



BICYCLING ELEMENT[‡]

Scottsdale maintains a wide variety of on-street and off-street bicycle networks. These networks are both necessary. Because homes, offices, and employment centers are located along streets, many bicyclists and pedestrians use streets to reach their destinations. A commute to work by bicycle will typically begin on a residential street and end on a major street. Many experienced bicyclists prefer to bicycle on streets where they can travel greater distances in a short amount of time. (NEW)

The off-street network provides a more relaxed environment and fewer interactions with motorized traffic. Off-street network users must still watch for vehicles at driveways, street crossings, and intersections. Shared-use paths, such as the Indian Bend Wash Greenbelt, have grade-separated crossings at streets or intersections, which allow non-motorized users to avoid interaction with motorized users. These grade-separated crossings provide a safer environment for all users and allow quick travel for faster cyclists when few other users are present. Because bicyclists share paths with pedestrians, runners, strollers, dogs, and horses, they must adjust their speeds to share the path or safely pass others. Many commuter bicyclists combine the use of on-street and off-street networks to reach their destinations. (NEW)

Scottsdale is nationally recognized as a Bicycle-Friendly Community by the League of American Bicyclists because it actively supports bicycling and encourages residents to use bicycles as an alternative mobility choice and as part of a healthy lifestyle. The goals and policies of the Bicycling Element guide safe, connected, and convenient on-street and off-street bicycle networks. (NEW)

Goals and Policies

GOAL B 1 ‡

Develop continuous, accessible, and interconnected bicycle networks.

Policies

- B 1.1** Continue to participate in regional bikeway system planning. *[Cross-reference Circulation and Open Space Elements]*
- B 1.2** **(NEW)** Promote convenient connections between on-street and off-street bicycling networks throughout the city and with neighboring jurisdictions.
- B 1.3** **(NEW)** Continue to integrate bicycle lanes through street restriping and other techniques.
- B 1.4** **(NEW)** Continue to expand off-street bicycling networks, and connect them to existing and planned on-street bicycle networks. *[Cross-reference Healthy Community; Open Space; and Recreation Elements]*
- B 1.5** **(NEW)** Maintain or improve Scottsdale’s designation in the Bicycle-Friendly Community award program.

GOAL B 2 **(NEW)**

Provide convenient and comfortable bicycle facilities to encourage bicycling.

Policies

- B 2.1** **(NEW)** Integrate wayfinding systems into shared-use path and trail systems to ease navigation, provide signal detection, and increase bicyclist comfort. *[Cross-reference Circulation Element]*
- B 2.2 ‡** **(NEW)** Promote a variety of accessible bicycle facilities, including, bicycle parking, bicycle lockers, and shower facilities into the transit system throughout the community. *[Cross-reference Healthy Community; Public Buildings; and Circulation Elements]*
- B 2.3** **(NEW)** Embrace new bicycle facility technologies that will enhance bicycle use in the community.

GOAL B 3 (NEW)**Promote bicycle education, safety, and enforcement.***Policies*

- B 3.1** Promote safe bicycle access from neighborhoods to schools, parks, recreational centers, and services. *[Cross-reference Healthy Community; Recreation; Public Buildings; and Circulation Elements]*
- B 3.2** **(NEW)** Promote opportunities for the community to participate in bicycling, and educate residents, businesses, schools, and others on bicycle safety. *[Cross-reference Healthy Community; Recreation; Safety; and Community Involvement Elements]*
- B 3.3** **(NEW)** Work to reduce physical and regulatory barriers that would hinder improvements to bicycle safety. *[Cross-reference Safety Element]*
- B 3.4 †** **(NEW)** Incorporate safety measures at grade separations, street crossings, and intersections to minimize conflicts with vehicles, pedestrians, and other bicyclists. *[Cross-reference Circulation and Safety Elements]*
- B 3.5** **(NEW)** Work with law enforcement to ensure traffic laws are followed by both drivers and bicyclists. *[Cross-reference Safety Element]*



JENNY LIN RD.

CIRCLE MOUNTAIN RD.

HONDA BOW RD.

ROCKAWAY HILLS RD.

DESERT HILLS DR.

JOY RANCH RD.

STAGECOACH PASS

CAREFREE HWY.

DOVE VALLEY RD.

LONE MOUNTAIN RD.

DIXILETA DR.

DYNAMITE BLVD.

JOMAX RD.

HAPPY VALLEY RD.

PINNACLE PEAK RD.

DEER VALLEY RD.

LOOP 101

UNION HILLS DR.

BELL RD./FRANK LLOYD WRIGHT BLVD.

GREENWAY PKWY.

THUNDERBIRD RD.

CACTUS RD.

SHEA BLVD.

DOUBLETREE RANCH RD.

McCORMICK PKWY.

INDIAN BEND RD.

LINCOLN DR.

CHAPARRAL RD./CAMELBACK RD.

CAMELBACK RD.

INDIAN SCHOOL RD.

THOMAS RD.

McDOWELL RD.

LOOP 202

McKELLIPS RD.

BARTLETT DAM RD.

RIO VERDE DR.

CAVE CREEK RD.

TATUM BLVD.

PALISADES BLVD.

BEE LINE HWY. (87)

56th ST.

64th ST.

SCOTTSDALE RD.

HAYDEN RD.

PIMA RD.

LOOP 101

GALVIN PKWY.

96th ST.

104th ST.

112th ST.

120th ST.

128th ST.

136th ST.

142th ST.

Existing Bikeways and Crossings[†]

- Bike Lane
- Bike Route
- Shared-Use Path
- Paved Shoulder
- Bridge Over
- Bridge Under
- High-Intensity Activated Crosswalk
- Raised Pedestrian Crossing
- Tunnel
- Tunnel Closed
- Pedestrian Refuge
- Scottsdale McDowell Sonoran Preserve (See Open Space Element)



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