax, employment data and wage data to analyze economic growth as a result of added bicycle facilities



Food service businesses experienced economic growth in 11 of 14 corridors



Retail businesses experienced economic growth in 9 of 14 corridors



Generally street improvements had either positive or non-significant impacts on corridor employment and sales

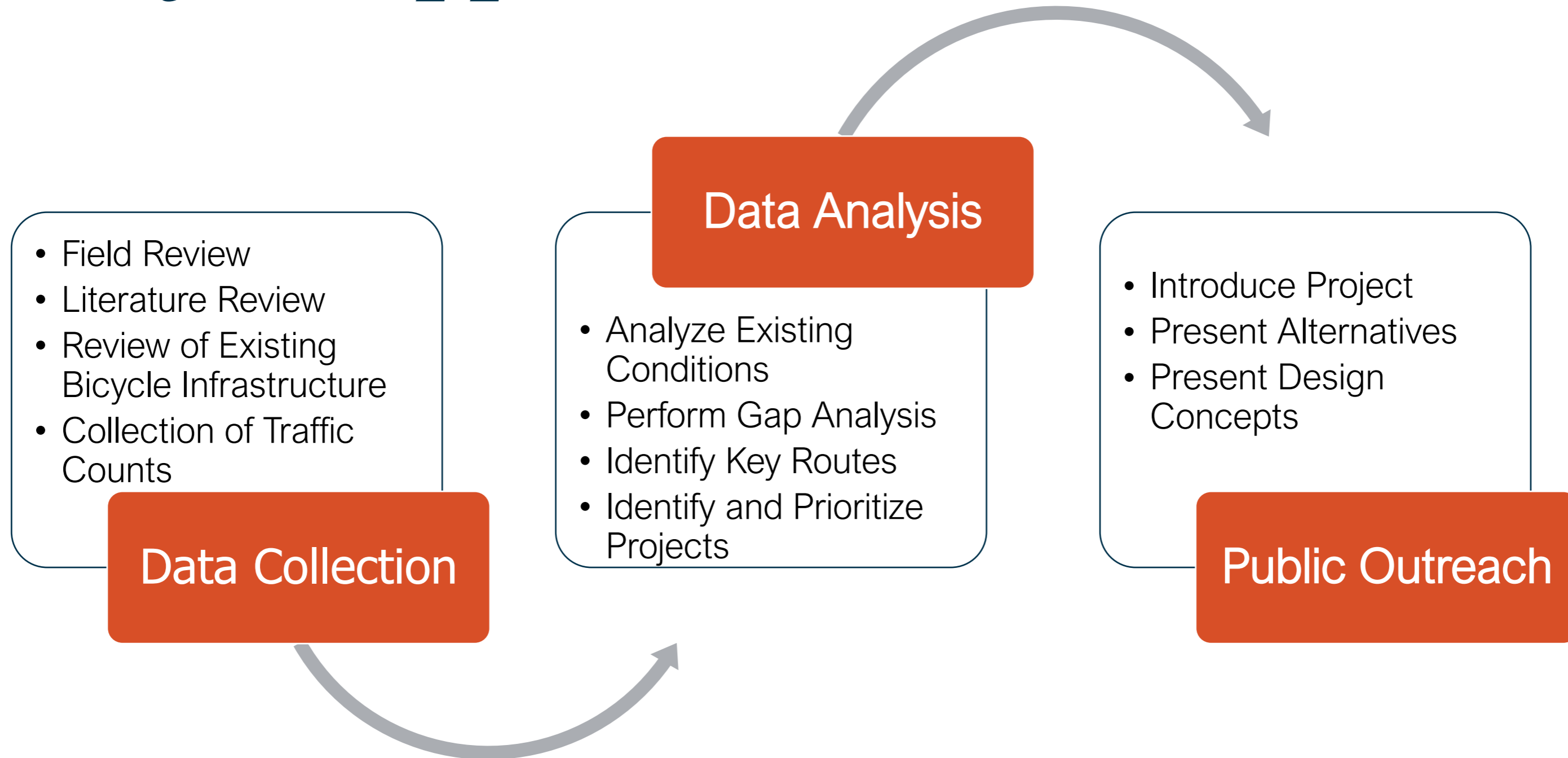
<https://nitc.trec.pdx.edu/research/project/1161>



Project Scope

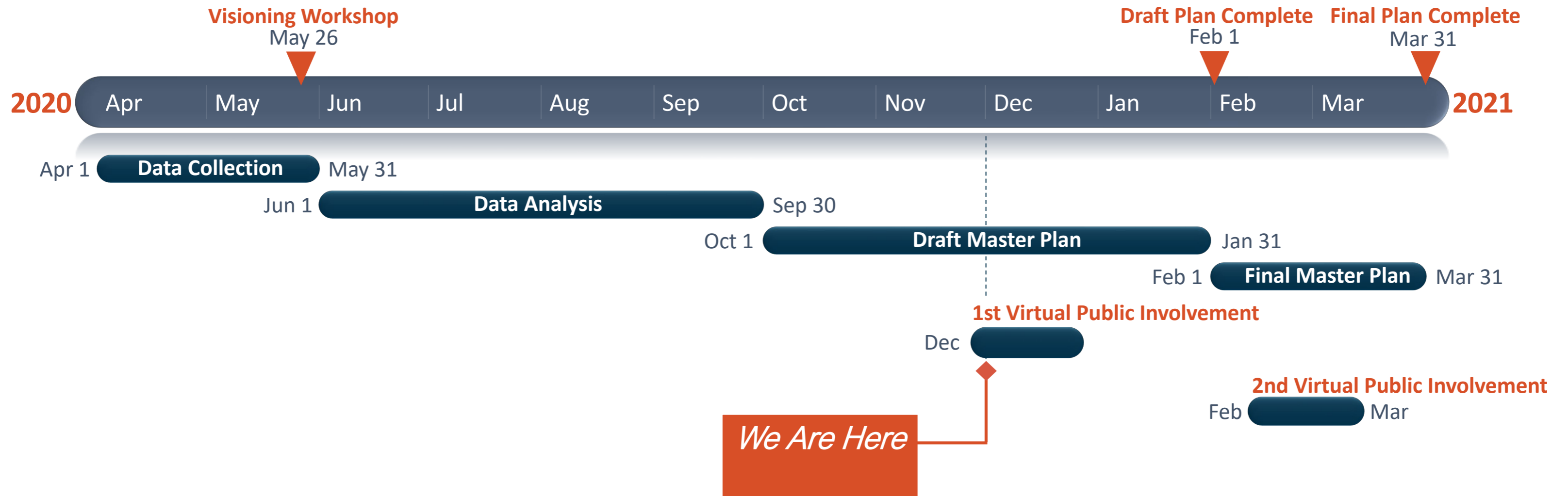
- Understand existing gaps in the Old Town Scottsdale Bicycle network
- Improve bicycle connectivity into and around Old Town Scottsdale
- Identify key bicycle routes
- Identify and prioritize infrastructure improvement projects to develop key bicycle routes

Project Approach





Project Schedule



Vision and Goals

- Virtual visioning workshop was held with over 20 city of Scottsdale stakeholders May 26, 2020
- Identified existing conditions, opportunities and hurdles to increasing active transportation in Old Town



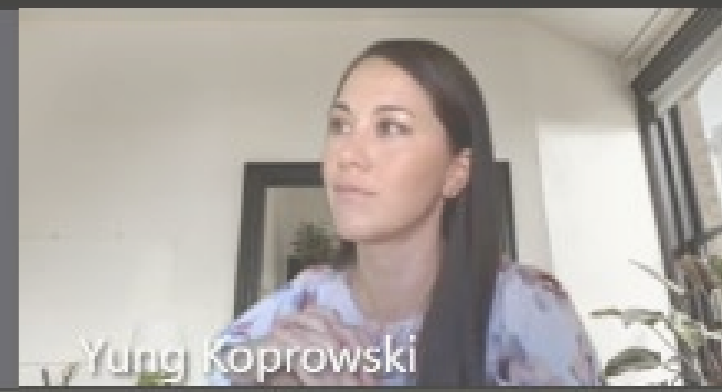
Contaldo, Jackelyn



Taylor, Samuel



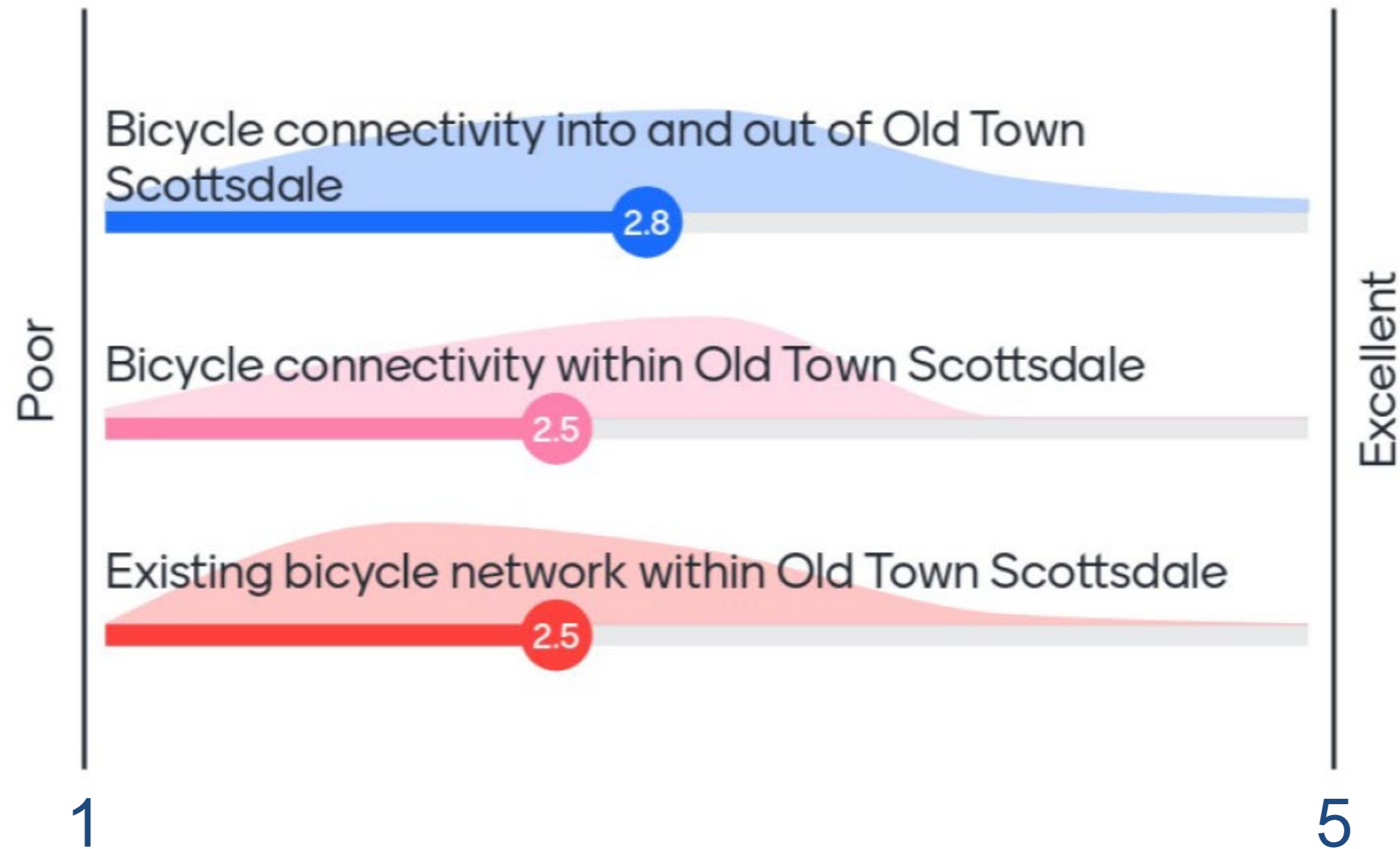
Conklu, Susan



Yung Koprowski



Visioning Workshop – How would you rate the existing bicycle network?

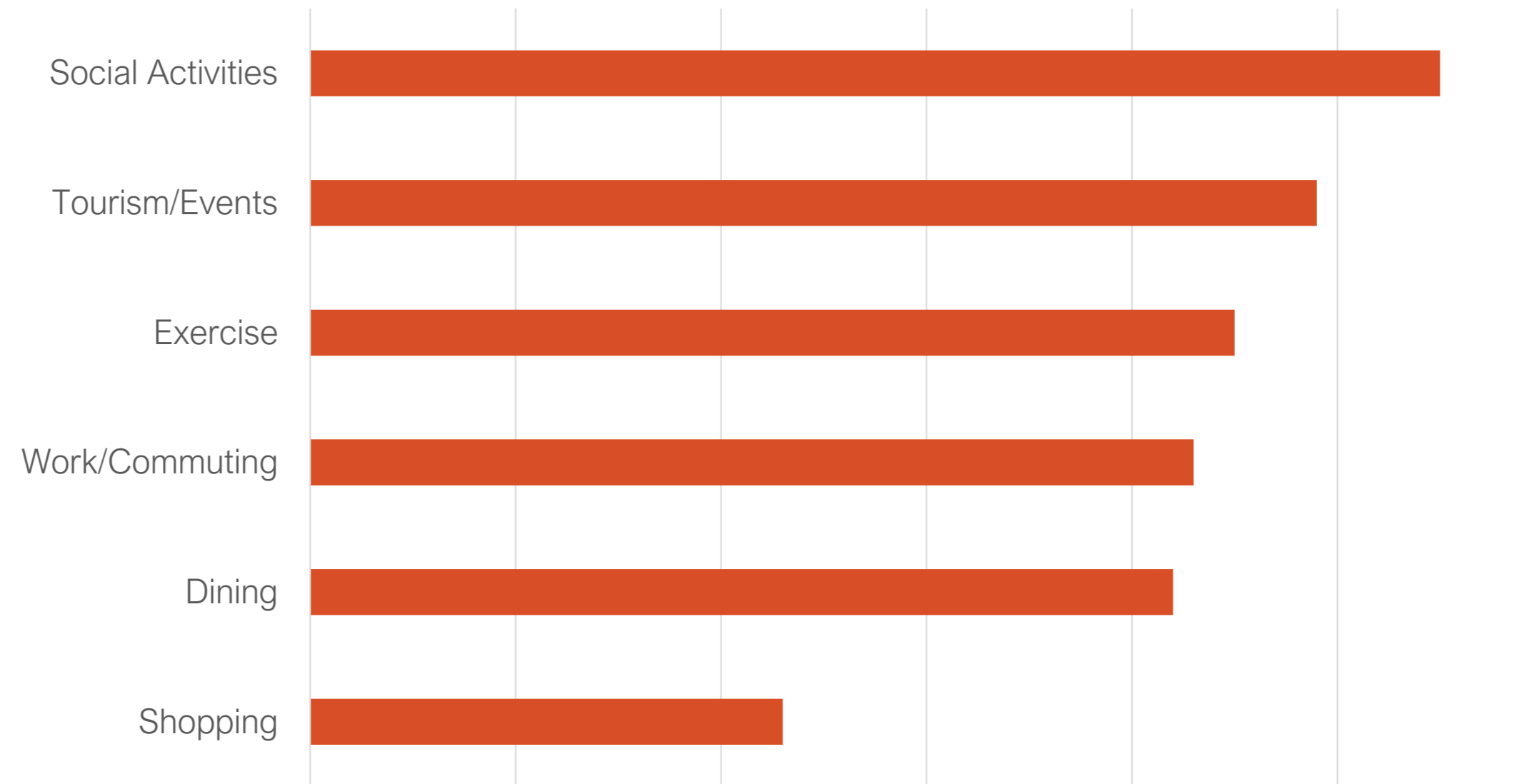




Visioning Workshop – How would you rate the existing bicycle network?

The results indicated that although the City of Scottsdale is rated as a Gold Bicycle Friendly Community, the infrastructure in Old Town needs improvement.

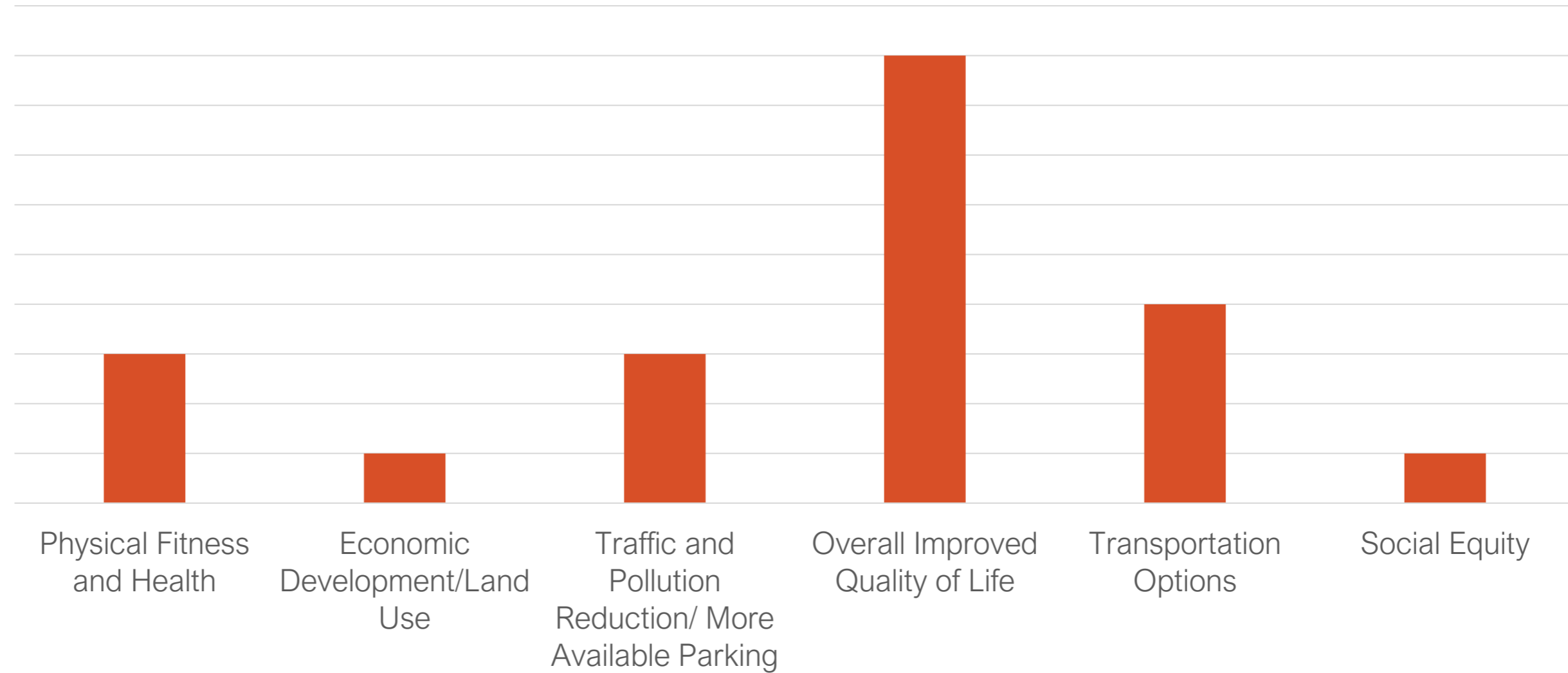
Visioning Workshop – Why do you think people bicycle into, out of, and within Old Town Scottsdale?



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The results indicated that most ridership is recreational. Therefore, facilities should be comfortable for a wide range of ages and cycling skills.

Visioning Workshop – What is the most significant benefit to increasing active transportation in Old Town Scottsdale?

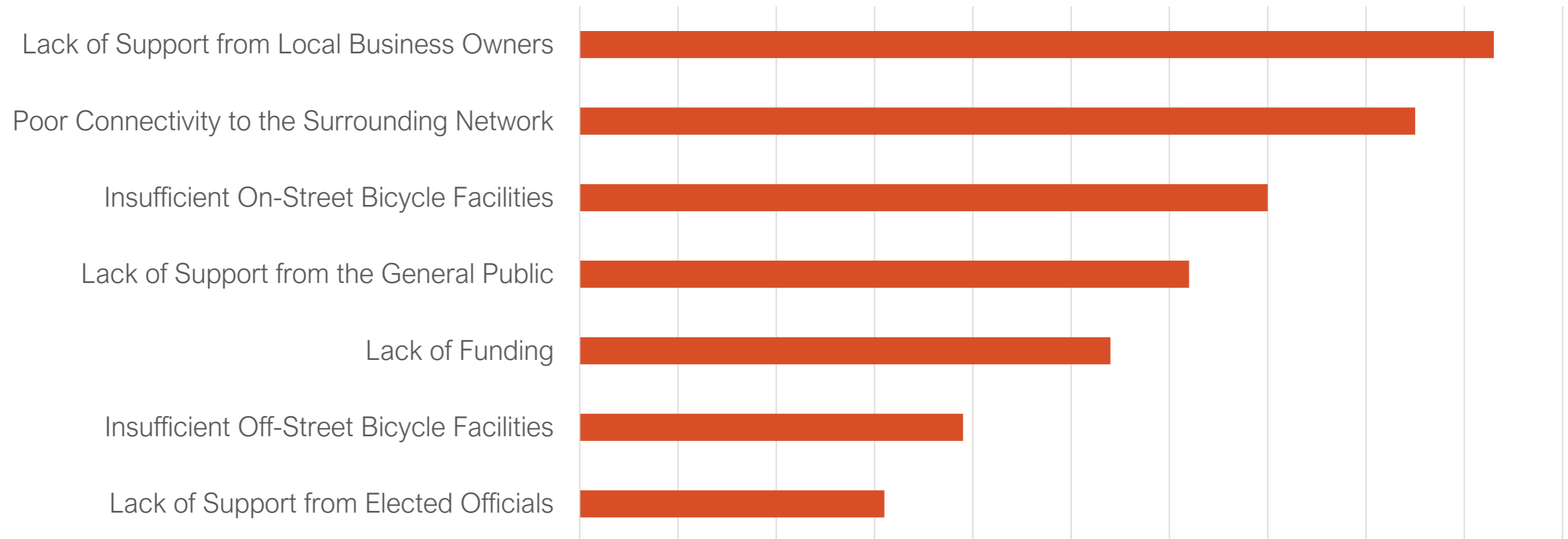


Visioning Workshop – What is the most significant benefit to increasing active transportation in Old Town Scottsdale?

Scottsdale is annually rated a top place to live, visit and do business. The results indicate that increasing active transportation in Old Town Scottsdale will increase the overall quality of life.



Visioning Workshop – What challenges exist for increasing active transportation in Old Town Scottsdale?



***Visioning Workshop –
What challenges exist for increasing active transportation
in Old Town Scottsdale?***

The results indicate that there is a need to improve on-street facilities and increase connectivity to an already strong off-street network.



2,306

Bicyclists



11,586

Pedestrians



334

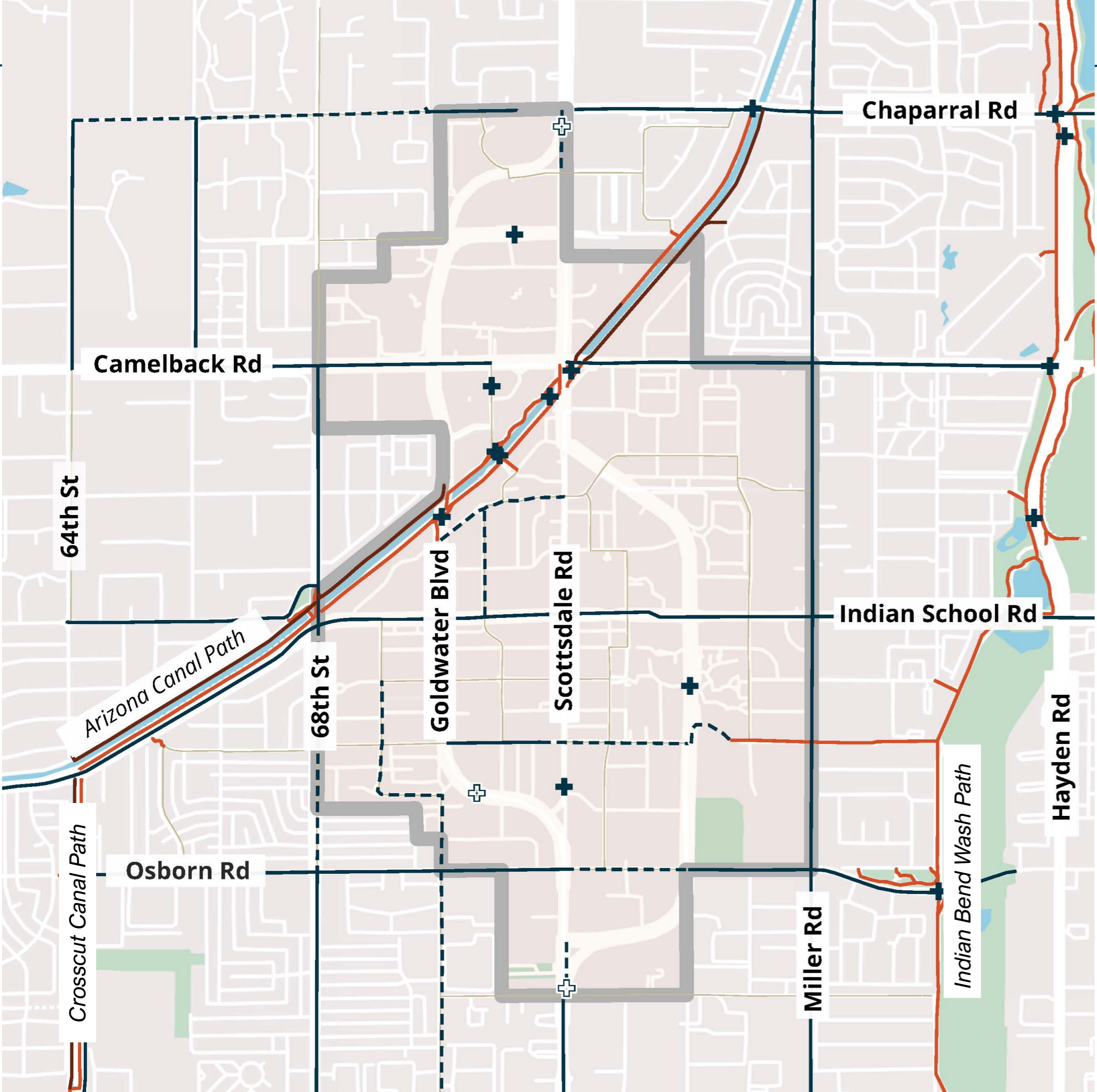
Scooters

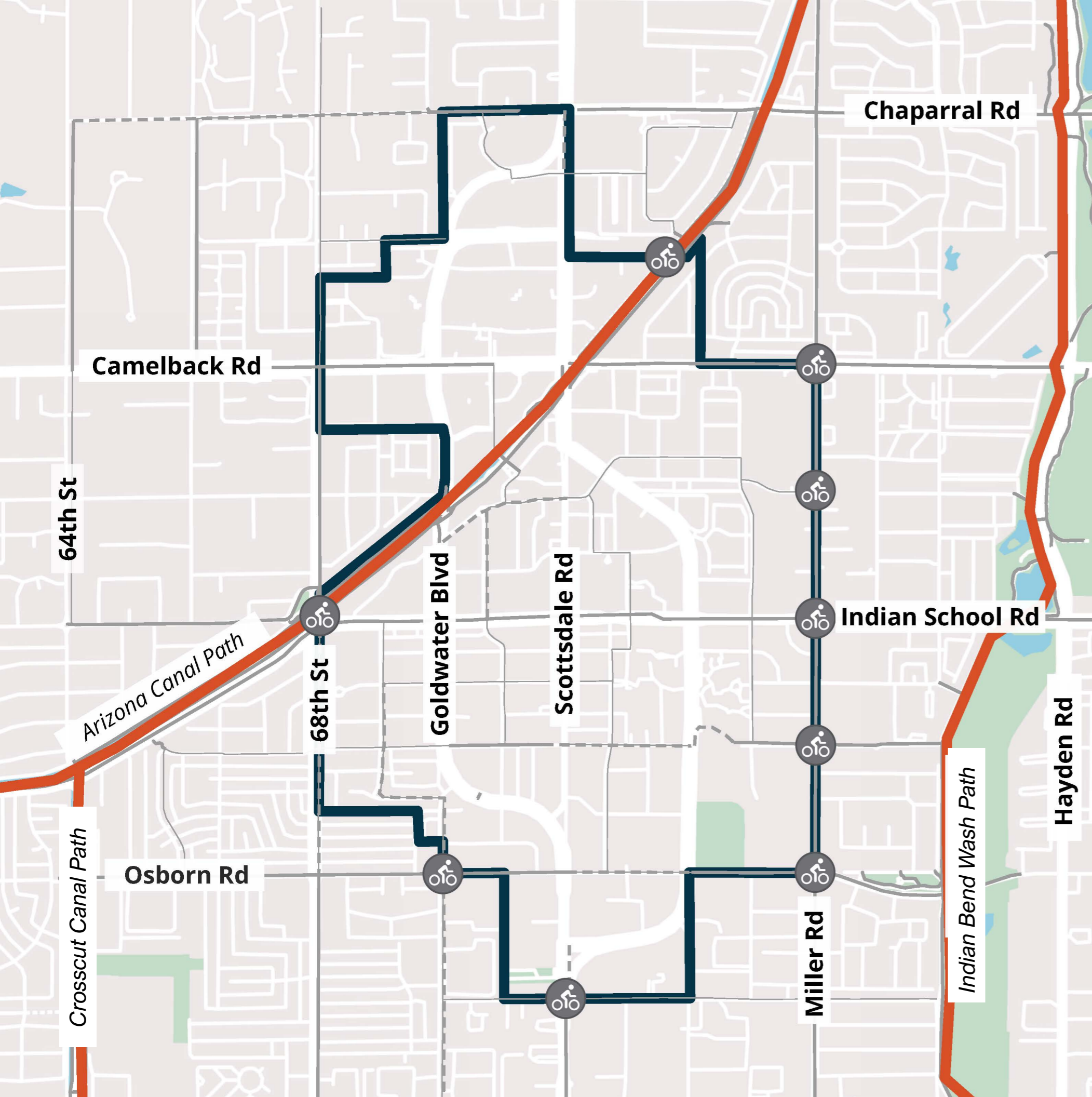




Existing Bicycle Infrastructure

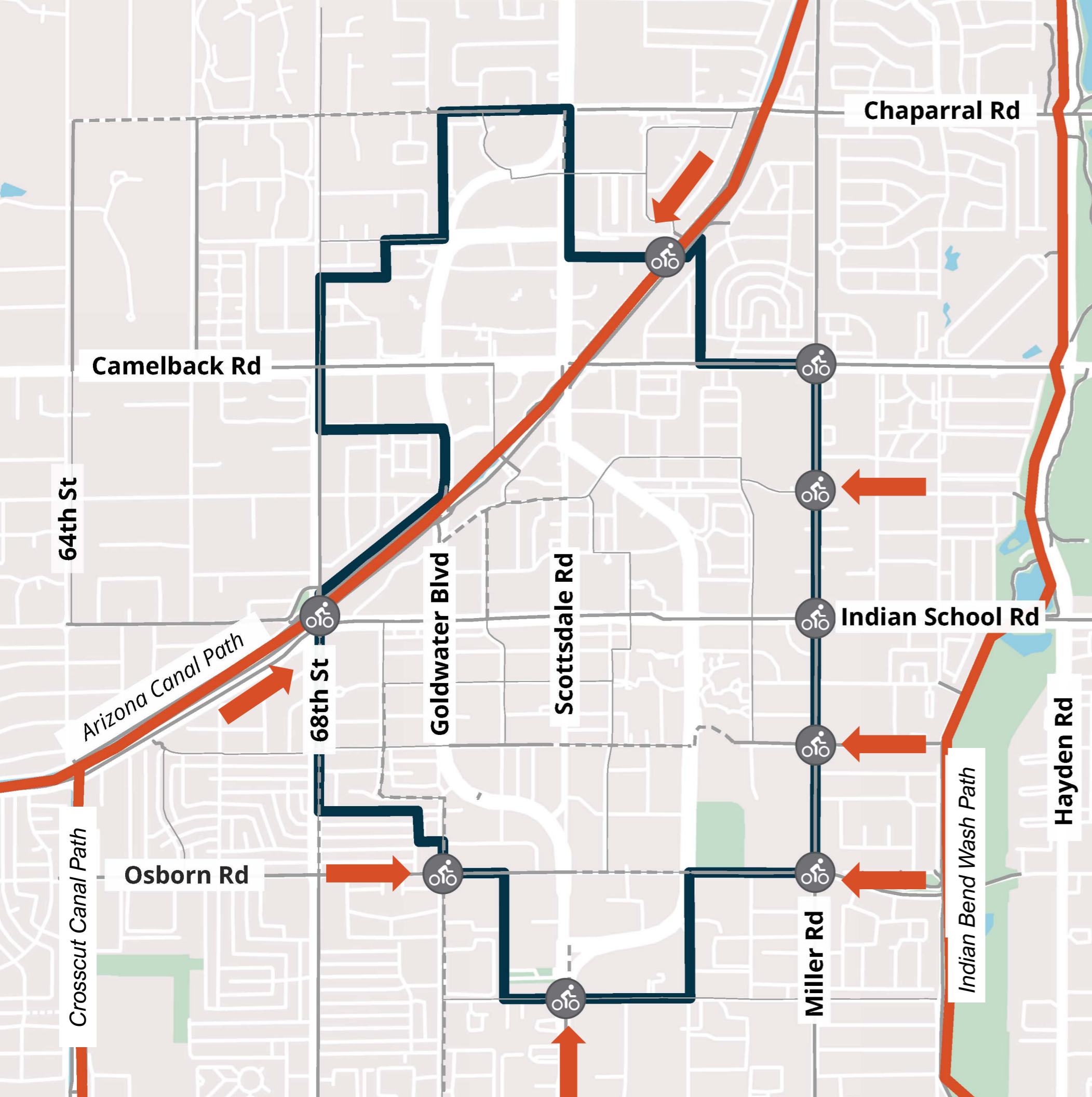
- Old Town Boundary
- Paved Shared Use Path
- Unpaved Trail
- Bike Lane
- Planned Bicycle Facility
- Bike Route
- Enhanced Crossing
- Planned Enhanced Crossing





Gap Analysis

-  Old Town Boundary
-  Key Regional Paths
-  Existing Bike Facilities
-  Planned Bike Facilities
-  Old Town Bicycle Access Points

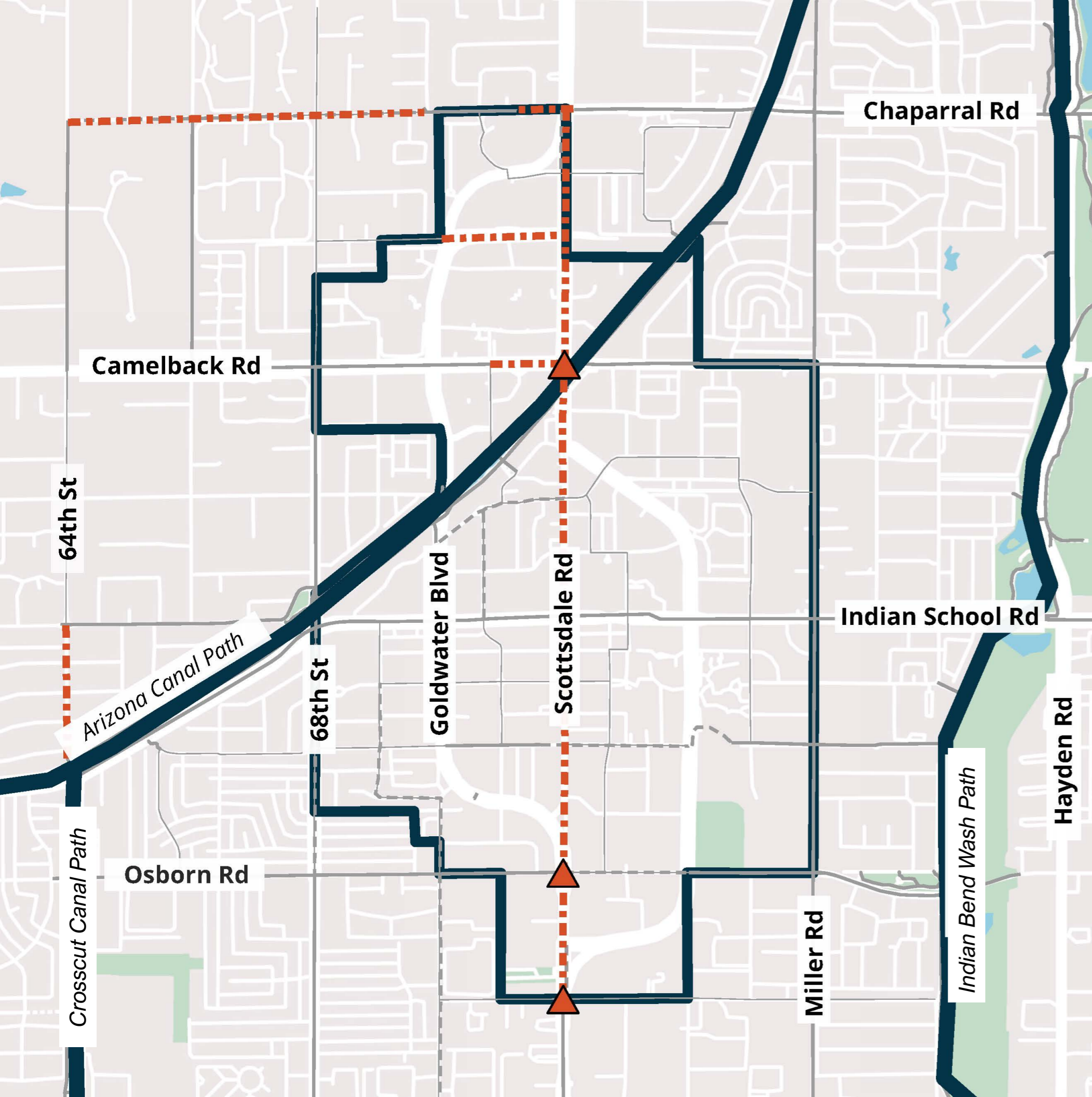


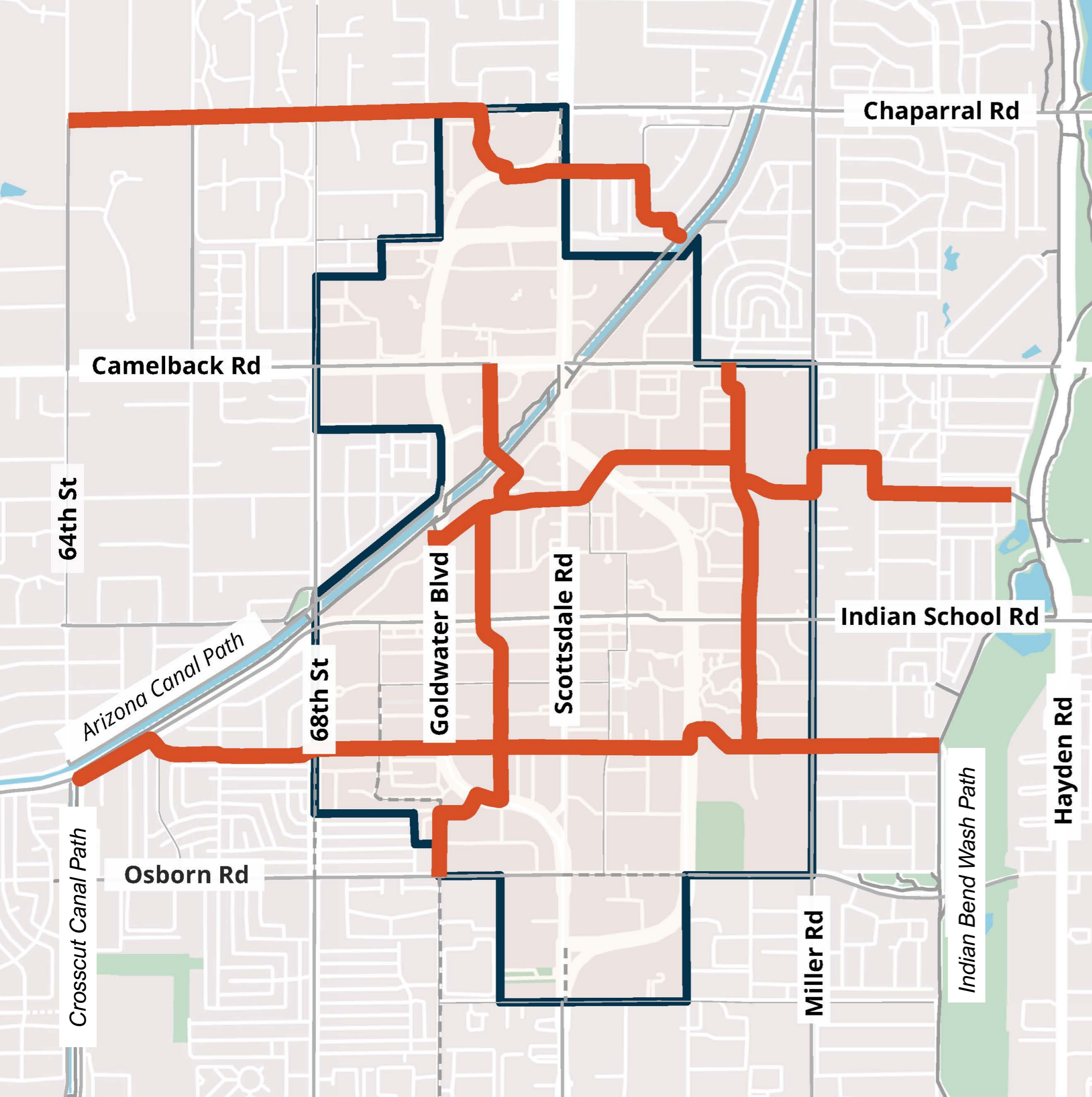
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Gap Analysis

- Old Town Boundary
- Key Regional Paths
- Existing Bike Facilities
- Planned Bike Facilities
- Identified Corridor Gaps
- Identified Spot Gaps

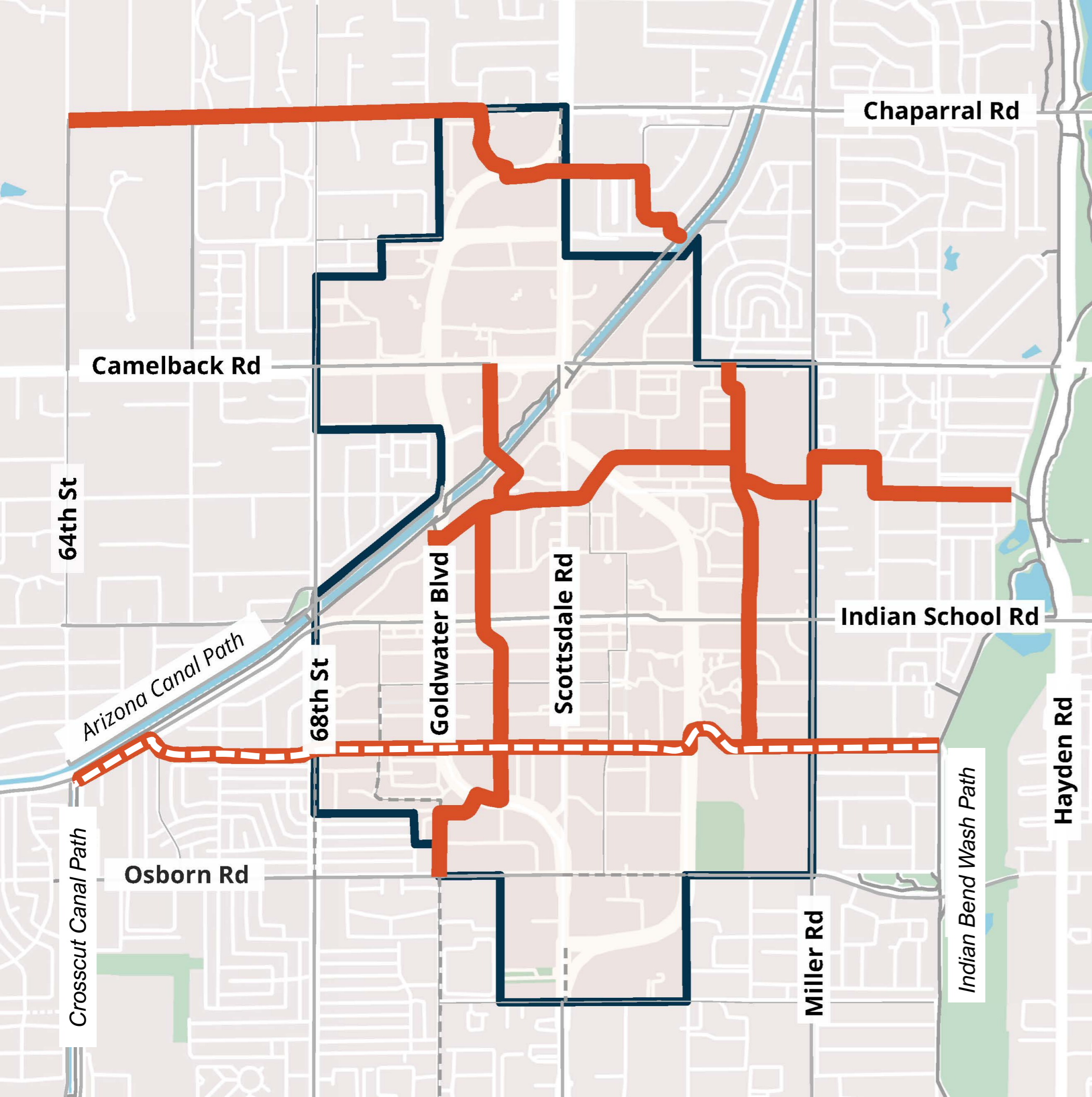







Key Routes

-  Old Town Boundary
-  Key Recommended Routes
-  Existing Bike Facilities
-  Planned Bike Facilities

- 1 2nd Street from Indian Bend Wash to Cross Cut Canal
- 2 Glenrosa Street, Montecito Avenue, 6th Avenue, Stetson Drive, 5th Avenue
- 3 75th Street from 2nd Street to Camelback Road
- 4 70th Street and Marshall Way from Osborn Road to Camelback Road
- 5 Chaparral Road and Rancho Vista Drive from 64th Street to Arizona Canal

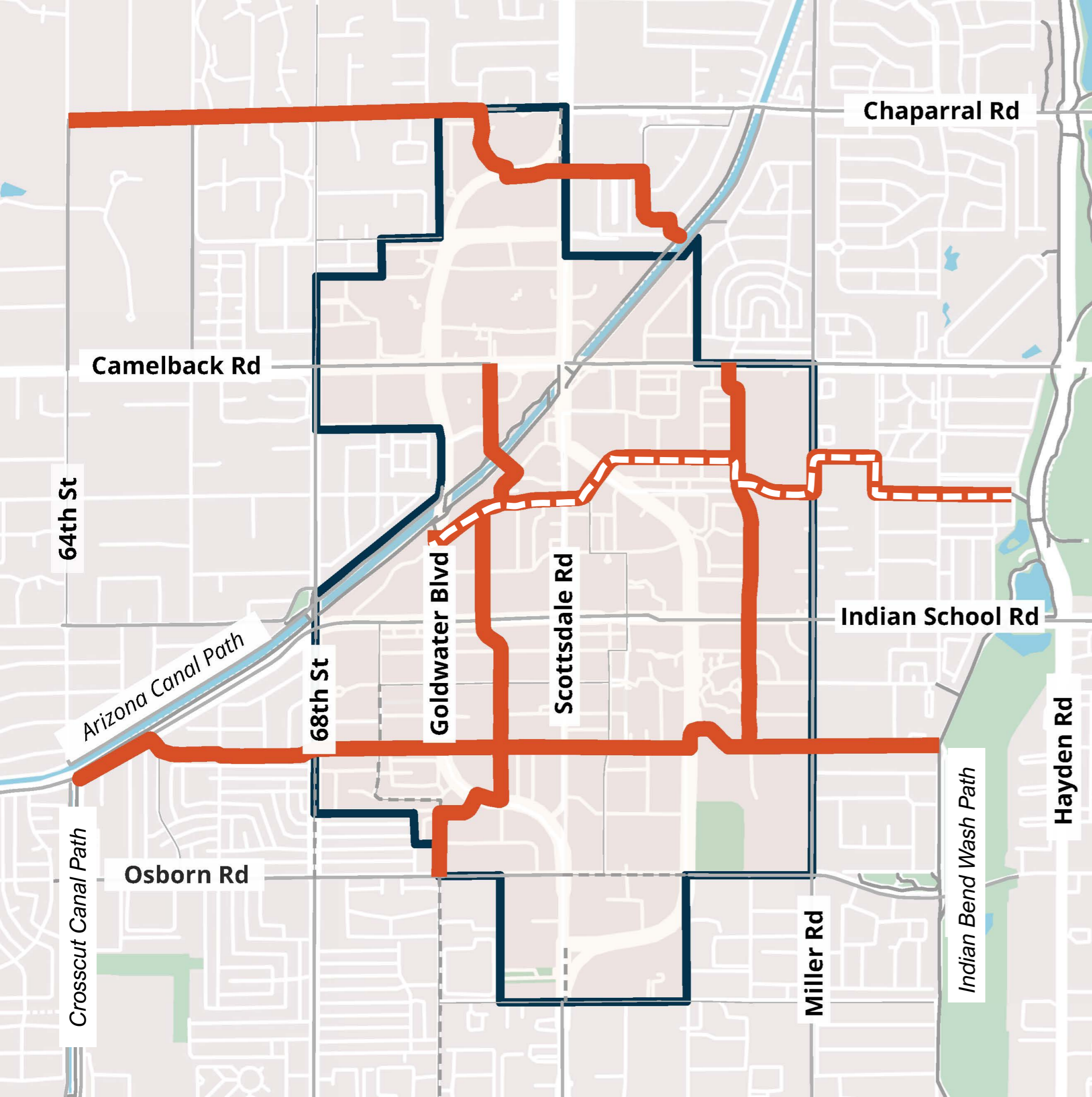


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1 2nd Street from Indian Bend Wash to Crosscut Canal

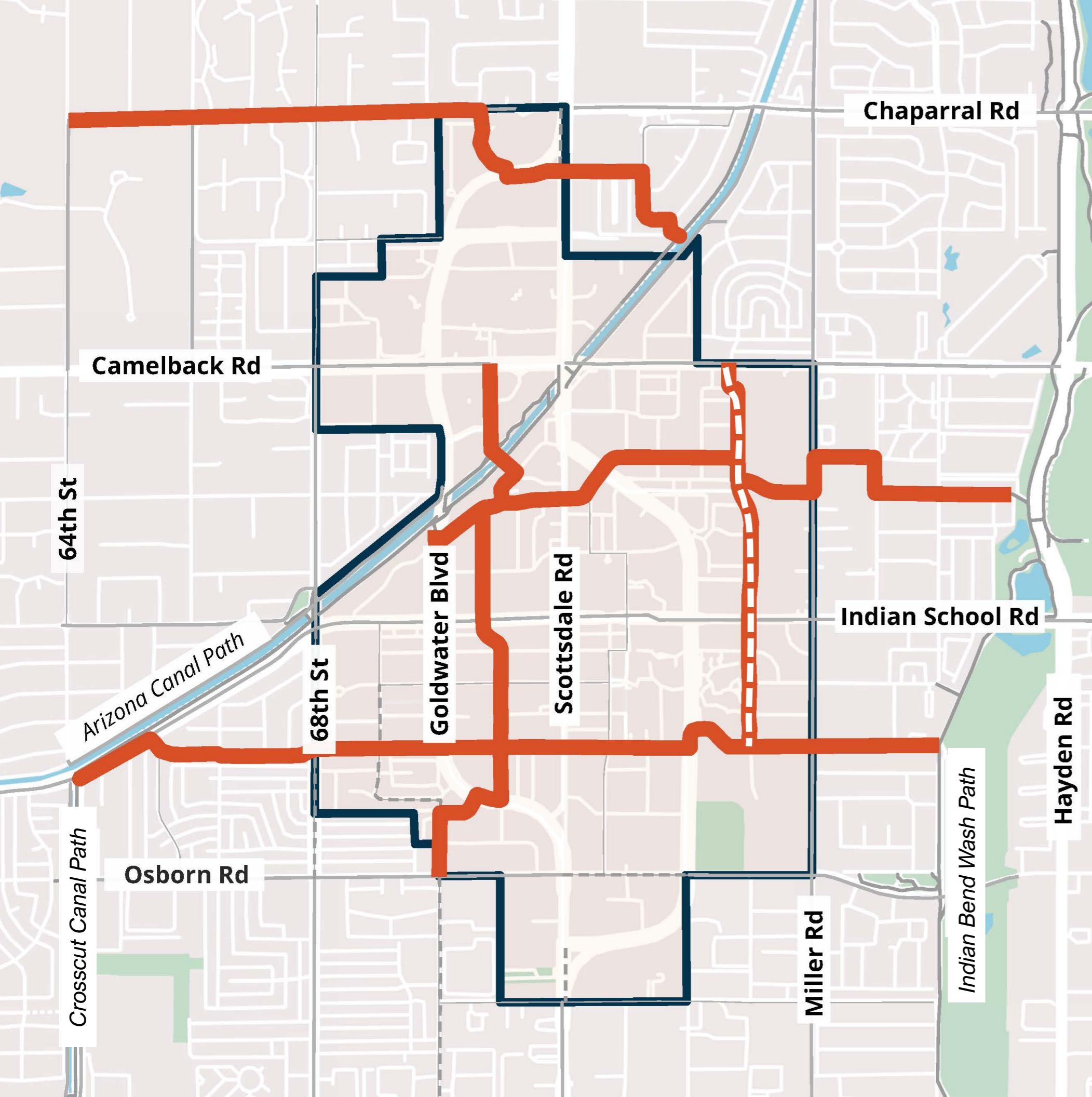






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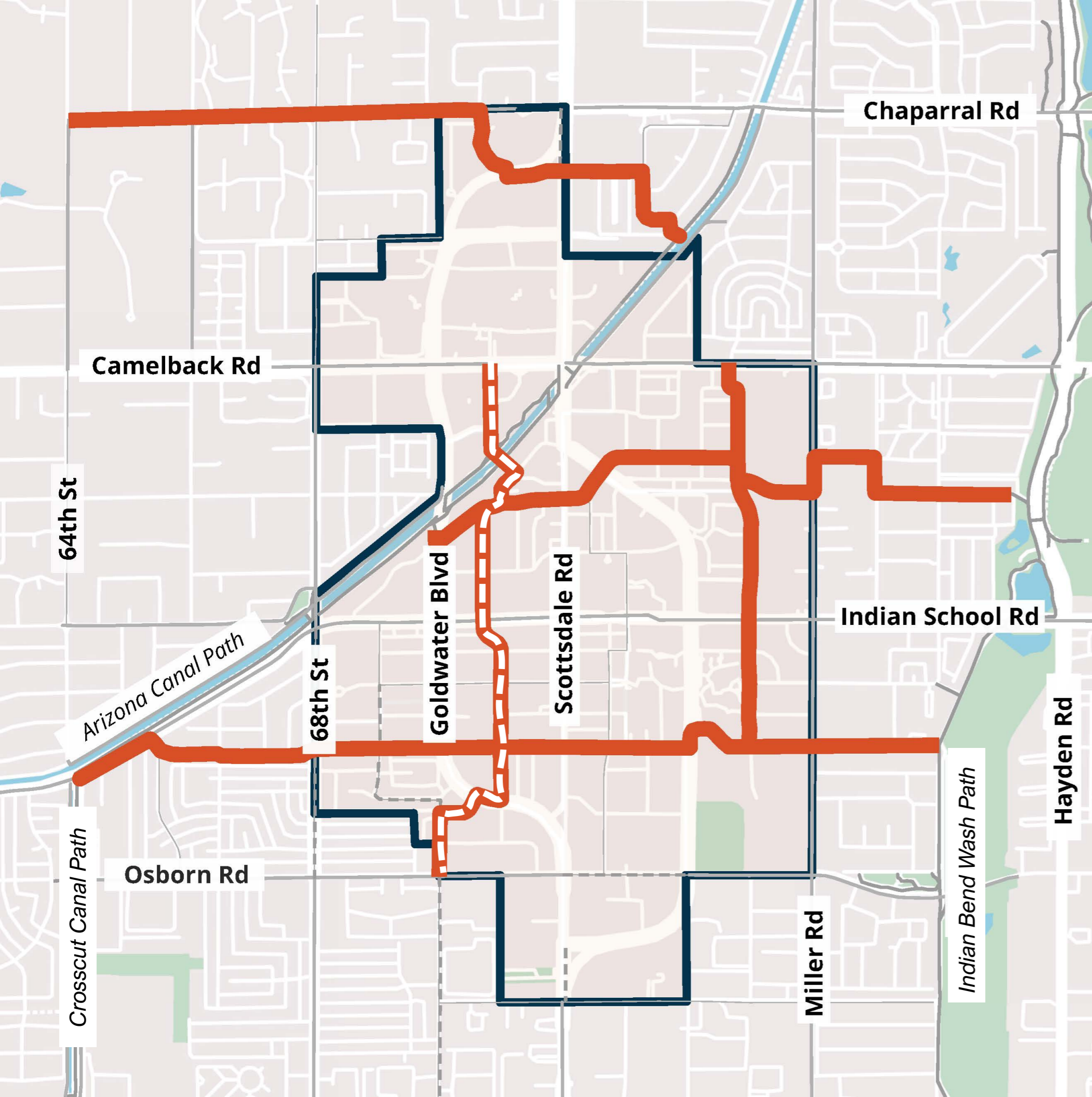
-  Glenrosa Street, Montecito Avenue, 6th Avenue, Stetson Drive, 5th Avenue



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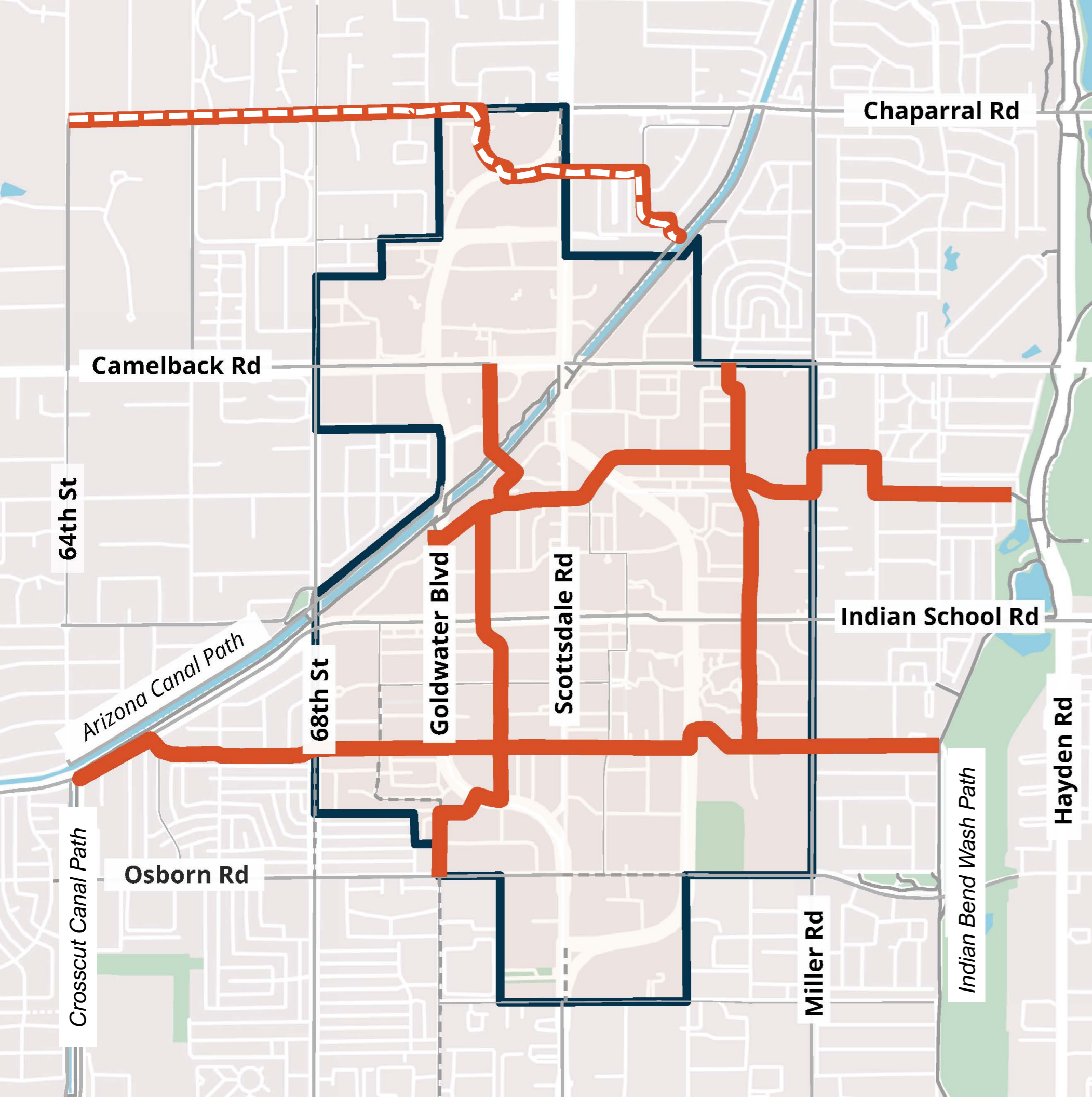
-  75th Street from 2nd Street to Camelback Road




Key Routes

- Old Town Boundary
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- Existing Bike Facilities
- Planned Bike Facilities

- 70th Street and Marshall Way from Osborn Road to Camelback Road



Key Routes

-  Old Town Boundary
-  Key Recommended Routes
-  Existing Bike Facilities
-  Planned Bike Facilities

5 Chaparral Road and Rancho Vista Drive from 64th Street to Arizona Canal



Next Steps

- Identify corridor and spot projects to support key routes
- Prioritize recommended projects
- Draft master plan
- Conduct future public involvement

***Old
Town**
SCOTTSDALE

CITY OF
SCOTTSDALE

MARICOPA
ASSOCIATION of
GOVERNMENTS

Thank You

December 2020



WERK

