

SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To: Transportation Commission
From: Paul Basha, Transportation Director
Subject: Recommended Transportation Master Plan
Meeting Date: 21 January 2016



ITEM IN BRIEF

Information: Recommended Transportation Master Plan for discussion and direction.

Purpose:

The Transportation Master Plan is tentatively scheduled for a recommendation by the Transportation Commission to the City Council on 4 February. The final draft of the Transportation Master Plan is attached.

This document is complete with the exception of the Transit Element Future Rail Routes. As indicated in the text, further direction pertaining to future rail possibilities is necessary and anticipated from the Transportation Commission at the 21 January meeting.

As stated in the Transportation Master Plan Purpose on page 1, the intention of this document is to provide generalized direction for the entire transportation system in the City of Scottsdale. This document is similar to the General Plan. It is not intended to list specific projects. Specific project lists are the function of the City Council annually adopted Capital Improvement Plan.

An exception to this intent is multi-use path and trail priorities. Pages 34 through 52 indicate in both maps and tables; high, medium, and low priorities for multi-use path and trail priorities. The multi-use path projects are primarily those included in the 2008 Transportation Master Plan, as supplemented with additional projects identified in the past year of deliberations. The trails priorities are those determined by 2004 Scottsdale Trails Master Plan and the 2009 Ad Hoc Citizens Trails Task Force. These multi-use path and trail priorities are provided as numerous improvements and connections are necessary to complete our multi-use and trail system.



City of Scottsdale Transportation Master Plan 2016

DRAFT - January 13, 2016

Table of Contents

| | |
|---|----|
| Introduction | 1 |
| Notable Policy Differences from 2008 Transportation Master Plan..... | 1 |
| Notable Street Differences from 2008 Transportation Master Plan..... | 1 |
| Notable Transit Differences from 2008 Transportation Master Plan | 2 |
| Notable Non-motorized Vehicle Differences from 2008 Transportation Master Plan..... | 2 |
| Policies | 2 |
| Shea Boulevard, 96th Street to 144th Street, Access Policy | 3 |
| Streets Element | 3 |
| Transit Element..... | 23 |
| Transit Element – New Trolley Routes | 27 |
| Transit Element – New Bus Route | 30 |
| Transit Element – Potential Future Rail Routes..... | 32 |
| Non-Motorized Vehicle Element – Multi-use Paths..... | 34 |
| Non-Motorized Vehicle Element – Trails | 43 |

List of Figures

| | |
|---|----|
| Figure 1: Generalized Street Cross-section – Major Arterial..... | 4 |
| Figure 2: Generalized Street Cross-section – Minor Arterial..... | 4 |
| Figure 3: Generalized Street Cross-section – One Lane Arterial or Rural Collector..... | 5 |
| Figure 4: Generalized Street Cross-section – Major Collector | 5 |
| Figure 5: Generalized Street Cross-section – Minor Collector | 5 |
| Figure 6: All Street Classifications – Entire City..... | 7 |
| Figure 7: Suburban Street Classifications – Entire City | 8 |
| Figure 8: Rural Street Classifications – Entire City | 9 |
| Figure 9: Urban Street Classifications – Entire City..... | 10 |
| Figure 10: All Street Classifications – McKellips Road to Indian Bend Road | 11 |
| Figure 11: Suburban Street Classifications – McKellips Road to Indian Bend Road | 12 |
| Figure 12: Rural Street Classifications – McKellips Road to Indian Bend Road..... | 13 |
| Figure 13: Urban Street Classifications – McKellips Road to Indian Bend Road..... | 14 |
| Figure 14: All Street Classifications – Indian Bend Road to Pinnacle Peak Road..... | 15 |
| Figure 15: Suburban Street Classifications – Indian Bend Road to Pinnacle Peak Road | 16 |
| Figure 16: Rural Street Classifications – Indian Bend Road to Pinnacle Peak Road | 17 |
| Figure 17: Urban Street Classifications – Indian Bend Road to Pinnacle Peak Road | 18 |
| Figure 18: All Street Classifications – Pinnacle Peak Road to Jenny Lin Road..... | 19 |
| Figure 19: Suburban Street Classifications – Pinnacle Peak Road to Jenny Lin Road | 20 |
| Figure 20: Rural Street Classifications – Pinnacle Peak Road to Jenny Lin Road | 21 |
| Figure 21: Urban Street Classifications – Pinnacle Peak Road to Jenny Lin Road | 22 |
| Figure 22: Existing Bus and Trolley Routes..... | 24 |
| Figure 23: Existing Bus and Trolley Routes – McKellips Road to Indian Bend Road | 26 |
| Figure 24: Existing Bus and Trolley Routes – Indian Bend Road to Pinnacle Peak Road..... | 27 |
| Figure 25: New Cactus Trolley Route..... | 28 |
| Figure 26: New Airpark Trolley Route..... | 29 |
| Figure 27: New Scottsdale Road Limited Bus Route | 30 |
| Figure 28: Existing Hayden Road Bus Route – Thomas Road to Raintree Drive..... | 31 |
| Figure 29: Potential Hayden Road Bus Route – Deviating to Honor Health..... | 32 |
| Figure 30: Potential Future Rail Routes..... | 33 |
| Figure 31: Non-Motorized Multi-use Path Priorities – McKellips Road to Indian Bend Road.... | 34 |
| Figure 32: Non-Motorized Multi-use Path Priorities – Indian Bend Road to Pinnacle Peak Road | 35 |
| Figure 33: Non-Motorized Multi-use Paths Priorities – Pinnacle Peak Road to Jenny Lin Road | 36 |
| Figure 34: Non-Motorized Trail Priorities – McKellips Road to Indian Bend Road | 43 |
| Figure 35: Non-Motorized Trail Priorities – Indian Bend Road to Pinnacle Peak Road | 44 |
| Figure 36: Non-Motorized Trails Priorities – Pinnacle Peak Road to Jenny Lin Road | 45 |

List of Tables

| | |
|---|----|
| Table 1: Existing Routes Frequency..... | 23 |
| Table 2: Committed April 2016 Changed Service | 23 |
| Table 3: Non-Motorized Multi-use Paths | 34 |
| Table 4: Non-Motorized Multi-use Paths High Priorities | 37 |
| Table 5: Non-Motorized Multi-use Paths High Priorities (Continued) | 38 |
| Table 6: Non-Motorized Multi-use Paths Medium Priorities | 39 |
| Table 7: Non-Motorized Multi-use Paths Medium Priorities (Continued)..... | 40 |
| Table 8: Non-Motorized Multi-use Paths Low Priorities | 41 |
| Table 9: Non-Motorized Multi-use Paths Low Priorities (Continued)..... | 42 |
| Table 10: Non-Motorized Trails | 43 |
| Table 11: Non-Motorized Trails High Priorities | 46 |
| Table 12: Non-Motorized Trails Medium Priorities | 47 |
| Table 13: Non-Motorized Trails Medium Priorities (Continued) | 48 |
| Table 14: Non-Motorized Trails Low Priorities | 49 |
| Table 15: Non-Motorized Trails Low Priorities (Continued)..... | 50 |
| Table 16: Non-Motorized Trails Low Priorities (Continued)..... | 51 |
| Table 17: Non-Motorized Trails Low Priorities (Continued)..... | 52 |

Introduction

The City of Scottsdale Transportation Master Plan provides a guide for the transportation system to serve the residents, visitors, and traveling public in Scottsdale. The 2008 Transportation Master Plan is a 400-page document with a 300-page appendix. This document provides extensive narration, history, information, and data; and therefore remains a useful reference resource.

The 2016 Transportation Master Plan is a concise practical document intended to identify generalized attributes of the City of Scottsdale multi-faceted transportation system. It is similar to and supports the City of Scottsdale General Plan. Specific details of transportation facilities are provided in the City of Scottsdale Design Standards and Policies Manual. Specific transportation projects are provided annually in the City of Scottsdale Capital Improvement Plan

Notable Policy Differences from 2008 Transportation Master Plan

The 2016 Transportation Master Plan designates roundabouts as the preferred traffic control device for intersections of all combinations of one-lane-per-direction and two-lane-per-direction streets

Notable Street Differences from 2008 Transportation Master Plan

The portion of 128th Street within the Scottsdale Preserve has been removed as designated street. This three-quarter-mile street segment was identified in the 2008 Transportation Master Plan, and is located approximately 1 mile south of Dynamite Boulevard. The 2016 Transportation Master Plan designates this street as emergency access only. When constructed, it will consist of one twelve-foot paved lane with four-foot stabilized shoulders. The segment will be protected from non-emergency vehicle use with locked gates at the north and south connections to the street.

Cactus Road from 124th Street to 128th Street has been eliminated as the property north of this roadway segment is now part of the McDowell Sonoran Preserve. A multi-use path – as designated in the 2008 Transportation Master Plan – is retained in this right-of-way.

Five street segments are designated to be constructed with one motor-vehicle-lane and one wide bicycle-lane per direction separated by a raised landscaped median. These segments are:

Pima Road, Legend Trail to Stagecoach Pass

128th Street, Pinnacle Peak Road alignment to Happy Valley Road alignment

Dynamite Boulevard, 118th Street to 144th Street

Jomax Road, Alma School Parkway to 118th Street

Range Gate Road, 118th Street to 128th Street

These segments will include right-of-way widths commensurate with their designation.

Notable Transit Differences from 2008 Transportation Master Plan

The 2016 Transportation Master Plan designates two new trolley routes and one new limited-stop bus route. One trolley route is in the Scottsdale Airpark and serves properties both east and west of the Airport runway. The other trolley route generally serves the area east of Pima Road, north of the Doubletree Ranch Road alignment, and southwest of the Central Arizona Canal. The limited stop bus service is on Scottsdale Road with stops only at Scottsdale Fashion Square and the Scottsdale Road and Thunderbird Road Park-and-Ride facility.

The 2016 Transportation Master Plan includes potential future rail routes in Scottsdale.

Notable Non-motorized Vehicle Differences from 2008 Transportation Master Plan

The bicycle, pedestrian, and non-motorized vehicle elements of the Transportation Master Plan are combined into one section. All travelway designations from the 2008 Transportation Master Plan for non-motorized vehicles are incorporated into the 2016 Transportation Master Plan.

Policies

Deviation from Transportation Master Plan Policies can only occur with a majority vote of the Transportation Commission at a regular or special Transportation Commission meeting.

1. Transportation network shall maximize travel route and travel mode choices.
2. All new and improved Scottsdale streets shall provide sufficient right-of-way and shall be designed with “complete streets” concepts to safely accommodate motorists, bicyclists, pedestrians, equestrians, and transit riders of all ages and abilities.
3. Roundabouts shall be the first consideration for all intersections of one or two-lane-per-direction streets. Traffic signals should only be installed or remain if specific analysis justifies their superiority.
4. Traffic signals shall be installed only at intersections satisfying the Manual on Uniform Traffic Control Devices signal warrants as determined by a comprehensive traffic signal warrant study and approved by the Transportation Director.
5. The Traffic Volume and Collision Rate Report shall be prepared biennially, and used to prevent and reduce collisions.
6. Comprehensive speed limit studies – in accordance with the Manual on Uniform Traffic Control Devices – shall be prepared for every major arterial, minor arterial, couplet, and major collector roadway segment a minimum of every seven years.

7. No new single-family residential access shall be permitted to a major arterial or a minor arterial.
8. Minimum new traffic signal and median opening separation, measured centerline to centerline, is:

| <u>CLASSIFICATION</u> | <u>TRAFFIC SIGNALS</u> | <u>MEDIAN OPENINGS</u> |
|-----------------------|------------------------|------------------------|
| Major Arterial | One-half mile | One-quarter mile |
| Minor Arterial | One-half mile | One-eighth mile |
| Major Collector | One-quarter mile | One-eighth mile |
| Couplet | One-quarter mile | One-eighth mile |

Shea Boulevard, 96th Street to 144th Street, Access Policy

1. Driveway Minimization
Cross Parcel Easement
 - A. A parcel (one or more properties owned or controlled by a single entity) for non-residential use, adjoining Shea Boulevard, should provide cross parcel access easement to adjoining east and west parcels.
- Shared Drives
 - B. A parcel (one or more properties owned or controlled by a single entity), adjoining Shea Boulevard, should only directly access Shea Boulevard with a shared access on the property line.
2. Traffic Signals and Median Openings
No additional traffic signals, full median openings, or partial median openings are permitted.
3. Access
New right-turn-in-right-turn-out accesses are permitted only 660 feet approaching a public street and 660 feet departing a public street. A deceleration lane is required.

Streets Element

Figure 1, Figure 2, Figure 3, Figure 4, and Figure 5 depict the generalized cross-sections of the major arterials, minor arterials, major collectors, and minor collectors. Arterial streets include raised landscaped medians with major arterials consisting of three-through-motor-vehicle-lanes-per-direction, and minor arterials consisting of two-through-motor-vehicle-lanes-per-direction. Collector streets include center-two-way-left-turn-lanes with major collectors consisting of two-through-motor-vehicle-lanes-per-direction, and minor arterials consisting of one-through-motor-vehicle-lane-per-direction. All four of these streets include bicycle lanes and sidewalks.

Generalized cross-sections are not provided for couplets. Couplets are similar to arterials, with the only exception that the primary direction provides three through motor vehicle lanes and the secondary direction provides two through motor vehicle lanes. Goldwater Boulevard, west of Scottsdale Road

provides three southbound and two northbound through lanes. Drinkwater Boulevard, east of Scottsdale Road, provides three northbound and two southbound through lanes.

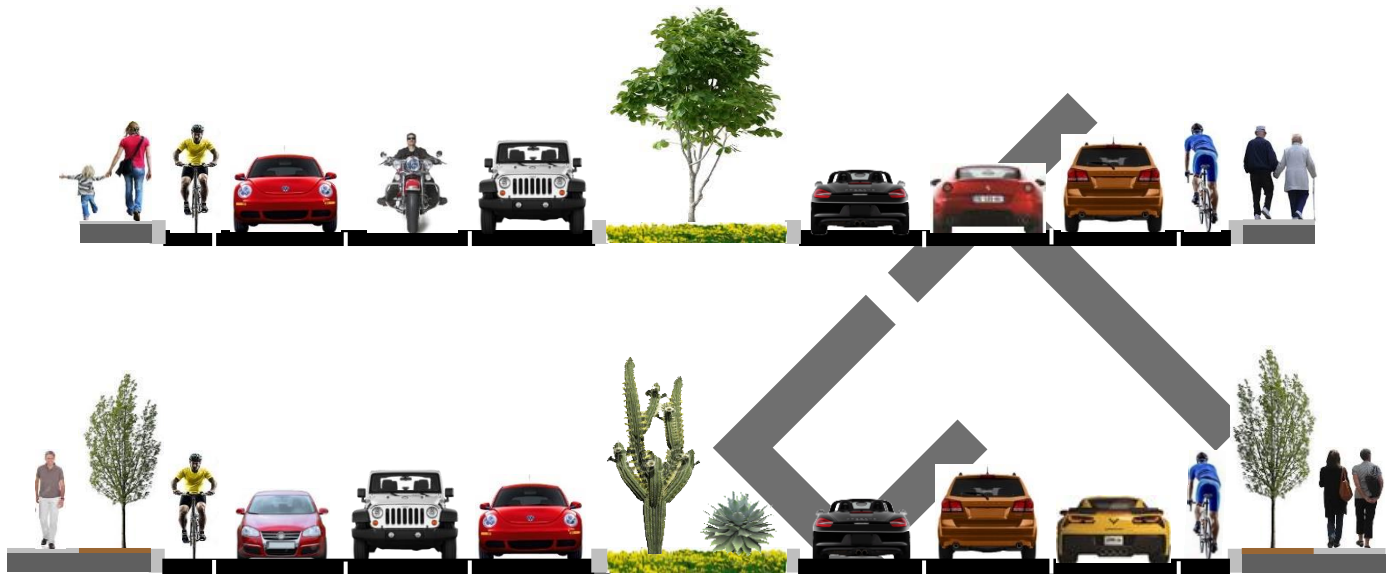
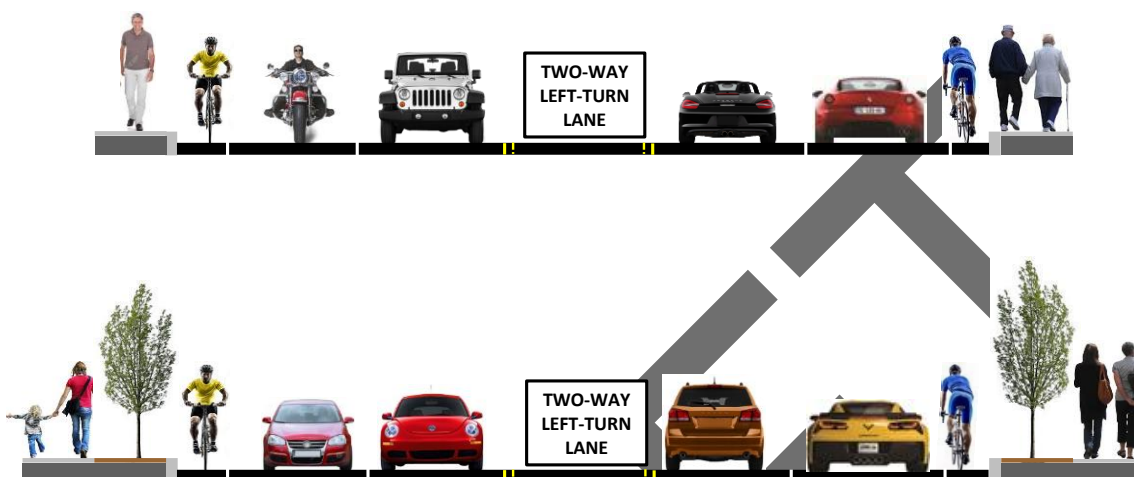
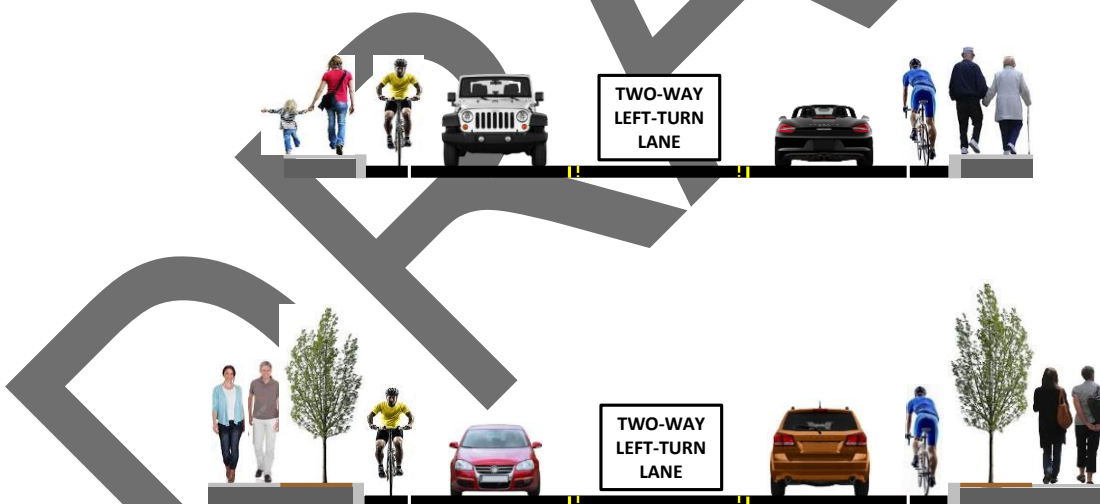


Figure 1: Generalized Street Cross-section – Major Arterial



Figure 2: Generalized Street Cross-section – Minor Arterial



Figure 3: Generalized Street Cross-section – One Lane Arterial or Rural Collector**Figure 4: Generalized Street Cross-section – Major Collector****Figure 5: Generalized Street Cross-section – Minor Collector**

For all four (4) street classifications, the lane dimensions and sidewalk widths are determined on a street segment basis. Whether the sidewalks are attached to the curb or detached from the curb is determined on a street segment basis. The type of curb: vertical, rolled, or ribbon is also determined on a street segment basis. Additional information for these details is provided in the *Design Standards and Policies Manual*.

Three street types exist in the City of Scottsdale: Suburban, Rural, and Urban. All four (4) street classifications exist for each of these street types. The differences between the street types are contained in the *Design Standards and Policies Manual*.

Figure 6, Figure 7, Figure 8, and Figure 9 provide the street classifications for the entire City respectively for all streets, suburban streets, rural streets, and urban streets.

Figure 10, Figure 11, Figure 12, and Figure 13 provide the street classifications for the enlarged portion of Scottsdale from McKellips Road to Indian Bend Road; respectively for all, suburban, rural, and urban classifications.

Figure 14, Figure 15, Figure 16, and Figure 17 provide the street classifications for the enlarged portion of Scottsdale from Indian Bend Road to Pinnacle Peak Road; for respectively all, suburban, rural, and urban classifications.

Figure 18, Figure 19, Figure 20, and Figure 21 provide the street classifications for the enlarged portion of Scottsdale from Pinnacle Peak Road to Jenny Lin Road; respectively for all, suburban, rural, and urban classifications.

The Maricopa Association of Governments, in cooperation with the Arizona Department of Transportation and the City of Scottsdale, is accomplishing a comprehensive analysis of the SR-101 interchanges from Hayden Road to Raintree Drive. This analysis is anticipated for completion in early 2017, and will result in recommended improvements to the interchanges and freeway frontage roads.

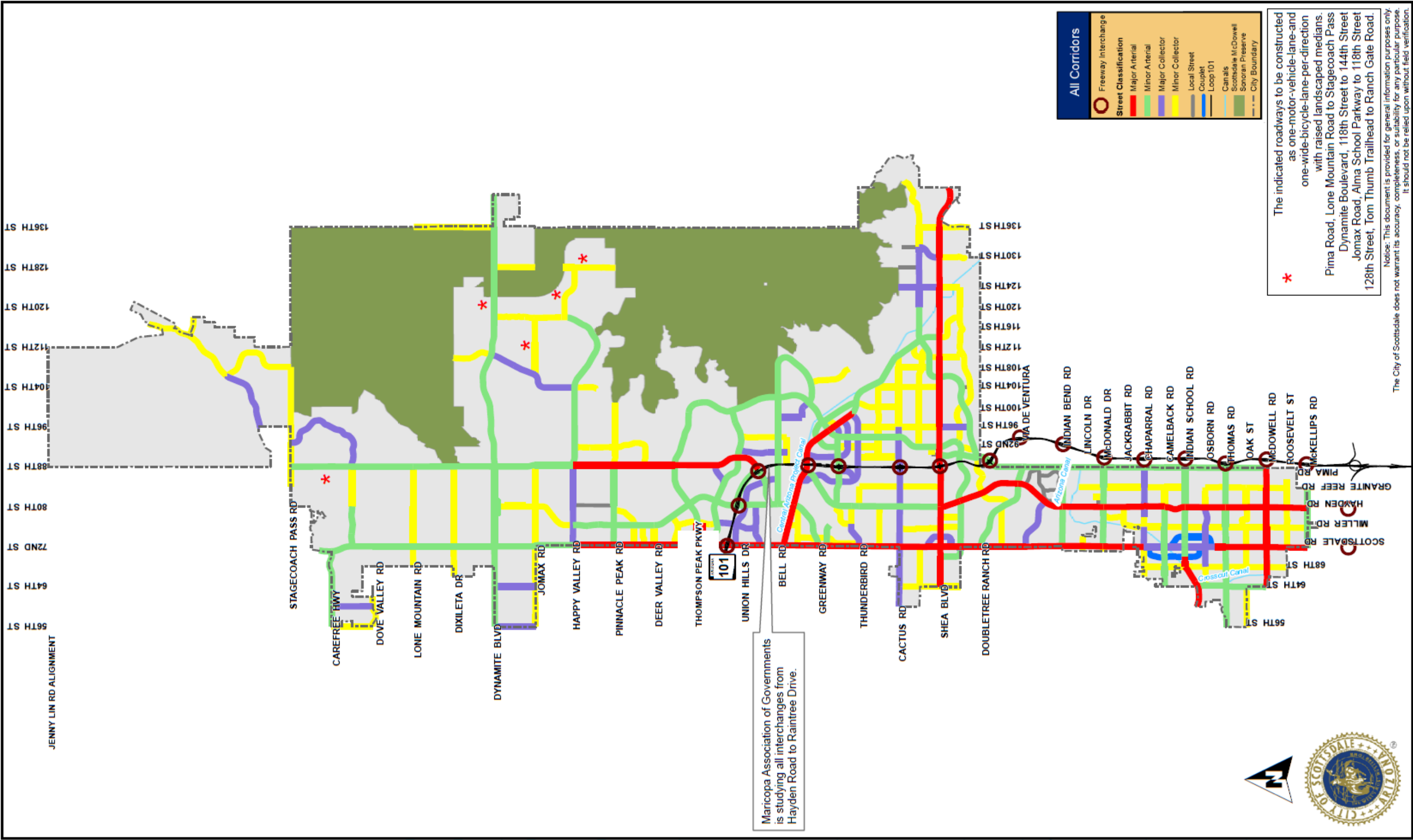


Figure 6: All Street Classifications – Entire City

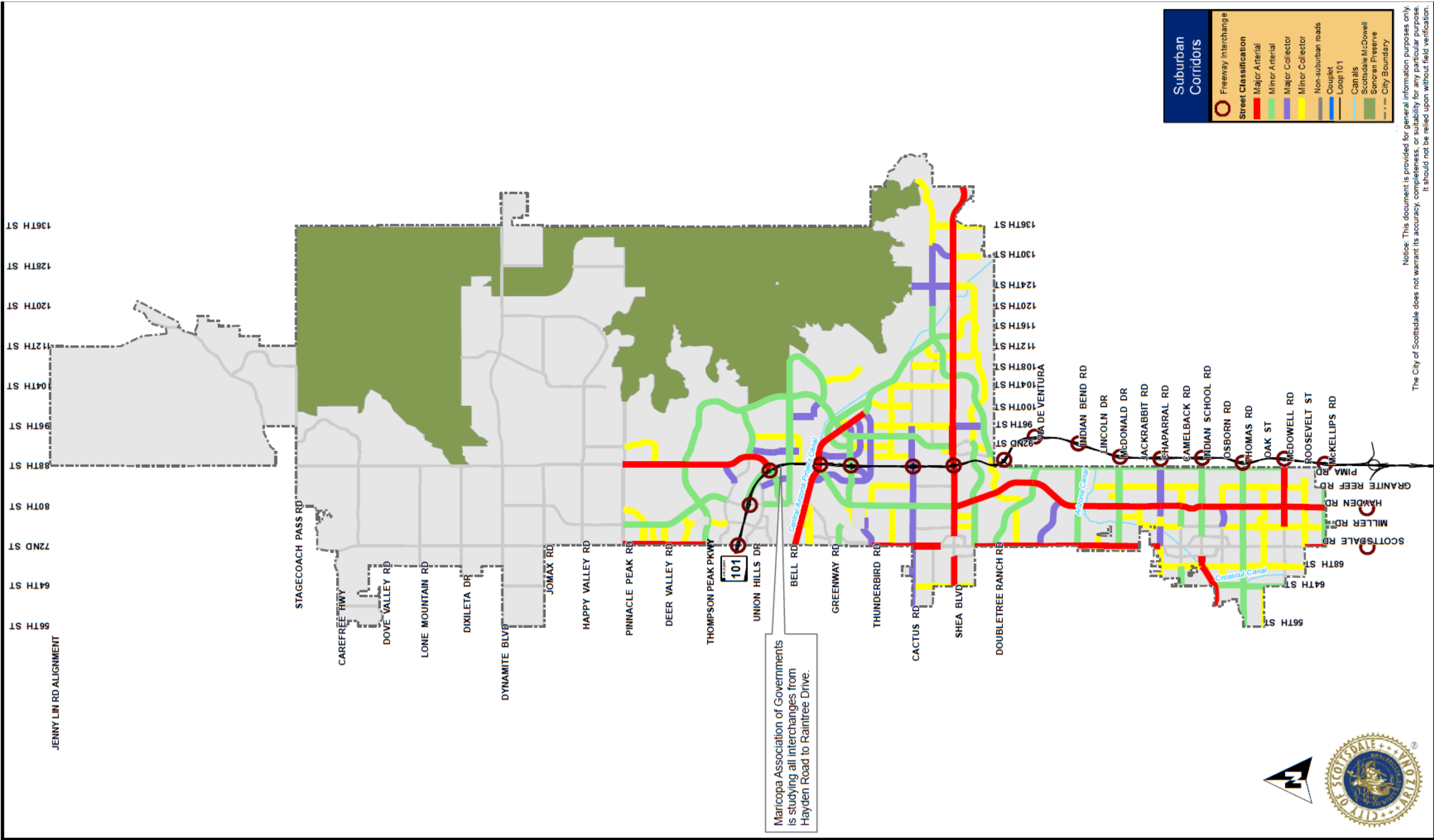


Figure 7: Suburban Street Classifications – Entire City

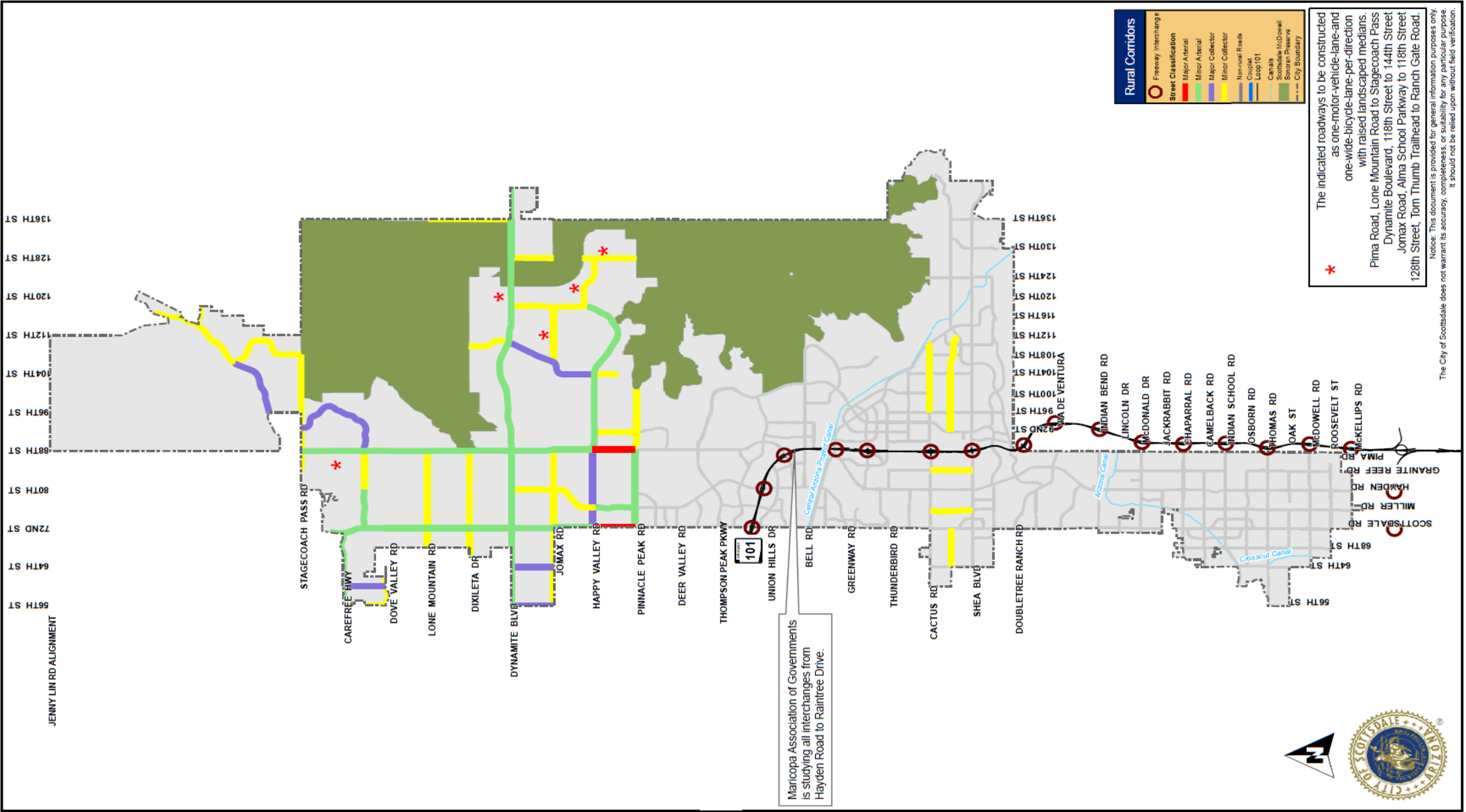


Figure 8: Rural Street Classifications – Entire City

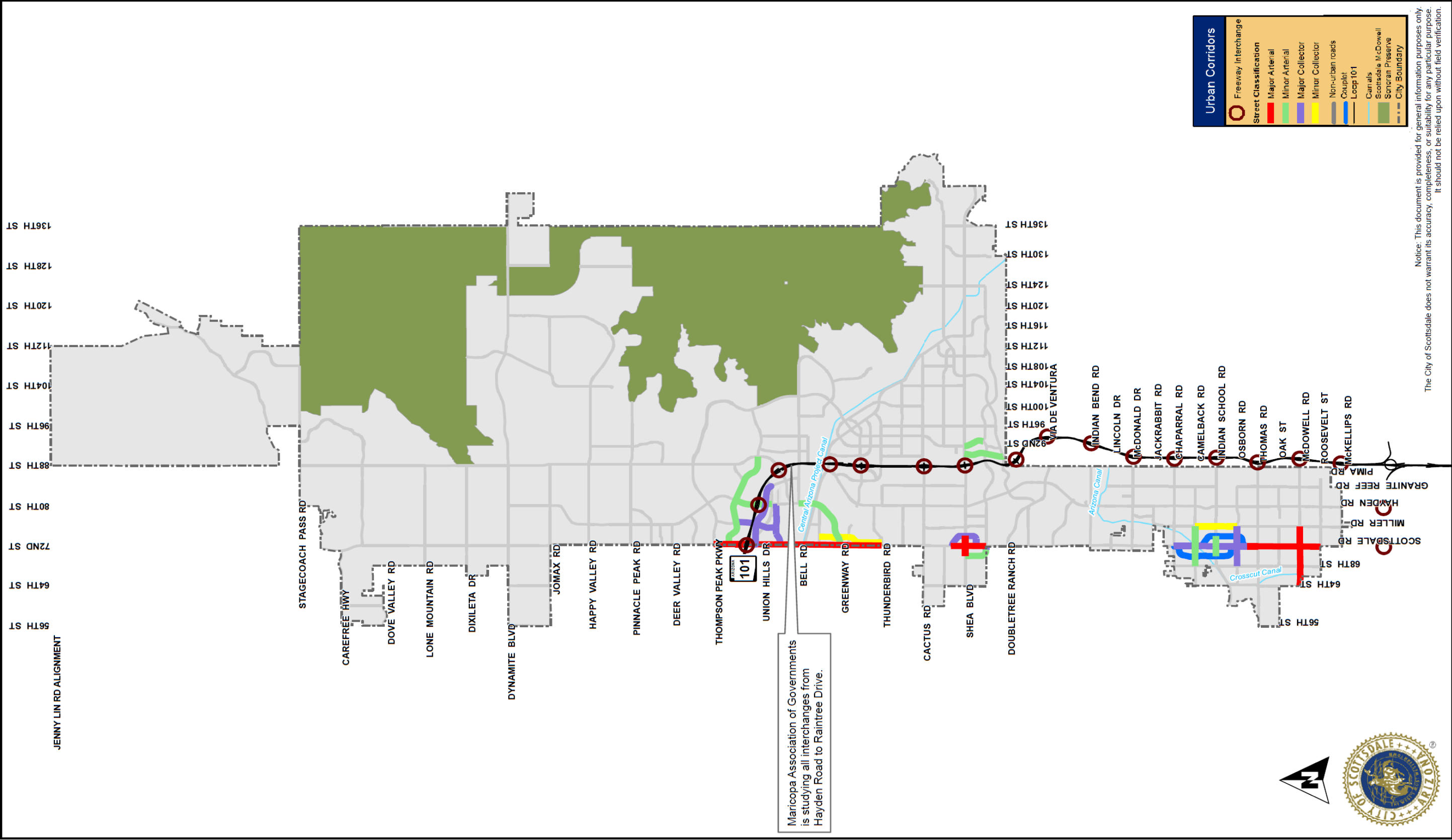


Figure 9: Urban Street Classifications – Entire City

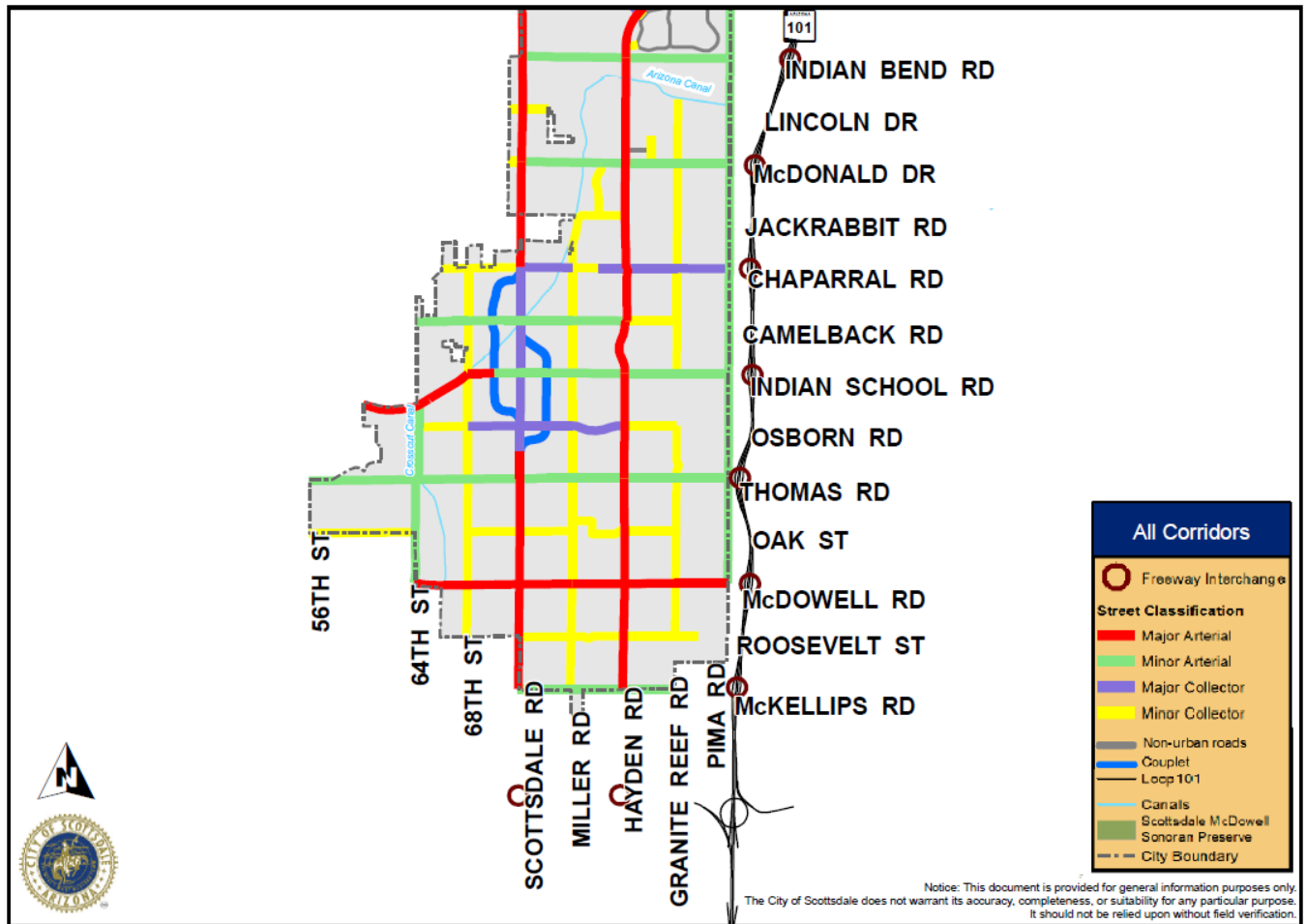


Figure 10: All Street Classifications – McKellips Road to Indian Bend Road

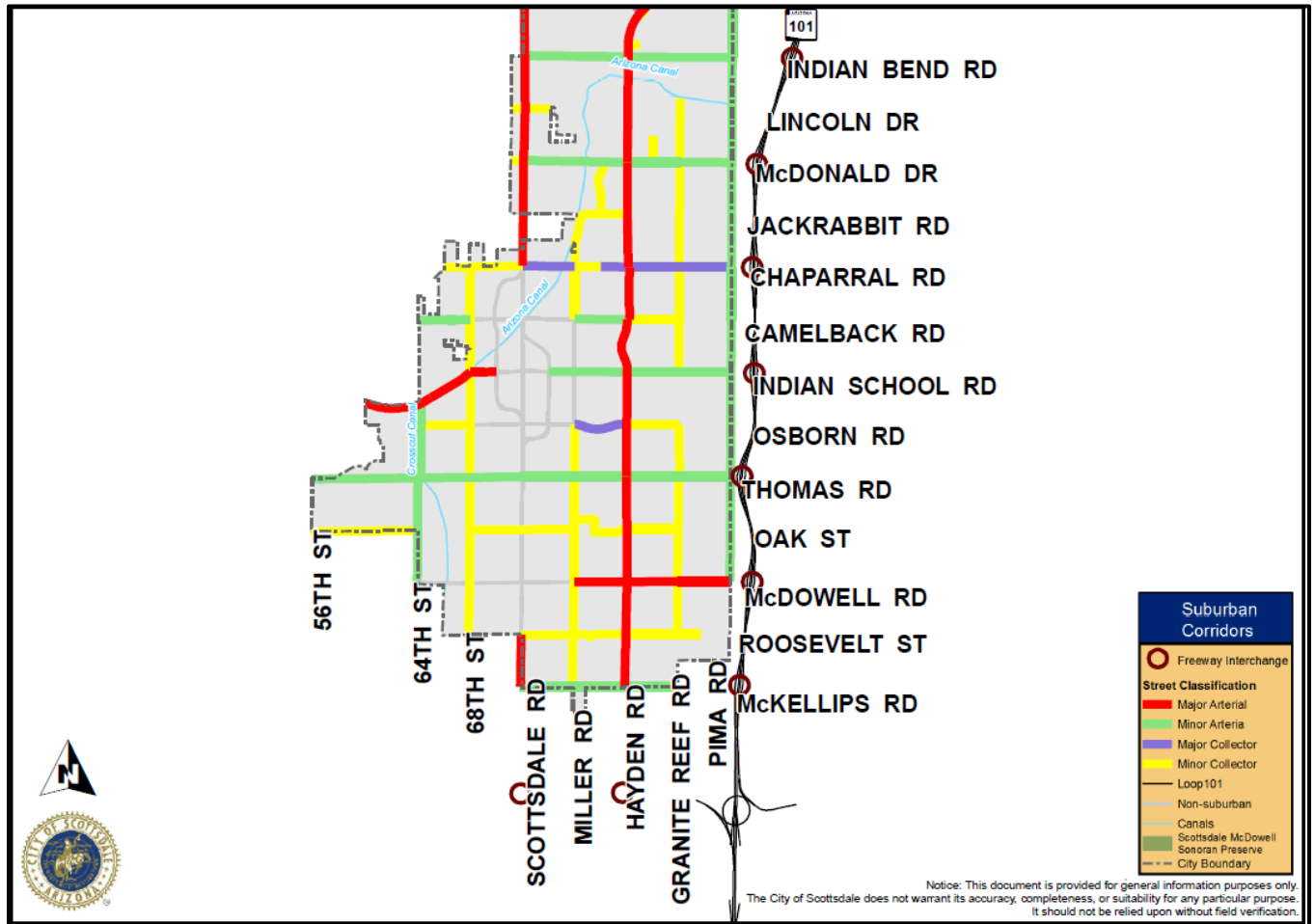


Figure 11: Suburban Street Classifications – McKellips Road to Indian Bend Road

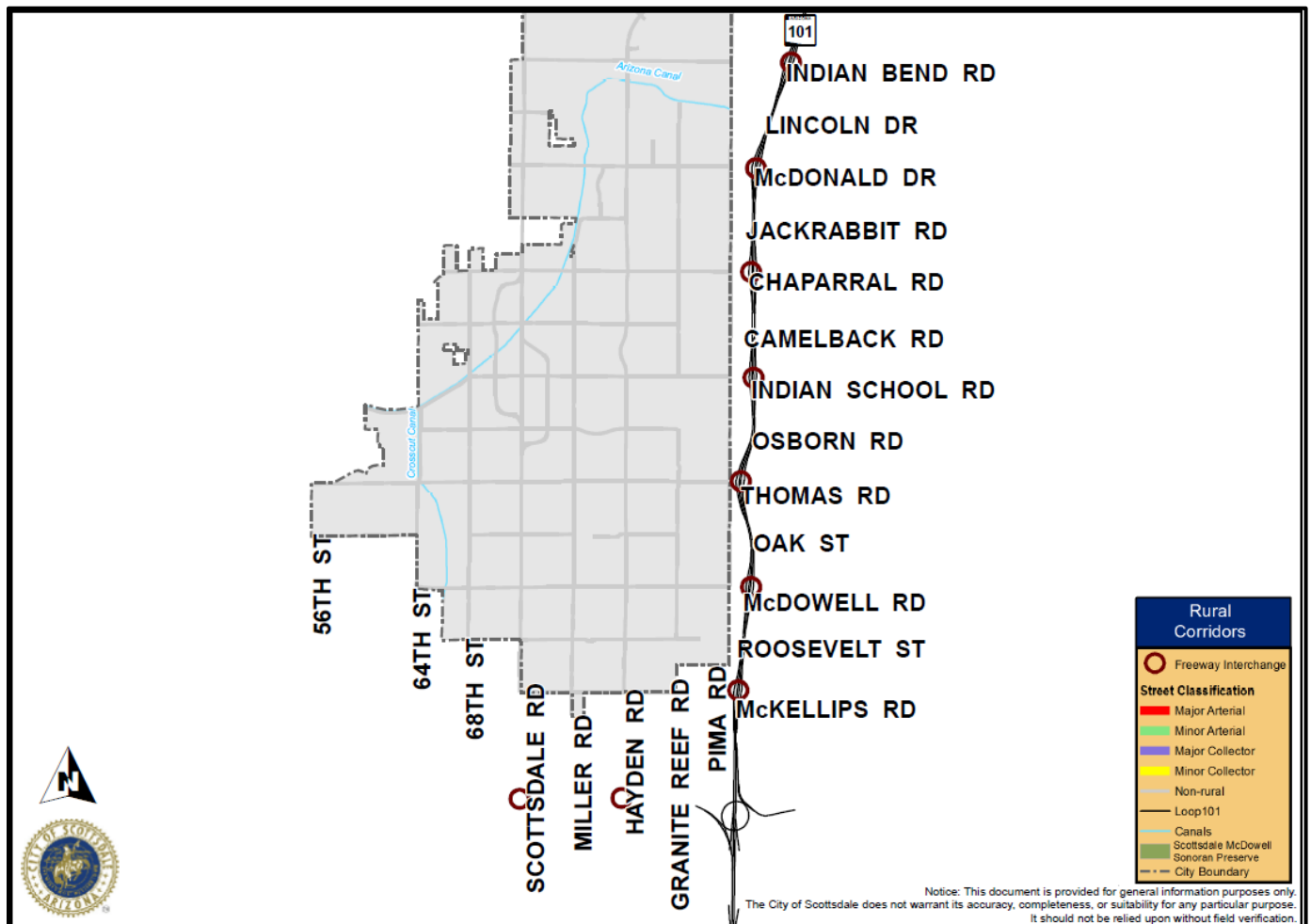


Figure 12: Rural Street Classifications – McKellips Road to Indian Bend Road

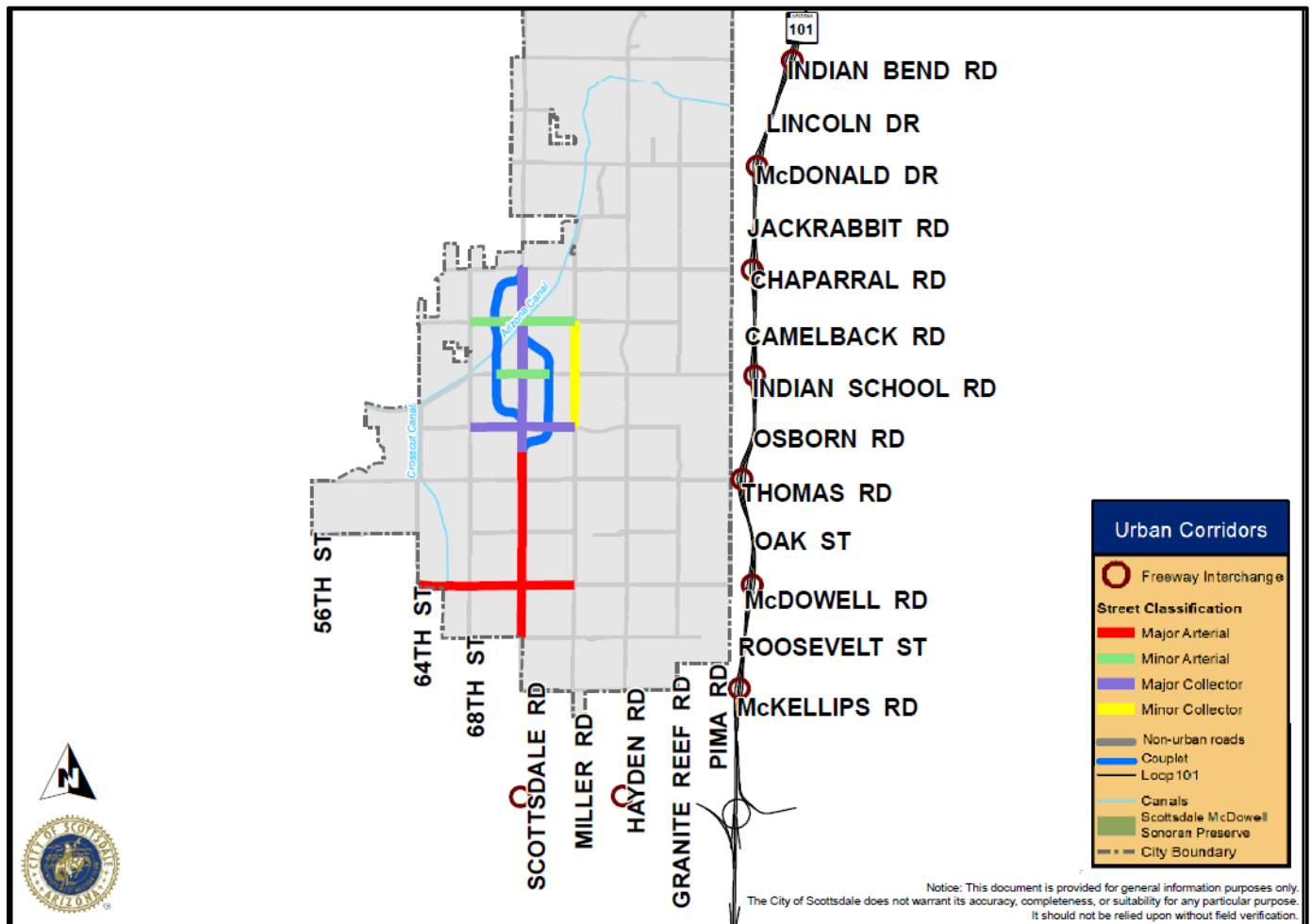


Figure 13: Urban Street Classifications – McKellips Road to Indian Bend Road

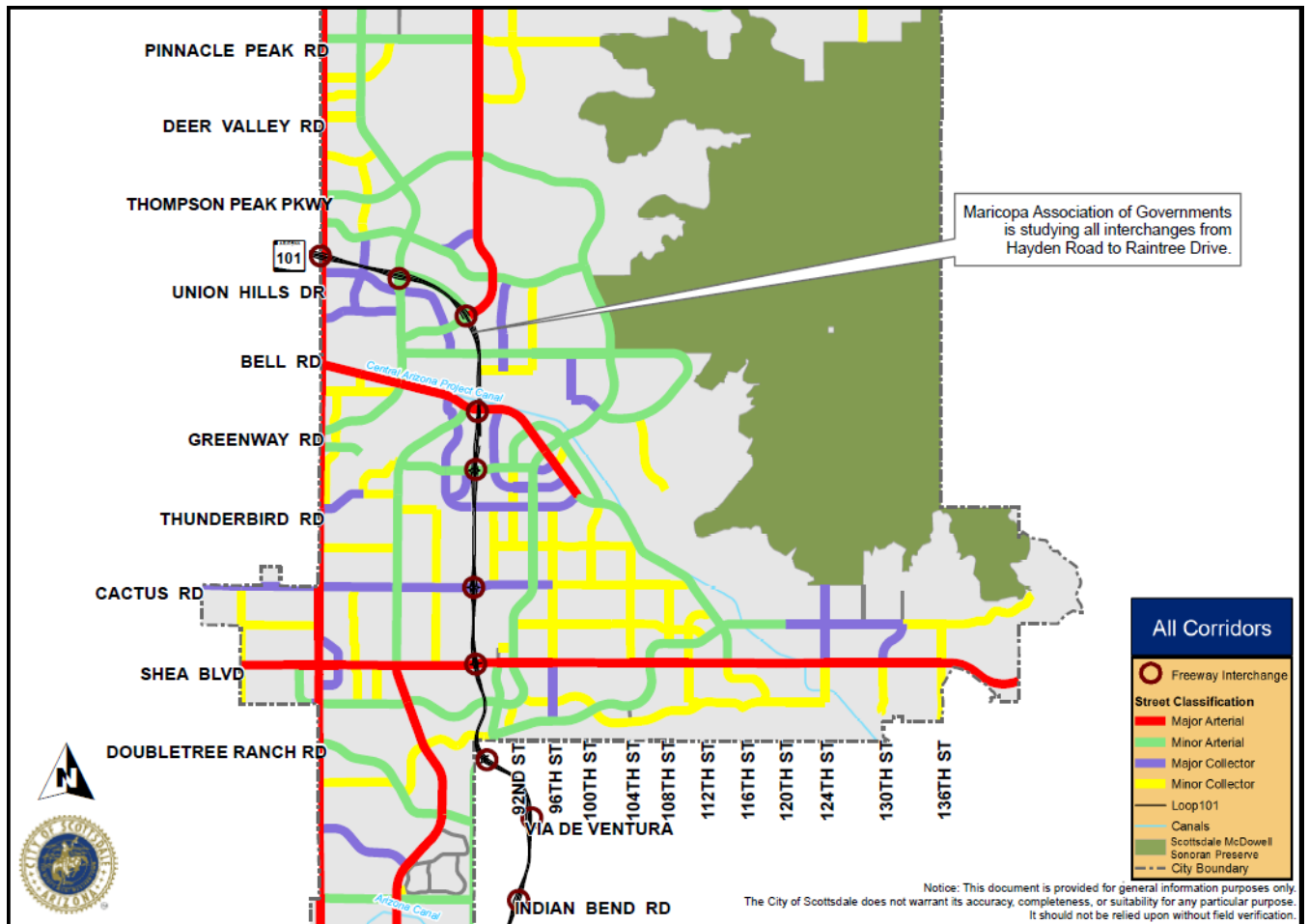


Figure 14: All Street Classifications – Indian Bend Road to Pinnacle Peak Road

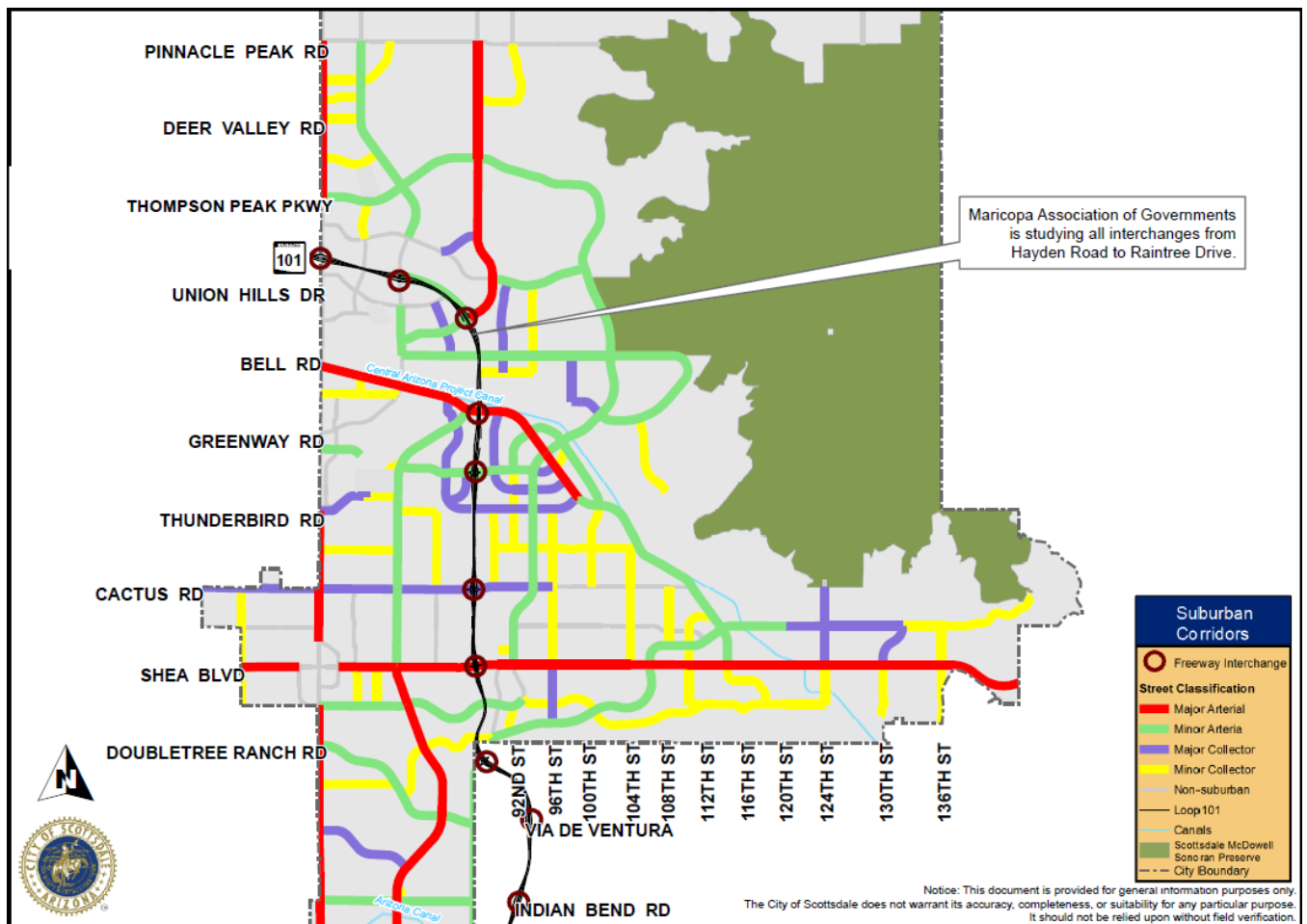


Figure 15: Suburban Street Classifications – Indian Bend Road to Pinnacle Peak Road

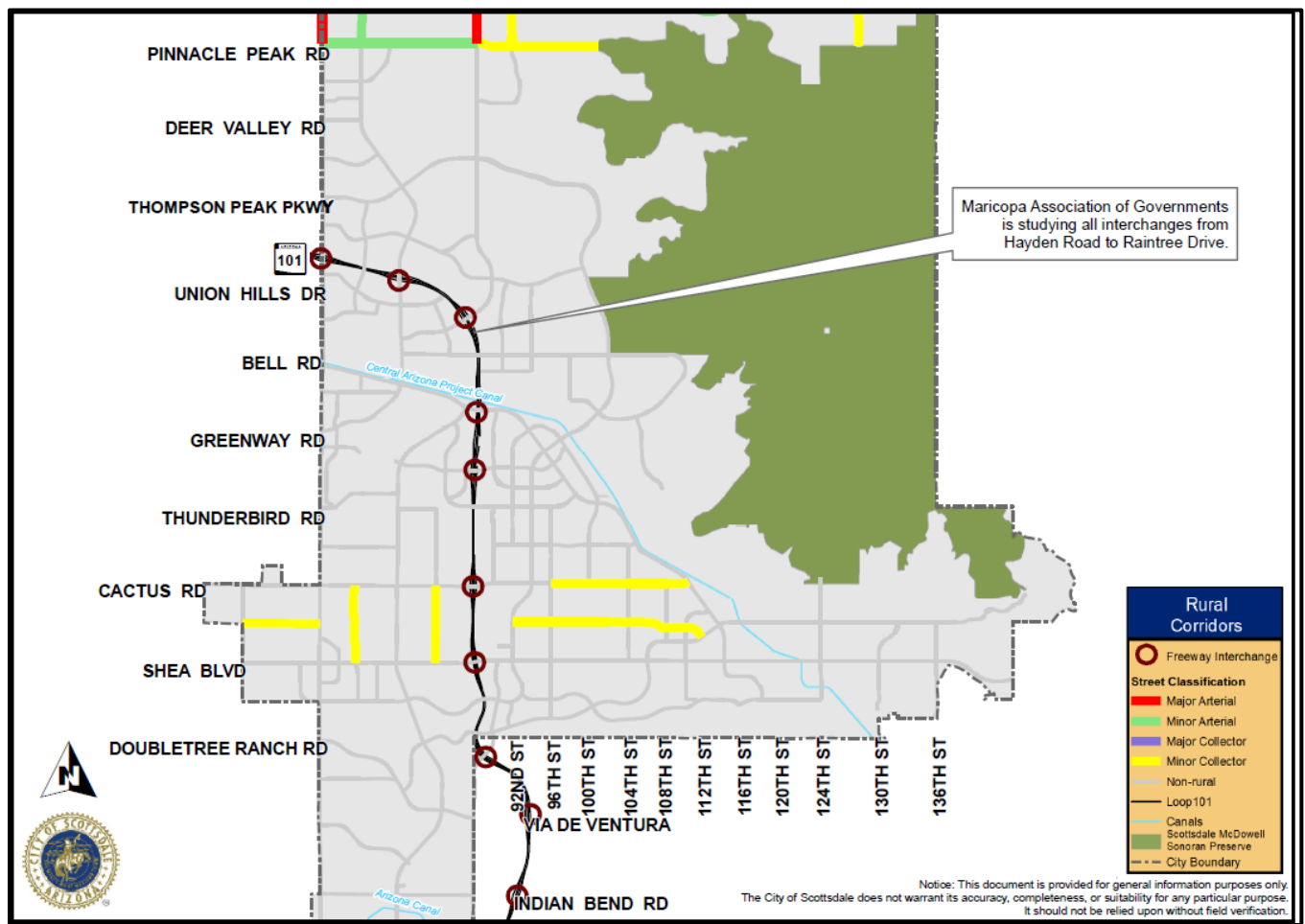


Figure 16: Rural Street Classifications – Indian Bend Road to Pinnacle Peak Road

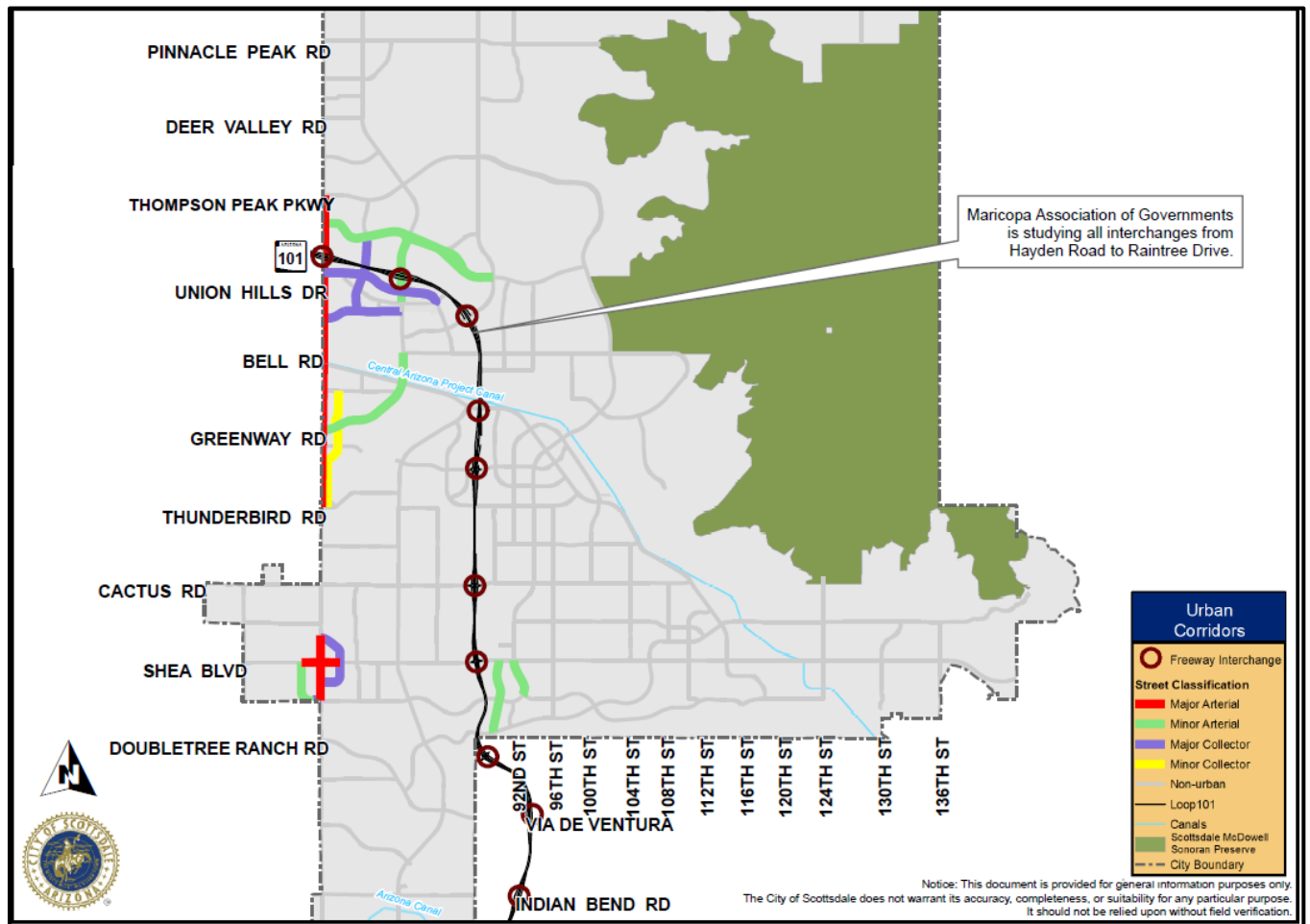


Figure 17: Urban Street Classifications – Indian Bend Road to Pinnacle Peak Road

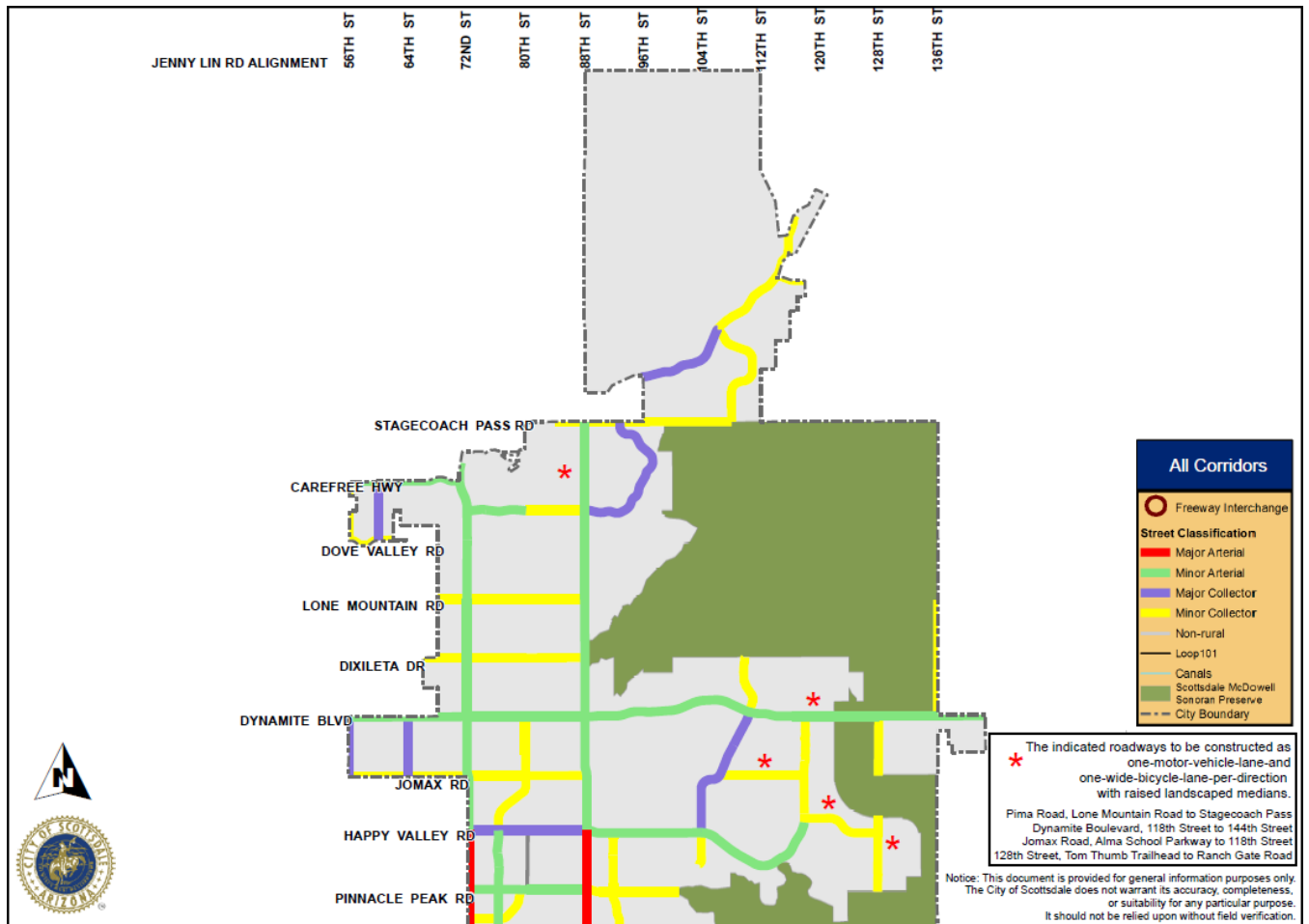


Figure 18: All Street Classifications – Pinnacle Peak Road to Jenny Lin Road

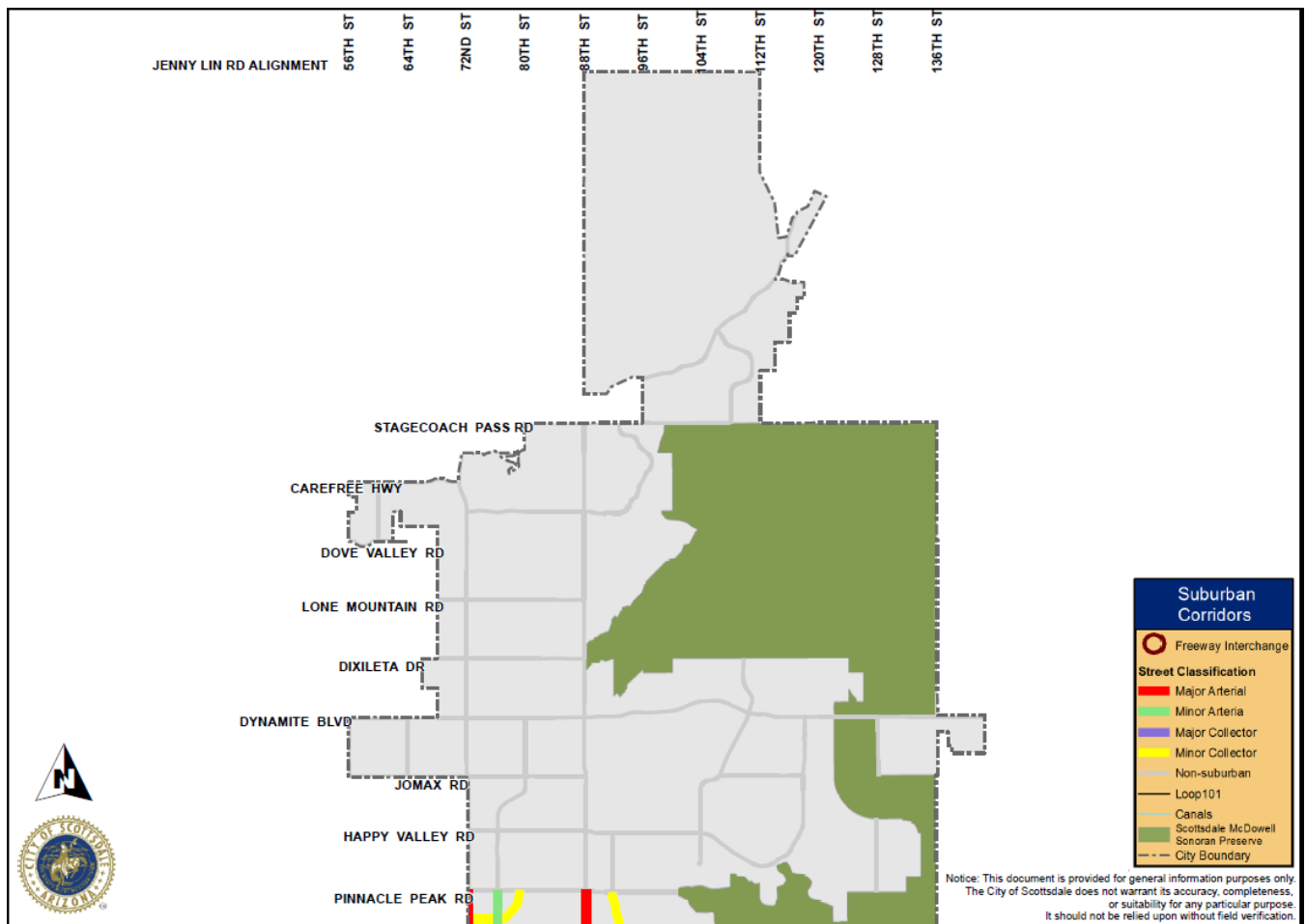


Figure 19: Suburban Street Classifications – Pinnacle Peak Road to Jenny Lin Road

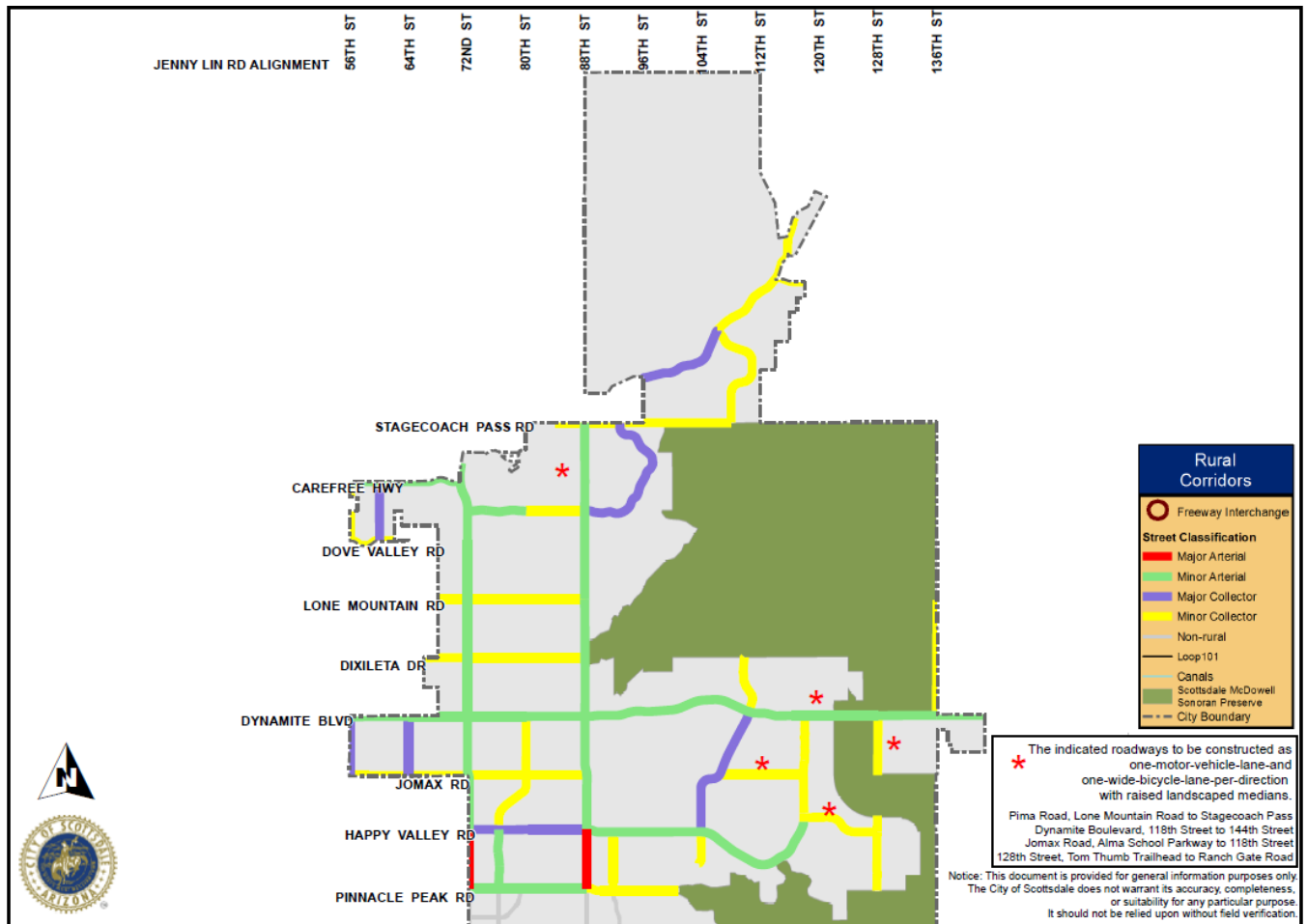


Figure 20: Rural Street Classifications – Pinnacle Peak Road to Jenny Lin Road

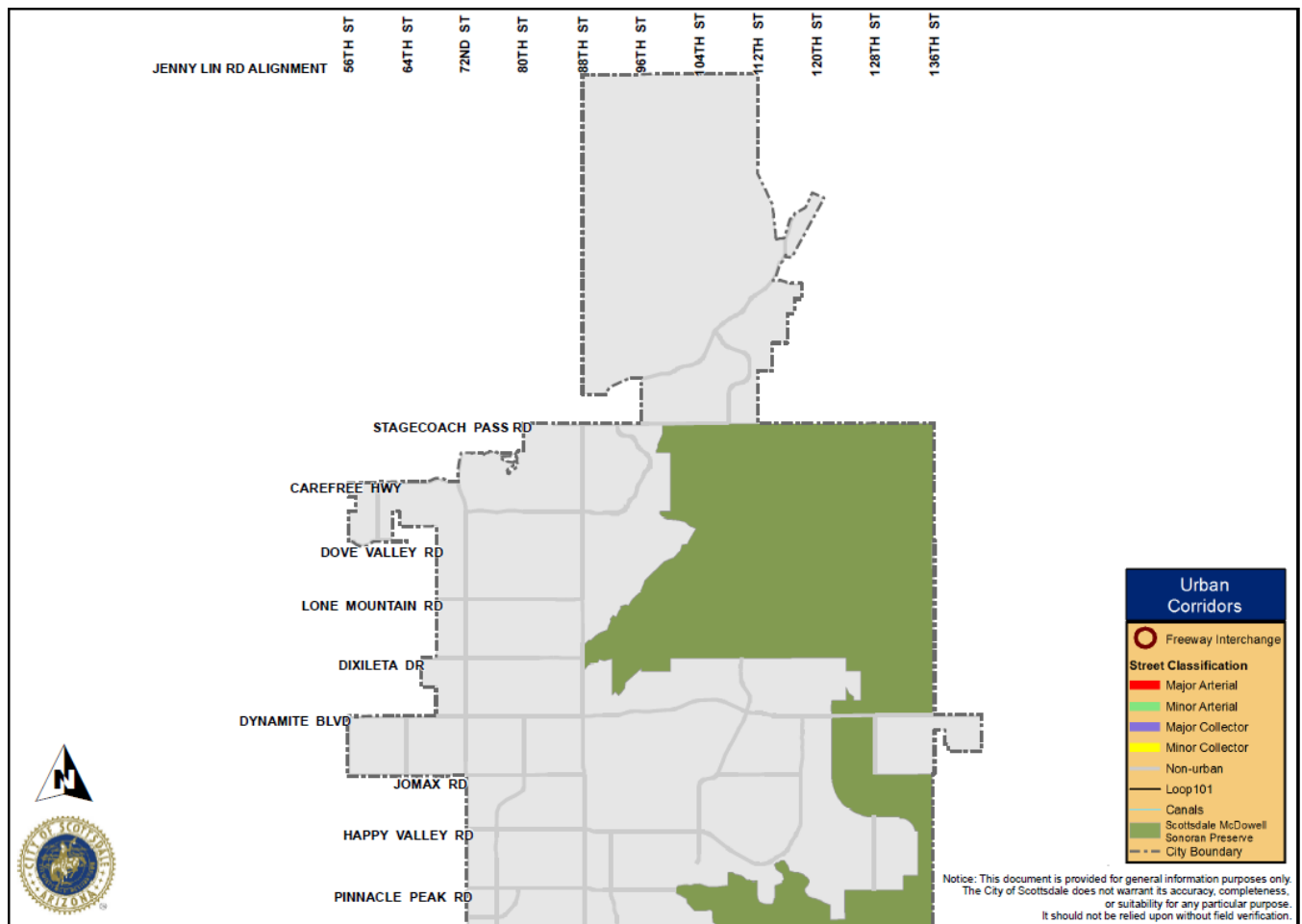


Figure 21: Urban Street Classifications – Pinnacle Peak Road to Jenny Lin Road

Transit Element

Currently the City of Scottsdale provides three (3) different transit services. First is Scottsdale owned trolleys operated by a private contractor. Four (4) routes are operated: Miller Road, Neighborhood, Downtown, and Camelback. Second, are three (3) routes operated by Valley Metro: Scottsdale Road Route 72, Hayden Road Route 81, and Express Route 514. Third, are nine (9) routes operated by the City of Phoenix: Priest Road Route 56, McDowell Road Route 17, Thomas Road Route 29, Indian School Road Route 41, Camelback Road Route 50, Shea Boulevard Route 80, Greenway Road Route 154, and Bell Road Route 170.

Table 1 provides the weekday peak hour frequency of existing Scottsdale trolley, Valley Metro bus, and City of Phoenix bus routes in Scottsdale. Weekday off-peak and weekend frequencies vary.

Table 1: Existing Routes Frequency

CITY OF SCOTTSDALE OWNED

| | | |
|--------------------|--------------|----|
| Downtown..... | Trolley..... | 10 |
| Camelback | Trolley..... | 15 |
| Neighborhood | Trolley..... | 20 |
| Miller..... | Trolley..... | 30 |

CITY OF PHOENIX OWNED

| | | |
|----------------|-----------------------|---------------------------|
| Route 72..... | Scottsdale Road | 20 |
| Route 81..... | Hayden Road..... | 30 |
| Route 514..... | Express..... | Twice-per-direction daily |

VALLEY METRO OWNED

| | | |
|----------------|-------------------------|----|
| Route 56..... | Priest Road..... | 30 |
| Route 17..... | McDowell Road..... | 20 |
| Route 29..... | Thomas Road | 15 |
| Route 41..... | Indian School Road..... | 20 |
| Route 50..... | Camelback Road | 20 |
| Route 80..... | Shea Boulevard..... | 30 |
| Route 154..... | Greenway Road..... | 30 |
| Route 170..... | Bell Road | 30 |

Table 2 lists the change that will occur with Scottsdale Road Route 72 beginning April 2016. Currently this route operates at 20-minute frequency for its entire length in Scottsdale. The route will begin 10-minute frequency between Scottsdale Fashion Square and the Rural / University Light Rail Station.

Table 2: Committed April 2016 Changed Service

| | | |
|---------------|---|----|
| Route 72..... | Scottsdale Road, Chaparral Road South | 10 |
|---------------|---|----|

Figure 22 indicates the existing bus and trolley routes for the entire City. **Figure 23** indicates the current Valley Metro and City of Phoenix bus routes and Scottsdale Trolley routes in Scottsdale from McKellips Road to Indian Bend Road. **Figure 24** indicates the current Valley Metro and City of Phoenix bus routes and Scottsdale Trolley routes in Scottsdale from Indian Bend Road to Pinnacle Peak Road.

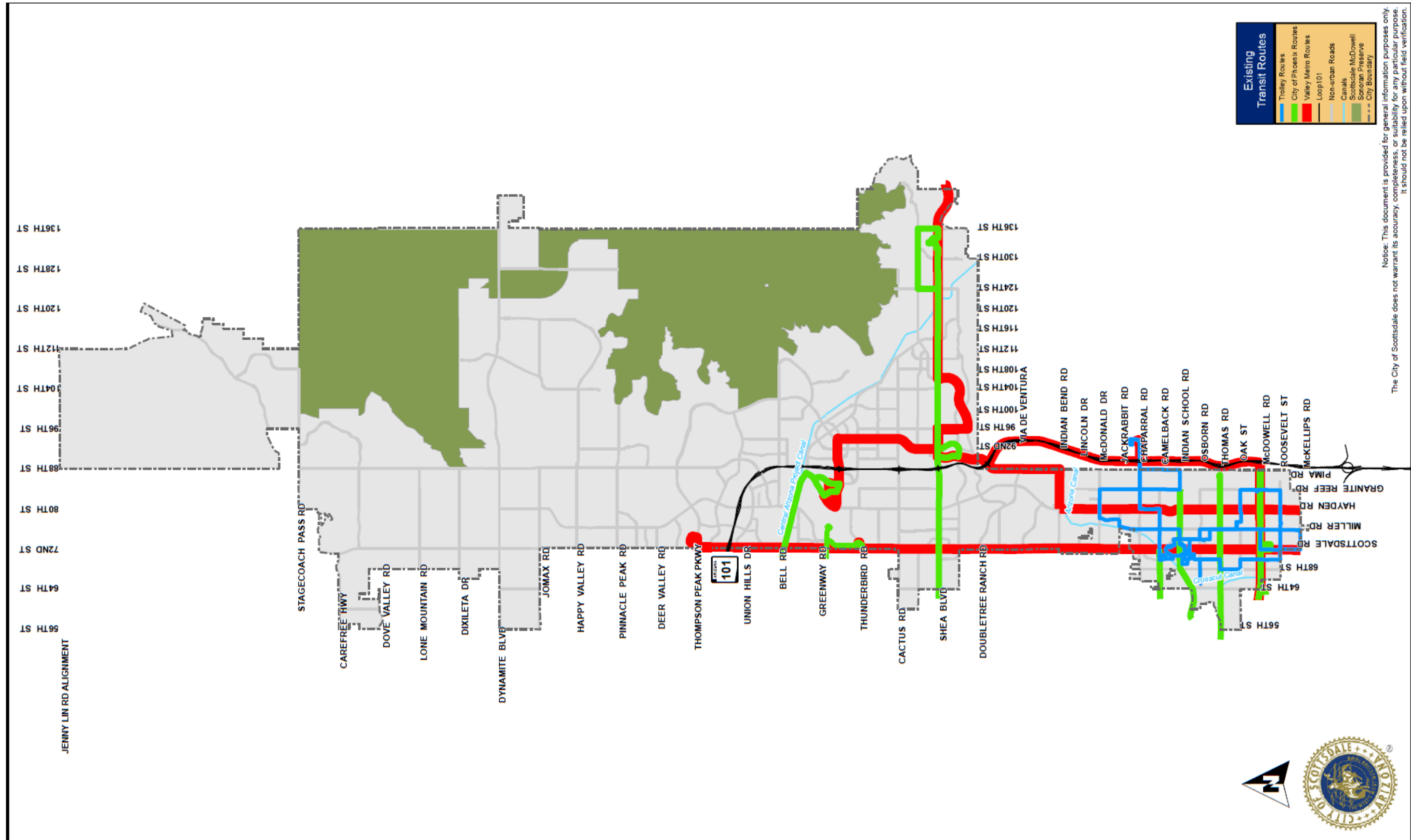


Figure 22: Existing Bus and Trolley Routes

Page Intentionally Left Blank

DRAFT

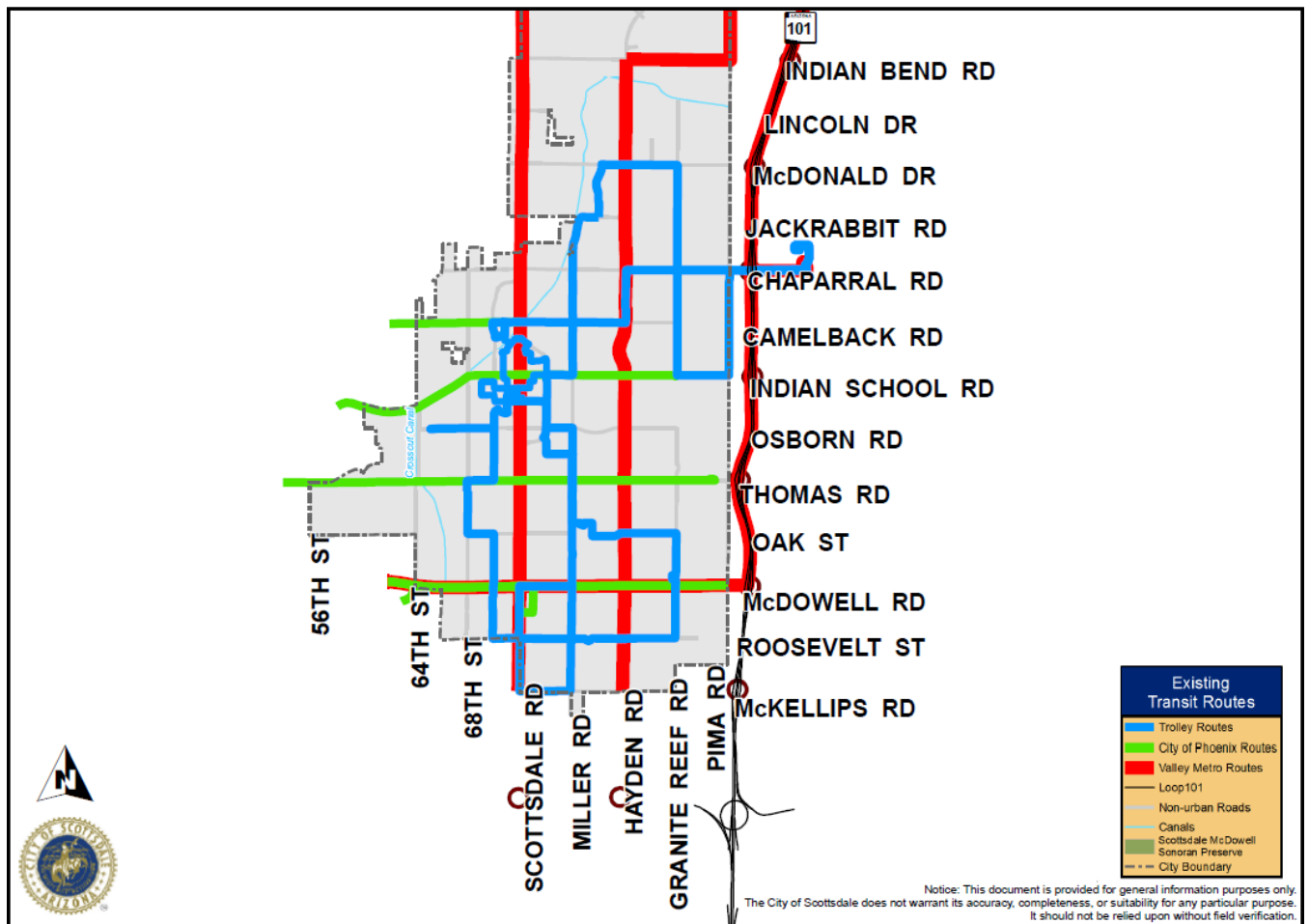


Figure 23: Existing Bus and Trolley Routes – McKellips Road to Indian Bend Road

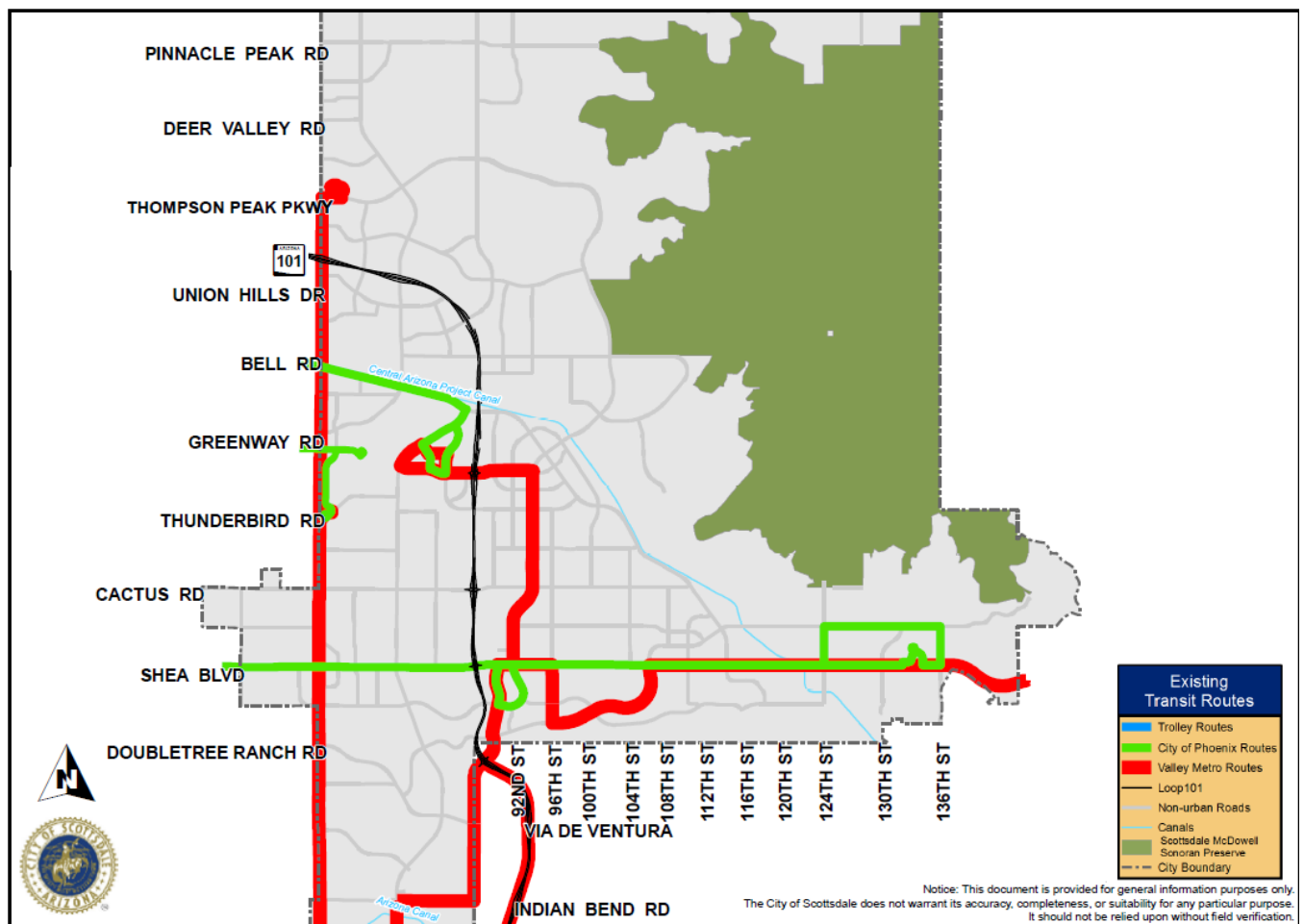


Figure 24: Existing Bus and Trolley Routes – Indian Bend Road to Pinnacle Peak Road

Transit Element – New Trolley Routes

Two new trolley routes are included. The routes depicted in the referenced figures are subject to change prior to implementation.

Figure 25 depicts the new Cactus trolley route. This route would serve the Via Linda Senior Center, Honor Health and associated medical offices, commercial businesses adjacent to Frank Lloyd Wright Boulevard and 94th Street, McDowell Mountain Aquatic Center, Desert Canyon Middle School, Arabian Library, Desert Mountain High School, Mountainside Middle School, Palomino Library, and vicinity residential communities. Three different options will be considered prior to implementation. The route may use Frank Lloyd Wright Boulevard between Thompson Peak Parkway to Via Linda. Alternatively, the route may use Thunderbird Road, 96th Street, and Cactus Road between Thompson Peak Parkway to Via Linda. The route may also extend north to serve Notre Dame Preparatory High School, Scottsdale Preparatory Academy, and the Ice Den.

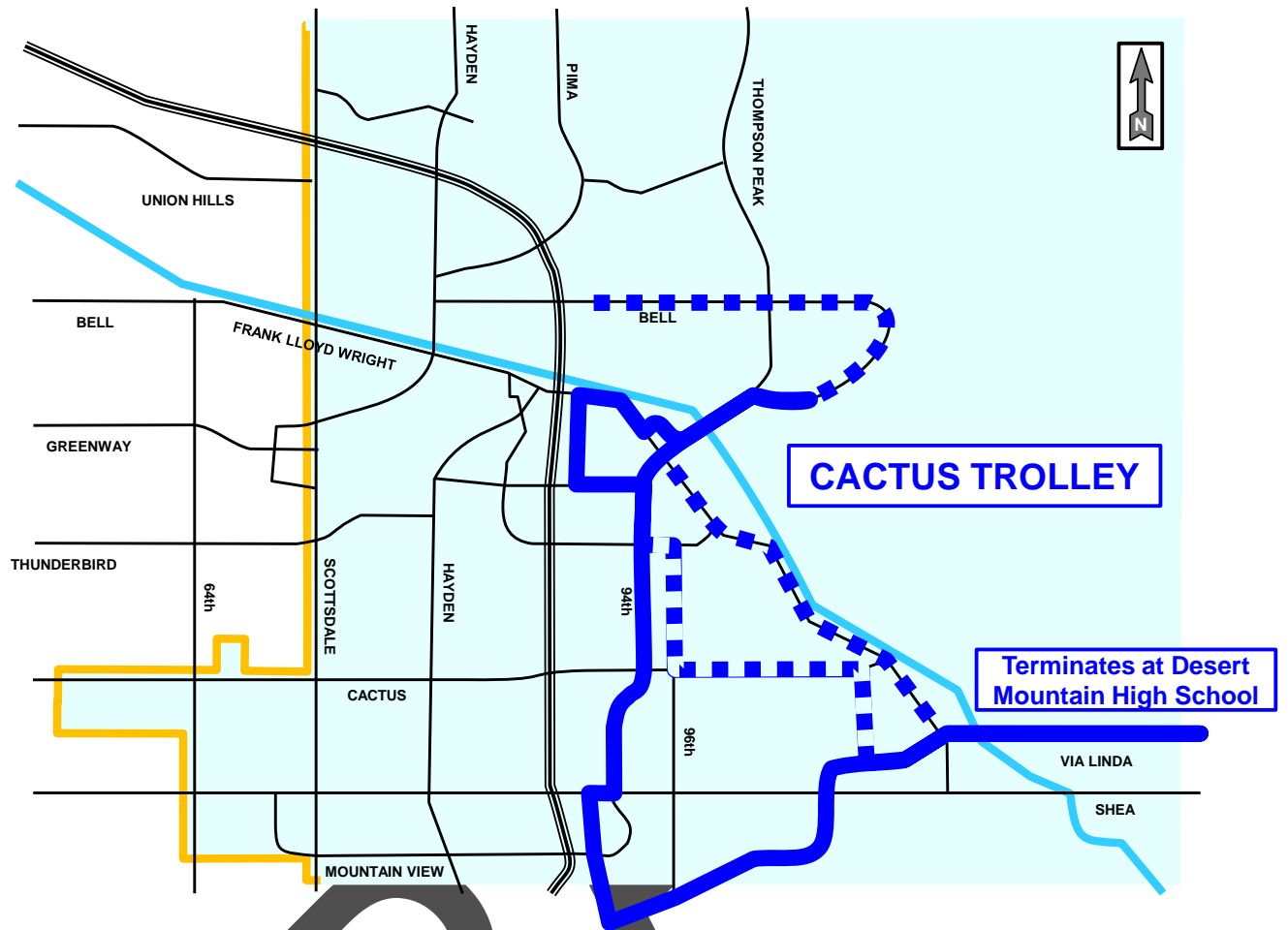


Figure 25: New Cactus Trolley Route

The Airpark Trolley route would serve exclusively the airpark area with separate routes for east of the runway and west of the runway. **Figure 26** depicts these separate routes. Each route would terminate at the existing Scottsdale Road and Thunderbird Road Park-and-Ride facility.



Figure 26: New Airpark Trolley Route

Transit Element – New Bus Route

A new Valley Metro express bus route is proposed connecting the Scottsdale Road and Thunderbird Road Park-and-Ride directly with Scottsdale Fashion Square. This bus is envisioned to only stop at the two (2) termini – there would be no intermediate stops. This trip would be approximately 15 minutes, a reduction from the current Scottsdale Road Route 72 travel of approximately 25 minutes.

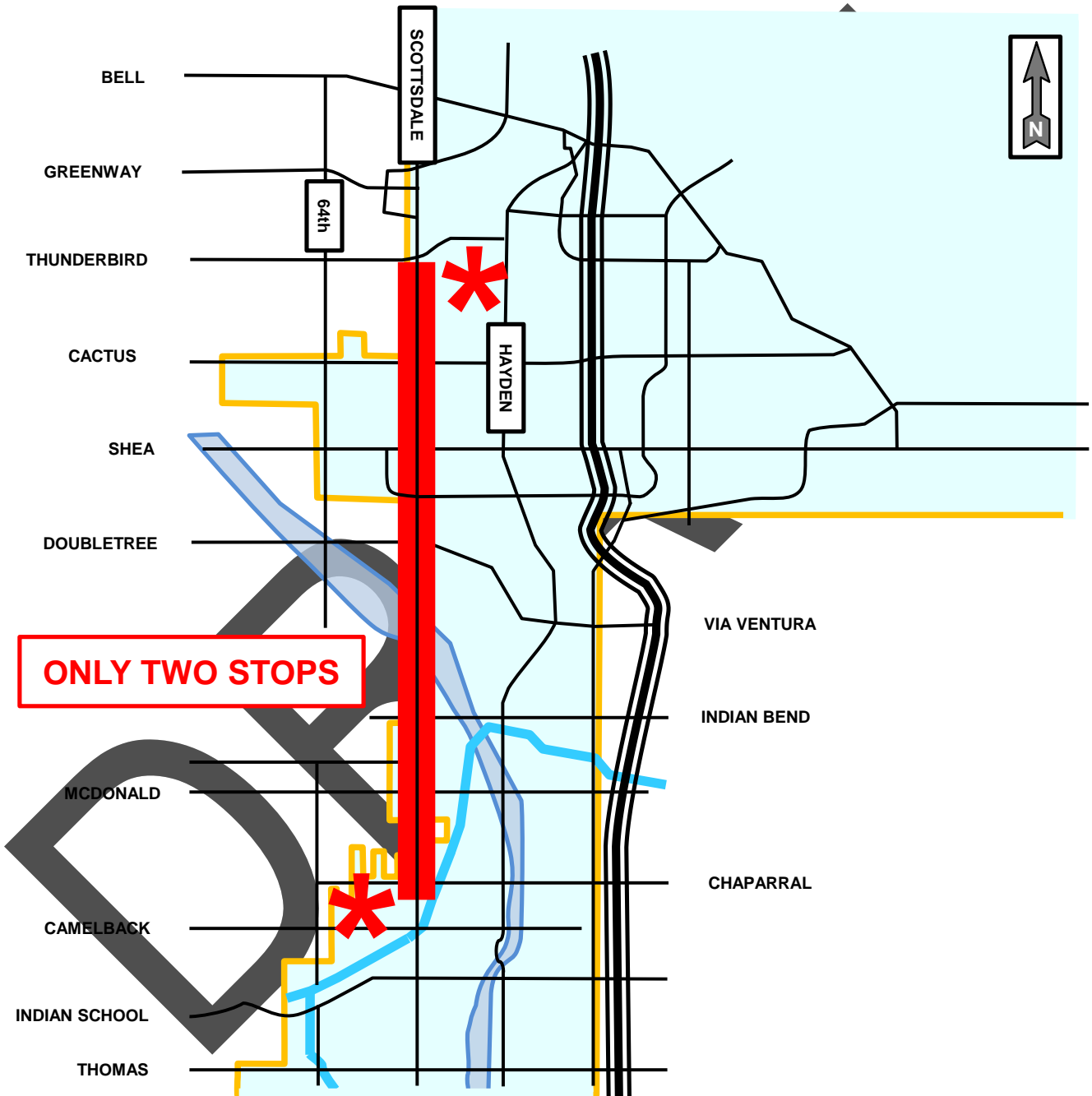


Figure 27: New Scottsdale Road Limited Bus Route

Figure 28 depicts the current Hayden Road Route 81. The existing route deviates from Hayden Road at Indian Bend Road to Pima Road then travels on 90th Street, Shea Boulevard, 92nd Street, 94th Street, Raintree Drive, and Northsight Boulevard.

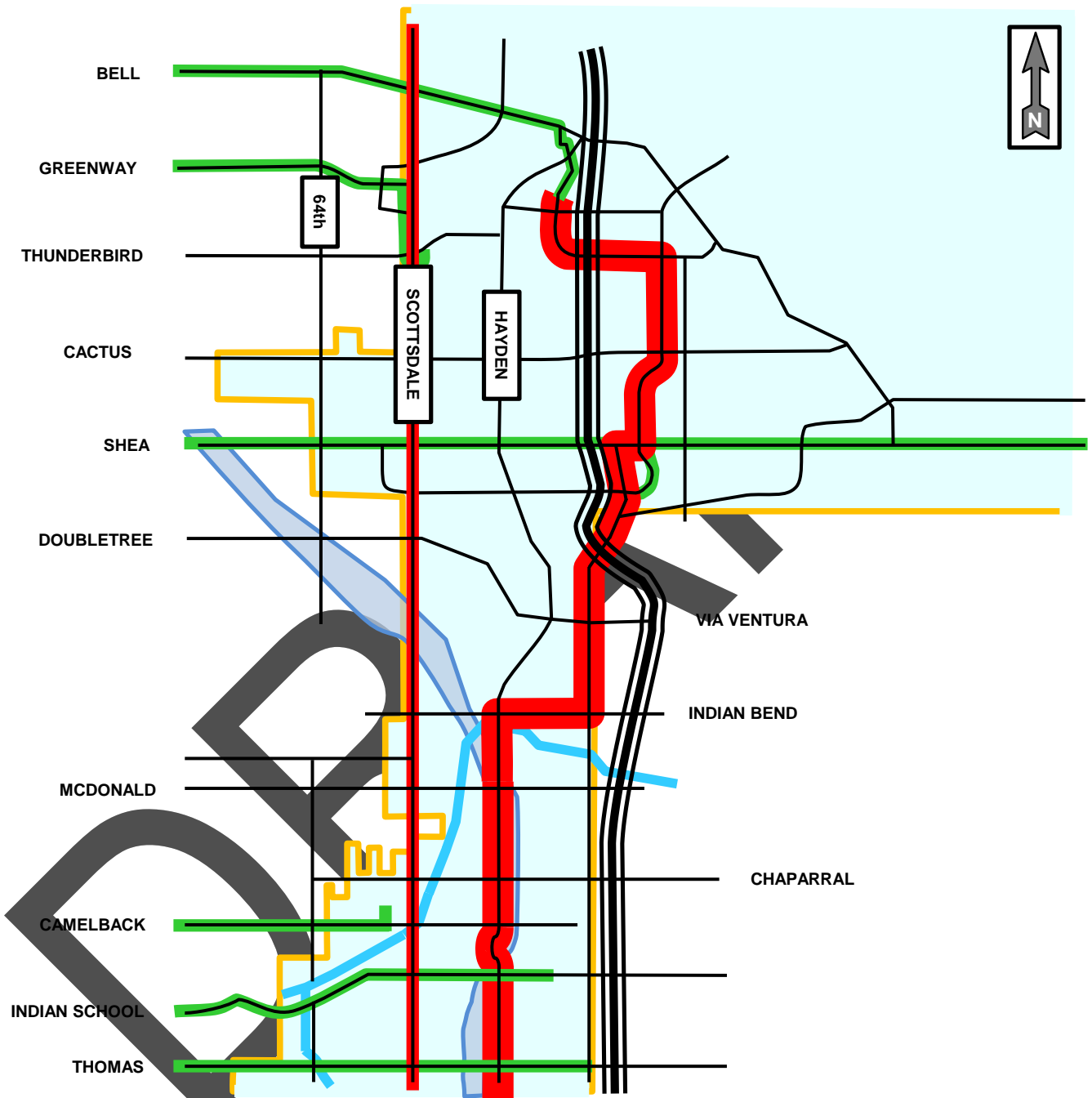


Figure 28: Existing Hayden Road Bus Route – Thomas Road to Raintree Drive

With the implementation of the new Cactus Road Trolley, the existing Hayden Road Bus Route 81 route would change. **Figure 29** depicts the new Hayden Road route that retains the deviation to Pima Road and 90th Street to serve Honor Health, then travels west on Shea Boulevard to return to Hayden Road.

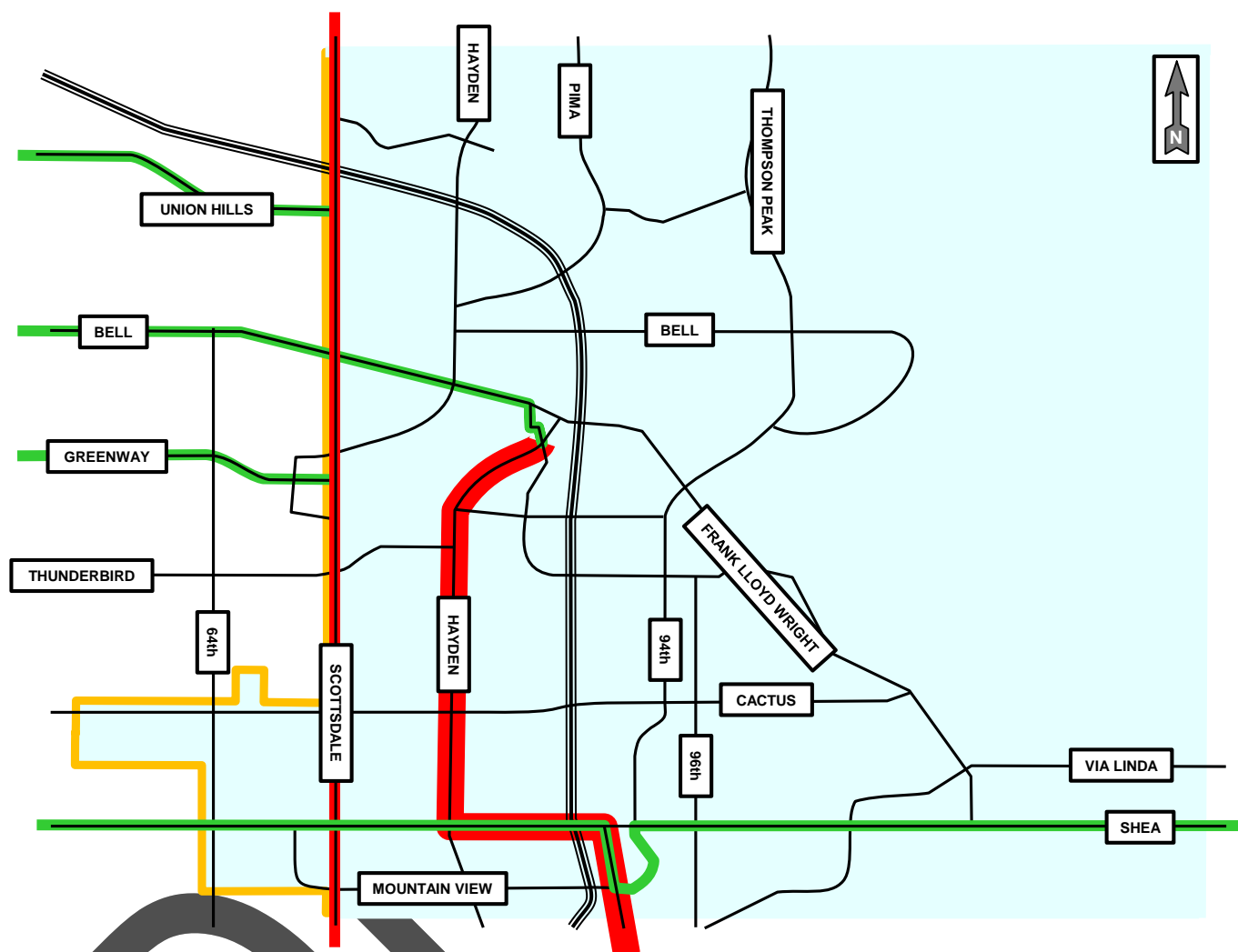


Figure 29: Potential Hayden Road Bus Route – Deviating to Honor Health

Transit Element – Potential Future Rail Routes

The Transportation Commission directed the Transportation Department to include potential future light rail or modern streetcar routes in the Transportation Master Plan for their consideration. Five possible routes are indicated in **Figure 30**. {Editor's note: These routes have not yet been determined, and will be further discussed at the 21 January Transportation Commission meeting. The comments and direction from this meeting will be incorporated into the Transportation Master Plan.}

Two (2) routes would be within Scottsdale Road, and would connect the City of Scottsdale to the Rural Road (Scottsdale Road) and University Drive Light Rail Station in the City of Tempe. The green route extends only to SkySong at McDowell Road. The yellow route extends to Goldwater Boulevard and to Scottsdale Fashion Square at Camelback Road.

The blue route would function best as a modern streetcar and would be within 68th Street. This route would extend from the 68th Street entrance at Scottsdale Fashion Square to the currently planned modern streetcar route in the City of Tempe.

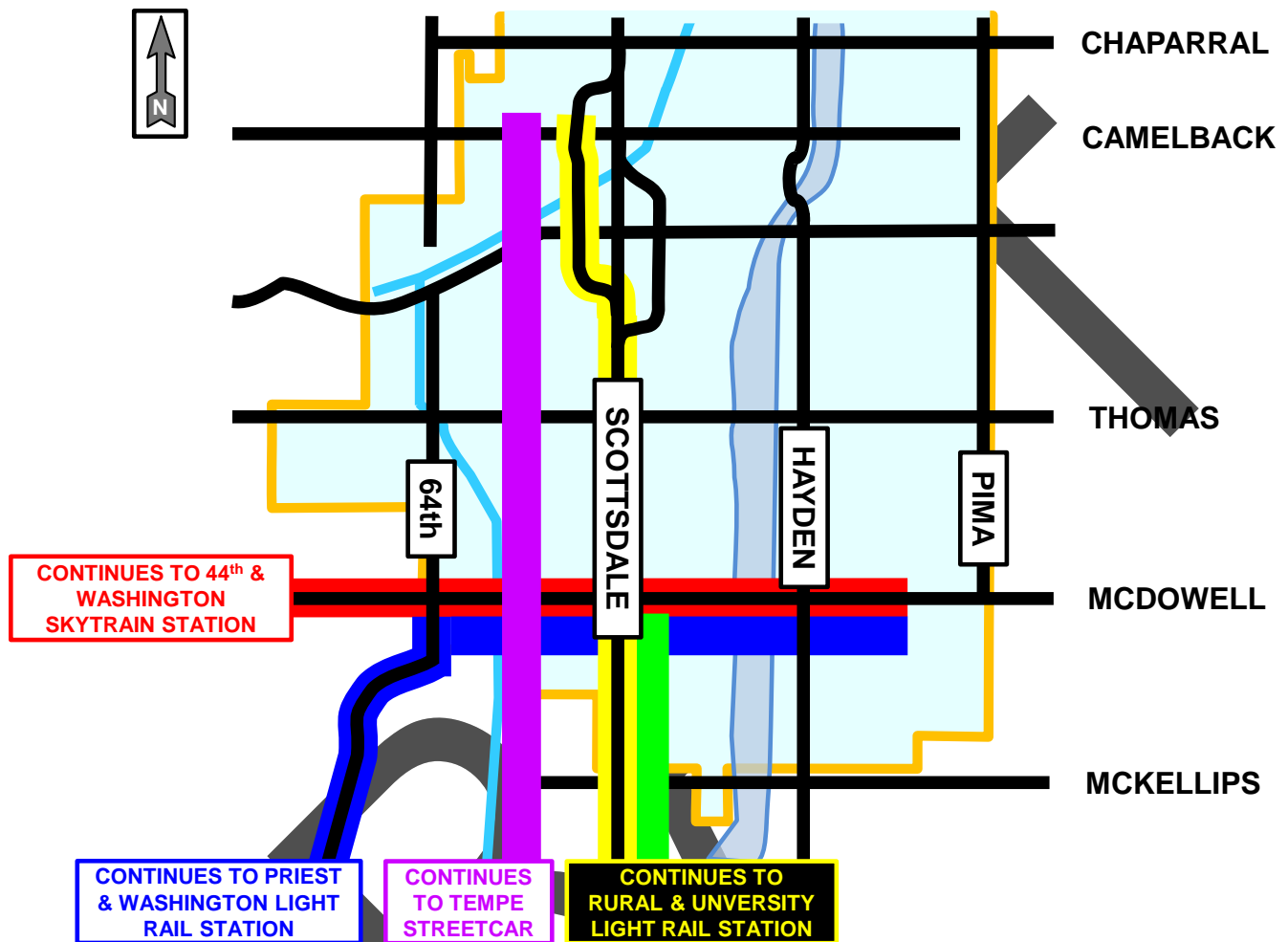


Figure 30: Potential Future Rail Routes

The red route would be within McDowell Road and would extend from the General Dynamics campus east of Hayden Road to the Washington Street Sky Train Station in the City of Phoenix. The purple route would replace the current Priest Drive Bus Route 56 using Galvin Parkway to connect to the Priest Drive and Washington Street Light Rail Station. This route would also extend on McDowell Road to the General Dynamics campus instead of the red route.

Non-Motorized Vehicle Element – Multi-use Paths

Scottsdale identifies multi-use paths as paved facilities. These travelways are either concrete or asphalt and are intended for use by all forms of non-motorized vehicle travel. They are intended for pedestrians, bicycles, skateboards, wheelchairs, strollers and similar vehicles.

Figure 31, Figure 32, and Figure 33 depict the high, medium, and low priorities for multi-use paths for the three geographic areas of Scottsdale. These priorities are those determined by 2008 Transportation Master Plan. The specific location (adjacent to street or detached from street); and pavement (concrete, or asphalt) will be determined on a project-by-project and immediate vicinity basis. **Table 3** lists by priority the total number and total length of the non-motorized vehicle facilities for the City.

Table 3: Non-Motorized Multi-use Paths

| <u>Priority</u> | <u>Number</u> | <u>Miles</u> |
|-----------------|---------------|--------------|
| High | 90 | 48.1 |
| Medium..... | 95 | 49.1 |
| Low..... | 120 | 93.4 |

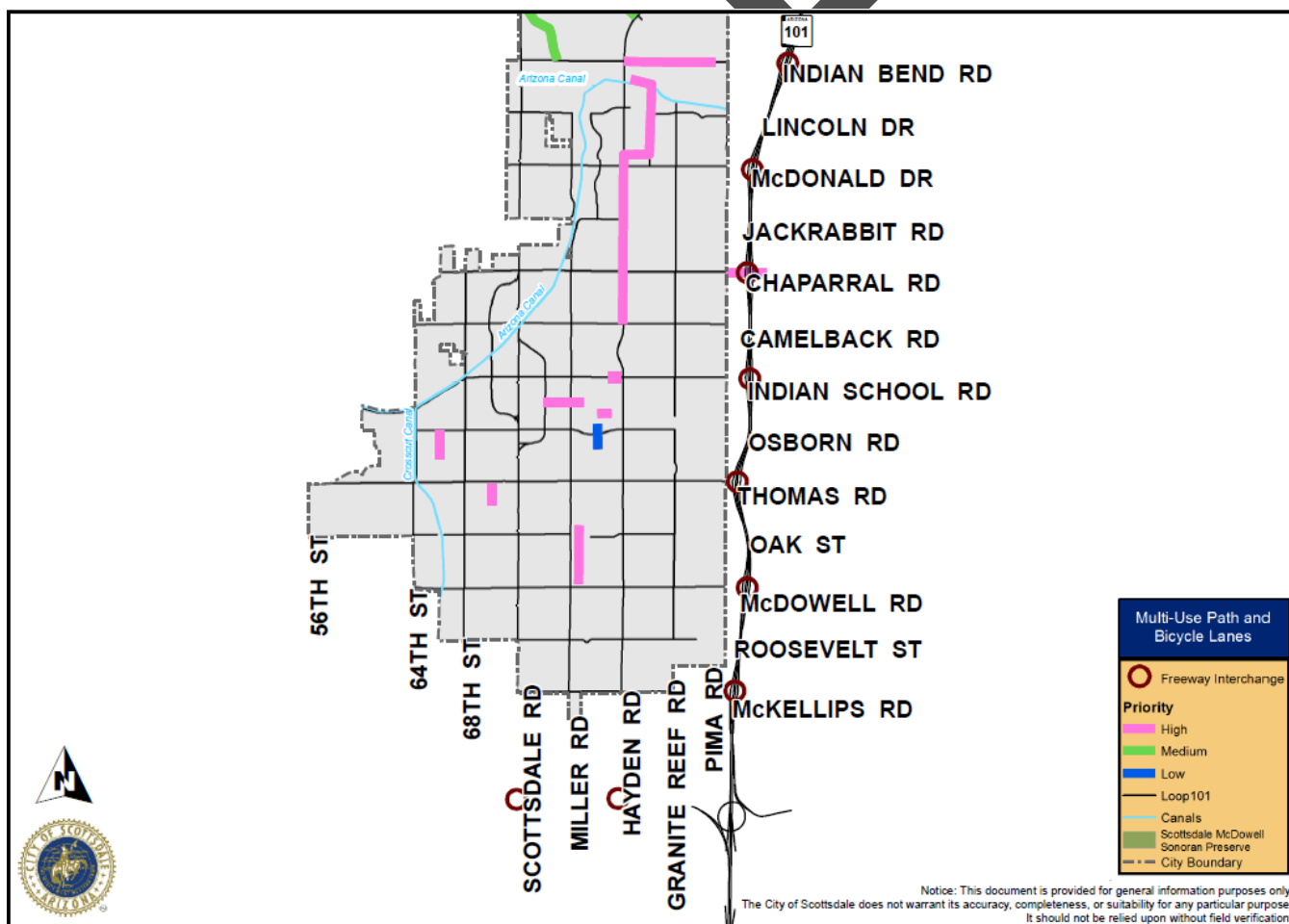


Figure 31: Non-Motorized Multi-use Path Priorities – McKellips Road to Indian Bend Road

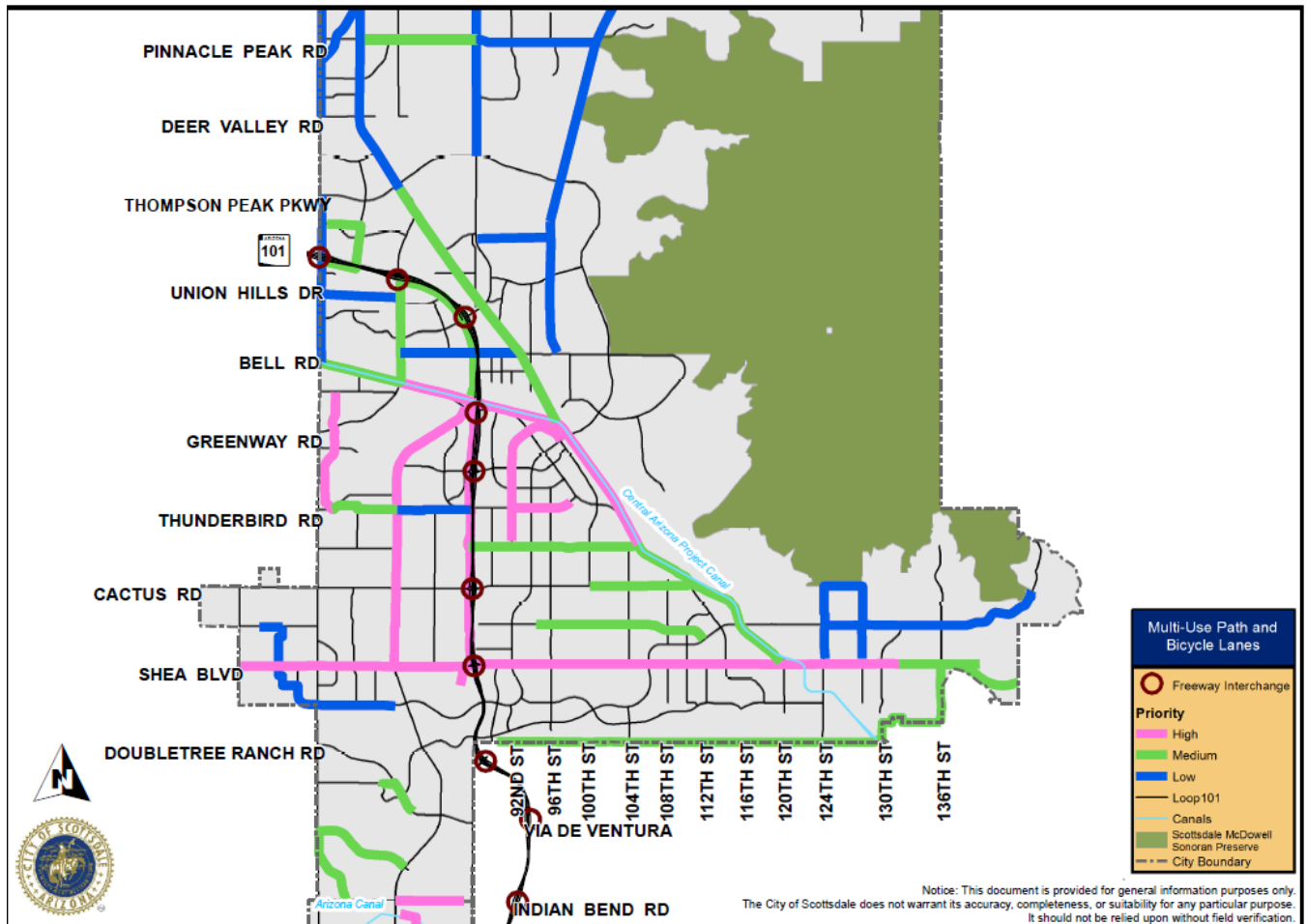


Figure 32: Non-Motorized Multi-use Path Priorities – Indian Bend Road to Pinnacle Peak Road

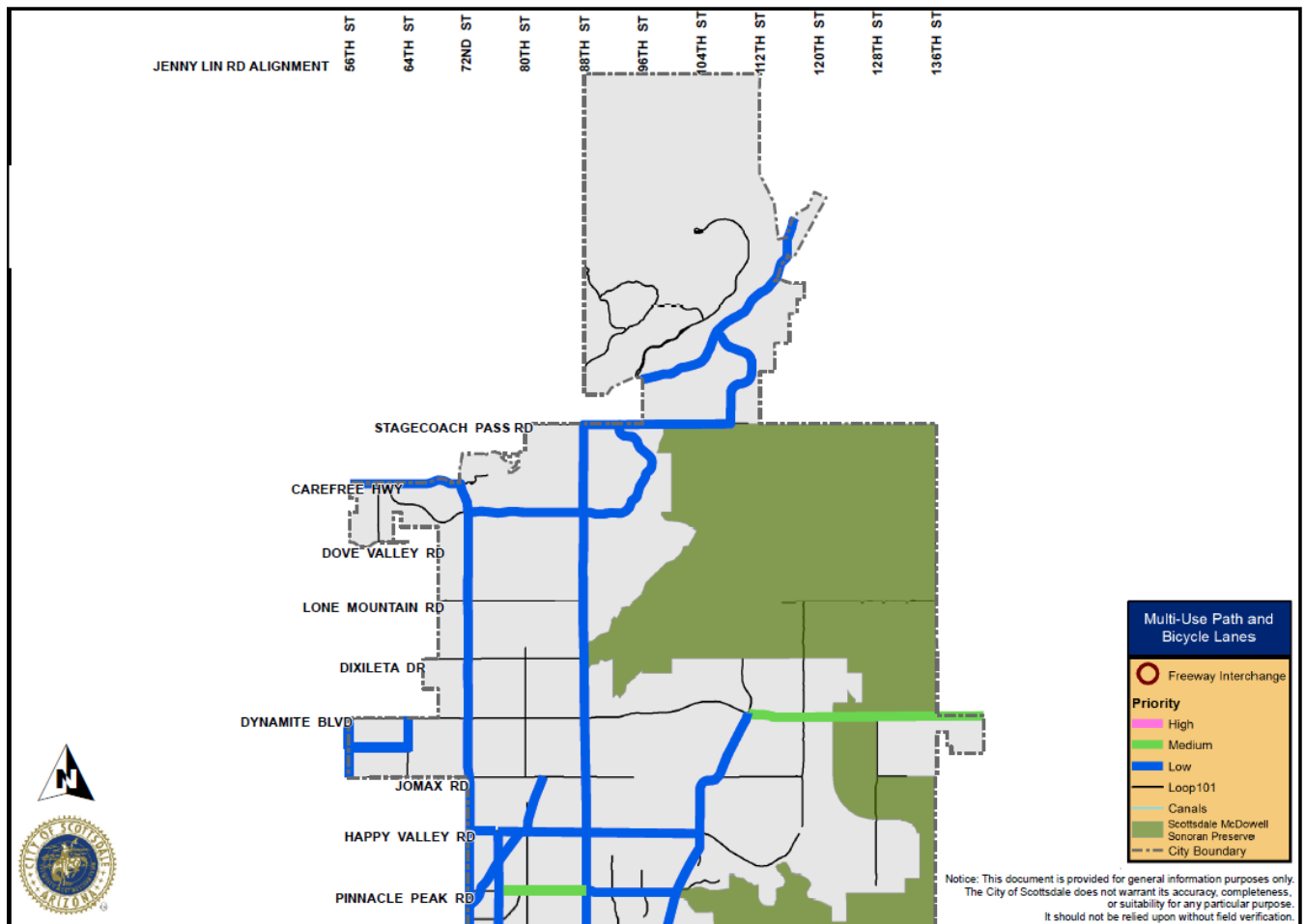


Figure 33: Non-Motorized Multi-use Paths Priorities – Pinnacle Peak Road to Jenny Lin Road

Table 4 and **Table 5** list in alphabetical order the high priority non-motorized vehicle facilities (multi-use paths and bicycle lanes). **Table 6** and **Table 7** list in alphabetical order the medium priority non-motorized vehicle facilities (multi-use paths and bicycle lanes). **Table 8** and **Table 9** list in alphabetical order the low priority non-motorized vehicle facilities (multi-use paths and bicycle lanes).

Table 4: Non-Motorized Multi-use Paths High Priorities

| Name | From | To | Length (mile) | Priority |
|------------------------|------------------------------|------------------------------|---------------|----------|
| 100th Street Path | Frank Lloyd Wright Boulevard | Thompson Peak Parkway | 0.50 | High |
| 100th Street Path | Thompson Peak Parkway | Frank Lloyd Wright Boulevard | 1.00 | High |
| 100th Street Path | Aztec Elementary School | Frank Lloyd Wright | 0.30 | High |
| 2nd Street Path | 75th Street | Indian Bend Wash | 0.30 | High |
| 68th Street Bridge | Lafayette Boulevard | Indian School Road | 0.10 | High |
| 70th Street Connection | Virginia Avenue | Thomas Road | 0.30 | High |
| 76th Street Path | Greenway Road | CAP Aqueduct | 0.70 | High |
| 82nd Street Path | Valley Vista Drive | Redwing Road | 0.50 | High |
| 90th Street Path | Bella Vista Path | Indian Bend Path | 0.50 | High |
| 92nd Street Path | Sweetwater Avenue | Raintree Drive | 1.00 | High |
| 92nd Street Path | Raintree Drive | Frank Lloyd Wright Boulevard | 0.60 | High |
| Arabian Path | Arabian Tr | Shea Boulevard | 0.10 | High |
| Arabian Shea Path | Arabian Trail | Shea Boulevard | 0.10 | High |
| Arizona Canal Path | Chaparral Road | McDonald Drive | 1.00 | High |
| Arizona Canal Path | 60th Street | 64th Street | 0.50 | High |
| Arizona Canal Path | Goldwater Boulevard | Scottsdale Road | 0.40 | High |
| Arizona Canal Path | McDonald Road | Indian Bend Wash | 0.80 | High |
| Arizona Canal Path | Scottsdale Road | Chaparral Road | 0.60 | High |
| Arizona Canal Path | 64th Street | Goldwater Boulevard | 0.90 | High |
| Arizona Canal Path | Hayden Road | 82nd Street | 0.20 | High |
| Cactus Path | 96th Street | 104th Street | 1.00 | High |
| Camelback Path | Camelback Road | Chaparral Road | 0.50 | High |
| CAP Path | Thompson Peak Parkway | Loop 101 | 1.30 | High |
| CAP Path | Sweetwater Avenue | Thompson Peak Parkway | 1.70 | High |
| Chaparral Path | Chaparral Park Path | McDonald | 0.40 | High |
| Chaparral Path | McDonald Drive | Valley Vista Drive | 0.10 | High |
| Civic Center Path | Driveinkwater Boulevard | 75th Street | 0.10 | High |
| Columbus Path | Columbus Avenue | Granite Reef Road | 0.00 | High |
| Crosscut Canal Path | Thomas Road | Indian School Road | 0.70 | High |
| Crosscut Connection | Bellevue Street | Crosscut Canal | 0.20 | High |
| Crosscut Connector | 64th Street | Crosscut Canal | 0.10 | High |
| Crosscut Path | Catalina Drive | Thomas Road | 0.10 | High |
| Desert Canyon Path | Thompson Peak Parkway | Desert Canyon Middle School | 0.10 | High |
| Desert Canyon Path | Desert Canyon Path | 102nd Street | 0.10 | High |
| FLW Path | Thunderbird Road | Redfield Path | 0.10 | High |
| Gainey Ranch Path | Mountain View Road | Gold Dust Road | 0.50 | High |
| Gainey Ranch Path2 | Mountain View Road | Gold Dust Road | 0.40 | High |
| Hayden Path | Cactus Road | Thunderbird Road | 1.00 | High |
| Hayden Path | Shea Boulevard | Cactus Road | 1.10 | High |
| Hayden Path | Thunderbird Road | Frank Lloyd Wright Boulevard | 1.90 | High |
| Hayden Tunnel | Hayden Road at Chaparral | | 0.00 | High |
| Hayden Tunnel 2 | Hayden Road at Coolidge | | 0.00 | High |
| Horizon Crossing | Indian Bend Path | Horizon Park | 0.00 | High |
| Indian Bend Path | Chaparral Road | Jackrabbit Road | 0.60 | High |
| Indian Bend Path | Eldorado Aquatic Center | Indian Bend Wash | 0.20 | High |
| Indian Bend Path | McDowell Road | Eldorado Aquatic Center | 0.50 | High |

Table 5: Non-Motorized Multi-use Paths High Priorities (Continued)

| Name | From | To | Length (mile) | Priority |
|-----------------------|------------------------------|------------------------------|---------------|----------|
| Indian Bend Path | Silverado Golf Course | Indian Bend Road | 0.30 | High |
| Indian Bend Path | 92nd Street | Cactus Road | 1.20 | High |
| Indian Bend Road | Hayden Road | Pima Road | 1.00 | High |
| Indian Bend Road Path | Scottsdale Road | Hayden Road | 1.00 | High |
| Indian Bend Wash Path | Osborn Bridge | | 0.50 | High |
| Jackrabbit Bridge | Arizona Canal | | 0.00 | High |
| Jackrabbit Path | Arizona Canal | Miller Road | 0.00 | High |
| Jackrabbit Path | Indian Bend Path | Jackrabbit Road | 0.00 | High |
| Lakeview Path | Via Linda | Laguna Elementary School | 0.30 | High |
| Lakeview Path | Laguna Elementary School | Shea Boulevard | 0.30 | High |
| LincoLane Path | Indian Bend Wash | 79th Street | 0.20 | High |
| Loop 101 Path | Hayden Road | Bell Road | 1.00 | High |
| Main Street Path | 78th Street | Indian Bend Wash | 0.00 | High |
| Miller Connection | Arizona Canal | Miller Road | 0.00 | High |
| Mountain View Path | Mountain View Road | Arabian Trail | 0.60 | High |
| Northsight Path | Hayden Road | CAP Aqueduct | 0.40 | High |
| Paiute Path | Avalon Drive | Osborn Road | 0.30 | High |
| Pima Path | Shea Boulevard | Cactus Road | 1.00 | High |
| Pima Path | Cactus Road | Thunderbird Road | 1.10 | High |
| Pima Path | Thunderbird Road | Frank Lloyd Wright Boulevard | 1.30 | High |
| Power Line Path | Bella Vista Path | Shea Boulevard | 1.20 | High |
| Powerline Path | Shea Boulevard | Cactus Road | 1.30 | High |
| Ranch Park Path | 102nd Street | Desert Canyon Path | 0.40 | High |
| Redfield Path | Frank Lloyd Wright Boulevard | 100th Street | 0.30 | High |
| San Miguel Path | Arizona Canal | 76th Place | 0.00 | High |
| Scottsdale Ranch Park | Tennis Courts | Path | 0.00 | High |
| Scottsdale Road Path | Cactus Park | Sweetwater Avenue | 0.30 | High |
| Shea Path | Hayden Road | Loop 101 | 0.80 | High |
| Shea Path | Loop 101 | 96th Street | 1.00 | High |
| Shea Path | 96th Street | 104th Street | 1.00 | High |
| Shea Path | 64th Street | Scottsdale Road | 1.00 | High |
| Shea Path | Scottsdale Road | Hayden Road | 1.00 | High |
| Shea Path | 104th Street | Frank Lloyd Wright Boulevard | 1.20 | High |
| Shea Path | Frank Lloyd Wright Boulevard | 124th Street | 1.30 | High |
| Shea Path | 124th Street | 136th Street | 1.60 | High |
| Shea Path | 120th Street | 124th Street | 0.50 | High |
| South Corp Yard Path | Miller Road | Indian Bend Wash | 0.10 | High |
| Thomas Bike Streetop | Thomas Road | Indian Bend Wash | 0.20 | High |
| Thomas Road Gap | Indian Bend Wash | Thomas Road | 0.10 | High |
| Thomas Road Path | Pima Park | Pima Path | 0.10 | High |
| Thomas Road Path | 61Street Street | 62nd Street | 0.10 | High |
| Valley Vista Path | Hayden Road | 82nd Street | 0.20 | High |
| Via Linda Path | Mountain View Road | Lakeview Drive | 0.70 | High |
| Vista Path | Chaparral Park | Vista Drive | 0.00 | High |

Table 6: Non-Motorized Multi-use Paths Medium Priorities

| Name | From | To | Length (mile) | Priority |
|---------------------|------------------------|------------------------------|---------------|----------|
| 104th Street Path | Mission Lane | Via Linda | 0.30 | Medium |
| 104th Street Path | Via Linda | Scottsdale Ranch Park | 0.00 | Medium |
| 124th Street Path | CAP Aqueduct | Cochise Drive | 0.30 | Medium |
| 73rd Street Path | Sutton Drive | Thunderbird Road | 0.30 | Medium |
| 73rd Street Path | Thunderbird Road | Paradise Lane | 1.60 | Medium |
| 76th Street Path | Sutton Drive | Thunderbird Road | 0.70 | Medium |
| 76th Street Path | Loop 101 | Thompson Peak Parkway | 1.20 | Medium |
| 82nd Street Path | Princess Drive | Union Hills Drive | 0.40 | Medium |
| 87th Way Connector | 87th Way | Pima Path | 0.00 | Medium |
| 92nd Street Path | Larkspur Drive | Sweetwater Avenue | 0.20 | Medium |
| 97th Street Path | Sutton Drive | Presidio Road | 0.10 | Medium |
| 97th Street Path | Presidio Path | Thunderbird Road | 0.30 | Medium |
| Agua Linda Path | Agua Linda Park | Pima Path | 0.00 | Medium |
| Arabian Path | Irish Hunter Path | Arabian Tr | 0.10 | Medium |
| Arizona Canal Path | Hayden Rest Stop | Arizona Canal Path | 0.00 | Medium |
| Bell Path | Power Line Path | Thompson Peak Parkway | 1.20 | Medium |
| Bella Vista Path | CAP Aqueduct | Shea Boulevard | 1.90 | Medium |
| Bella Vista Path | 90th Street | 104th Street | 1.60 | Medium |
| Bella Vista Path | 104th Street | 112th Street | 1.00 | Medium |
| Bella Vista Path | 112th Street | 122nd Street | 1.20 | Medium |
| Bella Vista Path | 122nd Street | CAP Aqueduct | 0.90 | Medium |
| Cactus Path | 104th Street | Frank Lloyd Wright Boulevard | 0.80 | Medium |
| CAP Path | Shea Boulevard | Via Linda | 0.80 | Medium |
| CAP Path | Bella Vista Path | Shea | 1.50 | Medium |
| CAP Path | Via Linda | Sweetwater Avenue | 1.80 | Medium |
| CAP Path | Loop 101 | Hayden Road | 1.00 | Medium |
| CAP Path | Hayden Road | Scottsdale Road | 1.00 | Medium |
| Casabella Connector | Casabella Condominiums | Pima Path | 0.00 | Medium |
| Cholla Path | 108th Street | Cholla Park | 0.60 | Medium |
| Cholla Path | 94th Street | 108th Street | 1.70 | Medium |
| Commercio Connector | Ranch Office | Pima Path | 0.00 | Medium |
| Del Arbor Connector | Via del Arbor | Pima Path | 0.00 | Medium |
| Desert Camp Path | Pima Acres Path | Thompson Peak Parkway | 0.40 | Medium |
| Desert Canyon Path | WestWorld | Desert Canyon Path | 0.30 | Medium |
| Dorado Connector | Via de Dorado | Pima Path | 0.00 | Medium |
| Earl Path | 81st Place | 82nd Place | 0.00 | Medium |
| FLW Path | 100th Street | CAP Aqueduct | 0.30 | Medium |
| Gold Dust Path | West of Hayden Road | Arabian Trail | 0.20 | Medium |
| Granite Reef Path | McKellips Road | Granite Reef Road | 0.30 | Medium |
| Hayden Path | CAP Aqueduct | Copper Basin Park | 0.80 | Medium |
| Hayden Path | Copper Basin Park | Power Line Path | 1.50 | Medium |
| IBW West Path | Indian Bend Road | Scottsdale Road | 0.70 | Medium |
| Indian Bend Path | Hayden Road | Indian Bend Path | 0.20 | Medium |
| Indian School Path | Bashas Market | 81st Street | 0.00 | Medium |
| Irish Hunter Path | Mountain View Path | Arabian Tr | 0.30 | Medium |
| Joshua Tree Cnctr | Joshua Tree Lane | Pima Path | 0.00 | Medium |
| La Luna Connector | Via de La Luna | Pima Path | 0.00 | Medium |
| Larkspur Path | Larkspur Drive | 93Road Street | 0.20 | Medium |

Table 7: Non-Motorized Multi-use Paths Medium Priorities (Continued)

| Name | From | To | Length (mile) | Priority |
|------------------------|------------------------------|------------------------------|---------------|----------|
| LincoLane Path | Arizona Canal | 78th Street | 0.10 | Medium |
| Loop 101 Path | Hayden Road | Princess Drive | 1.10 | Medium |
| Loop 101 Path | Scottsdale Road | Hayden Road | 1.00 | Medium |
| McCormick Connector | Via de McCormick | Pima Path | 0.00 | Medium |
| McCormick Parkway Path | Scottsdale Road | Indian Bend Path | 1.10 | Medium |
| McCormick Path | Via Bonita | DouBoulevardetree Ranch Road | 0.20 | Medium |
| Mt View Connector | Camelback Walk | Mountain View Road | 0.10 | Medium |
| Mustang Connector | Mustang Trail | Pima Path | 0.00 | Medium |
| Northsight Path | Thunderbird Road | Northsight Path | 0.10 | Medium |
| Northsight Path | Northsight Path | Redfield Path | 0.00 | Medium |
| Osborn Path | Osborn Road | Pima Road | 0.00 | Medium |
| Palomino Path | Bella Vista Path | 117th Way | 1.00 | Medium |
| Papago Path | Granite Reef Road | Pima Path | 0.50 | Medium |
| Pima Path | CAP Aqueduct | Bell Road | 0.60 | Medium |
| Pima Path | Mountain View Road Crossing | | 0.00 | Medium |
| Pima Path | Frank Lloyd Wright Boulevard | Bell Road | 1.10 | Medium |
| Pinnacle Peak Road | Miller Road | Pima Road | 1.50 | Medium |
| Power Line Path | WestWorld | Pima Road | 1.50 | Medium |
| Power Line Path | Hayden Road | Thompson Peak Parkway | 0.60 | Medium |
| Presidio Path | Sutton Drive | 100th Street | 0.40 | Medium |
| Presidio Path | 96th Street | 97th Street Path | 0.20 | Medium |
| Ranch Connector | Ranch Office Park | Pima Path | 0.00 | Medium |
| Ranch Connector | Ranch Office Park | Pima Path | 0.00 | Medium |
| Rancho Antigua Path | Rancho Antigua | Pima Path | 0.00 | Medium |
| Rancho Antigua Path2 | Rancho Antigua | Pima Path | 0.00 | Medium |
| Reata Path | Union Hills Drive | Thompson Peak Parkway | 1.40 | Medium |
| San EStreteban Path | San EStreteban Drive | Pima Path | 0.00 | Medium |
| San Rafael Connector | San Rafael Drive | Pima Path | 0.00 | Medium |
| Scottsdale Ranch Park | Path | Lakeview Drive | 0.10 | Medium |
| Scottsdale Ranch Path | 104th Street Path | Scottsdale Ranch Path | 0.00 | Medium |
| Scottsdale Road Path | Loop 101 | Thompson Peak Parkway | 0.70 | Medium |
| Scottsdale Road Path | Deer Valley Road | Pinnacle Peak Road | 1.00 | Medium |
| Shea Path | 124th Street | 132nd Street | 0.70 | Medium |
| Shea Path | 142nd Street | City Limits | 0.30 | Medium |
| Shea Path | 132nd Street | 140th Street | 1.20 | Medium |
| Sun Canyon Connector | Sun Canyon | Pima Path | 0.00 | Medium |
| Sweetwater Path | 89th Street | 96th Street | 0.90 | Medium |
| Sweetwater Path | 96th Street | Frank Lloyd Wright | 1.10 | Medium |
| Thompson Peak Path | Hayden Road | Pima Road | 1.10 | Medium |
| Thunderbird Path | 97th Street Path | Frank Lloyd Wright Boulevard | 0.10 | Medium |
| Thunderbird Path | 76th Street | Hayden Road | 0.50 | Medium |
| Thunderbird Path | Redfield Road | Thunderbird Road | 0.30 | Medium |
| Thunderbird Path | Thunderbird Road | Redfield Road | 0.10 | Medium |
| Ventura Path | 85th Way | 86th Place | 0.10 | Medium |
| Ventura Path B | 85th Way | 86th Place | 0.10 | Medium |
| Via de Ventura Path | Indian Bend Path | Doubletree Ranch Road | 0.50 | Medium |
| Yavapai Path | Yavapai Elementary School | Indian Bend Wash | 0.10 | Medium |

Table 8: Non-Motorized Multi-use Paths Low Priorities

| Name | From | To | Length (mile) | Priority |
|-----------------------|-----------------------|------------------------------|---------------|----------|
| 100th Place Connector | Bella Vista Path | 100th Place | 0.00 | Low |
| 104th Street Path | Bella Vista Path | Mission Lane | 0.10 | Low |
| 124th Street Path | Cochise Drive | LoStreet Dog Trailhead | 1.30 | Low |
| 128th Street Path | Shea Boulevard | Cactus Road | 1.10 | Low |
| 132nd Street Path | Shea Boulevard | Via Linda | 0.60 | Low |
| 56th Street Path | Jomax Road | Dynamite Boulevard | 1.00 | Low |
| 60th Street Path | Dove Valley Road | Carefree HWay | 1.00 | Low |
| 64th Street Path | Pinnacle Vista Drive | Dynamite Boulevard | 0.50 | Low |
| 68th Place Path | Shea Boulevard | Cholla Street | 0.50 | Low |
| 68th Place Path | Gold Dust Avenue | Shea Boulevard | 0.30 | Low |
| 70th Street Path | Mountain View Road | Gold Dust Avenue | 0.20 | Low |
| 76th Street Path | Sweetwater Avenue | Cotton Drive | 0.30 | Low |
| 82nd Street Connector | 82nd Street | Redfield Path | 0.10 | Low |
| 82nd Street Path | Union Hills Drive | Loop 101 | 0.30 | Low |
| 92nd Street Path | Cactus Road | Larkspur Drive | 0.20 | Low |
| 94th Street Connector | Sierra Pinta Drive | Desert Camp Drive | 0.00 | Low |
| 94th Street Path | Power Line Path | Bell Road | 0.20 | Low |
| 96th Street Path | Bella Vista Path | Mission Lane | 0.10 | Low |
| Bell Path | Loop 101 | Power Line Path | 0.50 | Low |
| Bell Path | Hayden Road | Copper Basin Park | 0.10 | Low |
| Bell Path | Copper Basin Park | Loop 101 | 0.70 | Low |
| Bella Vista Cnctr | Bella Vista Path | Bella Vista | 0.10 | Low |
| Bent Tree Path | 110th Street | Frank Lloyd Wright Boulevard | 0.20 | Low |
| Border Path | 60th Street | Scottsdale Road | 2.40 | Low |
| Cactus Path | 124th Street | 128th Street | 0.50 | Low |
| Carefree Path | 56th Street | Scottsdale Road | 1.90 | Low |
| Cave Creek Path | City Limits | Lone Mountain Parkway | 1.60 | Low |
| Cave Creek Path | Lone Mountain Parkway | 112th Place | 1.30 | Low |
| Cave Creek Path | 112th Place | City Limits | 1.20 | Low |
| Center Path | Scottsdale Road | 76th Street Path | 0.20 | Low |
| Cholla Path | 66th Street | 68th Place | 0.30 | Low |
| DC Ranch Path | DC Ranch Path | Thompson Peak Parkway | 0.10 | Low |
| DC Ranch Path | Alma School Path | Copper Ridge Middle School | 0.10 | Low |
| Deer Valley Path | Existing sidewalk | Miller Road | 0.20 | Low |
| Doubletree Path | Power Line Path | Doubletree Path | 0.00 | Low |
| Dove Valley Path | 56th Street | 60th Street | 0.50 | Low |
| Dynamite Path | Pima Road | 97th Place | 1.20 | Low |
| Dynamite Path | 97th Place | Alma School Parkway | 1.70 | Low |
| Dynamite Path | 56th Street | Scottsdale Road | 2.00 | Low |
| Dynamite Path | Scottsdale Road | 80th Street | 1.00 | Low |
| Dynamite Path | 80th Street | Pima Road | 1.00 | Low |
| Elm Drive Connector | Elm Drive | Granite Reef Senior Center | 0.00 | Low |
| FLW Path | 82nd Street | Northsight Path | 0.40 | Low |
| Gold Dust Gap | Gold Dust Avenue | Gold Dust Avenue | 0.00 | Low |
| Gold Dust Path | 68th Way | 70th Street | 0.20 | Low |
| Happy Valley Road | Scottsdale Road | Alma School Road | 3.90 | Low |
| Hualapai Path | Ironwood Path | Pima Acres Path | 0.50 | Low |

Table 9: Non-Motorized Multi-use Paths Low Priorities (Continued)

| Name | From | To | Length (mile) | Priority |
|------------------------|-----------------------|--------------------------------|---------------|----------|
| Indian Bend Wash Path | Indian School Road | | 0.50 | Low |
| Inner Circle Connector | Inner Circle | Pima Path | 0.00 | Low |
| Jomax Path | Pinnacle Peak Parkway | Alma School Road | 0.20 | Low |
| Jomax Path | Jomax Road | Alma School Road | 0.30 | Low |
| Lone Mountain Path | Stagecoach Road | Cave Creek Road | 2.10 | Low |
| Lone Mountain Path | Scottsdale Road | Pima Road | 2.00 | Low |
| Loop 101 Path | Scottsdale Road | Hayden Road | 1.00 | Low |
| Mayo Path | Shea Boulevard | Cactus Road | 1.20 | Low |
| Mescal Path | 68th Place | 68th Place | 0.30 | Low |
| Miller Path | Williams Drive | Pinnacle Peak Road | 0.50 | Low |
| Miller Path | Pinnacle Peak Road | Happy Valley Road | 1.00 | Low |
| Miller Path | Deer Valley Road | Pinnacle Peak Road | 1.20 | Low |
| Mountain View Path | Scottsdale Road | 78th Street | 0.80 | Low |
| Mountain View Path | 68th Place | Scottsdale Road | 0.50 | Low |
| Old Pima Path | Power Line Path | Hualapai Drive | 0.80 | Low |
| Osborn Road | Indian Bend Wash Path | Hayden Road | 0.50 | Low |
| Paseo Path | Via Paseo Del Norte | Scottsdale McCormick Office Pa | 0.10 | Low |
| Paseo Path | Paseo Path | Via de Negocio | 0.10 | Low |
| Pima Acres Path | Diamond Rim Drive | Desert Camp Drive | 0.30 | Low |
| Pima Acres Path | S of Hualapai Drive | Diamond Rim Drive | 0.30 | Low |
| Pima Path | Los Gatos Drive | Happy Valley Road | 1.70 | Low |
| Pima Path | Loop 101 | Power Line Path | 0.70 | Low |
| Pima Path | Jomax Road | Dynamite Boulevard | 1.00 | Low |
| Pima Path | Overlook Drive | Los Gatos Drive | 0.30 | Low |
| Pima Path | Happy Valley Road | Jomax Road | 1.00 | Low |
| Pima Path | Dynamite Boulevard | Dixileta Drive | 1.00 | Low |
| Pima Path | Westland Road | Streetagecoach Road | 1.50 | Low |
| Pima Path | Dixileta Drive | Lone Mountain Road | 1.00 | Low |
| Pima Path | Lone Mountain Road | Westland Road | 1.60 | Low |
| Pinnacle Peak Road | Pima Road | Wash | 1.50 | Low |
| Pinnacle Vista Path | 56th Street | 64th Street | 1.00 | Low |
| Power Line Path | Pima Road | Hayden Road | 1.50 | Low |
| Powerline Path | 74th Street | Scottsdale Road | 0.80 | Low |
| Professional Gap | 85th Place | Scottsdale Professional | 0.00 | Low |
| Ranch Connector | Ranch Office Park | Pima Path | 0.00 | Low |
| Rawhide Path | Scottsdale Road | Happy Valley Road | 1.40 | Low |
| Rawhide Path | Happy Valley Road | Jomax Road | 1.00 | Low |
| Reata Path | Power Line Path | Union Hills Drive | 1.50 | Low |
| Reata Path | Thompson Peak Parkway | Adobe Drive | 1.00 | Low |
| Reata Path | Adobe Drive | Pinnacle Peak Road | 1.00 | Low |
| Reata Path | Pinnacle Peak Road | Happy Valley Road | 1.10 | Low |
| Reata Path | Jomax Road | Rio Verde Drive | 1.20 | Low |
| Reata Path | Happy Valley Road | Jomax Road | 1.20 | Low |
| Redfield Path | Northsight Park | Gelding Drive | 0.10 | Low |
| Redfield Path | Hayden Road | Northsight Park | 0.50 | Low |
| Scottsdale Road Path | CAP Aqueduct | Loop 101 | 1.40 | Low |
| Scottsdale Road Path | Lone Mountain Road | Carefree HWay | 2.00 | Low |

Non-Motorized Vehicle Element – Trails

Scottsdale identifies unpaved facilities as trails. These travelways are gravel or stabilized soils and are intended for use by pedestrians, bicycles, and equestrians. The trails inside the McDowell Sonoran Preserve are excluded from the Transportation Master Plan. **Table 10** lists by priority the total number and total length of the non-motorized trails outside of the McDowell Sonoran Preserve for the City.

Table 10: Non-Motorized Trails

| <u>Priority</u> | <u>Number</u> | <u>Miles</u> |
|-----------------|---------------|--------------|
| High | 41 | 48.5 |
| Medium..... | 51 | 52.0 |
| Low..... | 181 | 38.2 |

Figure 34, Figure 35, and

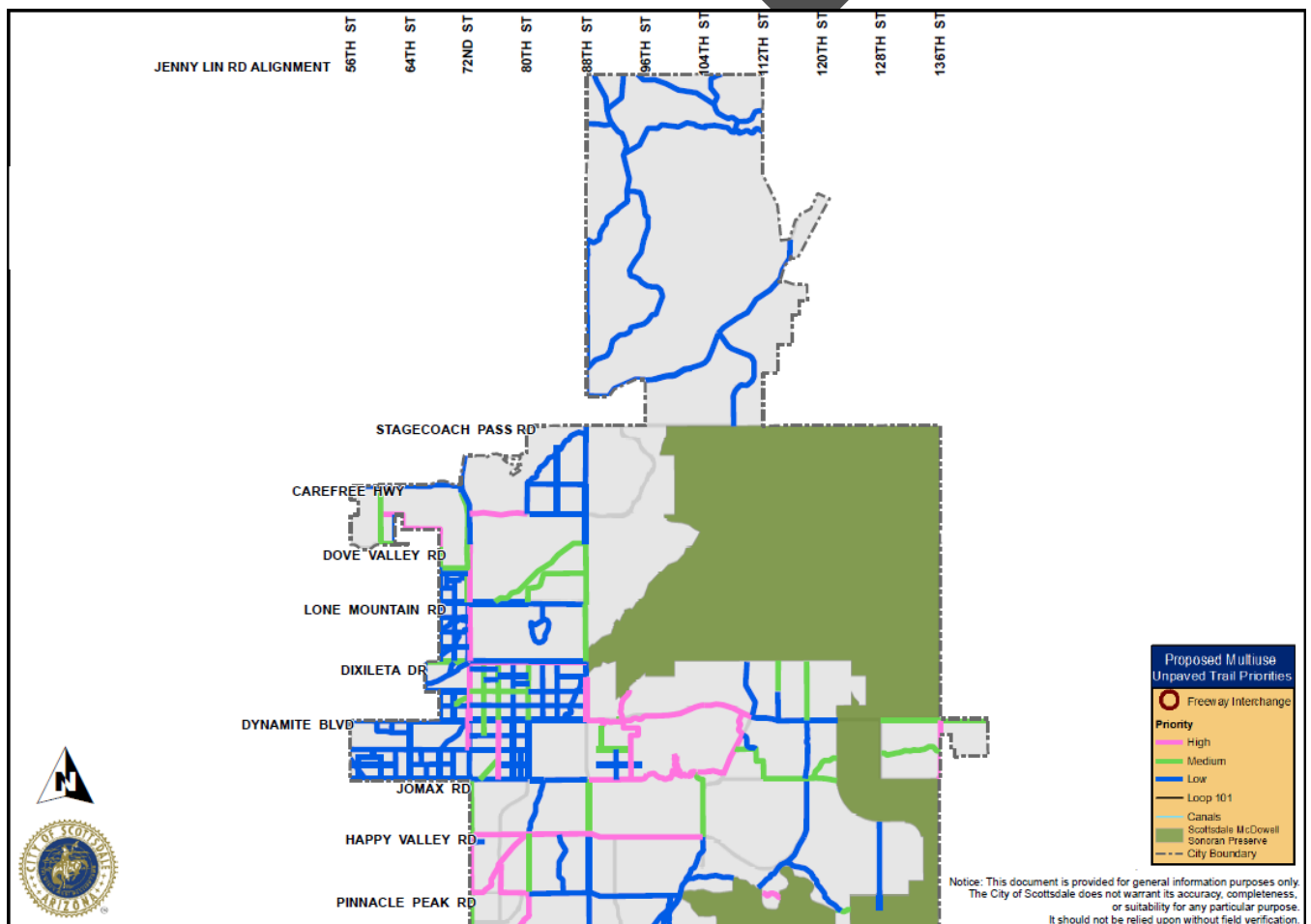


Figure 36 depict the high, medium, and low priorities for trails within the three geographic areas of Scottsdale. These priorities are those determined by 2004 Scottsdale Trails Master Plan and the 2009 Ad Hoc Citizens Trails Task Force. The specific location (distance from adjacent or nearest street); and material (gravel or stabilized soil) will be determined on a project-by-project and immediate vicinity basis.

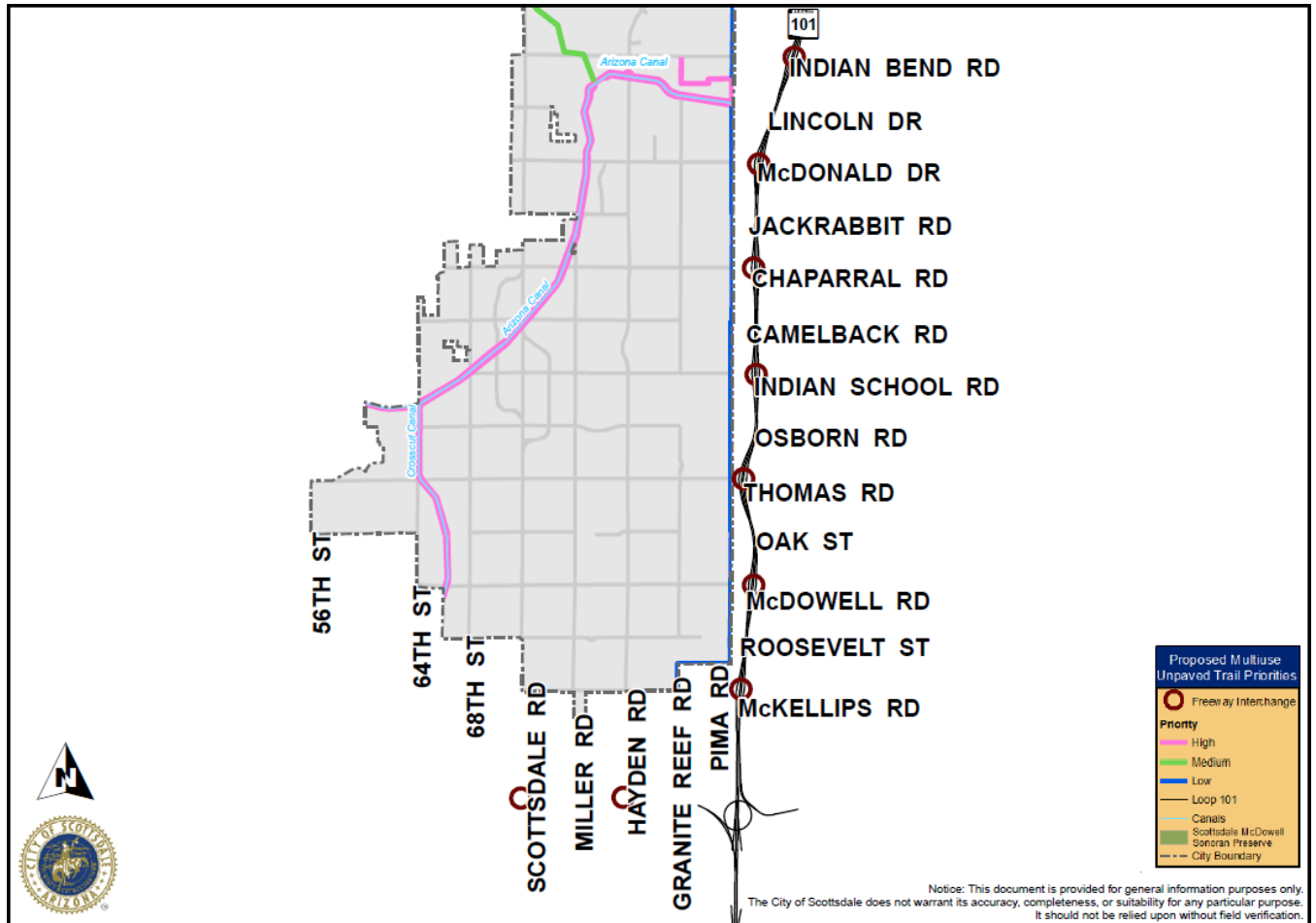


Figure 34: Non-Motorized Trail Priorities – McKellips Road to Indian Bend Road

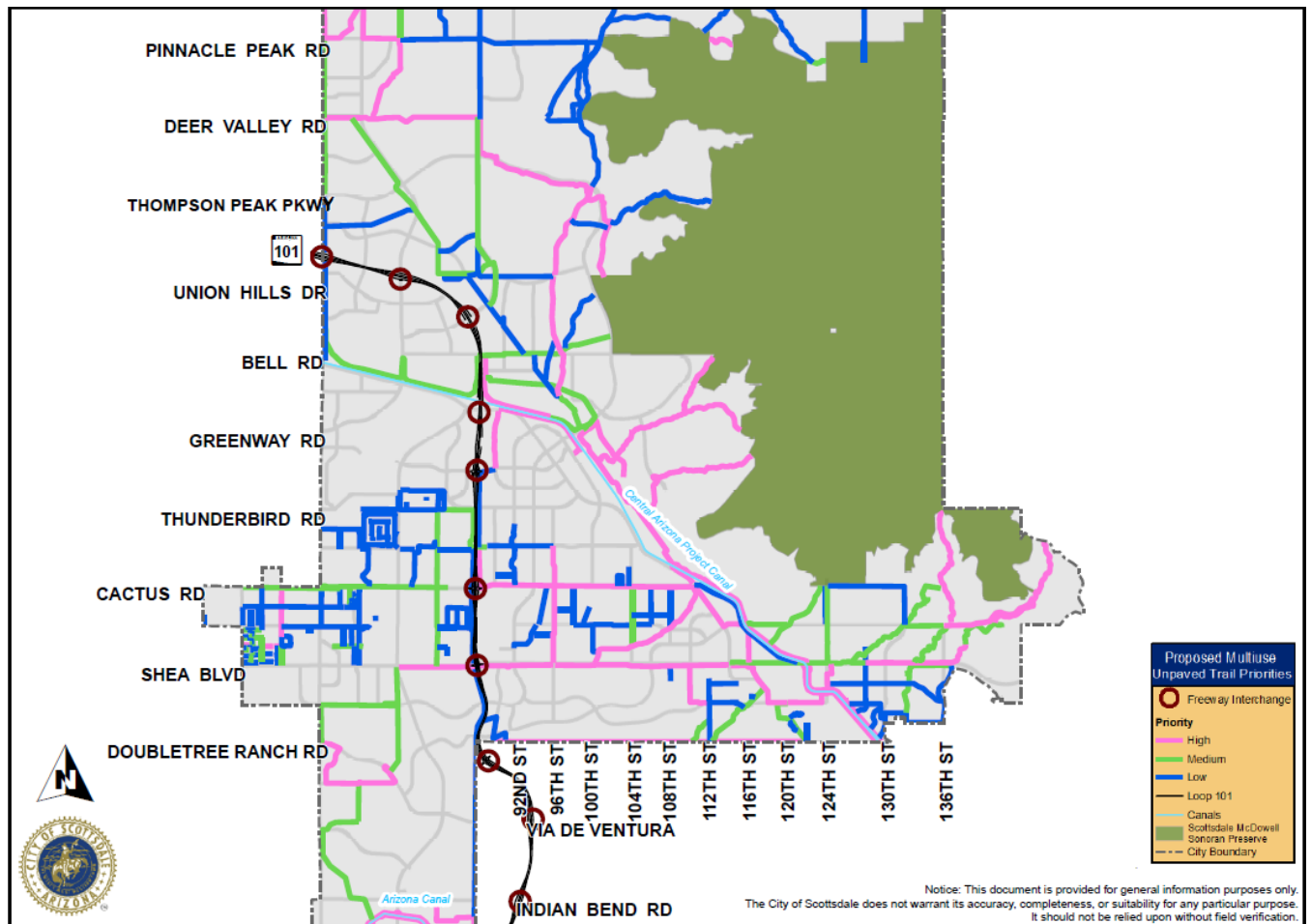


Figure 35: Non-Motorized Trail Priorities – Indian Bend Road to Pinnacle Peak Road

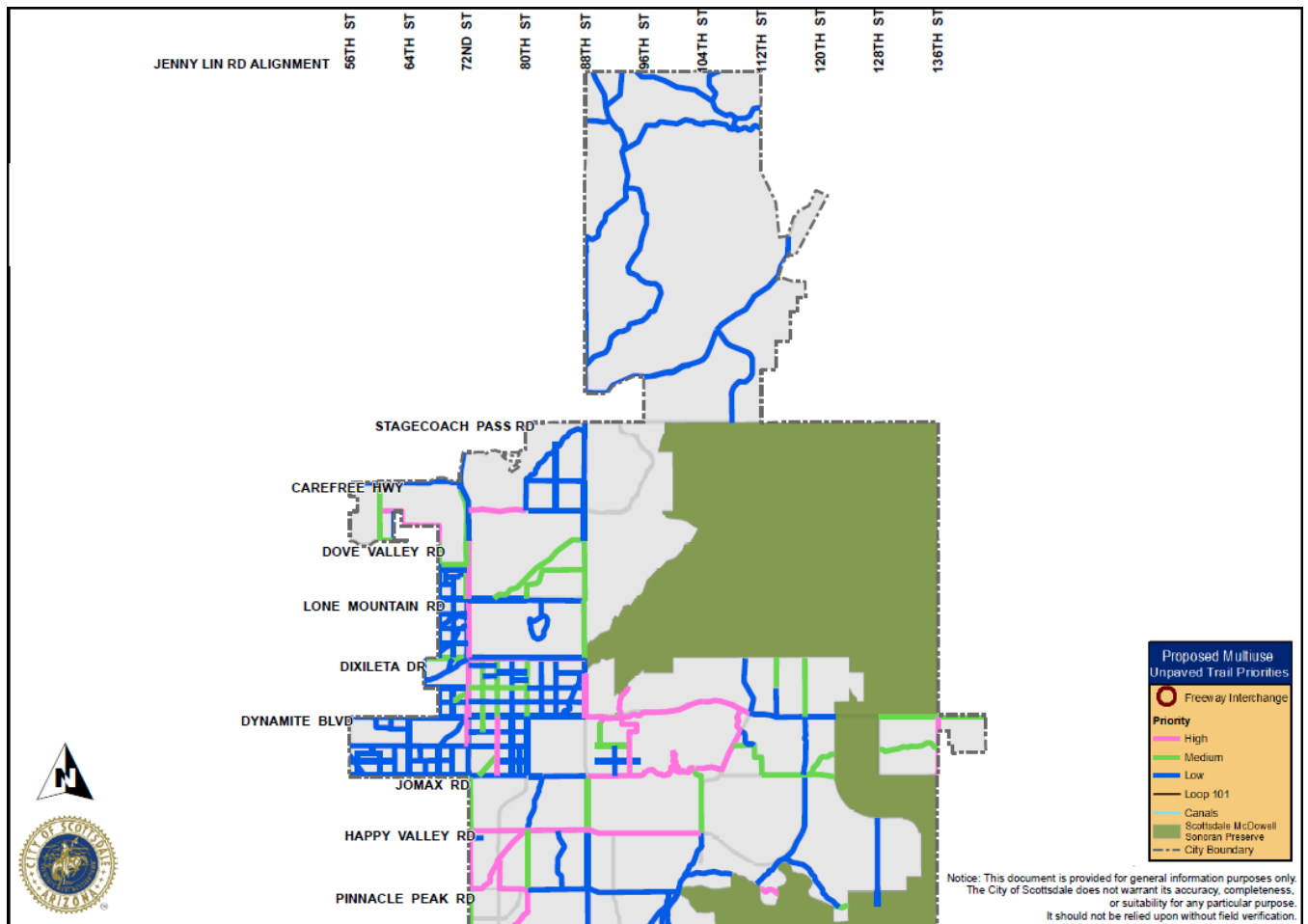


Figure 36: Non-Motorized Trails Priorities – Pinnacle Peak Road to Jenny Lin Road

Table 11 lists in alphabetical order the high priority trails. **Table 12** and **Table 13** list in alphabetical order the medium priority trails. **Table 14, Table 15, Table 16,** and **Table 17** list in alphabetical order the low priority trails.

Table 11: Non-Motorized Trails High Priorities

| Name | From | To | Length (mile) | Priority |
|---|-------------------------------|-----------------------------|---------------|----------|
| 116th Street | Shea Boulevard | CAP | 0.38 | High |
| 136th Street | Jomax Road | Rio Verde Road | 1.00 | High |
| 136th Street Wash | Dancing Bears Court | Eagle Ridge Drive | 1.64 | High |
| 261 ft south of Mescal Street | 64th Street | 68th Street | 0.38 | High |
| 63rd Street/City Boulevard/68th Street | Evening Glow Drive | 230 ft south of Dove Valley | 1.55 | High |
| 76th Street | Jomax Road | Dynamite Boulevard | 1.01 | High |
| 90th Street | Raintree Drive | Frank Lloyd Wright | 0.74 | High |
| 94th Street/Oberlin/95th Street/Antioch/93rd Street | Jomax Road | Dynamite Boulevard | 1.36 | High |
| 96th Street | Cactus Road | Sweetwater Avenue | 0.51 | High |
| Alma School Road | 430 ft north of Jomax Road | Dynamite Boulevard | 1.20 | High |
| Cactus Road/Loop 101 | 96th Street | Sweetwater Av | 1.48 | High |
| Central Arizona Canal left | Scottsdale/SRP-MIC Boulevard | Shea Boulevard | 1.59 | High |
| Central Arizona Canal left | Shea Boulevard | Cactus Road | 1.80 | High |
| Central Arizona Canal left/Loop 101 | Bell Road | Horizon Park | 1.40 | High |
| Central Arizona Canal right | Scottsdale/SRP-MIC Boulevard | Shea Boulevard | 1.53 | High |
| Central Arizona Canal right | 90th Street | 100th Street | 1.38 | High |
| Deer Valley Road | Scottsdale Road | Pima Road | 2.01 | High |
| Doubletree Ranch/Gainey Suites/Eastwood | Scottsdale Road | Doubletree Ranch Road | 2.01 | High |
| Dynamite Boulevard | 850 ft east of 103rd Place | Alma School Parkway | 0.84 | High |
| Dynamite Boulevard | Pima Road | 91st Street | 0.31 | High |
| FLW/Via Linda | Central Arizona Project Canal | Cactus Road | 0.89 | High |
| Granite Reef/Cactus Wren/Pima | Indian Bend Road | Arizona Canal | 1.00 | High |
| Happy Valley Road | Scottsdale Road | Alma School Road | 3.90 | High |
| Mescal Park PUE | Mescal Park | Cactus Road | 0.62 | High |
| Miller/Pinnacle Peak | Rawhide Wash | Hayden Road | 0.95 | High |
| Mountain View/124th Street | 120th Street | Shea Boulevard | 0.38 | High |
| Pima Road | Dynamite Boulevard | Morning Vista Drive | 0.73 | High |
| Power Line Corridor | Mountain View Road | Shea Boulevard | 1.06 | High |
| Rawhide Wash | Scottsdale Road | Hayden Road | 1.47 | High |
| Scottsdale Road | Pinnacle Peak Road | HapParkway Valley Road | 1.00 | High |
| Scottsdale Road (east side) | Dynamite Road | Dixie Drive | 0.98 | High |
| Scottsdale Road (east side) | Dixie Drive | Lone Mountain Road | 0.98 | High |
| Scottsdale Road (east side) | Lone Mountain Road | Dove Valley Road | 0.99 | High |
| Scottsdale Road (east side) | Pinnacle Vista Drive | Peakview Road/Via Dona Road | 1.00 | High |
| Shea Boulevard | 96th Street | 114th Street | 2.23 | High |
| Shea Boulevard | 128th Street | Desert Cove Av | 1.45 | High |
| Shea Boulevard | 90th Street | 96th Street | 0.78 | High |
| south of Boulevardack Rock | Preserve | Preserve | 0.36 | High |
| Verde Canal | Acoma Drive | Thompson Peak Parkway | 1.03 | High |
| Wash Corridor | WestWorld | Union Hills Drive | 1.58 | High |
| Westland Road | Scottsdale Road | Hayden Road | 0.98 | High |

Table 12: Non-Motorized Trails Medium Priorities

| Name | From | To | Length (mile) | Priority |
|--|-------------------------------|------------------------------------|---------------|----------|
| 104th Street | Bent Tree Wash | Cactus Road | 0.77 | Medium |
| 114th Street | Via Dona Road | Preserve | 0.51 | Medium |
| 118th Street | Rio Verde Drive | Preserve | 1.00 | Medium |
| 124th Street East side | Shea Boulevard | Cactus Road | 0.99 | Medium |
| 128th Street Wash | Shea Boulevard | Cactus Road | 1.49 | Medium |
| 128th Street Wash connection | 128th Street Wash | 136th Street | 0.40 | Medium |
| 132nd Street Wash | Shea Boulevard | Via Linda | 0.81 | Medium |
| 132nd Street Wash/Shea | Sorrel Lane | 550 ft East of 136th Street | 1.21 | Medium |
| 136th Street Wash | Desert Cove | Dancing Bears Court | 0.80 | Medium |
| 230 ft north of Desert Cove | 74th Street | Sundown Drive | 0.05 | Medium |
| 60th Street/Dove Valley Road | Carefree Highway | 62nd Street | 1.20 | Medium |
| 68th Place | Shea Boulevard | Mescal Park | 0.24 | Medium |
| 740 ft West of Hayden on Mountain View | Mountain View Road | Shea Boulevard | 0.65 | Medium |
| 74th Street | Oberlin Way | Dixie Drive | 1.25 | Medium |
| 84th Street | Shea Boulevard | Cactus Road | 1.02 | Medium |
| 84th Street | Cactus Road | Thunderbird Road | 1.00 | Medium |
| 90th Street | Pinnacle Vista Drive | 520 ft south of Dynamite Boulevard | 0.36 | Medium |
| Alma School Road | Happy Valley Road | Pinnacle Peak Park | 1.17 | Medium |
| Bell Road | Loop 101 | Thompson Peak Py | 1.78 | Medium |
| Cactus Road north side | Scottsdale Road | 715 ft East of 84th Street | 1.63 | Medium |
| Central Arizona Project Canal left | Scottsdale Road | Bell Road | 3.27 | Medium |
| Dixie Drive (north side) | 68th Street | Scottsdale Road | 0.49 | Medium |
| Dixie Drive (south side) | 66th Street | Scottsdale Road | 0.73 | Medium |
| Dynamite Boulevard (north side) | 570 ft West of 93rd Street | 93rd Street | 0.11 | Medium |
| Hayden Road | Dynamite Boulevard | Dixie Drive | 0.98 | Medium |
| Hayden Road | Pinnacle Peak Road | Happy Valley Road | 0.96 | Medium |
| Indian Bend Wash | Arizona Canal | 475 ft east of 75th Street | 1.97 | Medium |
| Jomax NE to Preserve | Jomax Road | Preserve | 0.61 | Medium |
| Jomax Road | 625 ft West of 113th Street | Preserve | 1.25 | Medium |
| Lost Dog Wash | Central Arizona Project Canal | Cactus Road | 1.04 | Medium |
| Paraiso Drive | 122nd Street | Preserve | 0.27 | Medium |
| Pima Road | Power Line Corridor | Deer Valley Road | 2.55 | Medium |
| Pima Road | Happy Valley Road | Jomax Road | 0.93 | Medium |
| Pima Road | Dixie Drive | Lone Mountain Road | 0.96 | Medium |
| Pima Road | Lone Mountain Road | Whisper Rock Tr | 1.04 | Medium |
| Pinnacle Vista Drive | 500 ft West of 90th Street | 94th Street | 0.59 | Medium |
| Pinnacle Vista Drive wash | 128th Street | City Limit | 1.35 | Medium |
| Pinnacle Vista/111th Street | Alma School Py | Jomax Road | 0.98 | Medium |
| Power Line Corridor | Scottsdale/SRP-MIC boRader | Mountain View Road | 0.83 | Medium |
| Power Line Corridor | Pima Road | Thompson Peak Parkway | 1.99 | Medium |
| Rio Verde Drive | 128th Street | City Limits | 1.81 | Medium |

Table 13: Non-Motorized Trails Medium Priorities (Continued)

| Name | From | To | Length (mile) | Priority |
|---------------------------------------|-----------------------------|------------------------------------|---------------|----------|
| Scottsdale Road | Deer Valley Road | Pinnacle Peak Road | 1.01 | Medium |
| Scottsdale Road | Happy Valley Road | Jomax Road | 0.90 | Medium |
| Scottsdale Road (west side) | Lone Mountain Road | 500 ft north of Ashler Hills Drive | 0.59 | Medium |
| Scottsdale/Mountain View/Gainey Ranch | Mountain View Road | Doubletree Ranch Road | 0.49 | Medium |
| Shea Boulevard | 114th Street | 128th Street | 1.77 | Medium |
| VeRoade Canal | Loop 101 | Thompson Peak Parkway | 1.80 | Medium |
| Via Dona Road | Scottsdale Road | Hayden Road | 1.00 | Medium |
| Via Linda | CAP | 120th Street | 0.53 | Medium |
| Via Linda | 132nd Street | 136th Street | 0.49 | Medium |
| Wash 1230 ft west of 112th Street | Scottsdale/SRP-MIC boRoader | 112th Street | 0.38 | Medium |

Table 14: Non-Motorized Trails Low Priorities

| Name | From | To | Length (mile) | Priority |
|---|------------------------------------|---------------------------------|---------------|----------|
| 100th Street | Bent Tree Wash | Cholla Street | 0.41 | Low |
| 106th Street | Cholla Street | Cactus Road | 0.48 | Low |
| 108th Street | Bent Tree Wash | Cactus Road | 0.52 | Low |
| 112th Street | Scottsdale/SRP-MIC boRoader | 150 ft north of Beryl Avenue | 0.81 | Low |
| 114th Street | Rio VeRoade Drive | Via Dona Road | 0.48 | Low |
| 118th Street | 600 ft south of Buckskin Tr | Jomax Road | 1.00 | Low |
| 118th Street | Jomax Road | Rio VeRoade Drive | 1.01 | Low |
| 128th Street | CAP | Desert Cove Avenue | 0.93 | Low |
| 128th Street | Pinnacle Peak Road | Preserve | 1.28 | Low |
| 128th Street | Preserve | Pinnacle Peak Road | 0.25 | Low |
| 1300 ft north of Thunderbird Placeus cntr | Hayden Road | Northsight Park | 0.63 | Low |
| 136th Street | Scottsdale/SRP-MIC boRoader | Shea Boulevard | 0.82 | Low |
| 200 ft north of Aster Drive | Hayden Road | 250 ft East of 81 Street Street | 0.19 | Low |
| 200 ft north of Jenan Drive | 64th Street | 70th Place | 0.79 | Low |
| 200 ft West of 123rd Street | Scottsdale/SRP-MIC border | 280 ft north of Palomino Road | 0.23 | Low |
| 214 ft south of Beryl | 112th Street | 680 ft West of 116th Street | 0.37 | Low |
| 230 ft East of 98th Wy | Cholla Street | Jenan Drive | 0.24 | Low |
| 250 ft East of 65th Street/Jenan | Cholla Street | 66th Street | 0.25 | Low |
| 250 ft West of 65th Street | Cholla Street | Jenan Drive | 0.20 | Low |
| 250 ft West of 82nd Street | 250 north of Cactus Road | Sweetwater Avenue | 0.44 | Low |
| 250 ft West of 82nd Street | Cactus Road | 270 ft north of Cactus | 0.05 | Low |
| 500 ft East of Casitas del Rio Drive | HapParkway Valley Road | Casitas del Rio Drive | 1.33 | Low |
| 520 ft East of 91 Street Street | Cactus Road | Sutton Drive | 0.84 | Low |
| 57th Street/59th Street/60th Street/Quail Track Drive | Jomax Road | Pinnacle Vista Drive | 1.26 | Low |
| 59th Place/61st Place/Calle de Mandel | Dynamite Boulevard | 64th Street | 0.92 | Low |
| 60th Street | Cholla Street | 700 ft north of Cholla | 0.14 | Low |
| 62nd Street | Jomax Road | Pinnacle Vista Drive | 0.50 | Low |
| 62nd Street | Dove Valley Road | Evening Glow Drive | 0.49 | Low |
| 64th Street | Jomax Road | Dynamite Boulevard | 0.98 | Low |
| 64th Street | Cholla Street | 200 ft north of Jenan | 0.24 | Low |
| 650 ft south of HapParkway Valley Road | Scottsdale Road | 1200 ft East of Scottsdale Road | 0.20 | Low |
| 65th Place | Jomax Road | Pinnacle Vista Drive | 0.49 | Low |
| 66th Street | Peak View Road | Dixileta Drive | 0.49 | Low |
| 66th Street | 250 ft south of Cholla | Cactus Road | 0.54 | Low |
| 675 ft East of 84th Street | 575 ft south of Desert Cove Avenue | Desert Cove Avenue | 0.11 | Low |
| 68th Street | Jomax Road | Pinnacle Vista Drive | 0.49 | Low |
| 68th Street | Dynamite Boulevard | Peak View Road | 0.50 | Low |
| 68th Street | Dixileta Drive | Lone Mountain Road | 0.99 | Low |
| 68th Street | Lone Mountain Road | Ashler Hills Drive | 0.51 | Low |
| 68th Street | 86 ft north of Ashler Hills Drive | Lonesome Tr | 0.10 | Low |
| 69th/70th/71st/Ranch Road/Calle de las Estrellas | Lone Mountain Road | Ashler Hills Drive | 1.28 | Low |
| 70th Street | Dynamite Boulevard | Peak View Road | 0.50 | Low |
| 70th Street | Dixileta Drive | Lone Mountain Road | 1.00 | Low |
| 74th Street | Sweetwater Avenue | Sutton Drive | 0.25 | Low |
| 76th Street | Sweetwater Avenue | Sutton Drive | 0.25 | Low |
| 76th Street/Sweetwater | Cactus Road | 76th Street | 0.66 | Low |
| 76th Wy | 76th Wy | Sundown Drive | 0.06 | Low |
| 78th Street | Jomax Road | Dynamite Boulevard | 1.00 | Low |
| 78th Street | Dynamite Boulevard | Dixileta Drive | 0.98 | Low |
| 79th Street | Jomax Road | Pinnacle Vista Drive | 0.50 | Low |
| 82nd Street | Dynamite Boulevard | Dixileta Drive | 0.98 | Low |
| 84th Street | Dynamite Boulevard | Dixileta Drive | 0.99 | Low |

Table 15: Non-Motorized Trails Low Priorities (Continued)

| Name | From | To | Length (mile) | Priority |
|--|--------------------------------|------------------------------|---------------|----------|
| 84th Street | Westland Road | CAvenuealry Drive | 0.80 | Low |
| 84th Street | Pinnacle Peak Road | HapParkway Valley Road | 1.09 | Low |
| 92nd Street | Jomax Road | Pinnacle Vista Drive | 0.51 | Low |
| 98th Street | Cholla Street | Cactus Road | 0.49 | Low |
| 98th Street/Church Road | Adobe Drive | Pinnacle Peak Road | 1.27 | Low |
| Alma School Parkway | Dynamite Boulevard | Preserve | 0.95 | Low |
| Alma School Road | Pinnacle Peak Road | HapParkway Valley Road | 1.14 | Low |
| Ashler Hills Drive | 68th Street | Scottsdale Road | 0.48 | Low |
| Aster/Captain Driveeyfus/Wood | 250 ft East of 81Street Street | 84th Street | 0.42 | Low |
| Balancing Rock Road | 78th Street | Hayden Road | 0.26 | Low |
| Boulevardack Cross Road/Lone Mountain Loop | Lone Mountain Road | Lone Mountain Road | 1.45 | Low |
| Boulevardack Mountain Road | Hayden Road | 87th Wy | 0.92 | Low |
| Bobwhite Wy | 74th Street | 76th Street | 0.25 | Low |
| Cactus/132nd Street | 124th Street | Via Linda | 1.47 | Low |
| Camelback Walk/90th/Via Linda | Scottsdale/SRP-MIC boRoader | Pima Path | 0.76 | Low |
| CAP canal right | Shea Boulevard | Cactus Road | 1.75 | Low |
| Carefree Hi | 56th Street | Scottsdale Road | 1.99 | Low |
| Cave Creek Road | Pima Road | City Limits | 1.09 | Low |
| Cave Creek Road | City Limits | Lone Mountain Parkway | 1.62 | Low |
| Cave Creek Road | Lone Mountain Parkway | City Limits | 2.13 | Low |
| Center | Scottsdale Road | Hayden Road | 1.20 | Low |
| Cholla connector | 70th Street | Cholla Street | 0.11 | Low |
| Cholla Road | 84th Street | 430 ft East of 85th Street | 0.24 | Low |
| Cholla Road | 440 ft West of 86th Street | Loop 101 | 0.19 | Low |
| Cholla Street | Mescal Park PUE | 270 ft East of Miller Road | 1.00 | Low |
| Cholla Street | 98th Street | 106th Street | 1.01 | Low |
| City Limit West | Covey Trail | Rome Wash | 1.87 | Low |
| Dale Lane | 68th Street | Scottsdale Road | 0.48 | Low |
| Dale Lane | Scottsdale Road | Hayden Road | 1.00 | Low |
| Dale Lane | Hayden Road | Pima Road | 0.98 | Low |
| DC Ranch wash | 1900 ft West of Thompson Peak | 530 ft East of Thompson Peak | 0.50 | Low |
| Desert Cove Avenue | 84th Street | 90 ft East of 84th Place | 0.12 | Low |
| Dixileta Drive (north side) | Scottsdale Road | Hayden Road | 0.99 | Low |
| Dixileta Drive (north side) | Hayden Road | Pima Road | 0.97 | Low |
| Dobson Wash | Adobe Drive | Pinnacle Peak Road | 1.20 | Low |
| Dynamite Boulevard | 56th Street | 64th Street | 1.01 | Low |
| Dynamite Boulevard | Alma School Road | 118th Street | 0.95 | Low |
| Gold DuStreet Avenue | 124th Street | 136th Street | 1.53 | Low |
| Hayden Road | Jomax Road | Dynamite Boulevard | 0.99 | Low |
| Hayden Road | Westland Road | 84th Street | 1.31 | Low |
| Hayden/Thunderbird | 1300 ft north of Thunderbird | 84th Street | 0.73 | Low |
| Hualapai Drive | Power Line Corridor | Pima Road | 0.92 | Low |
| Jenan Drive | 70th Place | 74th Place | 0.50 | Low |
| Jenan Drive | 175 ft West of Miller | 175 ft East of Miller | 0.07 | Low |
| Jomax Road | 56th Street | 64th Street | 1.01 | Low |
| Jomax Road | 64th Street | Scottsdale Road | 1.00 | Low |
| Jomax Road | Scottsdale Road | Hayden Road | 0.97 | Low |
| Jomax Road | Hayden Road | Rawhide Wash | 0.23 | Low |
| Jomax Road | 608 ft East of Paso Tr | Pima Road | 0.73 | Low |
| Lone Mountain Road | 68th Street | Scottsdale Road | 0.49 | Low |

Table 16: Non-Motorized Trails Low Priorities (Continued)

| Name | From | To | Length (mile) | Priority |
|---|---------------------------------|---------------------------------|---------------|----------|
| Lone Mountain Road (south side) | Hayden Road | Pima Road | 0.98 | Low |
| Loop 101 | Shea Boulevard | Cactus Road | 0.96 | Low |
| Loop 101 | Cactus Road | Sweetwater Avenue | 0.51 | Low |
| Maricopa Trail Segment 21 | City Limits | City Limits | 3.39 | Low |
| Mary Katherine Drive | 104th Street | 108th Street | 0.49 | Low |
| Montgomery Road | 68th Street | Scottsdale Road | 0.53 | Low |
| Morning Vista Lane | Scottsdale Road | 76th Street | 0.49 | Low |
| Morning Vista Road | 76th Street | Hayden Road | 0.51 | Low |
| Morning Vista Road | 84th Street | Pima Road | 0.49 | Low |
| Mountain View Road | 112th Street | 640 ft West of Stonegate Circle | 0.37 | Low |
| Mountain View Road | 740 ft West of Stonegate Circle | Stonegate Circle | 0.14 | Low |
| Mountain View Road/City Limits | Central Arizona Project Canal | 136th Street | 1.57 | Low |
| NE Diagonal from 68th Street | Pinnacle Vista Drive | Dynamite Boulevard | 0.69 | Low |
| Neighborhood connections 74th to 75th | Jenan Drive | Cactus Road | 0.51 | Low |
| Neighborhood connections 76th to Hayden | Sweetwater Avenue | Thunderbird Road | 2.90 | Low |
| Neighborhood connections 76th to Hayden | Sweetwater Avenue | Thunderbird Road | 0.27 | Low |
| Neighborhood connections 84th to Loop 101 | Cholla Street | Jenan Drive | 1.18 | Low |
| Neighborhood connections Shea to Cholla | 64th Street | 66th Street | 0.48 | Low |
| Neighborhood trails 101st to 104th | Cactus Road | Larkspur Drive | 0.64 | Low |
| NW Diagonal from Jomax | Jomax Road | 56th Street | 0.47 | Low |
| Oberlin Wy | Scottsdale Road | Hayden Road | 0.99 | Low |
| Old Mine Road | Cintarosa Pass | City Limits | 2.80 | Low |
| Paradise Drive | 175 ft West of Miller | Miller Road | 0.05 | Low |
| Peak View Road (north side) | 66th Street | Scottsdale Road | 0.74 | Low |
| Peak View Road (south side) | 68th Street | Scottsdale Road | 0.48 | Low |
| Pima Road | Deer Valley Road | Pinnacle Peak Road | 1.02 | Low |
| Pima Road | Pinnacle Peak Road | HapParkway Valley Road | 1.00 | Low |
| Pima Road | Whisper Rock Trail | Boulevardack Mountain Road | 1.00 | Low |
| Pima Road | Boulevardack Mountain Road | Streetaagecoach Pass Road | 1.00 | Low |
| Pima Road | Via de Ventura | Shea Boulevard | 2.02 | Low |
| Pima Road | Jackrabbit Road | Arizona Canal | 1.02 | Low |
| Pima Road | Camelback Road | Jackrabbit Road | 1.01 | Low |
| Pima Road | Osborn Road | Camelback Road | 1.00 | Low |
| Pima Road | Oak Street | Osborn Road | 1.00 | Low |
| Pima Road | Roosevelt Street | Oak Street | 1.00 | Low |
| Pima Road | McKellips Road | Roosevelt Street | 1.00 | Low |
| Pima Road | Krail Street | Via de Ventura | 1.20 | Low |
| Pinnacle Peak Road | Hayden Road | Church Road | 2.42 | Low |
| Pinnacle Vista alternative | Alma School Parkway | 111th Street | 0.37 | Low |
| Pinnacle Vista Drive | 56th Street | 64th Street | 1.01 | Low |

Table 17: Non-Motorized Trails Low Priorities (Continued)

| Name | From | To | Length (mile) | Priority |
|---|----------------------------|---------------------------------------|---------------|----------|
| Pinnacle Vista Drive | Scottsdale Road | Hayden Road | 0.99 | Low |
| Poinsettia Wash | 92nd Street | Cactus Road | 1.04 | Low |
| Power Line Corridor | WestWorld | Bell Road | 1.20 | Low |
| Power Line Corridor | Bell Road | Union Hills Drive | 1.73 | Low |
| Rawhide Wash | HapParkway Valley | Jomax | 0.97 | Low |
| Reatta Wash | Adobe Drive | Pinnacle Peak Road | 1.09 | Low |
| Redbird Road | 56th Street | 62nd Street | 0.77 | Low |
| Redbird Road | 64th Street | 573 ft East of 69th Street | 0.73 | Low |
| Redbird Road | 76th Street | Hayden Road | 0.52 | Low |
| Redbird Road | 500 ft West of 90th Street | 1028 ft East of 94th Street | 0.78 | Low |
| Rio Verde Drive | 118th Street | 122nd Street | 0.51 | Low |
| Rome Wash | City Limits | City Limits | 3.78 | Low |
| Scottsdale Road | CAP | Loop 101 | 1.25 | Low |
| Scottsdale Road | Loop 101 | Thompson Peak Parkway | 0.72 | Low |
| Scottsdale Road (East side) | Jomax Road | Dynamite Boulevard | 0.99 | Low |
| Scottsdale Road (East side) | Dove Valley Road | 225 ft north of Leisure Lane | 1.54 | Low |
| Scottsdale Road (West side) | Dixileta Drive | Lone Mountain Road | 1.00 | Low |
| Sundown loop | Sundown Drive | Sundown Drive | 0.17 | Low |
| Sutton Drive | Scottsdale Road | 275 ft East of 76th Street | 0.56 | Low |
| Sweetwater Avenue | 84th Street | Loop 101 | 0.43 | Low |
| Sweetwater Avenue | 89th Street | 96th Street | 0.85 | Low |
| Thunderbird/Hayden | 76th Street | Redfield Road | 0.66 | Low |
| Turquoise Avenue | 116th Street | wash 200 ft NW of Arabian Park Drive | 0.08 | Low |
| Union Hills Drive | Power Line Corridor | 2200 ft West of Thompson Peak Parkway | 1.12 | Low |
| Via Dona Road | Hayden Road | Pima Road | 0.98 | Low |
| wash | City Limits | City Limits | 1.16 | Low |
| Wash 567 ft East of 69th Street | Jomax Road | Pinnacle Vista Drive | 0.49 | Low |
| Wash Corridor | Bell Road | Thompson Peak Parkway | 0.84 | Low |
| Wash near Sorrel Lane | CAP | 186 ft West of 130th Street | 0.34 | Low |
| wash north of Cave Creek Road | CAvenuee Creek Road | Rome Wash | 4.87 | Low |
| Wash south of Dixileta Drive | 66th Street | Scottsdale Road | 1.08 | Low |
| Wash south of Montgomery | 68th Street | Montgomery Road | 0.57 | Low |
| wash south of Stagecoach Pass | Windmill Road | Pima Road | 0.65 | Low |
| Wash south of Wildcat Drive | 68th Street | Scottsdale Road | 0.57 | Low |
| Wash trail NE from 562 ft East of 84th Street | Dynamite Boulevard | Morning Vista Road | 0.95 | Low |
| Westland Road | Hayden Road | Pima Road | 0.93 | Low |
| Wildcat Drive | 68th Street | Scottsdale Road | 0.48 | Low |
| Windmill Road | Cavalry Drive | 300 ft north of Arroyo Hondo Road | 0.35 | Low |
| WindStreetone Trail | 68th Street | Scottsdale Road | 0.49 | Low |