

SCOTTSDALE PATH & TRAILS SUBCOMMITTEE REPORT

To: Path and Trails Subcommittee
From: Susan Conklu, Senior Transportation Planner
Subject: Bicycle Friendly Community Application
Meeting Date: December 3, 2019



ITEM IN BRIEF

Action: Information and Discussion

Purpose: Provide an update on the 2019 Bicycle Friendly Community application.

Background:

The League of American Bicyclists (LAB) offers the Bicycle Friendly America program for communities, states, universities, and businesses as a tool to make bicycling available for transportation and recreation. The Bicycle Friendly Community Program (BFC) provides incentives, hands-on assistance and award recognition for communities that actively support bicycling. These communities welcome cyclists by providing safe accommodations for cycling and encouraging people to bike. Increasing the safety and comfort of bicycling improves public health, the environment, quality of life, and economic development.

The BFC application provides a comprehensive picture of a community by asking questions across five categories often referred to as the Five "Es": Engineering, Education, Encouragement, Enforcement, and Evaluation & Planning. To be considered for an award, a community must demonstrate achievements in each of the five categories through the application process. Application review includes evaluation from LAB staff and feedback from local cyclists and advocates. Then one of the following awards is issued (from highest to lowest level): Diamond, Platinum, Gold, Silver, Bronze, or Honorable Mention. The designated award is held by each entity for four years, after which the application process is repeated. This ensures continual improvements and achievements for biking.

The City of Scottsdale entered the BFC program at Silver level in 2005 and was notably the first community without a university or college to reach that level. Scottsdale was awarded Silver again in 2007. In 2011, Scottsdale was awarded Gold, which was a goal of the 2008 Transportation Master Plan. In 2015, Scottsdale was again awarded Gold. The 2015 LAB designation announcement included two other communities in the region with Mesa moving up to Silver and Tempe moving up to Gold. In spring 2019 Tempe was again awarded Gold.

Update:

Transportation staff submitted our application to LAB on August 8, 2019. The application included two attachments giving a PowerPoint overview of our program and the results of Scottsdale's public internet survey on bicycling in June and July 2019. Scottsdale received 123 responses to this survey. In September LAB conducted its own public survey of biking in Scottsdale and solicited feedback from local cyclists and advocates, which assisted with their evaluation of our application. On November 21, 2019 LAB announced the Bicycle Friendly Community Award Designations for fall 2019. Scottsdale was again awarded Gold level. This designation is valid for four years and will be up for renewal in 2023.

There are now 488 communities in the BFC program including 34 Gold and 5 Platinum. This is a big increase compared to 2011 when Scottsdale first received the Gold award. At that time there were 190 communities including 14 Gold and 3 Platinum. It is even more essential that the city's program continues growing in order to remain competitive and encourage bicycling more.

Next Steps:

Transportation staff will receive Scottsdale's BFC Report Card and local survey results later in November or December. We will evaluate the report card and recommendations as well as the survey results. As we did in 2015, we will prepare key steps Scottsdale needs to take to move up to the Platinum level in 2023.

Attachments:

Attachment A: Scottsdale's Bicycle Friendly Community Final Application
Attachment B: Presentation/Overview of Scottsdale's Bike Program
Attachment C: Summary of Scottsdale's Public Internet Survey on Biking

Contacts: Susan Conklu, 480-312-2308, sconklu@scottsdaleaz.gov

Form: 16125

Scottsdale

Started at: 7/26/2019 04:30 PM - Finalized at: 8/8/2019 11:35 PM

Page: BFC: Application Intro

Community Name:

Scottsdale

Has the community applied to the Bicycle Friendly Community program before?

Renewing Application

What year was the community's most recent BFC application?

2015

What was the result of the community's most recent BFC application?

Gold

If awarded, the following links will appear on your BFA Award Profile on the League's [Connect Locally Map](#).

Community Website:

www.ScottsdaleAZ.gov

Community's Twitter URL:

Community's Facebook URL:

www.facebook.com/ScottsdaleAZgov

Page: BFC: Contact Information

Applicant First Name

Susan

Applicant Last Name

Conklu

Job Title

SR Transportation Planner

Department

Transportation

Employer

City of Scottsdale

Street Address (No PO Box, please)

7447 East Indian School Road Suite 205

City

Scottsdale

State

Arizona

Zip

85251

Phone #

480-312-2308

Applicant Email Address

sconklu@scottsdaleaz.gov

Did you work with any other local government agencies, departments, or city staff on this application?

Yes

Please list up to 10 additional government agency contacts.

Agency Contacts

Jason Stephens
Maricopa Association of Governments
Transportation Planner III
JStephens@azmag.gov

Reed Kempton
Maricopa County Department of Transportation
Senior Planner
ReedKempton@mail.maricopa.gov

Phil Kercher
City of Scottsdale Traffic Engineering
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City of Scottsdale Traffic Engineering
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Joseph Zappatani

City of Scottsdale Streets Department
Street Maintenance Manager
jzappatani@ScottsdaleAZ.gov

Michael Conway III
City of Scottsdale Public Safety - Traffic Enforcement
Police Sergeant Motors
mconway@ScottsdaleAZ.gov

Did you work with any local advocacy organizations or citizen volunteers on this application?

Yes

Please list up to 10 additional local advocacy contacts.

Advocacy Contacts

Jackie Martin
Tempe Bicycle Action Group
Board Member, former President
jackie@biketempe.org

Bob Beane
Coalition of Arizona Bicyclists
President
bobb@CAZBike.org

Are there other local bicycle, active transportation, or transportation equity advocacy groups in your community not already identified?

Yes

Please list the primary contact for each organization or group.

Additional Advocacy Contacts

Christopher Milner
Arizona Association of Pedestrian and Bicycle Professionals
Chair
chris@apbpaz.org

Page: BFC: Community Profile

***Please note:** The application will refer to your type of jurisdiction as '**community**' throughout the application, which should not include any bicycle amenities, services and other resources outside your boundaries.*

A1. Name of Community:

Scottsdale

A2. County/ Borough/Parish:

Maricopa

A3. State:

Arizona

A4. Link to map of community boundaries:

<https://www.google.com/maps/place/Scottsdale,+AZ/@33.6738949,-112.1386422,10z/data=!3m1!4b1!4m5!3m4!1s0x872b08d9a7772c97:0x26d2e412188fe618!8m2!3d33.4941704!4d-111.9260519>

A5. If your community spans multiple jurisdictions or does not align with the name of your community given in Question A1, please specify your census geography(ies) here.

A6. Type of Jurisdiction

Town/City/Municipality

A7. Size of community

184.5

A8. Total Population:

246000

A9. Population Density:

1340

A10. Which of the following best describe your community? Check all that apply.

Urbanized area , Urban core surrounded by low density suburban areas, Low density suburban

A11. What is the street network density?

5.1-10.0

(For internal use only.)

A12. Name

W.J. "Jim" Lane

A12. Title

Mayor

A12. Street Address

3939 North Drinkwater Boulevard

A12. City

Scottsdale

A12. State

Arizona

A12. Zip

85251

A12. Phone

480-312-2433

A12. Email

jlane@scottsdaleaz.gov

Page: BFC: Engineering**B1. Does your community currently have any of the following policies in place?**

Local Complete Streets policy

B1a. What year was the policy adopted?

2008

B1b. Please provide a link to the policy.

<https://www.google.com/maps/place/Scottsdale,+AZ/@33.6738949,-112.1386422,10z/data=!3m1!4b1!4m5!3m4!1s0x872b08d9a7772c97:0x26d2e412188fe618!8m2!3d33.4941704!4d-111.9260519>

B1c. Since the adoption of the policy, what percentage of the implemented road projects (where bicycle facilities were considered) have included bicycle facilities?

More than 75%

B2. Does your community have bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume?

Yes

B2a. Please describe.

Paved paths, unpaved trails, and sidewalks have wider landscape buffers from the street depending on the functional classification, vehicular volumes and speeds of the adjacent roadway. The cross sections for each roadway type and the buffers separating the paths, trails, and sidewalks are found in Section 5-3 Geometrics in the Design Standards and Policies manual. They require the maximum allowable buffer within the existing right of way, which can vary from 4-foot to 20-foot buffers depending on the Street Classification.

There are also locations where the path, trail, or sidewalk can be built outside of the right of way within Public Nonmotorized Access Easements that often fall inside Scenic Corridor Easements, which vary from 50-100-feet wide. Bike and pedestrian facilities are the only things that can be constructed within Scenic Corridor Easements.

B3. Does your community currently have any of the following policies in place that promote shorter distances between homes and destinations? Check all that apply.

Mixed-use zoning or incentives, Planned Unit Development zoning, Connectivity policy or standards

B4. Does your community currently have any of the following street design policies in place that promote a more comfortable cycling environment? Check all that apply.

Design manual that incorporates the AASHTO Guide for the Development of Bicycle Facilities, 4th Edition, Design manual that incorporates the NACTO Urban Bikeway Design Guide, Streetscape design guidelines

B5. Does your community currently have any of the following additional policies in place? Check all that apply.

Policy to utilize utility corridors for multi-use trails, Accommodation of bicyclists through construction sites in the public right-of-way, Policy or set schedule for routine maintenance of bike facilities, such as repainting bike lanes, Established budget for routine maintenance of bike facilities, such as repainting bike lanes, Maximum car parking standards , Shared-parking allowances

B6. How do engineers and planners learn how to accommodate bicyclists according to the most current AASHTO or NACTO standards? Check all that apply.

Staff participate in bicycle-specific conferences/trainings/educational tours, Webinars , Require project consultants to have bike/ped qualifications

B7. What policies or programs increase the amount of end-of-trip facilities for bicyclists? Check all that apply.

Bike parking ordinance for all new developments specifying amount and location , Building accessibility ordinance (Bicycles are allowed to be parked inside non-residential buildings), Public uncovered bike racks, Public covered bike racks, Bike valet parking available at community events , Ordinance that allows bike parking to substitute for car parking

B8. What, if any, end-of-trip facilities are available to the general public in your community? Check all that apply.

None of the above

B9. Do your standards for bicycle parking: Check all that apply.

Conform with APBP guidelines?

B10. What percentage of public and private bike racks conform with APBP guidelines?

More than 75%

B11. Is there a program (e.g. publicly funded, public-private partnership, or development regulation) that provides or increases bike parking at any of the following locations? Check all that apply.

Public & private schools (K-12), Day care, child care centers and preschools, Higher Education Institutions, Libraries, Hospitals and medical centers, Parks & recreation centers, Other government-owned buildings and facilities, Event venues (e.g. convention center, movie complex), Hotels & restaurants, Office buildings, Retail stores (excluding grocery stores), Grocery stores, Multi-family housing (excluding subsidized or public housing, if any), Subsidized or public housing

B12. Does your community have a rail transit or bus system?

Yes

B12a. Are bikes allowed inside transit vehicles, including buses? Check all that apply.

Folding bikes are allowed in folded position in buses

B12b. What percentage of buses are equipped with bike racks?

100%

B12c. What percentage of transit stops are equipped with secure and convenient bike parking, including bus stops?

26-50%

B12d. Has your community made specific bicycle infrastructure investments around major transit stops to improve accessibility?

Yes

Please describe any bicycle infrastructure investments around major transit stops that have improved accessibility.

The Scottsdale Trolleys all have bike racks & are free to ride. Riders can transfer between four trolley routes, the free Tempe Orbit Earth route & Valley Metro bus & light rail routes. We have constructed several bike projects that connect to transit. The Crosscut Canal Bridge & Path south of McDowell Road was completed last summer with FTA funds to connect the neighborhood to the Crosscut Canal & several transit routes nearby. The Scottsdale Road Streetscape from Roosevelt to Earl has bike lanes & transit shelters with bike racks. The project also connects to the SkySong Transit Center. The upcoming McDowell Road Bicycle Lanes project will connect to the Scottsdale Road Streetscape & the SkySong Transit Center. The Mustang Transit Center included bike lanes on the street & path improvements from the main path to the back of the Mustang Library. The Second Street Bicycle & Pedestrian Improvements helps connect people between the Indian Bend Wash & Civic Center Library & Mall (plaza) area, with transit stops adjacent to the new project.

We have constructed several smaller improvements that connect bikeways with transit. 90th Street has new bike lanes & transit shelters from Via Linda to Mountain View. Mountain View also has new bike lanes between 90th Street & Hayden road as well as a new trolley route with stops. A new transit shelter on the Pima Path at Via de Ventura gives transit riders a more comfortable place to wait for the bus. New amenities were added to the existing transit stop on McDonald connecting to the Indian Bend Wash Path.

Whenever the city applies for federal grants, the application & scoring process prioritizes projects that are adjacent to transit routes & stops. Our staff chooses candidates for grant applications with this in mind.

B12e. How are residents and visitors encouraged to combine cycling and public transportation? Check all that apply.

Cyclists can practice mounting their bike on a bus bike rack at community events, Brochure describing bike rack use/how to store bikes inside a transit vehicle , Video describing bike rack use/how to store bikes inside a transit vehicle , Information on bike racks/storage provided on transit schedules, Stickers on the outside of buses with bike racks that say bicycles are welcome

B13. Are there any off-street facilities within your community’s boundaries that can be legally used by bicyclists?

Yes

Answer all that apply. (in miles)

Paved shared use paths (≥10 feet)

113

Paved shared use paths (≥ 8 and <10 feet)

16

Unpaved shared use paths (≥10 feet)

Unpaved shared use paths (≥ 8 and <10 feet)

Singletrack

B13b. Which of the following features are provided for bicyclists and pedestrians at off-street path crossings of roads with posted speed limits above 25 mph? Check all that apply.

Bike/pedestrian overpasses/underpasses, Raised path crossings, Refuge islands, Path crossing with high visibility markings/signs/ HAWK signals/ Rapid Flashing Beacons, Curb extensions

B13c. What measures have been taken to improve the safety and convenience of bicyclists on off-street paths? Check all that apply.

“Cut-throughs” that improve network connectivity for bicyclists (e.g. connecting dead-ends or cul-de-sacs), Off-street way-finding signage with easily visible distance and/or riding time information for bicyclists while riding, Parallel but separated paths for bicyclists and pedestrians, Signage or markings to designate right-of-way on shared-use paths, Education/awareness campaign about shared-use path etiquette

Sweeping

Quarterly or more frequently

Vegetation maintenance

Quarterly or more frequently

Snow and ice clearance

N/A - No snow or ice

Surface repair

Within 24 hours of complaint

Restriping/ repainting markings

As needed

B14. What is the centerline mileage of your total road network (including federal, state, county and private roads)?

1998

(in centerline miles)

≤25mph

1609

>25mph and ≤35mph

142

>35mph

247

B16. Does your community have on-street bicycle facilities?

Yes

B16a. Are there any on-street bicycle facilities on roads with posted speeds of ≤ 25mph?

Yes

Answer in centerline miles. Write "0" if facility is not present in community.

Bike boulevards

4.5

Shared lane markings (not counted under Bicycle Boulevards)

0.5

Wide paved shoulders (ridable surface ≥4 feet, and minimum clear path of ≥4 feet between rumble strips)

5

Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥4 feet)

39

Buffered bike lanes

0.75

Protected bike lanes (one-way or two-way)

0

Raised cycle tracks (one-way or two-way)

0

B16b. Are there any on-street bicycle facilities on roads with posted speeds of >25mph and ≤35mph?

Yes

Answer in centerline miles. Write "0" if facility is not present in community.

Shared lane markings

0.5

Wide paved shoulders (ridable surface ≥4 feet, and minimum clear path of ≥4 feet between rumble strips)

0

Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥4 feet)

48

Buffered bike lanes

0.75

Protected bike lanes (one-way or two-way)

0

Raised cycle tracks (one-way or two-way)

0

B16c. Are there any on-street bicycle facilities on roads with posted speeds of >35mph?

Yes

Answer in centerline miles. Write "0" if facility is not present in community.

Wide paved shoulders (ridable surface ≥ 4 feet, and minimum clear path of ≥ 4 feet between rumble strips)

5

Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥ 4 feet)

85

Buffered bike lanes

0

Protected bike lanes (one-way or two-way)

0

Raised cycle tracks (one-way or two-way)

0

Sweeping

Same time as other travel lanes

Snow and ice clearance

N/A - No snow or ice

Pothole maintenance/ surface repair

Within 24 hours of complaint

Restriping/ repainting markings

As needed

B17. Within the last five years, has your community ever removed a bicycle facility without an improved replacement?

No

B18. How has your community calmed traffic? Check all that apply.

Physically altered the road layout or appearance , Road diets , Lane diets, Speed feedback signs/cameras

B19. In what other ways has your community improved riding conditions and amenities for on-street bicyclists? Check all that apply.

Roundabouts that accommodate bicycles , Removal of on-street car parking, Shared bicycle/bus lanes, Signed bike routes, Bicycle-friendly storm sewer grates

B20. Are there any signalized intersections in your community?

Yes

B20a. Which of the following accommodations are available at signalized intersections to improve conditions for bicyclists?

Video or microwave detection for demand-activated signals, Push-buttons that are accessible from the road, Timed signals, Signals timed for bicycle speeds, Refuge islands, Right comer islands ("pork chops")

Exclude any private bike sharing systems that are limited to employees of a certain business or students of a certain university.

B21. Does your community currently have a community-wide bike sharing program that is open to the general public?

Yes

Click "Add Bike Share Program" below to answer questions B21a-g for each bike share program in your community. You may add up to 5 bike share programs below.

Bike Share Programs

Bike Share Programs

Program Name: GR:D and JUMP

URL:

Year Launched:

Status: Pilot/temporary {a2aaa219-fa73-41bf-8c12-760a08b739bc}

Groups Involved: Private Company

Number of Bikes: 500

System Type: Dockless bike share system

Number of Stations: (if applicable) {7d5b0e2f-11bd-4c24-99da-a3eca1a0d5aa}

Average Station Density: (if applicable) {d9ae1fdc-ce24-4af4-bf3c-1237cb8b5da5}

B21h. How many trips were made in the last calendar year?

Unknown

B21i. Are there any options for transporting children as passengers?

No

B21j. What specific efforts, if any, have been implemented to make the bike sharing program accessible to low-income populations your community? Check all that apply.

None of the above

B21k. Do(es) your bike share program(s) make ridership publicly available online?

No

B22. What other shared mobility services are available in the community, beyond bike share, if any?

Public scooter share

B22b. Has the presence of this service (public scooter share) affected bicycle planning or ridership in your community? If so, please describe.

Yes. Staff from Transportation (including the Bicycle Planner) and other departments have spent a large amount of their time in 2018-19 on the development, management, and enforcement of regulations around scooter share. In December 2018, Scottsdale City Council adopted updates to the bicycle ordinance to allow Class 1 & 2 electric bicycles and stand-up electric mini-scooters to operate in the city with the same rights and responsibilities as regular bicycles. They can be operated in bicycle lanes on streets with speed limits 35 MPH and under, paved shared use paths, and sidewalks. They can also be parked in bicycle racks. These requirements may change for the coming tourism season to include a special license requirement for scooter rental companies as well as fees to assist city staff in the management of scooter issues, complaints, and enforcement. This may also require more bicycle parking to be added in downtown, although space is currently limited for this without removing car parking spaces in streets.

Within the private rental companies, there has been a shift away from bicycles and all companies other than GR:D and JUMP only offer scooter rentals now. Within Scottsdale, a very limited amount of GR:D and JUMP bicycles are observed. This business shift has likely prevented visitors from being able to bike more, but there are still local brick-and-mortar bicycle rental shops and several resorts that have bicycles available for their guests. Compared to winter of 2018, when Lime and Ofo operated with 4000 bicycles in Scottsdale and over 280,000 bike share trips were taken, we have seen a dramatic decrease since the two companies removed many of their bicycles in summer 2018 and the remaining bicycles prior to winter 2019 when the high tourism season began.

From December 2018 - April 2019, 5 of the 6 scooter share companies operating reported nearly 300,000 total trips taken in Scottsdale. This significant number shows people are using the scooters, so we will continue working on regulations that minimize issues while still allowing scooter use.

B23. Which of the following bicycling amenities are available within your community boundaries? Check all that apply

Indoor cyclist training facility, Mountain bike park, Signed loop route(s) around the community

B24. Which of the following safety amenities are available in your community? Check all that apply

Street lighting on most arterials, Street lighting on most non-arterials, Lighting of most shared-use paths

B25. Describe any other policies, amenities, infrastructure improvements or maintenance programs that your community provides or requires that create a comfortable and attractive bicycling environment for bicyclists of all ages and abilities.

CONNECTIVITY: Scottsdale provides strong connectivity with the 275-mile on-street and

129-mile off-street paved bikeway network including bike lanes (172-miles), bike routes (103-miles), and paths along Indian Bend Wash Greenbelt, Crosscut Canal, and Arizona Canal. These bikeways connect residents and visitors to jobs, schools, resorts, shopping, restaurants, downtown, parks, community centers, libraries, hospitals and medical offices, event centers, and neighboring cities. The existing and planned citywide unpaved trails provide linkages in many suburban and rural neighborhoods while connecting to the 30,200-acre McDowell Sonoran Preserve's 225-miles of trails.

OVERALL NETWORK: We plan and construct facilities with comfort, convenience, & destinations in mind & believe bicyclists should have multiple routes to choose from. The purpose of bike trips vary in Scottsdale from work or school commuting, errands, exploring, light recreation, & serious bike training rides. Our network is designed to provide for all types of bicyclists & enables many trips to be on-street, off-street, or a combination of both. Our planned paths & trails are prioritized for implementation using consistent ranking criteria to score the entire network.

REGIONAL CONNECTIVITY: Regionally, bicyclists can now ride from WestWorld in north Scottsdale to Tempe Town Lake & downtown Tempe (approximately 12 miles), east to Mesa another 4 miles or west to Phoenix another 10 miles all the way to 15th Avenue on continuous path with underpasses most of the way. People can connect to each downtown area, light rail, Arizona State University, & many other destinations.

ENHANCED CROSSINGS: Extensive grade-separated crossings provide comfortable arterial street, canal & freeway crossings for path & trail users. Scottsdale's nearly 100 bike/ped tunnels, underpasses, bridges & other enhanced crossings represent approximately 30% of the crossings in all of Maricopa County.

PRIVATE DEVELOPMENT: The city regularly stipulates transportation improvements to developers of adjacent properties. This ensures the public will benefit from commercial & large-scale residential projects. This has enabled us to add bike lanes, paths, sidewalks, & trails to our public network without the city funding & constructing those segments which frees up the city's funds for other bike & pedestrian projects. Developers & the city are required to conform to Scottsdale's Design Standards & Policies Manual as well as our Standard Detail drawings when making improvements. These ensure consistency & a high standard for the improvements.

MAINTENANCE: We have added several miles of bike lanes each year by narrowing travel lanes during the surface maintenance. This is possible through good coordination with the Streets Department as they plan their annual maintenance locations. Scottsdale maintains the streets & paths very well including regular surface maintenance & sweeping.

PUBLIC ART: The city's Public Art Program is funded by the Percent for Art component in the city's Capital Improvement Program. One percent of many transportation projects' cost is allocated to public art which is then added to the project. This includes sculptures, & art enhanced neighborhood walls, tunnels, & bridges. One of the bridges, designed by the late architect Paolo Soleri, is now a prominent downtown feature with a plaza that hosts several special WaterFront events including Canal Convergence with nearly 100,000 attendees each year. He designed many bridges, but this is the only one that was constructed in his lifetime.

C1. Do any public or private elementary schools offer regular bicycle education to students?

Yes

C1a. What percentage of your public and private elementary schools offer bicycle education?

51-75%

C1b. What type of bicycle education is offered?

Bicycle safety presentation with no on-bike component

C1c. Are bicycles provided to students by the school district, police, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?

Yes, a limited number of bicycles are available for students in need

C2. Do any public or private middle schools offer regular bicycle education to students?

Yes

C2a. What percentage of your public and private middle schools offer bicycle education?

1-25%

C2b. What type of bicycle education is offered?

Optional on-bike education

C2c. Are bicycles provided to students by the school district, police, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?

Yes, a limited number of bicycles are available for students in need

C3. Do any public or private high schools offer regular bicycle education to students?

No

Offering bicycle education to students is extremely important to receiving a Bicycle Friendly Community award. If your community does not currently offer bicycle education opportunities to at least some students other portions of your application will need to be exceptional in order to receive an award. In order to receive higher award levels it is expected that bicycle education is available to some students at all education levels.

C4. Outside of schools, how are children and youth taught safe cycling skills? Check all that apply.

Bike clinics or rodeos, ABCs of Family Biking, family bike show-and-tell, or similar program focused on families with toddlers and young children, Youth bike clubs, Scouts bicycle training, Youth development mountain bike racing teams, Helmet fit seminars, Other

C4a. If other, please describe.

At community bike rides like Cycle the Arts, we always start with the ABC's of bicycling (check your Air, Brakes, and Chain), Rules of Sharing the Road and Path, as well as Helmet Fittings.

We also do helmet fittings/giveaways and provide safety handouts at our booth at community events like Bike-In Movie in the Park and Picnic in the Park. We hand out Focus on Safety trading cards with safety tips for kids, Focus on Safety bracelets, and Stickers with "Look Left, Right, Left" message.

C5. Are bicycle safety or riding skills-related classes or hands-on instruction offered to adults in your community?

Yes

C5a. What type of classes are available for adults? Check all that apply.

Classes that include on-bike instruction, Classroom-based classes , Information sessions/workshops

C5b. What topics are covered in these classes? Check all that apply.

Introduction to bicycling/Learn to ride/Bike handling basics, Safe riding skills/habits, Bicycle maintenance, Sharing the road, trail, or path with vehicles or pedestrians, Bike commuting basics

C5c. Who teaches these classes? Check all that apply.

League Cycling Instructor, Local bike shop employee, Local bicycle advocate, Local law enforcement officer, Other

C5c1. If other, please describe.

Transportation Department staff member like the Bike Coordinator

C5d. On average, how often are these classes offered?

Less than annually

C5e. Are bicycles provided to adults by the community, police, non-profit or other entity to allow every resident to participate in on-bike instruction?

No

C6. Which of the following communications methods are used to share bicycle information with adults in your community? Check all that apply.

Videos on community website/TV channel/social media, Bike-specific website or social media accounts for community, Neighborhood listserves, Community newsletter (print or digital), Community maps (print or digital), Handouts or brochures, Table or booth at community events , Other

C6a. If other, please describe.

The city has video Public Service Announcements for drivers, pedestrians, and cyclists called Focus on Safety. These are on the city's webpage.

The webpage includes Bike Month news stories with Bike Commuting Tips.

Scottsdale's Active Transportation Map (printed & online) includes graphics on Sharing the road, path, & trail. The Maricopa Association of Governments (MAG) Regional Bikeways Map (printed * online) also includes traffic laws & bike safety tips. Our staff hands out both at events, libraries, community centers, & upon request.

Valley Metro provides free Helmet Your Head, Share the Road, & Bike Commuting 101 brochures to all cities. Scottsdale Transportation staff hand out the brochures at events & city buildings.

Scottsdale Police received a Governors Office of Highway Safety (GOHS) grant for pedestrian & bicycle safety. Using the funds, they have targeted enforcement to drivers, bicyclists, & pedestrians. This includes an education component of handing out small cards with traffic laws when they make contact with people, whether or not they give them a citation. From May to July 2019 this included 90 contacts/enforcement with 90 drivers, 180 pedestrians, and 50 bicyclists.

C7. Which of the following information is shared using the methods checked above? Check all that apply.

Safe riding skills/habits, Sharing the road, trail, or path with vehicles or pedestrians, Commuting tips and resources, Traffic laws/ rules of the road, Equipment, gear, and accessories, Theft prevention

C8. Do any of the above educational classes, resources, or programs for adults specifically target any of the following traditionally-underrepresented groups? Check all that apply.

Women , People of Color, Seniors, Low-income populations , ADA community

C9. In what ways have motorists in your community been educated on sharing the road safely with bicyclists of all ages and abilities? Check all that apply.

Public service announcements, Community-wide public education campaign, Share the Road educational videos on community website/TV channel/social media, Community maps (print or digital), Information for students and parents from the school system, Flyer/handout , Share the Road, Bicycles May Use Full Lane, or other bicycle-related traffic signs, Responsibilities towards bicyclists while sharing the road included in driver's education and testing, Other

C9a. If other, please describe.

Share the Road Signage, variable message signs (VMS), drivers ed, PD hands out grant-funded information cards with traffic laws during targeted bike/ped safety enforcement & events.

From May to July 2019 this included 90 contacts/enforcement with 90 drivers, 180 pedestrians, and 50 bicyclists.

C10. Which of the following groups of professional drivers receive training that includes information on sharing the road with bicyclists? Check all that apply.

Local government staff, Transit operators, School bus operators

C11. How many League Cycling Instructors are active (have taught a class in the last year) in your community?

0

C12. Are any of the following educational materials published by the League of American Bicyclists provided to community residents and/or businesses?

Smart Cycling Education videos

C13. Describe any other education efforts in your community that promote safe cycling.

SAFE ROUTES TO SCHOOL:

Currently the city helps at Pueblo Elementary School's Walk & Bike to School event twice each year. The event is well attended by students & parents. This year we raffled off Be Bright bags & a helmet to a student who didn't have one. We helped the students & their parents to make sure their helmets fit properly & taught them the ABC's of cycling before the ride: Air, Brakes, & Chain, as well as how to check to make sure they had proper clothing without loose items that could create an issue.

Each year, Fire staff present the "Watch Out! On the Road" curriculum to approximately 2000 Kindergarten and first-graders at every elementary school in Scottsdale. The 20-30 minute presentation involves a review of transportation safety rules, practicing the look left, right left and reading of the book, "Watch Out! On the Road." The transportation safety messages include bicycling, walking and riding in a vehicle.

Based on feedback from the community & Scottsdale's 2011 & 2015 BFC Applications, our staff has worked on improving bike education to children & their families to include more schools & grades. Scottsdale acquired three years (2019-21) of federal Transportation Alternatives Program (TAP) grants to hire a temporary part time Safe Routes to School Coordinator & purchase incentive items for k-8 students in all 15 Scottsdale Unified School District elementary & middle schools. The position will be recruited & filled in September 2019. Staff plans to apply for 2023-24 grant funding in October 2019.

The SRTS Coordinator will fully establish the program at all the elementary & middle schools. Existing Transportation Department personnel will be working with the Coordinator throughout the duration of the grants with our partners/stakeholders & to assist with the events such as Bike & Walk to School Day, classroom education, bike rodeos, assemblies, Walking School Buses, Bike Trains, & contests. After the federal grant funding ends, the Transportation Department personnel will undertake the temporary, part-time Safe Routes to School Coordinator's duties.

Page: BFC: Encouragement

D1. Which of the following community-wide bicycle encouragement programs or policies exist in your community? Check all that apply.

Trip reduction ordinance or incentive program, Guaranteed Ride Home program, Local recognition program for businesses that are bicycle-friendly for their employees and/or customers

D1a. Please provide a link to your trip reduction ordinance or incentive program.

<https://www.maricopa.gov/2388/Travel-Reduction-Program>

D1a. Please provide a link to your Guaranteed Ride Home program.

https://www.valleymetro.org/sites/default/files/uploads/event-resources/vanpool_guaranteed_ride_home_form_0.pdf

D1a. Please provide a link to your local recognition program for businesses.

<https://www.scottsdaleaz.gov/Assets/ScottsdaleAZ/Transportation/Biking/Bike+Friendly+Businesses/Bike+Friendly+Business+assessment.pdf>

D2. What other groups actively promote bicycling in the community? Check all that apply.

Tourism Board, Other

D2a. If other, please describe.

Coalition of Arizona Bicyclists, Tempe Bicycle Action Group, Phoenix Spokes People, and bike clubs: TriScottsdale, No Woman Left Behind, Phoenix Metro Bicycle Club, Rage Cycles, Bicycle Ranch, Bicycle Haus, ReGroup Coffee + Bicycles, TIP Ride - Tempe Inclusive Pedaling, BABES Womens Ride, Tempe Women's Ride, Landis, Racelab.

D3. Does your community actively promote the League of American Bicyclists' Bicycle Friendly Business (BFB) or Bicycle Friendly University (BFU) programs in your community?

No

D4. What up-to-date mapping and route-finding information is available for your community? Check all that apply.

Web-based route finding service, Printed/digital bicycle network map , Printed/digital mountain bike trails map, Printed/digital greenways and trails map

D5. How is National Bike Month/your own dedicated Bike Month promoted in your community? Check all that apply.

Official Proclamation, Community-wide Bike to Work Day/Week, Bike to School Day/Week , Community Rides, Publish a guide or calendar of Bike Month Events, Bike Month Website, Commuter Challenge, Non-commuting related (i.e. errand-running) biking challenges and programs, Bike Commuter energizer stations/breakfasts, Trail construction or maintenance day, Other

D5a. If other, please describe.

In 2018 & 2019 we improved our activities & investment for Bike Month more with free t-shirts, sponsored breakfast stops, & we included City Council, Transportation Commission, & the Path & Trails Subcommittee.

In 2018 the Bike Coordinator gave City Council a presentation on how Bike Month went so they could become more aware & interested in biking. We invited them to join us in the future, with no pressure to ride a bike unless they wanted to! This year we added a Mayor's Proclamation for Bike Month at a City Council meeting & we invited Mayor Lane to Cycle the Arts to kick off the event. He spoke to the 50+ attendees on the importance of biking & art for Scottsdale's economy & quality of life & looked great sporting our Bike Month t-shirt.

We also invited Councilwoman Whitehead to Bike to Work Day. She frequently rides her bike to work & meetings and loves telling people how easy it is. Transportation Commissioner Kuzel and Subcommittee Member Davis also stopped by on Bike to Work Day. A couple Transportation staff members also engaged in a friendly bike race to the office with Commissioner Kuzel.

We are excited to include City Council, Transportation Commission, & the Path & Trails Subcommittee in Bike Month in the future.

City of Scottsdale provided free Bike Month t-shirts in 2018 and 2019. These shirts are frequently requested by residents and city staff, even after Bike Month since they are really nice shirts! They feature pieces from Scottsdale's Public Art collection where we stopped during the annual Cycle the Arts bike tour. Valley Metro also provides artist-designed Bike Month t-shirts each year to all the cities for their events. These are great "walking advertisements" for our events.

This summer we also purchased bike light sets & helmets to give away to kids & adults at events.

We feel this investment in shirts & safety items is a great way to promote Bike Month to participants & attract possible new participants for future events. We also give the items away at community events when we are staffing a booth with Transportation information such as Parks & Recreation events & the Senior Expo.

D6. How is bicycling promoted in your community outside of Bike Month? Check all that apply.

Community and charity rides, Videos on bicycling on community website/TV channel, Public Service Announcements, Trail construction or maintenance day, Triathlons and bicycle races, Bike valet parking at events, Other

D6a. If other, please describe.

Bike tours of public art during Canal Convergence, a 10-day free annual event each November on the Arizona Canal Waterfront with attendance of approximately 100,000 people. This event is a confluence of water + art + light, all with a focus on sharing the story of how water, through diverse perspectives, has greatly impacted Arizona's history.

Transportation staff plan the bike routes & assist with volunteers to lead the bike tours. This year, we will also help promote the bike rides.

D7. Are any bicycle events specifically marketed to any of the following traditionally underrepresented groups? Check all that apply.

Women , Families with toddlers and young children

D8. How does the municipality sponsor or actively support bicycle events in the community? Check all that apply.

Organize event(s), Contribute in-kind funding (i.e. police presence, closing roads, etc.), Assist in promoting event(s)

D9. Are any of the following cycling clubs/groups active in your community? Check all that apply.

Recreational bike clubs, Mountain bike clubs, Friends of the Trail groups, National Mountain Bike Patrol, Racing clubs or teams, Senior ride groups, Women-only ride groups, People of Color ride groups

D10. Does your community have any of the following youth programs centered on encouraging bicycling for children and youth? Check all that apply.

Safe Routes to School program

D11. What is the ratio of for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) to population within your community's boundaries?

1 shop for every 1 -15,000 residents

D12. Is there at least one bike co-op or non-profit community bike shop within the community's boundaries?

Yes

D12a. Do(es) the co-op/non-profit community bike shop(s) receive any of the following support from the local government? Check all that apply.

Free or subsidized property/space for a duration of at least 5 years, Provision of abandoned or impounded bicycles for resale

D13. Describe any other events, programs or policies your community has to encourage bicycling.

WALK & BIKE TO SCHOOL: Every October & May Pueblo Elementary School hosts Bike & Walk to School Day & invites Transportation, Fire, & Police. It is well attended by approximately 50 students, parents, teachers, & city staff each year. Our Safe Routes to School program will use Pueblo's annual events as a model for all the schools in the program. Our staff & Transportation Commissioner Kuzel met with the principal & some parents at Mohave Middle School this year to discuss bike safety & the SRTS program. We discussed presenting at Parent Council, which includes a representative from every Parent Teacher Organization. The aim will be to help kick off our SRTS program & begin partnering with stakeholders district-wide.

PUBLIC ART: Public Art & bicycling go together well! As a defining characteristic of our community, public art enhances Scottsdale's unique character, image, & identity. The City has a Percent for Art component in its Capital Improvement Program (CIP) budget and an Art in Private Development ordinance which contribute to the public art collection & growing annual events like Canal Convergence. Our parks, streetscapes, paths, & events feature artwork from artists that range from local to international in their bodies of work.

CYCLE THE ARTS RIDE: During Valley Bike Month City staff, Public Art staff, Valley Metro, & bike advocacy volunteers host the annual Cycle the Arts event, a guided bicycle tour of public art installations. The family-friendly route often features new artwork & bikeways along with old favorites. This is an opportunity to teach people about bike safety as well as the Capital Improvement Program in a fun way. A longer route often included for more experienced riders. In 2015 & 2018, we added a north Scottsdale 25+ mile route for the advanced riders.

Cycle the Arts has served as a model for other cities & has been a sold-out mobile session for the 2013 Scottsdale International Trails Symposium & the 2016 American Planning Association National Conference. Cycle the Arts was integrated into a self-guided Bicycle Public Art Tour with a short video that highlights the tour and encourages people to visit downtown by bike. The video includes safety tips for cyclists reminding them to use a helmet, eye protection, bright-colored clothing, sturdy shoes, sunscreen & water. The free Downtown Trolley is also featured, reminding people that all trolleys have bike racks for trips combining bicycles with transit.

MAPS & VIDEO RESOURCES: Biking is encouraged through maps. The Maricopa Association of Governments (MAG) Regional Bikeways Maps & Scottsdale's Active Transportation Maps are available for free. Electronic versions are also available online.

MAG has produced several videos on bicycling throughout the valley. "Bike Path: Crosscut Canal" features Scottsdale's Crosscut Canal Path at 64th Street & gives information about crossing in

that location. "I Ride! Bicycling in the Maricopa Region" is a 30 minute video that highlights the regional bike network, focusing on connectivity and the potential economic impact of a bike friendly region. Scottsdale Mayor Lane, the City of Scottsdale, & City of Scottsdale staff are prominently featured in this production.

All the MAG videos can be found at: <https://www.azmag.gov/Programs/Transportation/Active-Transportation>

TOUR DE SCOTTSDALE: This timed event by DC Ranch Community Council begins & ends in Scottsdale & circumnavigates the Preserve. Proceeds benefit the City's trail program in the Preserve. Distances of 30 & 70 mile non-competitive course, & 1 kilometer competitive criterium course. Event draws 2000 cyclists from the Valley and around the nation.

Page: BFC: Enforcement & Safety

E1. How does your police department interact with the local cycling community? Check all that apply.

Identified law-enforcement point person to interact with bicyclists, Police department assists with bicycle events/rides, Police department hosts bicycle events/rides, Officers provide bike safety education, Officers distribute bike safety/theft deterrent information, Police officers report potential hazards to traffic engineers and planners to identify sites in need of safety improvements for bicyclists, Other

E1a. If other, please describe.

Police Bike Unit interacts with cyclists during daily patrols & events including Walk & Bike to School Day, bike rodeos, in the McDowell Sonoran Preserve, & other events. Using safety grant funds, motor officers hand out info cards with traffic laws during targeted enforcement for Bike & Ped Safety.

E2. What percentage of patrol officers are regularly on bikes?

1- 20%

E3. What other public or private bicycle safety programs are in place? Check all that apply.

Helmet giveaways, Light giveaways, Volunteer trail watch programs/patrols, Other

E3a. If other, please describe

Police Bike Unit patrols/rides along the paths & downtown daily. Volunteers patrol Preserve trails.

E4. What kind of bicycle-related training is offered to police officers? Check all that apply.

Basic academy training, International Police Mountain Bike Association training , Law Enforcement Bicycle Association training, National Highway Traffic Safety Administration Law Enforcement Training

E5. Are there any local ordinances or state laws that protect bicyclists in your community? Check all that apply.

Specific penalties for failing to yield to a cyclist when turning , It is illegal to park or drive in a bike lane (intersections excepted), Ban on cell phone use while driving , Ban on texting while driving, Safe passing distance law, Photo enforcement for red lights and/or speed

E6. Do any local ordinances in your community place restrictions on bicyclists? Check all that apply.

Local law restricts usage of electric-assist bicycles, Restrictions on sidewalk riding inside the Central Business District

E7. Which of the following bicycle-related enforcement practices exist in the community? Check all that apply.

Data-driven enforcement of traffic violations most likely to lead to crashes, injuries, and fatalities , Ticket diversion program for bicyclists, Ticket diversion program for motorists with educational content specifically related to interacting and sharing the road with bicyclists

E8. How does your community use traffic citation data? Check all that apply.

Data is only available to the public by FOIA request, Data/reports are shared with transportation agencies to improve infrastructure

E9. Is there a specific plan, policy or program to further increase bicycle safety in your community?

Statewide, county-level, or other larger regional Vision Zero or similar safety policy, plan, or program

Note: If applicant community is a county or MPO, please select one of the "local" options above if the policy or plan is under the jurisdiction of your community.

URL:

[https://azdot.gov/about/transportation-safety/arizona-highway-strategic-safety-plan-\(shsp\)/overview](https://azdot.gov/about/transportation-safety/arizona-highway-strategic-safety-plan-(shsp)/overview)

Link:

No File Uploaded

E10. Do police officers report bicyclist crash data?

Yes

E10a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually?

73.4

E11. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually?

0.6

E12. Describe any other enforcement or safety programs/policies relating to bicycling.

Based on feedback from our 2015 BFC application & recommendations from our Transportation Commission, Path & Trails Subcommittee, & the public we updated Scottsdale's Bicycle Ordinance to allow Class 1 & 2 E-Bikes on paths & sidewalks citywide. Class 3 E-Bikes are only allowed on streets. All motorized bikes are still restricted on trails inside the McDowell Sonoran Preserve. This changes has had positive results, as e-bikes become more popular & people use them for a variety of reasons.

Scottsdale Police received a Governors Office of Highway Safety (GOHS) grant for pedestrian & bicycle safety. Using the funds, they have targeted enforcement to drivers, bicyclists, & pedestrians. This includes an education component of handing out small cards with traffic laws when they make contact with people, whether or not they give them a citation. From May to July 2019 this included 90 contacts/enforcement with 90 drivers, 180 pedestrians, and 50 bicyclists. The police department will apply for a third GOHS grant in September to continue this effort. We hope to add more public outreach around this program to help improve safety.

Scottsdale Transportation staff have been participating in Arizona Department of Transportation's draft Strategic Highway Safety Plan. It includes sections on pedestrian & bicyclist safety to reduce serious injuries & fatalities.

F1. Is there a bike program manager or primary point of contact for bicycling issues at your local government?

There is a full-time, paid bike program manager (or similar role) whose primary focus is on bicycle-related projects.

F1a. Is the Primary Contact for this application the full-time bicycle program manager?

Yes

F2. Is there a Safe Routes to School Coordinator?

Promoting Safe Routes to School educational programs and infrastructure improvements is a part of someone's official job description but they have other responsibilities as well.

F2a. First Name:

Recruitment for PT grant-funded SRTS Coordinator position will be posted 9/2/19

F2a. Last Name:

F2a. Email:

F3. How many paid government employees (including the Bicycle Program Manager and the Safe Routes to Schools Coordinator), expressed in full-time equivalents (FTE), work on bicycle issues in your community?

6

F4. Does your local government provide any of the following professional development opportunities for employees who have bicycle-related responsibilities? Check all that apply.

Association of Pedestrian and Bicycle Professionals (APBP) membership, Other professional memberships/accreditations related to bicycles , Attend bicycle-related webinars/trainings , Attend bicycle-related conferences , Present at bicycle-related webinars, trainings, or conferences

F5. Does your community have an officially-recognized Bicycle Advisory Committee?

Yes

F5a. How often does the committee meet?

Every two months

F5b. First Name:

Michael

F5b. Last Name:

Kuzel

F5b. Email:

mkuzel@4msafety.com

F6. Does your local government have an internal equity, diversity, and inclusion (EDI) initiative, committee, or position?

Yes

F6a. Provide the name and email address of the primary contact.

Sharon Cini, Diversity Manager scini@ScottsdaleAZ.gov

F6b. Please describe how, if at all, the EDI initiative, committee, or position supports equitable bike planning or outreach in the community.

We plan to collaborate for program outreach and at public events such as Parks & Recreation's Picnic in the Park event at Paiute Park.

F7. Does your community have a comprehensive bicycle master plan or similar section in another document?

Yes

F7a. What year was the plan originally adopted?

1994

F7a1. Has the plan been updated or revised since it was first adopted?

Yes

F7a2. If yes, what year was the plan most recently updated?

2016

F7b. Provide a link to the current plan.

<https://www.scottsdaleaz.gov/Assets/ScottsdaleAZ/Transportation/Master+Plan/Transportation+Master+Plan+2016+-+Final.pdf>

F7c. Is there a dedicated budget for implementation of the plan?

Yes

F7c1. What is the designated annual budget?

22000000

F7c2. List or describe funding source(s).

The City has a 0.2% permanent sales tax dedicated to transportation operations and capital improvements. This sales tax currently generates \$22 million/year. At least 50% of the revenue (\$11 million) is provided annually for capital projects. City voters also passed a 10-year 0.1% sales tax dedicated for transportation capital projects that went into effect in February 2019 and is expected to generate \$11 million in FY 19-20. These funds are used for City standalone projects and as matching funds for regional transportation sales tax projects (typically 70% regional) and federal grants (typically 94.3% federal for construction).

F7d. Does your plan include a goal to increase bicycle facilities?

Yes

F7d1. Please list or describe these goals.

The first two policies in the Transportation Master Plan help increase bicycle facilities (deviation from Transportation Master Plan Policies can only occur with approval of the City Council):

1. Transportation network shall maximize travel route choices, travel mode choices, and access and mobility for all ages and abilities.
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.

The plan also carries over the master plan maps, list, and priority rankings from the 2008 Transportation Master Plan and 2004 Trails Master Plan. These lists help guide implementation of the projects.

F7e. How have community planning staff reached out to minority, non-English speaking, and/or low-income communities to ensure that they are included in the decision-making process?

The city includes everyone in our public outreach for projects. We advertise in a variety of ways including the webpage, Facebook, Twitter, NextDoor neighborhood pages, Scottsdale Update listserv, press releases, and we post information at libraries and community centers including those in lower income neighborhoods. For construction improvements we notify residents adjacent to the project with postcards or letters.

F8. What other local agencies have a bicycle master plan or similar section in another transportation demand management document? Check all that apply.

Metropolitan Planning Organization, County/Borough/Parish

F9. Is community-wide bicycle planning integrated with planning for any of the following: Check all that apply.

Transit stops, Public & private schools (K-12), Higher education institutions, Hospitals and medical centers, Parks & recreation centers, Subsidized or public housing

F10. What percentage of the community's total annual transportation budget – on average over the last five fiscal years – was invested in bicycle projects?

10%

F11. Is bicycle-related funding specifically allocated to underrepresented areas of your community? (e.g. low-income neighborhoods, etc.)

Yes

F11a. Please describe.

The southern area of Scottsdale has older infrastructure, high population density, high transit ridership, three community centers, a Boys and Girls Club, a library, a senior center, and several schools with students who walk, bike, and take transit to school. Also, southern Scottsdale is characterized by populations with low income, minorities, households with no vehicle, and higher incidences of heart disease & diabetes than the rest of the city. This area includes Old Town/Downtown, HonorHealth Hospital and medical offices, Scottsdale Stadium, major employment centers, resorts, hotels, and restaurants that are important destinations for bicyclists.

We have been closing gaps in the bike network in this area & continue to prioritize projects. This criteria is also prioritized when we apply for federal funding for bike improvements & has enabled Scottsdale to acquire federal funds for 12 bike/pedestrian projects in southern Scottsdale in the past several years, 7 are completed and the other 5 will be completed by 2022.

F12. How many lane miles of planned bicycle facilities does your community expect to have installed in the next four years?

53

F13. How many lane miles of bicycle facilities has your community installed in the last two years?

23.8

F14. How does your community collect information on bicycle usage? Check all that apply.

Automated /electronic bicycle counters, App-based or other opt-in electronic data collection (e.g. Strava, Zap, etc.), Regular manual counts of bicyclists on trails

Additional files may be uploaded at the end of the application.

F14a. Utilitarian ridership data collected locally (e.g. bicycle rides for commuting, running errands, transportation, etc.)

No File Uploaded

F14b. Recreational ridership data collected locally (e.g. rides solely for exercise or fun.)

No File Uploaded

F14c. Demographic ridership data collected locally (e.g. rider age, race, gender, etc.)

No File Uploaded

F14d. School ridership data collected locally (e.g. rides by or with K-12 or younger children – either riding on their own or being carried in a child seat, trailer, etc.)

No File Uploaded

F14e. Other ridership data (e.g. any other bicycle ridership data collected locally that doesn't fall under the above categories.)

No File Uploaded

F15. Does your community establish target goals for bicycle use? (e.g. a certain level of bicycle mode share)

Yes

F15a. Please list or describe these goals.

Increase students who bike to school, reduce bike collisions including serious injuries & fatalities, increase participation at our events such as Cycle the Arts & Bike to Work Day, increase helmet & bike light use, improve bike counts in location, frequency, & demographic data collected, add at least 5 miles of new bike/ped facilities annually, add more bike/ped crossings, add bike detection at more signals, and increase mode share for all bike trips rather than just Journey to Work data.

F16. Does your community routinely conduct pre/post bicycle mode share evaluations of bicycle-related road projects?

Yes

F17. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to traffic engineers, planners, and police?

Online reporting system (e.g. SeeClickFix), Hotline, Contact staff directly via call/voicemail/fax/email/text/social media

F18. How has your community conducted a network analysis to evaluate current conditions for bicyclists and identify significant infrastructure barriers to bicycling?

GIS-based network analysis, Bicycle Level of Service for intersections

F19. Besides the Bicycle Friendly Community program, what other national programs does your community participate in to improve for bicycling?

NACTO Cities for Cycling, None of the above

F20. Describe any other efforts by your community to evaluate and/or plan for bicycle ridership and/or networks.

In preparation for this application, the city held two Bicycle Friendly Community Meetings to inform the public about our program & projects as well as solicit their input. Nearly 40 people, including three current city councilwomen, a former councilwoman, former city manager, and the Mayor’s Chief of Staff attended the two meetings and gave valuable feedback. We also added the presentation materials & survey to the webpage and received over 120 responses. This will help us develop more relationships with the cycling community & evaluate our program for improvements.

We hope to have these meetings more frequently, possibly annually.

The community, including bicyclists, continues to be heavily involved in the city’s planning efforts for biking. This includes feedback at project meetings, City Council, Transportation Commission, Path & Trails Subcommittee, Homeowners Association meetings, as well as from social media, ScottsdaleEZ report a problem page, email, & during our events such as Cycle the Arts and Bike to Work Day.

The Bike Coordinator serves as Vice Chair on the Maricopa Association of Governments (MAG) Active Transportation Committee & the Tempe Transportation Commission monthly. She also serves as a board member for Tempe Bicycle Action Group & attends their monthly meetings & events. This has enabled us to develop relationships & facilitates frequent discussion with other city’s bike coordinators as well as local design consultants.

Staff continue to research best practices in other bike friendly communities as members of APBP (including the local chapter) and APA, by attending ProWalk ProBike Conferences and American Planning Association Conferences, sometimes at our own cost.

All of these efforts help our staff to stay informed of best practices in biking around the region & beyond.

Page: BFC: Final Overview

G1. What are the top three reasons your community has made bicycling a priority?

Improved quality of life, Community connectivity, Traffic and bicycle/pedestrian safety

G2. Briefly describe the most positive outcome of your community's support for bicycling.

The community's support of bicycling is evident in their frequent use of our bikeways, the feedback we receive regularly, as well as the investment people continue making into funding our capital improvements.

FUNDING: In addition to Scottsdale's 0.2% permanent sales tax dedicated to transportation operations and capital improvements, city voters also passed a 10-year 0.1% sales tax dedicated for transportation capital projects that went into effect in February 2019 and is expected to generate \$11 million in FY 19-20. These funds are used for city standalone projects and as matching funds for regional transportation sales tax projects (typically 70% regional) and federal grants (typically 94.3% federal for construction). This will fund nearly \$200M in streetscape improvements including nearly 28 miles of bike lanes, 17 miles of paved paths, 20 miles of unpaved trails, & 10 miles of sidewalks. This would not have been possible without voters passing the additional sales tax.

DESTINATION FOR BIKING: The city & our neighboring cities continue to add local & regional connectivity. Scottsdale is a destination in itself for biking with our extensive off-street & on-street network for riders of all abilities & ages. With over 9 million visitors each year, many people want to explore the city by bike & take advantage of the sunny, warm winters outdoors. There are numerous destinations for bicyclists including the McDowell Sonoran Preserve, Old Town Scottsdale, Indian Bend Wash Greenbelt & park system, community & aquatic centers, senior centers, libraries, Scottsdale Stadium for San Francisco Giants spring training games, WestWorld premier event center, WaterFront area along the Arizona Canal, Crosscut Canal with connections to Papago Park, Desert Botanical Gardens, Phoenix Zoo, Tempe Town Lake, downtown Tempe, Rio Salado Path to Mesa & Phoenix, as well as job centers, resorts, restaurants, shopping, & other destinations.

RELATIONSHIPS & PARTNERSHIPS: Our partnerships with stakeholders on biking continues to grow including:

- Experience Scottsdale (formerly the CVB)
- Resort managers
- HonorHealth Hospital
- Residents & visitors
- Bike advocates
- Businesses like bike shops & restaurants
- Maricopa County Department of Transportation
- Maricopa Association of Governments
- Valley Metro
- Staff from Tempe, Phoenix, Fountain Hills, & other communities
- Homeowners Associations
- Scottsdale staff from City Manager's Office, Community Services, Streets, Parks & Recreation, Fire, Police, Tourism & Events, Planning, Neighborhood Services & Communications

G3. Describe any improvements that have occurred for cycling in your community since your last application.

1. Arizona Canal Path from Chaparral Road to Indian Bend Wash Path. This included a bike/pedestrian bridge at Jackrabbit & Pedestrian Hybrid Beacons at Chaparral & McDonald crossings. This project was delayed during design due to vocal opposition from a small group of neighbors.
2. Adero Canyon Path in Fountain Hills. This project is the sole connection for bicyclists between Scottsdale & Fountain Hills. It connects to the north end of 145th Way in Hidden Hills, which is a private street & public bicycle/ pedestrian easement. This bike route was the source of several contentious meetings over the years where the HOA requested permanent release of the easement. For several years the City of Scottsdale worked with cyclists & the Hidden Hills HOA to address resident concerns about cyclists using the private street in Hidden Hills as a training hill that had no connection to Fountain Hills yet. This new 0.3-mile connection includes 1000-feet of elevation change & was constructed by the developer of the Adero Canyon community. This long-awaited connection included Scottsdale's input during design as well as striping & railings installed by Scottsdale after construction, since both Fountain Hills & Scottsdale hold the public easement where the path was built.
3. Second Street Path. Connects the Indian Bend Wash Path to 75th Street and Civic Center Library and plaza area near City Hall.
4. Crosscut Canal Bridge & Path south of McDowell Road. This is the only public access point for neighbors to connect up to the Crosscut Canal and its existing regional path from McDowell to Marigold, nearly a mile long stretch. The new project included seating & a trailhead at the Belleview neighborhood bike route.
5. Detection for bicyclists at traffic signals. The city has completed 34 intersections using video detection. The intersections also include pavement markings & signage so cyclists will know how to request a green signal. This is also on our webpage & in our Bikeways Map.
6. Cattletrack Trail is a new 0.5-mile neighborhood trail on Cattletrack Drive where no sidewalks existed. It helps neighbors access the Arizona Canal Path & bike lanes/ sidewalks on McDonald Drive without having to walk in the street.
7. Wayfinding Signage for Paths & Trails Design. The design for the signage types & the locations for signage from McKellips Road to Indian Bend Road is complete. This will be expanded city wide after implementation in this first area.
8. Bicycle Station Study. A concept was completed using a grant from Maricopa Association of Governments. The concept includes 27 total sites from McKellips Road to Indian Bend Road and gives options for station amenities such as seating, shade, lighting, bike racks, signage, & trash bins. This would provide parking for bike & scooter share as well as everyone's own bikes.
9. Indian Bend Wash Master Plan is nearly complete. This includes the parks from McKellips Road to Thomas Road. The final concept includes two wider paths and a tree-lined meandering path throughout the parks to replace the old 8-foot wide path. The new paths will be 15-20 feet wide to accommodate more users and provide more comfort for passing.
10. Bike Lanes during pavement maintenance – the city has continues to add up to 10-miles of new bike lanes annually by restriping roads during routine surface maintenance.
11. Our first project to add buffered bike lanes with paint was on 96th Street. We striped a two-way cycletrack between Thunderbird and Redfield, which is only about 0.25-mile but we have since added some similar projects and plan to stripe more buffered bike lanes on upcoming maintenance projects.

12. Our Traffic Control Plans (TCP) during construction work in city right-of-way require Share the Road signage in all work zones to remind drivers to give space to bicyclists. This is important when a bike lane is barricaded during construction but also on streets without bike lanes.

13. McDowell Road Bicycle Lanes design is complete. This will add bike lanes throughout the city where they don't already exist between 64th Street and Pima Road. This area connects to ASU SkySong Innovation & Transit Center as well as many new multi-family & existing single family residential properties, & a planned hotel and grocery store.

G4. What could be done differently in order to make bicycling safer, more enjoyable and/or more convenient in your community?

- **ENGINEERING:**

- o Close all bikeway gaps and wider paths to replace the old ones, improve biking into & within Old Town Scottsdale especially on Scottsdale Road, Drinkwater Boulevard, & Goldwater Boulevard. Construct Shea Path connection between Scottsdale & Fountain Hills, finish the 1.5-mile gap in bike lanes on Dynamite Road, build all the Arterial Life Cycle Program (ALCP) projects in the next 10 years so that bike lanes will be nearly complete in north Scottsdale.

- o Add separated bike lanes with vertical devices

- o Install bicycle signals with their own phase in areas with high bike volumes

- o Add public bike repair stands & more water fountains along paths

- o Implement the Bicycle Station project, Wayfinding Signage citywide

- o City-partnered bike share system

- **EDUCATION:** Facilitate more students biking to school, add high school students & charter schools to the Safe Routes to School program, collaborate with bike shops, clubs, and LCIs to provide maintenance and bike skills classes to the public

- **ENCOURAGEMENT:** Expand Bike to Work Day, host annual Open Streets Events or Ciclovias, criterion races in Old Town Scottsdale.

- **ENFORCEMENT:** Enforce the new state law on handheld devices while driving. More traffic enforcement regarding bicycle and pedestrian safety.

- **EVALUATION AND PLANNING:** Complete a new bicycle collision study, detailed annual bike counts.

- **RIDE OUR BIKES!** This is the best way to evaluate bikeways, plan improvements, & meet other bicyclists. Continue having staff bike regularly so that they will remain experienced bike planners. Invite our elected officials and other staff to join us.

G5. What specific bicycle-related improvements are planned in the next 12 months that directly affect your community?

• CONSTRUCTION:

- o Install the Wayfinding Signage on the paths between Indian Bend Road and Thomas Road.
- o Construct the McDowell Road Bicycle Lanes project between 64th and Pima Road (~ 3 miles)
- o Pima Road from Pinnacle Peak to Happy Valley Road, includes bike lanes (1 mile)
- o Happy Valley Road from Pima to Alma School, includes bike lanes and trail (2 miles)
- o Raintree from 73rd Street to Hayden, includes bike lanes (1 mile, pending funding)
- o Redfield from 76th to Hayden (0.5 mile, pending funding)
- o Pavement maintenance projects will add new bike lanes, wider bike lanes, and buffered bike lanes

• DESIGN:

- o Osborn Road Complete Street will add sidewalks, path, & bike lanes from Hayden to Scottsdale road (1 mile)
- o Hayden/Chaparral Underpass along the Indian Bend Wash Path
- o 68th Street Complete Street from Thomas Road to Indian School (1 mile)
- o Thomas Road Bike Lanes from 56th Street to 73rd Street (3 miles)
- o Scottsdale Road from Jomax to Dixileta (2 miles)

• GRANT APPLICATIONS:

- o Shea Boulevard Path with Fountain Hills (September submittal)
- o Goldwater Underpass at Scottsdale Road (September submittal)
- o Osborn Bridge Replacement along Indian Bend Wash Path (September submittal)
- o WestWorld Path from Thompson Peak Parkway to Bell Road (September submittal)
- o Safe Routes to School Coordinator – for two additional years of funding (October submittal)
- o If selected for funding at the end of August:
 - 70th Street Neighborhood Bikeway Design Assistance
 - and the Old Town Scottsdale Bicycle Master Plan

G6. We often get requests for example BFC applications from aspiring communities. Are you willing to share your application?

Yes

G7. How did you hear about the Bicycle Friendly Community program?

When my former manager/predecessor, Reed Kempton, hired me he told me about the program and said I would be in charge of the 2011 application.

Page: Supplementary Materials

Optional: If you would like to share any supplemental materials to support your application, please upload your files here.

By submitting photos here, you are granting the League of American Bicyclists the right to use your images to promote bicycling.

File 1

Overview of Scottsdale's Bike Program

[Download File](#)

File 2

Compilation of most of the public feedback received from Bicycle Friendly Community surveys summer 2019

[Download File](#)

File 3

No File Uploaded

File 4

No File Uploaded

File 5

No File Uploaded

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Bicycle Friendly Community Public Meeting

May 30 and
June 4, 2019



Bikeways and Trails

- Connectivity to destinations – local and regional
- Quality of life for residents and visitors
- Safety
- Access to McDowell Sonoran Preserve
- Funding: 0.2% Transportation Sales Tax



Transportation Master Plan

- 2008 Bike Element Goals:
 - Provide a safe, connected, and convenient on-road bicycle network throughout the City of Scottsdale;
 - Expand the network of off-street shared-use paths and trails within the City of Scottsdale;
 - Achieve a Bicycle Friendly Community ranking of Gold from the League of American Bicyclists
- Transportation Master Plan Updated in 2016
 - More condensed document
 - Integrated the 2004 Trails Master Plan



Bikeways Projects

Bike Lanes

- New Construction
- Reconstruction
- On-Street Re-Striping
 - Routine pavement maintenance
 - Low cost



Paths and Trails

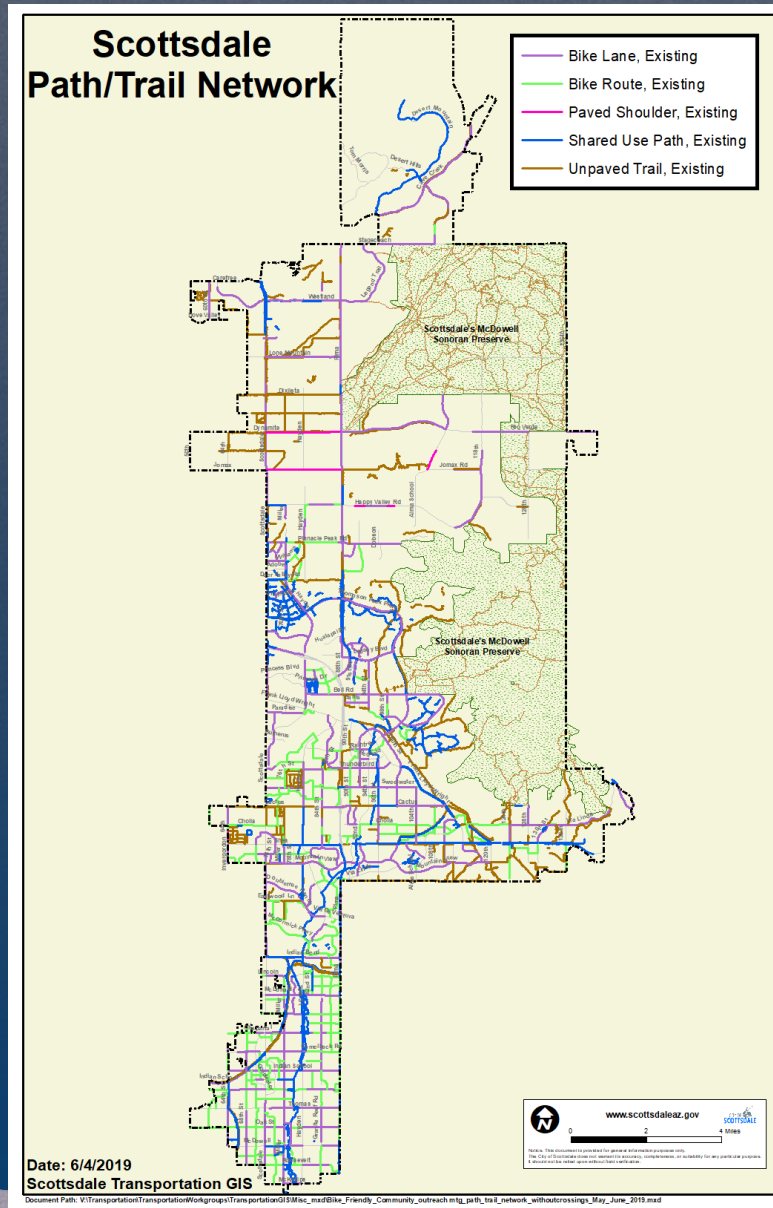
- Prioritization for Capital Improvement Plan
- Private development

Existing Bicycle Facilities

	Miles			
	1995	2007	2015	2019
Bike Lanes	8	86	134	174
Bike Routes	0	50	123	103
Paved Shoulders	0	10	*8	7
Paved Paths	37	61	89	129
Unpaved Trails Outside Preserve	35	238	143	133
McDowell Sonoran Preserve		47	172	214

* 4 miles were converted to bike lanes

Existing Bikeway Network



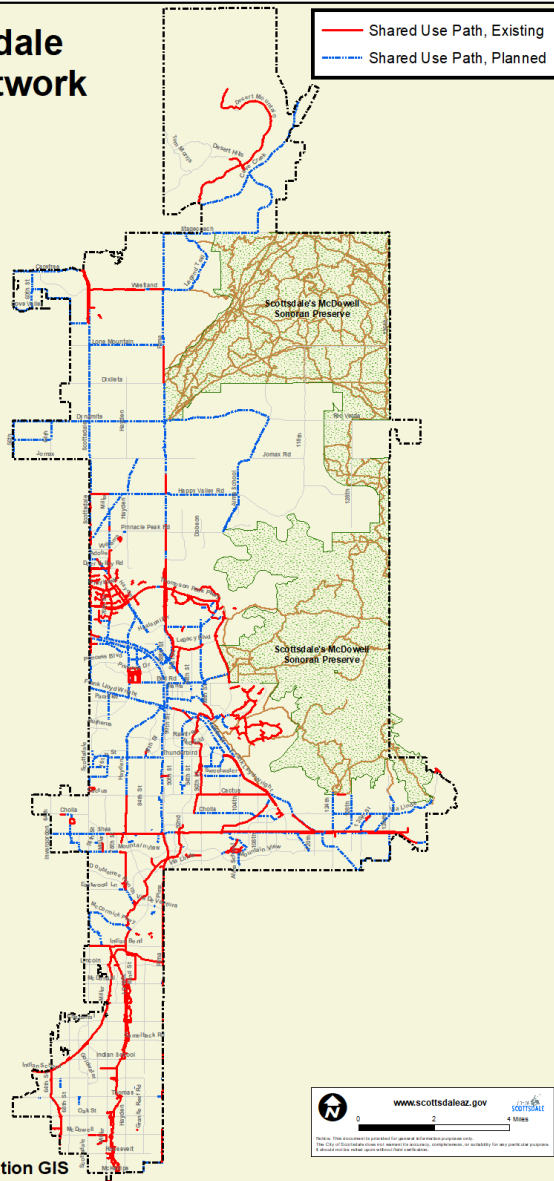
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Regional and local connectivity

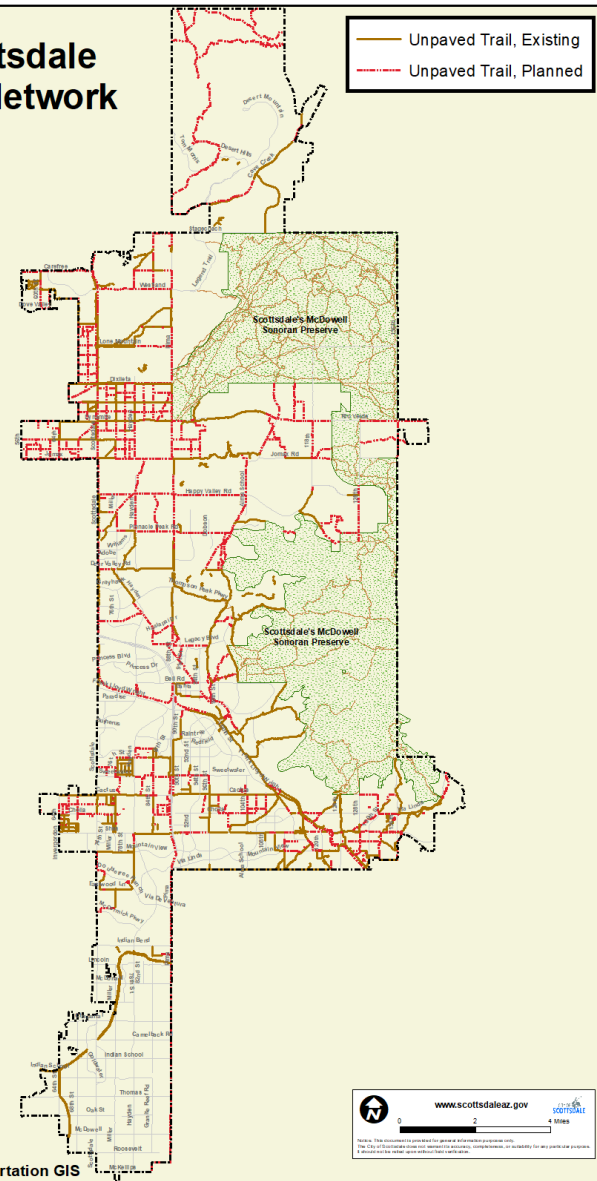
Existing & Planned Off-Street Network

Scottsdale Path Network



Date: 6/4/2019
Scottsdale Transportation GIS

Scottsdale Trail Network



Date: 6/4/2019
Scottsdale Transportation GIS

Regional and local connectivity



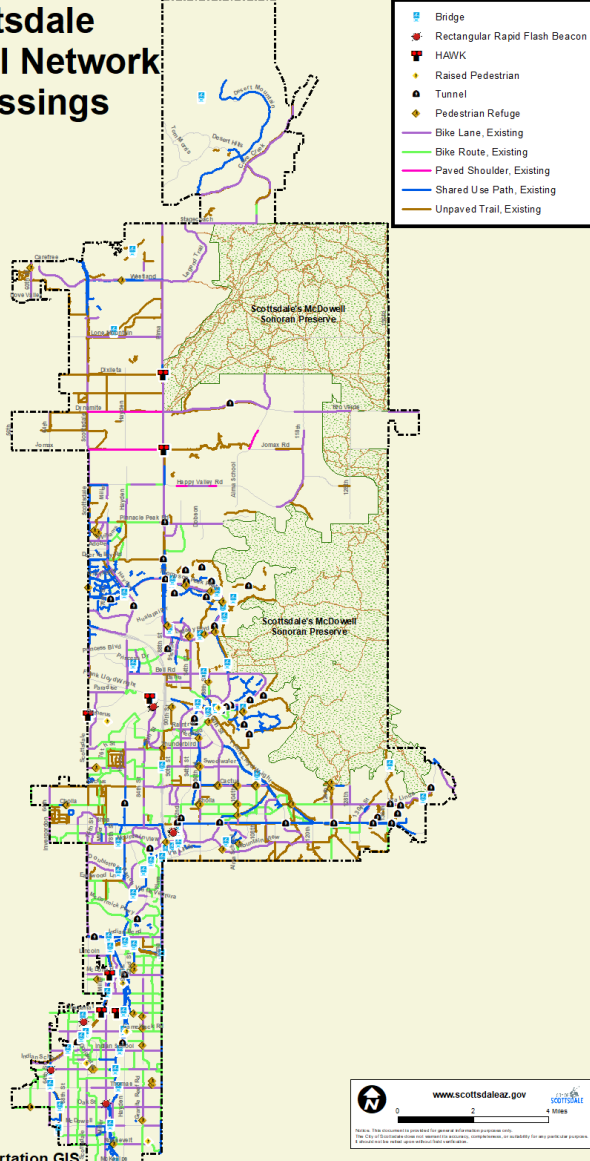
Off-Street Bicycle Network

Enhanced Crossings	192 total
Grade-Separated	
Underpasses	42
Tunnels	44 *
Bridges	22
At-Grade	
HAWK	7
Pedestrian Refuges	81
Raised Ped Crossings	7
Rectangular Rapid Flashing Beacons	7

* 2 tunnels are closed pending path construction

Off-Street Bicycle Network

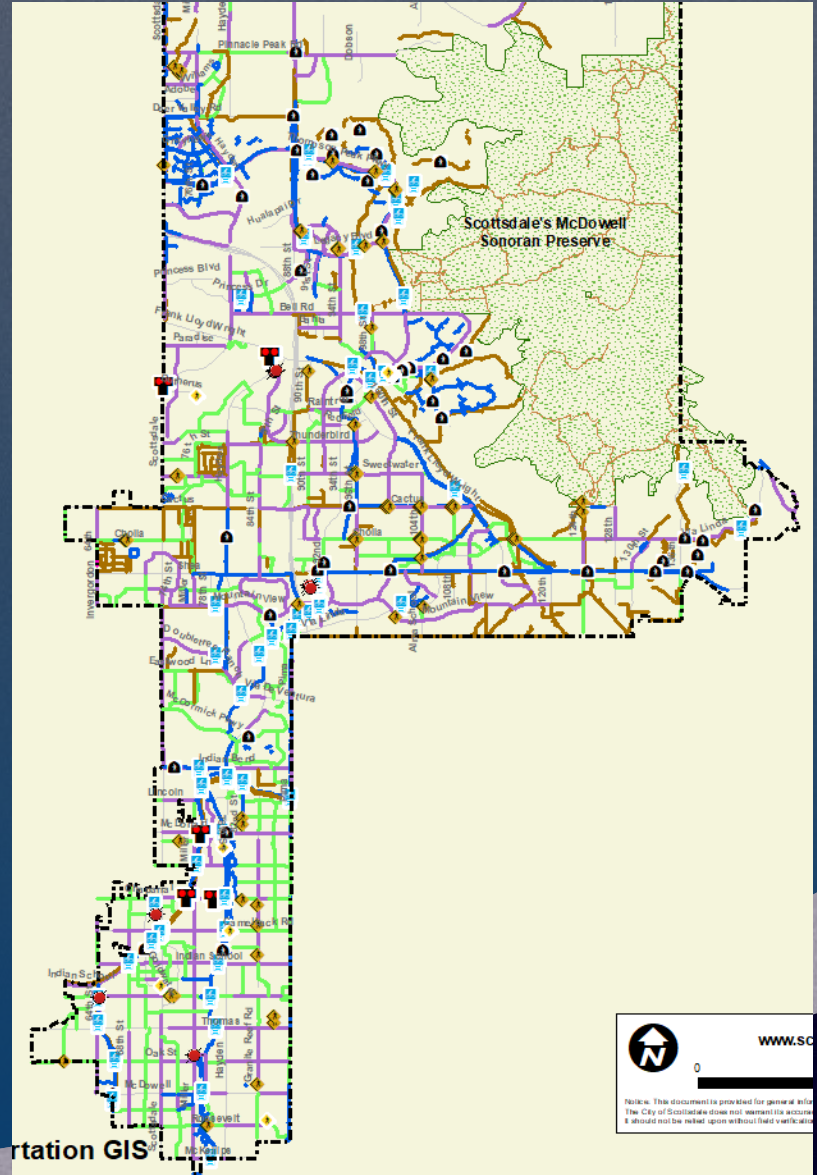
Scottsdale Path/Trail Network & Crossings



Date: 6/4/2019

Scottsdale Transportation GIS

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Transportation GIS

www.scottsdaleaz.gov

0 4 Miles

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Recently Completed Projects

- Crosscut Canal Bridge and Path
 - South of McDowell
 - Connects to Belleview bike route
- 2nd Street Path
 - Connects Indian Bend Wash Path to 75th Street and Civic Center Library
- 68th Street Bridge Over Arizona Canal
 - Full bridge replacement
 - Added sidewalks and bike lanes on both sides of the bridge
 - Improved connection of the canal path to the crosswalk
- Adero Canyon Path
 - Sole connection for bicyclists and pedestrians between Scottsdale and Fountain Hills

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Recently Completed Projects

- Detection for Bicyclists at Traffic Signals
 - Approximately 30 locations completed
- Wayfinding Signage for Paths and Trails
 - Design is complete for McKellips Road to Indian Bend Road
- Bicycle Station Study
 - Concept is completed
 - Fully funded with a grant from Maricopa Association of Governments

Upcoming Projects

- Hayden and Thomas Intersection
- Shea Underpass and Trail near 124th Street
- Arizona Canal path North of Camelback
- McDowell Road Bike Lanes
- Osborn Road Complete Street: Hayden to Scottsdale Road
- Hayden and Chaparral Underpass east of Hayden
- 68th Street Complete Street from Thomas to Indian School
- Thomas Road Bike Lanes from 73rd Street to 56th Street

Upcoming Projects

- Arterial Life Cycle Program (ALCP)
 - 70% funding from Maricopa Association of Governments (MAG) from Proposition 400 – half cent sales tax, expires in Fiscal Year 2026
 - 30% Scottsdale contribution using 0.1% temporary (10 year) transportation sales tax increase, voter-approved in November 2018

Table 2	Mileage			
	Path	Trail	Bike Lane	Sidewalk
Corridor				
Pima Rd - Pinnacle Peak to Happy Valley	1.0	1.0	1.0	0.0
Happy Valley - Pima to Alma School	0.0	2.0	2.0	2.0
Raintree Drive - Scottsdale to Loop 101	0.0	0.0	1.9	0.0
Redfield Road - 76th to Hayden	0.0	0.0	0.4	0.0
Pima Rd - Krail to Chaparral	0.0	0.0	1.8	1.8
Total In Design	1.0	3.0	7.1	3.8

Table 3	Mileage			
	Path	Trail	Bike Lane	Sidewalk
Corridor				
Pima Rd - Happy Valley to Stagecoach	7.0	7.0	7.0	0.0
Scottsdale Rd - Thompson Peak to Carefree	8.4	7.3	9.0	0.0
Carefree Hwy - 56th to Scottsdale	0.0	2.0	2.0	2.0
Shea Blvd - Loop 101 to 144th	0.3	0.0	0.0	0.0
Hualapai & Mayo Connections	0.0	0.0	1.2	2.4
Pima Rd - Chaparral to Thomas	0.0	0.0	2.0	1.5
Total Future	15.7	16.3	21.2	5.9

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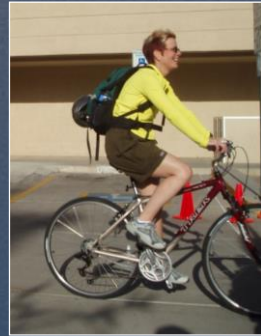
Outreach, Education and Events

- Promote Bikeways and Trails to all ages
- Presentations
 - K-12 Classrooms and college students
 - Scout troops
- Bike Rodeos to learn cycling skills
- Community bike rides – Cycle the Arts, ride rules
- Walk and Bike to School Day



Bike Month

- April is Valley Bike Month
 - Began as single Bike to Work Day in 1980s
 - Grew to a full month in 2005
- Valley Metro partnership with cities
 - Event promotion on www.ShareTheRide.com
 - Printed materials
 - Bike Month Challenge with prizes
 - “Sweet Deals” for bicyclists at valley businesses
 - Free t-shirts designed by artists
- City events
 - Scottsdale Cycle the Arts
 - Bike to Work Day



Cycle the Arts

- Began in 2005 – Annual Bike Month activity.
- Partner with Scottsdale Public Art staff, board members, artists, as well as Valley Metro
- Promote Public Art and Bikeways to all ages:
 - Education on bike skills – pre-ride safety talk
 - Percent for Art Program and extensive art collection
 - Capital Improvement Program
 - Highlight new projects
 - Encourage bike riding for all experience levels
 - Small groups with ride leaders and sweepers



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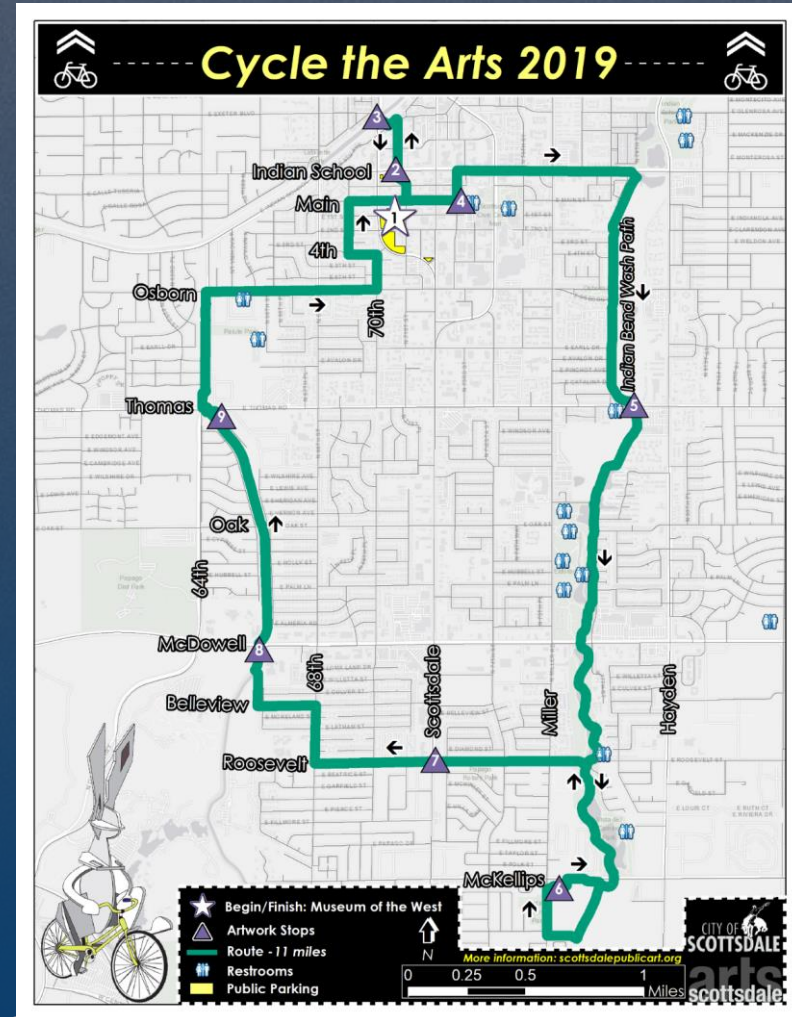
Cycle the Arts 2019

- Cycle the Arts Downtown Family ride
 - Sunday April 14th
 - Museum of the West
 - Mayor Lane kicked off the event
 - 13 miles long, 9 art stops
 - 50 attendees
 - Received 2 t-shirts and breakfast snacks
 - Artist Lucretia Torva signed shirts and posters



Cycle the Arts 2019

- Route and stops
 - Diamond Bloom
 - Tributary Wall
 - One-Eyed Jack
 - The Yearlings
 - Swale
 - Garden of Evidence
 - Historical Happenstance and IN FLUX
 - Swimming Dream
 - Jack Early Mural at Rage Cycles



Bike to Work Day

- Wednesday April 17th
 - Stops at Vista del Camino Park, ReGroup Coffee, One Civic, Mountain View Park
 - Drinks, breakfast snacks, and t-shirts
 - Sponsors: General Dynamics, Phil and Shar Roos, ReGroup Coffee, & Scottsdale Transportation Department
 - Approximately 109 riders
 - Councilwoman Whitehead biked to work via Mountain View Park



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Pueblo Elementary Bike to School Day



- Wednesday May 8, 2019
- Transportation and Police Bike Unit
- 50 students and several parents
- Helmet fittings and safety talk
- Ruffled helmet, bike tune up, and bags
- Snacks and drinks by Renegade Coffee



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Safe Routes to School Coordinator

- Grant funded part-time Coordinator for events at 15 SUSD K-8 schools
 - Walk & Bike to School Day
 - Classroom activities
- Modest incentives
 - Helmets, stickers, bracelets
- Also coordinate with staff:
 - Engineering and Enforcement



League of American Bicyclists (LAB)

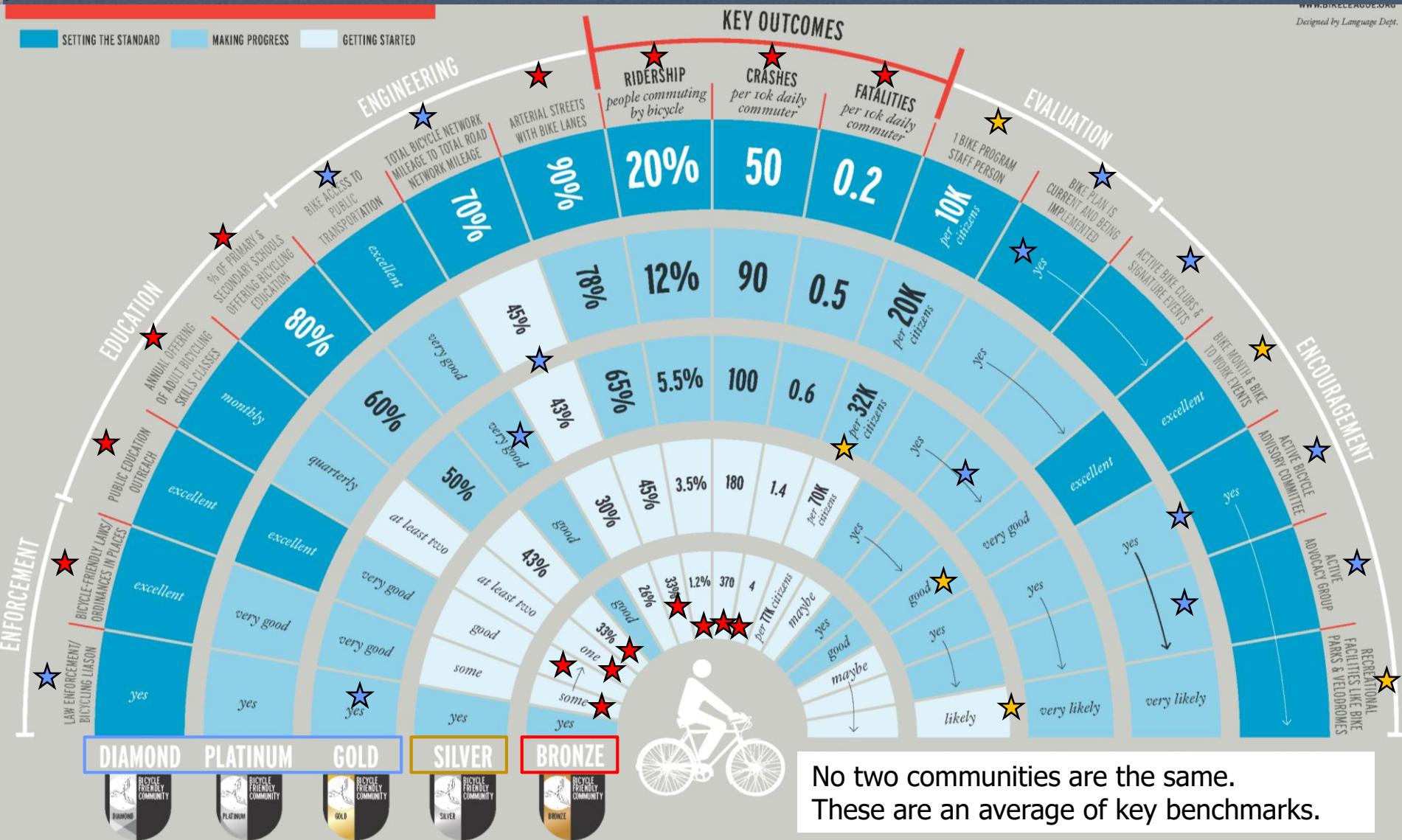
- The Bicycle Friendly Community (BFC) program recognizes municipalities that actively support cycling and encourage residents to use bicycles for transportation and recreation.
- Evaluation of cities gives measurable goals for improvements
- The 5 E's
 - Engineering
 - Education
 - Encouragement/ events
 - Enforcement
 - Evaluation and Planning
 - 6th E: Equity

• LAB provides resources to communities

League of American Bicyclists (LAB)

- An award of Diamond, Platinum, Gold, Silver or Bronze status is designated for four years.
- Scottsdale awarded Silver level in 2005.
 - First community without a university or college to reach Silver level.
 - Achieved Silver again in 2007.
- Awarded Gold level in 2011 and 2015
 - Public input for applications.
 - Local reviewers help LAB evaluate applications.
 - Received feedback from LAB.

Building Blocks



No two communities are the same. These are an average of key benchmarks.



Bicycle Friendly Communities

- 2011
 - 190 communities in 46 states
 - 3 Platinum
 - 14 Gold
- Fall 2015
 - 372 communities in 50 states
 - 5 Platinum
 - Boulder, Fort Collins, Davis, Portland, and Madison.
 - 24 Gold
- Spring 2019
 - 462 communities in 50 states
 - 5 Platinum
 - 34 Gold

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Engineering Key Steps to Platinum

- Continue to expand and improve the bike network through the use of different types of bicycle facilities.
- Install a bicycle wayfinding system with distance and destination information.
- Continue to increase the amount of high quality bicycle parking throughout the community.
- Launch a bike share system that is open to the public.



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Education Key Steps to Platinum

- Work with your local bicycle groups or interested parents to expand the Safe Routes to School program to all schools.
- Continue efforts to expand adult bicycle education opportunities such as commuter classes.



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Encouragement Key Steps to Platinum

- Increase your efforts on Bike to Work Day and Bike to School Day.
- Offer a 'Cyclovia' or Open Streets type event, closing off a major corridor to auto traffic and offering the space to cyclists and pedestrians.



Enforcement Key Steps to Platinum

- Continue to ensure that police officers are educated on traffic laws as they apply to bicyclists and motorists as well as bicycling skills.
- Consider an update to your restriction on motorized bikes on paths to account for newer models of electrically-assisted bicycles.



Evaluation & Planning

Key Steps to Platinum

- Continue efforts to update your 2008 bicycle plan to ensure that state-of-the-art bicycle facilities are included, and that infrastructure planning is complemented with encouragement, education, and enforcement programs.
- Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.
- Ensure that your bicycle counts also capture the gender of cyclists to identify any gender gaps.



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Next Steps

- Public Outreach – Meetings, online, individual meetings
- Staff are 75% finished drafting the application
- Current application form has improved in format and asks for more detail:
 - Bicycle Parking
 - Lighting
 - Bike Share
 - Education – Students and Adults
 - Bicycle-Related Laws
 - Funding and Implementation
 - Expanded Evaluation Methods
 - Bonus Points for Each of the 5 E's
- Scottsdale will apply for the next BFC August 8, 2019.

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Discussion



#	Date	What are three things that make Scottsdale bicycle friendly?	What are three things most in need of improvement to accommodate bicyclists?	Are there specific project locations you feel should be higher priority for construction? How about project type? (For example, bike lanes, paved paths, unpaved trails, bicycle boulevards, separated bike lanes, etc.)	How can biking events, education and promotion expand? (For example, Bike to Work Day, Cycle the Arts, classes on bike skills and maintenance, etc.)	Are you interested in future bike program and project meetings?	What kind of biking do you usually choose and where? How would you describe yourself as a cyclist?	Any other comments?
1	6/29/2019 7:53:39 AM	Wide bike paths Well kept and free of cracks and debris	Over pass/ under pass at major intersections Interlinking of paths from south to north	Chaparral and Hayden roads is dangerous for biking		Yes	Leisure biking on the green belt and neighborhoods south of Indian Bend	Thank you for making biking a priority in Scottsdale
2	6/29/2019 10:58:07 AM	They have the right of way over cars!! This is dangerous	They must ride single file in bike lane and be respectful of cars. They ASSUME the drivers owe them everything related to safety, but they don't follow the rules of the road.	We live north Scottsdale east of Pima road on Stagecoach pass. There are no bike lanes for about 50% of this road, bikers ride side by side, weave around and are not respectful of the narrow road. I have seen on 3 different occasions where they swerved sideways, the car coming behind them had nowhere to go with oncoming traffic. If bikers are going to be on the road they must stay in the bike lane and ride single file.			e-bike off the road, recreational biker	
3	7/1/2019 8:37:48 AM	wide bike/skating/walking paths throughout the parks. bike lanes	more street markings for bicycles so that drivers can be alerted to make room for cyclists. more bicycle routes marked. more public campaigns to raise awareness of cyclists & cycling in general.	separated bike lanes and bicycle boulevards would be awesome. I just moved to Scottsdale so I'm not familiar with all the bike paths, but I look forward to biking everywhere! (September through June only; it's too hot in the summer for me to bike much)	yes to all of those! Let's get some biking events going, like Tour de Fat has throughout the country. Scottsdale has lots of areas that would be perfect for organizing biking events. Again, I'm new to Scottsdale so I'm not familiar with current bike events here.	Yes	I bike to run errands, go for coffee or meals, and also for a leisurely ride.	I look forward to checking out the bike map and riding once the summer is over.
4	7/1/2019 4:25:40 PM		Improved bike lanes or larger ones along Scottsdale road north of the 101 In order to leave our dead end neighborhood we must exit onto Scottsdale road. The speed limit is 50 mph (which most of the time is a minimum suggestion to drivers), so it is unnerving to travel the narrow bike lanes.	Bicycle boulevards from one end of Scottsdale to the other.. again Scottsdale doesn't end at 101 N.		Yes	Casual but frequent riders... prefer to ride where car traffic is minimal	
5	7/2/2019 5:2:54:05 PM	-Protected bike lanes -Education programs directed at drivers and pedestrians outlining the rights of bike riders on the streets and sidewalks	-Public bike repair stations would be beneficial.	Anything to separate bike lanes from traffic would be great. Protected bike lanes or totally separate bike paths would be fantastic.	Make Bike to Work Day in the winter. Even in April, the afternoon heat can discourage people.	Yes	Commuter	
6	7/2/2019 6:3:04:31 PM	The canal biking paths, allowing bikes on the sidewalk, and the locking areas downtown.	Bike paths on the roads, especially downtown. More areas to lock bikes downtown and more frequent in common areas. Occasional bike repair stations.	Separated bike lanes or bicycle boulevards. In the main downtown area, the busy roads make it hard to navigate on a bike, when cars are flying past.	More advertising around these different events/educational courses, like Bike to Work Day. Biking events/groups to meet others.	Yes	I bike to work every day	
7	7/6/2019 7:1:09:16 PM	Paved, off-road, bike paths (Indian Bend Wash, AZ Canal, Pima Path, etc.) Bike racks on trolleys Bike promotions like Share-The-Ride	More bike paths through Old Town More than two bike slots on the trolly Lower the minimum number of parking spaces for developments and implement minimum number of bike racks	Make Old Town more bike friendly. It's easy to get to on with the AZ Canal or Greenbelt, but once you're there it's not very bike friendly. Scottsdale Road in the Old Town area could use some bike lanes.		Yes	Commuter. I don't bike fast, but I bike often. I live in Old Town (Glenrosa & 78th) and biking is my main method of transportation. I can take the Greenbelt most places I need to go.	
8	7/8/2019 11:29:51 AM		More dedicated bike lanes. Automobile driver education on cycling and the rules of the road. Crack down on texting (distracted driving) in vehicles	Older parts of Scottsdale need more bike lanes/sharrows. Northern Scottsdale needs some of the less traveled roads to accommodate bike lanes, as in separated bike paths. Indoor velodrome.	Ciclovia, event... closed roads downtown or popular place for biking and walking only. More racing events, road, mountain, cross, velodrome, etc. Cycling clubs Recreation department could run some mountain biking and road cycling classes. Cycling events that support charities.	Yes	Avid road cyclist in Northern Scottsdale. Occasional mountain biker.	I bought a home in Northern Scottsdale, with part of the reasoning because it 'seemed' to be bike friendly.
9	7/8/2019 9:1:23:00 PM		1. Stagecoach Pass East of Pima Rd. Either shut it off to bike traffic or build an adequate bike lane. 2. Send notifications to all the "bike clubs" in town and outlying towns that THEY must also obey the laws of the road. I can't cross the line just because I feel like talking to my friend. The law is 2 across, period and stay in your own lane. When you have groups of dozens of cyclists on Pima Road going in excess of 30 mph with cars going 50 mph... that's just stupid.	Stagecoach Pass east of Pima (see above)		No		These people think they own the road... remind them, they do not.
10	7/8/2019 10:8:32:30 PM	1. Access to good cycling routes (secondary arterials such as Miller and 68th Street). A lot of places don't have any roads that go long distances other than main roads such as Scottsdale Road, so it is necessary to ride on them. Scottsdale has alternatives. 2. The Greenbelt and other trails. 3. Police seem to be fair to cyclists, unlike some other departments in the area.		I would like to see the canal path be paved. I am not able to use it when the ground is wet, but using this curved path would save me time over using the Greenbelt to go due north or south and a street to go due east and west.	This is done well in Scottsdale.	Yes	I ride to and from work on weekdays and ride for fun on weekends. I also ride for errands such as grocery shopping.	
11	7/9/2019 11:2:32:55 PM	Nothing, it's already bike friendly	Nothing		Nothing	Yes	For fun around town	
12	7/9/2019 12:2:34:46 PM	Canal bike paths	We need more continuous bike lanes on city streets. More signs warning drivers about bikes at stop lights - I have had several run-ins with people turning right at red lights and only looking for traffic from the left. Maybe no right on red where bike lanes are.	Bike lane on Shea road and on Via Linda.		Yes	I bike for fun and to work.	
13	7/9/2019 13:2:42:38 PM	The greenbelt! With many underground crossings, it helps keep us safe from traffic. Would love to see even more.	GREEN bike lanes. They are much more noticeable from a car's perspective. Also, some bike lanes could use a physical warning such as a rumble strip or reflective turtles. In particular, the lane on the south side of Chaparral east of Hayden. Often, when cars turn left into the furthest right lane, I see them drive a good distance IN the bike lane before pulling back onto the actual car lane. I ride on the sidewalk only there for that reason.	Two corners at which I seem to have more near misses with cars (and I am very careful) are the intersections on Pima/Chaparral and Pima/Via de Ventura. At both places, it is both entering and exiting the crosswalk on the west side. At times, I've been almost hit both entering and exiting the intersection on a WALK light. I do think the blinking yellow turn signal has something to do with it, but perhaps drivers are simply not looking for bikes up on the path. More shade along the Indian Bend Wash - that's the only downside to the wash path - the southern end just doesn't have a lot of protection from the sun. A connection at Camelback/Scottsdale Road that doesn't have you crossing at the lights and perhaps paving the rest of the canal bank to link up to the terrific canal path that starts just north of there. I don't know what a bike boulevard is, but it sounds heavenly!	Not really sure, but I love the cycle the arts idea.	Yes	I cycle in Scottsdale a lot - try to stay off roads, but do use Mountain View, 90th street. More protected bike only lanes would be great as the park paths get crazy crowded in the spring and it is difficult to ride at a particularly strong pace. Most recently, I spent June riding 400 miles on Scottsdale paths to raise money for the Children's Cancer Research Fund.	Thanks for looking at this. I love to cycle but am always concerned that motorists are not seeing me or distracted.
14	7/9/2019 14:2:55:44 PM	Dedicated lanes	Improved directional signage on the pavement Additional hard barriers to curb vehicle encroachment in the bike lane Traffic enforcement	Scottsdale road or alternate path north/south besides connecting parks		Yes	Road and MTB enthusiast	Appreciate the opportunity to provide input
15	7/9/2019 15:2:59:34 PM		Safety	Separated bike trails or lanes			Mountain and road	

7/9/2019 16:3:01:15 PM	The greenbelt, canals and big sidewalks and bike paths on McDowell.	Bike lanes or bigger sidewalks on all streets in Scottsdale. More links to biking paths that are off main roads. For example a bike path from the greenbelt to the north canal road that goes into Arcadia.	In old town on Scottsdale rd there are no bike paths and the sidewalks are filled with pedestrians. There is no where for bikes to go. Anywhere in old town where there is not a bike path, there should be one. Indian school is very busy and I think we should make a bike path on the sidewalk area by widening the sidewalks so bikers are not in the busy road.	Tax breaks for people who cycle to work.	Yes	I am an avid cyclist. I bike all over TEMPE and Scottsdale. I ride approximately 30 miles per week. I enjoy street biking and cruising.	
7/9/2019 17:3:03:20 PM	The greenbelt	Neighborhood bike paths that connect to the greenbelt.	paved paths.	classes on bike skills and maintenance	Yes	recreational biking on paved paths.	
7/9/2019 18:3:04:31 PM	Dedicated pathways that avoid running on major roads. General availability of bike racks. Good representation of optimal bike routes on Google maps. Bike Lanes that are not disrupted by parked cars.	Promptly notifying Google maps when there are bike lane closures due to construction. Improved path options in old Town. Protected turn lanes at some intersections.	Osborn and Hayden intersection creates an odd situation for cyclists.	Education for both cyclists and car drivers on how to use the road when no bike lane is present.	Yes	Leisure and commute travel on a cruiser bike.	
7/9/2019 19:3:10:20 PM	Add protection to the bike lanes, when work was being done on the 64th street bridge I never felt better than when I was riding behind those concrete barriers. I constantly see people riding on the sidewalk near my house despite a new bike lane having been put in because they don't feel safe on the road. Please install more of those spots that will trigger a traffic light when a bicycle stops in that box. Take down any of the "Share the Road" signs and replace them with "Bicycle May Use Full Lane" signs to make the point that cyclists have a right to the road as well.	Protected bike lanes are the biggest improvements. Many of the places I go in Scottsdale don't have bike racks or only have the ones that you can lock your tire to instead of a full bike rack. More water stops along the multi-use trails.	Any location where the bike lane ends there should be more signage to alert a cyclist of alternate routes before that happens. There routes where I am riding along Thomas and the lane just ends. Adding more mirrors along the underpasses on the Greenway so cyclists can know when there is a pedestrian around the corner. Better drainage on the multi-path trails so I don't end up forced onto the street.	Classes on bike skills and maintenance would be appreciated. Knowing the rules specifically for cycling in Scottsdale and the state would be very helpful as well. Riding on the sidewalk rules, stoplights, sharing the road. Anything that increases driver awareness would increase safety.	Yes	I normally choose to ride on the multi-use paths for both commuting and working out. I would describe myself as a dedicated cyclist.	I love the trails that connect the valley. I use them nearly every day. If possible more maps along the trails to illustrate where one can go and how far it is would be helpful for more casual users.
7/9/2019 20:3:16:25 PM	biking lanes	the issue I see is we are riding north one pima or hayden on the west side of the road with the bike path but cars are facing north making left turns. Its very dangerous because cars dont see the bikes that are heading in the same direction but on the west side of the road.	bike lanes		Yes	recreational.	
7/9/2019 21:3:16:26 PM	Bike paths, the greenbelt, and concentrated neighborhoods (residential, retail, dining)	Separated bike lanes, cleaner bike lanes (debris gets pushed from streets and settles in bike lanes that puncture tires)	Separated bike lanes, paved paths with no control joints (asphalt) or diagonal control joints for a smoother ride	Bike to work, World Naked Bike Ride	Yes	Bike to work and for meals in and around the Scottsdale Airpark / Raintree / Scottsdale Quarter areas.	
7/9/2019 22:3:22:50 PM	Bike lanes, beautiful terrain with so much variety. Vehicles, as a general rule, don't like us being on the road.	EDUCATION OF DRIVERS- so many time drivers have attempted to take me out of the bike lane either by throwing things at me, coming so close to the white line if there is a bike lane, and trying to intimidate us with their vehicles. EDUCATION, EDUCATION EDUCATION OF DRIVERS! We have just as much right to the road as they do. NO TEXTING WHILE DRIVING! EDUCATING CYCLISTS TO OBEY THE RULES- So many cyclists fail to follow the same rules as the vehicles with the biggest issue of running red lights. Especially when groups ride- riders are fearful of getting dropped thus run the lights or the whole group just ignores the lights. Putting a fine on the groups that do so. Getting info to Bicycle shops on posting the RULES OF THE ROAD with penalties if caught and whoever organized the ride would be fined. If organizers of the groups would know that they would be fined, they would better police their groups and hold people accountable. CYCLISTS THAT RUN LIGHTS MAKE ALL OF US LOOK BAD. DEBRIS IN THE ROAD- many times debris in the road forces cyclists to have to serve to avoid glass, big holes, cracks, objects, etc. Possibly creating a number we could call when we see debris from accidents or constructions work to report for clean up needed.	separated bike lanes would be awesome!!!! NO TEXTING WHILE DRIVING LAW!	More television education Ads on billboards	Yes	Was a past competitive high-level racer After two serious motor vehicle accidents, I am purely recreational for fitness. Just now getting back on the bike and very thankful I am able to do so. in whatever capacity learning to manage my multiple injuries.	I have been a cyclist since 1990 and raced competitively since 1994 at world-class levels and have had two major accidents. Hit by a truck from behind where the driver fell asleep at the wheel going 50 mph while I was on a training ride in the bike lane going south on Pima in 2011- disabling me and forcing me to close a physical therapy practice.. 2nd major accident- ran into an abandoned vehicle parked in the bike lane going north on Pima Dec 2011 while doing a hard effort. Broke neck and mid back. It was a grey day, the vehicle was old grey and oxidized and I never saw it. There was plenty of room for vehicle to go on the dirt road next to the bike lane. Police report simply noted vehicle was parked on side of road with no mention of parked in BIKE LANE!
7/9/2019 23:3:38:36 PM			Please use a separated bike lane when Pima Rd and Happy Valley Rd are redesigned			Thanks for the chance to comment. Personally, riding a bike while having cars and trucks come up behind me only a couple of feet from the end of my handlebars and travelling much faster is not an enjoyable bike ride! As a car driver, seeing clumps of cyclists 2 or 3 abreast is really annoying.	
7/9/2019 24:3:44:10 PM	Bike lanes. Green belt. Yield signs.	More bike lanes. More signs to tell bikers on Greenbelt how to ride respectfully around hikers. Enforcements against bikers, including recumbent bikers, riding other than single file.	Indian Bend road. Extend bike lane fully from Scottsdale to Pima, both sides. Convert sidewalks to bike paths on both sides. Hayden Road- extend bike path on both sides of Hayden between Indian Bend and Shea to prevent road crossings. Mountain View- Extend bike path and bike lanes on both sides to avoid road crossings.	Post signage along canals and greenbelt.	No	Recreational cyclist. Greenbelt/cycling pathways and streets with bike paths.	
7/9/2019 25:3:47:07 PM	Dedicated bike lanes, large number on MTB trails, parks and preserves	More dedicated bike paths that connect north and south Scottsdale...a bike riding network that allows you to reach destination rides via your bike vs driving a car. More dedicated mtb terrain for easy to intermediate riders.	Dedicated paved/unpaved bike paths that allow you to travel from far north Scottsdale to far South Scottsdale (Carefree to Tempe bike freeway or network).	City sponsored biking groups, clubs, and events to get new riders involved with other riders	Yes	Intermediate mtb rider...I tend to ride pavement as much as desert trails.	Dedicating bike lanes in North Scottsdale and McDowell Mountain Ranch are great. Appreciate the dedicated space to bikers and improved safety it provides
7/9/2019 26:3:47:47 PM	Bike Lanes, bike paths, and off road trails	More bike lanes and paths.	New construction should always consider adding bike lanes. Several roads that get significant bike use need to have wider bike lanes. An example is Happy Valley east of Pima.	These can all be helpful. Some problems are that many work areas do not have good bike paths leading to them. For instance, I live in McDowell Mountain area and work in Kierland area. It does not feel safe to ride my bike during rush hour as a good portion of the way has no bike path.	Yes	Avid cyclist. I mostly road bike but also mountain bike 2-3 times per month. I average about 100 miles per week on a bike.	Thank you for the opportunity to respond. This community has some good cycling areas, particularly as you get out of the more urban parts of Scottsdale.
7/9/2019 27:3:54:03 PM	Bike routes that do not conflict with auto and truck traffic.	Teaching bike safety and etiquette.	Area adjacent to but not shared with auto and truck traffic	More skill training	Yes	Casual, off road.	Bikes and cars/trucks don't mix very well. Keep them separate when possible AA
7/9/2019 28:4:06:51 PM	Bike lanes, great Greenbelt, & ample sidewalks.	Enough crosswalks with signals, ensuring foliage gets trimmed regularly, & more signage to remind drivers to be aware of bikes.	I'm game for more paved paths, & bike lanes.	Mainly educating motorists to be aware of bike riders.	Yes	I have a hybrid bike & go for 17-20 mile rides. Normally on Greenbelt here in Scottsdale. And also go on Scottsdale Road, Thompson Peak, & Pima Road.	Enjoy Scottsdale, most people are nice, & are courteous at intersections. Some are in a zone & in a rush. I need to be wide awake, because the rush to go fast after right on red light or stop sign.
7/9/2019 29:4:25:52 PM	North south commuter trails to north of the 101 Separate paved bike paths on streets with 45 mph speed limits	Safe place to ride in North Scottsdale	Happy Valley Road		Yes	Mountain and Road biking	
7/9/2019 30:4:27:10 PM	the bicycle lanes	Wider bike lanes		Those are all good suggestions	No	I do not bike	I get very annoyed, and fearful, when bike clubs of multiple members use the narrow lanes.
7/9/2019 31:4:29:22 PM	Nature trails for biking	Better care of mountain bike trails after major storms	unpaved trails	classes at the trails themselves	No	mountain biking three times weekly, road biking twice a month	
7/9/2019 32:4:39:29 PM	Bike paths Lack of snow Flat terrain cou	Courteous drivers Consistent bike paths		Bike skill classes Outings through Parks and Recreation	Yes	I'm definitely a "Sunday biker."	Most of my outings are to the market and other short range trips, like around Chaparral Park.
7/9/2019 33:4:56:28 PM	Convenient, well maintained and mostly safe paths	Expand paths, safety around golf courses and signage.	Paved paths. bike	Bike safety classes and offer group bike rides to meet other bikers.	Yes	Sunday rider on canal and trails from Old Town to via de Ventura.	Thank you for awesome paths.
7/9/2019 34:5:05:18 PM	Wide bike lanes good roads that don't have large numbers of pot holes	Cutting the bushes and trees that grow into the bike lanes Adding more bike lanes on streets where they just suddenly end Better signage/advertising to make cars aware of cyclists and sharing the roads	bike lanes and separated bike lanes should be a higher priority, along with BIG signs to make cars aware of the cyclists to ensure they are looking for cyclists in these lanes	Bike to work day with a lot of visibility and publicity, special events on holidays in the city with roads blocked or clearly marked for the event where cyclists may bring their families along to also participate, maybe something like a Christmas holiday parade where cyclists are encouraged to wear Christmas attire and decorate their bikes for fun and awareness	Yes	Mostly do road biking in North Scottsdale - Pima rd, Thompson Peak, etc. I try to be considerate of motorists by stopping at red lights, riding single file, etc. I ride 30-50 miles on Saturdays and Sundays and avoid biking during the week due to the amount of cars and not feeling safe	Thank you for actively trying to improve the cycling environment and keep cyclists safe

7/9/2019 35 5:34:08 PM	Scenery Canal and Greenbelt pathways Multitude of bike lanes on streets about Scottsdale	Double , Triple , ?Quadruple bikers across from each other impinging and blocking car lanes ; particularly on single lane roads . Arrogance and total disregard for traffic laws Lack of Police patrol and violation issuances for law breaking cyclists. Distracted drivers				Paths and Greenbelt only . Enjoy Tempe Lake area . Drive about County for path biking . Tucson has a wonderful 5 Star Path [non road] bike scenario	Cyclists are getting bolder and more non conforming to traffic laws etc . Pima rd is a disaster waiting to happen !!!
7/9/2019 36 5:39:29 PM	1. Effort to provide lanes 2. Maps and signs 3. North to South pathwaYs to go with Greenbelt	1. Speed limits or zones through parks where it gets congested 2. Develop an bicycle group for input and volunteers to adopt sections 3. Educated pedestrians and dog walkers to not block lanes, and be aware. Eventually separate path.	1. East and West key paths to greenbelt 2. Widening paths to accomadate bikes, runners, wheelchair athletes and walkers 3. Speed signs where applicable and some bumps to slow bikes down such as by Indian School Park T, at Hayden Bikes fly through into the park	1. What bikes are best for transportation and recreation 2. E biking education 3. Basic maintenance	Yes	E biker and ride the greenbelt a ton! 61 years old and getting in shape because of mobility assist options	Thanks for all you do! need quicker path cleanup from storms and tree droppings which volunteers could help with.
7/9/2019 37 5:41:56 PM	Scottsdale greenbelt dedicated walk/bike path Canals		Paved paths or roads just for bikes. Bike lanes don't work to well here - at least I don't feel safe	I like the idea of classes on bike skills and maintenance.	Yes	I'm an occasional cyclist but would like to learn more about road biking. Since I am fortunate to live and work close to the greenbelt I try to ride my bike to and from work at least twice a week during cooler months. I love the greenbelt path with the over and under passes making it very safe.	I'm glad Scottsdale is making this a priority.
7/9/2019 38 5:58:04 PM	Multiple bike paths city wide.	Bigger bike paths (wider) Separate walking/jogging/running paths More water stations	Widen the bike path along the green belt (Hayden wash) And widen in all high-traffic areas	All of the above	No	Casual bike riding along the green belt	No, but thanks for asking.
7/9/2019 39 6:17:35 PM	The way our sidewalks are built to accommodate bikes	More signs to tell them to use the sidewalks More bike trails MMR and surrounding areas	N/a	Put inside the billing statement for utilities Put on the web	No	Bad health	N/A
7/9/2019 40 6:21:53 PM	Paths that are wide enough to share with runners and walkers. Community paths that are out of car traffic. Paths that safe and take you around the city.	Avoid heavy city traffic areas, better maps and guides, no battery powered scooters.	Paved community paths through out the city. Clear bike lane signs. Bike racks around the down town area.	All the above are excellent ideas. Kids days with bike safety and rides with city police.	Yes	Beach bike, typically along the Scottsdale to Tempe corridor. Casual rider.	
7/9/2019 41 6:43:28 PM	Welcome by residents Weather Bike paths	More improved bike paths	Nothing specific; just more biking projects		Yes	Weekend warrior .. now on e-bike	
7/9/2019 42 6:46:48 PM	the green belt that accommodates bicyclists	Bike lane on Thompson Peak. Very concerned that a distracted driver will accidentally take me out, as the bike lane is SO CLOSE to the street.	Thompson Peak			occasional cyclist - Thompson Peak and Pima and the green belt	
7/9/2019 43 6:54:14 PM	Wonderful canal and green belt multi use paths.	More bike paths instead of bike lanes. More bike racks for parking bikes. Less electric scooters!	More bike paved bike paths with underpasses . Scottsdale Road has no bike lanes or paths. No safe way to travel north and south in Old Town. Pad	Please include electric bikes when you are planning. Not dockless rentals but owners.	Yes	Love to ride but really for fun/leisure exercise. Electric bike owner.	
7/9/2019 44 6:55:23 PM		More east west routes	Seperated bike lanes			Weekend cyclist. Would cycle to work if bike lanes available	
7/9/2019 45 7:22:25 PM	1. Bike lanes on many roads 2. Stop light changing squares to get lights to change - need more! 3. Numerous bike trails	1. More intersections where bikes can change the lights without having to push a button 2. Street repair on some of the rough roads 3. More bike lanes on busy streets	Bike option to change lights on Shea - esp 130th Better bike lane on remaining portions of Pima Bike lane on Dynamite and Happy Valley Rd	More organized events like the Tour de Scottsdale but with some shorter options. Ride safe and smart classes for kids. Develop and share with parents safe bike to school routes. Bike rodeos to teach kids skills.	Yes	I primarily road cycle and ride over 2,000 miles each year in the Scottsdale area and some mtn biking in the McDowell Sonoran Preserve	
7/9/2019 46 8:04:25 PM	Separate Bike lanes Weather Other cyclist	More clearly marked separate bike lanes. Driver education and cleaner roads.	I cycle 5 or more times a week on Scottsdale and Pima roads. Drivers are one of two things. Angry at cyclist for being on the road or totally unaware of what is going on around them. More clearly marked bike lanes would be a major improvement.	I know many cyclist who have stopped outdoor riding because of a crash where a car did not see them and hit them.	Yes	I am an avid cyclist who enjoys the beauty of the area. I get a flat on Scottsdale or Pima road on average once a week. Glass bottles bring Ken on side of road, car accidents not properly cleaned up after which leave glass and all other kinds of debris. I ride Dynamite, Thompson Peak , Cave Creek , Scottsdale and Pima roads for the most part.	I've been yelled at numerous times, had things thrown at me, my back tire was bumped by a car trying to push me while turning on a major intersection, I can't tell u how many times drivers think I am riding in the wrong place on the road. When I stop at a traffic light and talk to them and explain that so am riding in the bike lane and stop where I am supposed to they usually understand. Drivers need educated. In cars defense, I have seen to many times to count , reckless cyclist cut in front of cars crossing lanes. It is very unsafe and should not happen. The cyclist should wait until it is clear to transfer to a turning lane.
7/9/2019 47 8:14:28 PM	Greenbelt Canals Lanes	Bike friendly motorist Bike races Bike shows / parades ala Tempe fat tire....	Not sure	Showers at office/destination	Yes	Yes mtn bike	Thx!!!!
7/9/2019 48 10:05:44 PM	There are paths away from cars	Making bicyclists aware of the fact that they like walkers have to stop at corners, they cannot just keep riding, cars & people have to stop, they need to, too.	?	Safety awareness	Yes	In my development.	
7/9/2019 49 10:28:51 PM	By not entering busy intersection with a underpass. Connecting all different areas of Scottsdale together with a bike path. Wide bike lanes & sidewalks	Educating car & bike owners of everyone's rights when riding a bike. More outskirts of downtown Scottsdale bike paths. More lights for night riding	Connect more aquaduct with bike lanes	Trolley & bike event	Yes	Street casual biking We bike about 3x a week for 18-20 miles rd trip	We sometimes like to bike different places in Scottsdale & take the trolley back
7/9/2019 50 11:01:34 PM	A safe environment in which to ride X3 Support eg bike racks, water fountains and other accommodations Cooler summer weather	Bike paths that are separate from traffic X3 Awareness campaign for motorists	Separate bike lanes			Recreational and fitness oriented since I am retired	I am completing this survey from Amsterdam 🇳🇱 🇳🇱 🇳🇱 xXB12x
7/10/2019 51 12:11:37 AM	Separated trail systems (canal paths and greenway) Paved pathways	Easier ways to cross main intersections (ie, Thomas and 64th, Indian School and 64th). At these intersections you have to cross twice. More bridges and tunnels like the ones at McDowell and 66th Establishments (coffee shops/cafes/pubs) that are better connected to pathways to act as a destination Shower facilities at work	Easier ways to cross main intersections (ie, Thomas and 64th, Indian School and 64th). At these intersections you have to cross twice. More bridges and tunnels like the ones at McDowell and 66th	Bike to work day/week is good. Maybe lower cost or free admission to events if you brought your bike. Employee/employer incentives for commuting via bike. Pedal pub crawls	Yes	I commute to work by bike when the weather is nice. From Southwest Scottsdale into Old Town. I would bike to work much more if my office had a shower. Sometimes a leisurely ride to Tempe Town Lake / Mill Ave via canal path	It would also be cool to see more biker-friendly establishments right off trailways, to give people more incentive to use them. For example, coffee shops/cafes/pubs that are visible and easily connected to the pathway, that could be a destination as part of a bike outing. I'm thinking of Dukes on McDowell and the greenway as an ok example but I cant think of any more, at least in this area.
7/10/2019 52 7:35:36 AM	Nice weather.	Nothing, focus on paving the roads so the cyclists don't fall due to the terrible street conditions.	Yes, 68th St between Camelback and Vista is a horrible road that Scottsdale continually overlooks.	I'm not sure but this should not be the city's priority or concern.	No		Please stop spending my tax dollars on this. We have made plenty of bike lanes and other avenues for cyclist to ride.
7/10/2019 53 7:45:41 AM		Sidewalks/bike paths	See comments below			Family bike rides	I would recommend bike lanes and sidewalks on Pinnacle Peak Road between Pima and Hayden. I understand that section of road may be widened at some point but we could use the sidewalks now to make it more walkable/rideable since so many restaurants, shops and apartments are popping up here. There are a ton of bicyclists in this area on the weekend. There are lots of families and a school in this area that would benefit from sidewalks and/or bike lanes. There are sidewalks and I think bike lanes on Pinnacle Peak from Hayden to Scottsdale so I don't know why they don't go through to Pima?
7/10/2019 54 8:02:47 AM	Good bike paths; weather; active cycling community	More segregated bike Lanes; road diets in old Town; bike parking infrastructure			Yes		
7/10/2019 55 8:35:30 AM	Green Belt Increased Bike Lanes Weather	Bridges Connecting Over Busy Intersections More Bike Lanes Tax Break Incentives for Bikers who commute to work	Thomas and 64th. Ridge connect (almost was nailed by a texting driver last night) Osborn and 64th Lane		Yes	Heavy commuter, leisure rider	
7/10/2019 56 8:46:16 AM	Beautiful, well maintained paths for us to ride. Well marked bicycle lanes on the roadways. Beautiful Greenspaces to ride in.	Better transitions at some of the cross streets. (Some are pretty rough). Someone needs to repair the broken concrete in various places around the city. (A place to report such spots would be good). Make a map available of all the paths and bike lanes. (I would gladly pay for one!)	My first choice would probably be more designated bike lanes.	I would like to see Scottsdale promote a biking event of maybe 25, 50, 75, and 100miles. with TeeShirts/Jerseys available as memento.	Yes	Avid. I usually ride every morning 10-15 miles, and use my bike for all local errands. I ride in the parks near where I live most mornings.	Scottsdale is the most bike friendly place that I have ever lived in! I will be 71 next month and I really appreciate what is available to me! If nothing more was ever built, it would still be FANTASTIC! Thank you for a job well done!
7/10/2019 57 8:56:16 AM		More shade on bike paths					
7/10/2019 58 9:05:26 AM	Bike paths, bike lanes		bike lanes	RULES OF THE ROAD EDUCATION! Teach parents and kids: ride WITH the traffic! I have almost hit so many who ride ON the sidewalk in the WRONG direction. It is a huge HAZARD	Yes	3 miles each way to work. Not a cyclist: a bicycle commuter. :)	
7/10/2019 59 9:27:10 AM	1. Some bike lanes. 2. Some wide shoulders on some streets 3. Some signs for bikes.	1. Bike lanes just disappearing; for instance, up by the Mayo Hospital. 2. Non-continuation of bike-friendly routes--sometimes it's hard to get from one bike friendly street to another. 3. More dedicated bike lanes.	Bike lanes for sure. All of the projects named above are great! The more areas that are bike friendly, the more people will be willing to leave their car at home and use their bikes.	We ride a lot. There's lots of cyclists out there already that don't need these kind of events to get them out on the streets. Some mornings, when it's early, like 5:45 or 6, on our routes we see more bikes than cars! I think focusing on cars being vigilant about not hitting cyclists should be considered.	Yes	We ride road bicycles mainly in Scottsdale and Paradise Valley. We ride on average 4-5 times per week, 70-100 miles per week. This time of year we ride very early before the main heat kicks in, later in the year we ride at lunch or later in the day.	We'd love to be contacted to look at plans with people who are working on this.

7/10/2019 60 9:28:19 AM	1. Weather 2. Smooth pavements 3. Marked bike lanes	1. Bike lanes that abruptly terminate 2. Traffic signals that overwhelmingly favor cars 3. Speeding cars	Scottsdale Rd needs protected bike lanes.	Organized rides to benefit charities at least two times a year. A party should follow, during which food trucks may participate. Also a great forum for cyclist education depending on the rider's level.	Yes	Road cyclist who frequents NE Phoenix and N Scottsdale.	Disturbing the area's "car culture" can be difficult but can be initiated in small steps by focusing on routes with the most bicycle traffic.
7/10/2019 61 9:40:38 AM	Many bike lanes. Prominent signage. A robust cycling community.	Clamp down on distracted drivers. Clamp down on distracted drivers. Clamp down on distracted drivers.	More "bicycle turn boxes" at large, busy intersections (e.g., Thompson Peak and Pima).	While cyclists can always benefit from being reminded of rights and responsibilities on the road, car drivers need more education and enforcement.	Yes	Road cycling on major roads across Scottsdale, PV and Phoenix. I don't usually ride with a group.	
7/10/2019 62 9:43:04 AM	Good bike lanes in Northern Scottsdale	More and better marked bike lanes. Signage for motorists stating cyclist presence and right to be there bike lanes.	separated bike lanes, bicycle boulevards		Yes	Road cyclist. N Scottsdale and Scottsdale / PV area	
7/10/2019 63 10:23:09 AM	The large number of bicycle paths.	Scottsdale police. I've actually gotten run off my bike directly in front of a Scottsdale police vehicle... and they just sat there and looked at me. I've also attempted to have a dialog about a serious infraction with a Scottsdale police Lt. I now ride with front and rear facing recording video cameras, so I had a perfectly clear capture of the video along with the sound of this person yelling at me. Scottsdale police did NOTHING!		Get the Scottsdale police off their asses and out on bikes to get them to be a little more sensitive toward bike riders. AZ has the highest rate of pedestrian and biker deaths in the nation BECAUSE THE POLICE DO NOTHING to enforce laws against motorists.	Yes	Road cyclist.	
7/10/2019 64 10:32:33 AM	In some locations of Scottsdale, the roads and bike lanes are fabulous and the riding is wonderful. In too many other places, it is obvious that a lack of planning and accommodation is at work. Where are the police to make certain cars are not speeding at 65+ in a 35 zone? That type of enforcement is non-existent in Scottsdale.	More bike lanes, better pavement and dividers between bike lanes and car lanes. Painting bike lanes. More signage.	Frank Lloyd Wright and Via Linda could both use bike lanes. Scottsdale Road should have had bike lanes. It is not too late.	Mostly useless. Raise gasoline taxes to reflect true cost of travel -- maybe dork ball rednecks will not have to lift their trucks with giant tires reducing gas mileage to 8 mpg. They are the worst speeders and adapting their exhausts to spew black smoke is stupid, ignorant, selfish and should be illegal. More people riding bikes and getting out of their cars. make parking bikes at stores easier, with better security. vut people's hands off for stealing bikes.			
7/10/2019 65 11:03:18 AM	Bike lanes, bike paths, weather.	Sprinklers on the bike paths are set to go off during prime cycling hours that cyclists and pedestrians use the paths - Very annoying and dangerous! More bike lanes on roads. More signs for motorists to watch for cyclists.	Adjusting sprinklers and their timers on the bike paths so they don't spray cyclists and pedestrians. Bike lanes would be helpful on Mockingbird Lane between McDonald and Invergordon.	It would be helpful to make education available to motorists to watch for cyclists and to not text while driving. It would also be helpful to have signage placed throughout Scottsdale for motorists to watch for cyclists and not text while driving.	Yes	Road and bike path cycling.	Sprinklers going off on the bike paths during prime cycling hours is very annoying and dangerous! Not sure why there is grass planted in the parks given the need for water conservation in Arizona.
7/10/2019 66 11:04:15 AM	Green belt Bike lanes Bike activated lights	Regulate ebikes and e scooters the volume and speed is dangerous	Expansion or connection of paved paths	Promote bike commuting	No	1000 + miles a month Commuter Gravel grinder Triathlete	
7/10/2019 67 11:07:41 AM	Bike lanes, bike paths, weather.	Sprinklers on the bike paths are set to go off during prime cycling hours that cyclists and pedestrians use the paths - Very annoying and dangerous! More bike lanes on roads. More signs for motorists to watch for cyclists.	Adjusting sprinklers and their timers on the bike paths so they don't spray cyclists and pedestrians. Bike lanes would be helpful on Mockingbird Lane between McDonald and Invergordon.	It would be helpful to make education available to motorists to watch for cyclists and to not text while driving. It would also be helpful to have signage placed throughout Scottsdale for motorists to watch for cyclists and not text while driving.	Yes	Road and bike path cycling.	Sprinklers going off on the bike paths during prime cycling hours is very annoying and dangerous! Not sure why there is grass planted in the parks given the need for water conservation in Arizona.
7/10/2019 68 11:17:15 AM	Dedicated bike paths, good path paving	Adjust the sprinkler times, they go off right when people want to go out in the evening! Annoying and dangerous, I almost fell trying to avoid the sprinkler. Still need a couple underpasses or something on the Hayden Greenbelt, like by the Safeway on Hayden at Chapparal.	Separated bike lanes. And adjust the sprinkler times! Dangerous!		No	Leisure cyclist, I like the Hayden greenbelt and the canal path to fashion square.	
7/10/2019 69 11:33:01 AM	1. The IBW, Canals and Pima Path. 2. The connectivity of the bicycle system to link paths, canals and bike lanes. 3.	1. Greater connectivity and linking of bike lane segments along arterial streets such as Hayden, Scottsdale, Indian School, etc. 2. Work with CAP to open the canal banks to bicycle and pedestrian users to expand the Greenbelt System.	1. See above. 2. Extend the Pima Path to connect to the north bank of the Rio Salado and extend the path east and west to connect with paths in Tempe and Mesa.		Yes	Road and gravel riding. I typically ride the canals, gravel roads where I can find them and roads throughout Scottsdale and throughout the Valley. I'm an avid cyclist and typically ride 7 days a week.	
7/10/2019 70 11:39:20 AM	Clearly signed bike lanes, clean streets, and pathways/trails for a variety of cycling.	"Street side" crosswalk buttons for cyclists like Tempe has. "Physical" dividers to separate cars from bike lanes. Access to a "gravel Bike" type trail either along the Hwy 101, or further east along the canal.	Start planning the closing of Scottsdale Rd in downtown Old Town to facilitate a mall type pedestrian/cycle only area.	Add more free cycling tour style events oriented around safety, the art of Scottsdale, the pathways, maybe even a Christmas light tour.	Yes	Avid cycling who prefers to cycle every day and enjoys all types from cruiser bike to dinner or 100 mile century road rides.	Build the paths and they will come.
7/10/2019 71 11:58:06 AM	Many bike lines, green belt pathway.	More consistent bike line coverage (green lanes), more gravel trails, more enforcement of distracted drivers	Unpaved trails, separated bike lanes	Incentivize bike commuting, education of drivers to the risk of distracted driving.	Yes	Road commuting from Scottsdale to Phoenix, recreational riding in Scottsdale as far north as Cave Creek	
7/10/2019 72 2:36:33 PM	The green belt, dedicated bike lanes, great weather.	Fill in the gaps where dedicated bike lanes don't connect with the green belt (ex: heading east on Thomas from Scottsdale rd to the green belt). Add curbs to dedicated bike lanes on busy streets, so cars don't accidentally sway into the bike lane while texting (because far too many people are texting or distracted while driving. I almost get hit daily on my bike). Consider e-bike charging hubs at busy locations.	Heading north on Scottsdale road, bike lanes & sidewalks disappear once you pass Earl/drinkwater. This makes it tough for anyone to bike to Old Town (our most walkable area) if they're coming from anywhere south of Earl. Thomas Rd between 64th St and Hayden has no bike lanes, but is used by a lot of bikers despite being unsafe.	Bike events would benefit more than cycling classes. Ex: bike the canal day. Look at what the Slow Roll event in Detroit, MI did for the city. Since it's creation, bike usage has multiplied drastically. The city realized there was a need for these lanes and have been adding lanes to roads wherever possible. Making it safer, and more bikable.	Yes	I use my car to commute to work, and my bike for everything else. That's grocery shopping, going to the gym, riding to Old Town to grab dinner, and for fun on the canals. When out-of-Town visitors come, we use bikes as our preferred method of transportation	I think it's great that you're asking us what we'd like. Please listen closely as I'm sure you'll receive tons of great insight. You have an opportunity to make a difference and improve our safety.
7/10/2019 73 3:07:16 PM	Bike lanes, bike lanes and more bike lanes.	Bike lanes!!! I am amazed that a road like the rio verde loses its bike lane as soon as it enters into Scottsdale. It only costs pennies to add a bike lane to a road while under construction. It costs big bucks to add a bicycle lane after the road is built. Think ahead.		Add public service messages on TV, radio and street signs. "Hit a cyclist and go to jail!" "Kill a cyclist and go to jail for the rest of your life." I am amazed that drivers think bicyclists have no right to be on the roads. I cannot tell you how many times I have had a motorist yell at me, "Get off the fuckin road!" I got into a heated discussion with a motorist that insisted that cyclists don't pay gasoline taxes so they don't have the right to be on the road.	Yes	I predominantly ride road bike. I always ride on the shoulder or in a bike lane if it is available. I try to avoid roads that do not accommodate cyclists but that's difficult in Scottsdale.	
7/10/2019 74 3:52:51 PM	Wide bike lanes Bike friendly traffic signals Positive atmosphere for cycling	Bike lanes on all roads including new developments Clear bike lanes of trash and overhanging bushes and trees Posted bike lane maps	Jomax uphill from Alma School Rd intersection going east is too narrow, has no bike lane and has lots of cyclists. Alma School Rd. Uphill from Happy Valley, especially where lane narrows before the Jomax intersection, and on up the hill to Dynamite.	Institute bicycle awareness for motorists and include the topic in the online defensive driving course. Also encourage a rules of the road class for cyclists. Pamphlets at bike stores and rentals, etc.	Yes	Road biking in north Scottsdale and Carefree for fitness. 75 miles per week during good weather.	Some water refilling stations with shade would be very well received. Slower and more controlled traffic is needed in North Scottsdale.
7/10/2019 75 3:56:24 PM	Smaller feel in old town. Awesome path system to connect parks along the green belt.	Protected bike lanes and crossings. Strict enforcement to protect bike lanes and ticket bad drivers More bike racks	Protected bike lanes are big priority and the crossings over major roads should be separated or protected.	Giant group rides and shutting old town to cars for bike only events would be cool.	Yes	Mountain biking mostly on trails. I also ride scooters in town.	I would love to be a part of helping shape the bike culture here!
7/10/2019 76 4:26:30 PM	safe and protected bike lanes, nature	protected bike lanes in urban areas with more traffic	separated bike lanes especially on wide streets like Shea and Scottsdale Road	Bike to work day is great, also Biking for Charities etc., Close a portion of a road on a Sunday morning for a Bikeathon or close the center of Old Town, or part of Old town to cars on a Sunday morning for Sunday Bike Day	Yes	recreational mostly but would use it more for transportation if it was safer	Scottsdale is an ideal city for promoting healthy and environmentally friendly lifestyles. The people of Scottsdale are very motivated by fitness and inspired by the natural environment to do so. Less cars more bikes!
7/10/2019 77 4:59:16 PM	Great paved roads and paths Outstanding scenery Good bike culture, friendly place to ride	Ensure paths by roads are wide and well marked. Add more off road trails; hard packed dirt that does not require a heavy duty mountain bike			Yes	Just moved here but mostly riding short trips (5-15 miles) around Troon and Troon North.	
7/10/2019 78 5:02:32 PM	1. Well-marked and maintained bike lanes. 2. The fantastic cycling community (the people!) 3. The sense, through signage and acknowledgement, that cyclists ARE traffic too!	1. Continued and additional cycling infrastructure; i.e., marked lanes that are wide with painted "barriers" between the motorized lanes. 2. More signage indicating the presence of cyclists. 3a. Adoption of the Idaho Stop into traffic laws. 3b. No plea deals for motorists that maim, injure or kill cyclists.				Mainly road - N. Scottsdale, Old Town, PV, mountain bike Brown's Ranch. Avid, over 6000 miles per year.	Thank you for asking for input! Scottsdale IS already a great bike-friendly community, but we can always improve.
7/10/2019 79 5:18:05 PM	1. Bike Lanes 2. Better Pavement 3. better traffic enforcement	1. More bike lanes 2. Bike lanes and pavement expansion on Cave Creek Road all the way to the end	all of the above	All of the above	Yes	Road only. >>>> had a catastrophic MTN bike accident on Apr. 20th 2019 in the Sonoran Desert (broken neck) >>>> Now road only cyclist	I am a CDN snowbird spending 6 winter months (Nov. to May) in Scottsdale AZ. I use Scottsdale AZ as the template for an example of first class road and MTN bike riding in North America to the CDN towns in Northern Ontario Canada where I live 6 months of the year IE: Meaford, Thornbury, Collingwood, ON etc..... We need to emulate Scottsdale for A1 bike friendly riding.....As I have told to mayor of Meaford and will continue to "preach" Scottsdale's excellent example of a first class bike riding environment

7/10/2019 80 6:19:21 PM	Intersection Light sensors, wide bicycle lanes, supportive local business	Better pavement, shrubs that can increase visibility at intersections, wider bicycle lanes in road construction areas (cones often don't allow enough room for a bicyclist).	Paved paths are great except when someone is walking there dogs on leashes. And the leash blocks the path. Then it's a danger for all the beings.	Educate the drivers on the cyclist rights. Educated the drivers on the repercussions of hitting a cyclist.	Yes	I am an experienced road cyclist riding on average 150 miles per week throughout the year. I ride in all weather. I own a bicycle that is more expensive than my car and would rather ride my bike.	
7/10/2019 81 7:09:51 PM	The many bike lanes make bicycling in Scottsdale bicycle friendly with some exceptions.	Frequently the bike lanes end before the end of the street. For example the on street bike lane on 64th street from Papago going North ends at Osborne Road instead of connecting to the Bike lane at Indian School Road. It would be much easier to commute through Scottsdale to Phoenix if the bike lane from Indian School Road connected to the bike lane on 64th Street. Please make bike lanes that allow travel through the city of Scottsdale instead of ending hundreds of yards before the intersections. There are many other places where bike lanes end without connecting.	In places where the bike lane ends, there could be signs saying bike may use full lane. For example, at Miller Road and Roosevelt the road narrows and there is a sign "Bike MAY USE FULL LANE", there are many other places where these signs would be helpful.		Yes	I commute on weekdays from central Scottsdale to the Arizona State Capitol around 18 miles one way. I usually ride on roads with an occasional ride on a bike path. I ride on different roads including Granite Reef, Indian School, Miller Road, 64th Street, McDonald Drive. On weekends, I ride on Pima Road to Saguaro Lake. I cycle to commute to work and for exercise. I have been riding in Scottsdale for thirty years.	Thanks for making Scottsdale a great place to ride.
7/10/2019 82 7:39:09 PM	Bike lanes. Greenbelt. Good pavement.	Zero tolerance (high enforcement) on handheld smartphone use by motorists! Separated bike lanes in high speed / high traffic areas. More signs to educate motorists to share the road.	Need bike lanes on Pinnacle Peak between Hayden and Pima. Signage along Hayden between 101 and Thompson Peak to promote safety for the many bikes in that area. Would love a separated bike lane along Pima from Dynamite to Legend Trail.	Bike to Work Day should be once a month (cooler months) instead of once a year. Family bike days on some Sundays in cooler months - perhaps local businesses can offer discounts or events can be held to encourage family cycling	Yes	Avid road cyclist. Occasional mountain biker. Sometime bike commuter.	
7/10/2019 83 7:57:30 PM	1. Defined bike trails 2. Easy access to bike lanes 3. Fair amount of paved bike lanes outside street traffic	1. More paved lanes off street 2. Educated car drivers relative to biker rights 3. Repair service for breakdowns	Designate entire streets for bike traffic only on certain days. Rotate locations, but always have exclusive bike only streets/roads on weekends.	Spread the word on social media and bike apps	Yes	Road biker only. Seasoned cyclist of average speed.	
7/10/2019 84 9:19:29 PM	The Green Belt! Lots of bike lanes Lots of parks and trails	I wish the Green Belt was contiguous the entire length of Scottsdale. And we could use more dedicated bike paths in other places.					
7/10/2019 85 10:10:30 PM	Bike lanes on many roads. Bike rent company for tourists.	More bike lanes set apart from the traffic with eg. dividers with plants. Need brightly colored boxes at front of traffic at intersections for bikes, to stop right turn drivers from intimidating cyclists.	Yes- need more bike lanes in north Scottsdale. Either on road but preferably separated bike lanes or paved path. Would love paved path separate from roads all the way down Scottsdale road from the carefree highway to the 101, connecting the disjointed bits that are already there. Also need paved path along happy valley road from Scottsdale road to alma school (and north up alma school). However the most urgent one is on Jomax from Scottsdale road to base of pinnacle peak trail. There is no bike lane/paved path or even a side walk along Jomax and yet it is a really popular biking and jogging route to get to pinnacle peak. People mountain biking and jogging with the traffic on jomax every day- they need to be off the road for safety.		No	Casual cyclist.	
7/11/2019 86 8:17:07 AM	1. Nice bicycle lanes on many streets. 2. Excellent weather much of the year. 3. ?	1. Active law enforcement to slow motorists and make them aware of their REQUIREMENT to yield right-of-way and proper distancing for cyclists and pedestrians; especially, enforce STOP signs and lights to make motorists actually stop, instead of the "rolling stop." 2. Active campaign to change AZ law allowing use of phone and texting while driving. REALLY! 3. Perhaps more street signage that pro-actively makes drivers aware of "share the road" attitudes.	Right-turn lanes that cross bicycle lanes at intersections are problematic. Aggressive drivers dash ahead, then cut across - often dangerously close to cyclists.	Have presentations by Scottsdale Police Department using, for example, the Glendale PD's pro-active class or video on proper relationship of motorists and cyclists on the road.	Yes	I am an active road cyclist and have been for 20 years, now as a retired senior. I ride 100+ miles per week, averaging three days per week in North Scottsdale/Happy Valley/Carefree, etc. I ride with front and rear lights in the daytime, as well as high-visibility clothing. I observe traffic laws and take pro-active responsibility for my safety. I've ridden across the USA alone, self-contained, and have participated in numerous cycling events such as century rides, etc. I was a member for 10 years of the largest cycling club in the USA, the Cascade Bicycle Club of Seattle. I have worked actively on various training activities for youth, etc.	I love Scottsdale, have lived here three years. Most drivers are reasonably courteous, but many are quite aggressive with speed that is dangerous, given the traffic and presence of cyclists.
7/11/2019 87 8:21:10 AM	No ice, no snow, little rain.	Let's not become so bike friendly that the pendulum swings too far in the other direction like it has in some cities, like Portland, OR. Whenever I travel to Portland I see many very aggressive bike activists who apparently don't think cars should be allowed on city streets. Let's not become car-unfriendly, especially since car drivers are the ones who pay the most for the roads.		Bike skills and etiquette should be taught in elementary school. Over 18 should have to pass a skills test and get a license to ride on public streets. The license fee could help pay for added bike lanes.	No	I bike around my neighborhood streets once or twice a week to get a little exercise. I avoid streets big enough to have a painted center line.	More bike friendly may be okay, but getting an award for being super-duper bike friendly means you've gone too far.
7/11/2019 88 9:36:52 AM	1. Scottsdale has a decent amount of designated bike lanes, paths and routes. 2. Bike signal sensors in certain intersections.	1. Better connectivity with bike lanes between Scottsdale and adjoining cities. 2) Installation of bike lanes in heavy cycling corridors such as Via Linda (only portions have bike lanes). 3) Advertise/encourage motorists to share the road with cyclists.	1. Via Linda from 124th St. to 90th st. 2. Upper portions of Pima 3. Happy Valley from Pima to Jomax. FLW is frequented by cyclists and in all honesty we don't belong on it but there are limited alternatives. An analysis of 1/2 mile streets should be conducted to see if they can be better utilized to get cyclists off heavier traveled mile roads. Scottsdale has numerous bike lanes that are not interconnected, for example Happy Valley Road has sections where bike lanes end and then start back up a mile down the road. Bike lane maintenance needs to be improved, trimming over hanging vegetation, road debris etc. that forces cyclists into the roadway.	Any and all education is great but what really needs to happen is a positive encouragement for motorists to share the road and a strong police enforcement to support that. I rarely hear the City encourage sharing the road.	Yes	I am an avid road cyclists riding between 100-150 miles per week. I ride predominantly in north Scottsdale and Fountain Hills.	Prior to moving to Scottsdale I participated in the Phoenix Bike Task Force to improve their image as a cycling friendly community. Unfortunately there was little to no funding available to implement suggestions. Scottsdale should consider allocating funds in advance of, and form a similar committee/task force.
7/11/2019 89 2:17:42 PM	Multi-use paths; flat terrain; considerate drivers	More off-road PAVED paths; more parking spaces, especially in Old Town area; return of rental bikes.	Multi-use Paved paths, followed by separated bike lanes. Also bike parking areas.	Have Cycle the Arts offered more frequently. Bike maintenance would be great too.		Recreational, casual cyclist for enjoyment. Usually ride multi-use paths or roads with not much traffic. Bike 4-8 times per month.	
7/11/2019 90 2:21:22 PM	Bike lanes...bike trails and the weather	Separate trails from the roads	Paved paths		No		
7/11/2019 91 2:24:07 PM			Separated bike lanes.				
7/11/2019 92 2:25:54 PM	Smooth designated paths and miles of bike lanes	Frequent street sweeping of major bike lanes to remove debris.		Bike maintenance classes part of City's Wellness Program or Library community events. Discounts at local bike shops at City of Scottsdale employees?	Yes	Mountain biking in Brown's Ranch weekly. Looking forward to tackling McDowell Mountain soon.	
7/11/2019 93 2:31:31 PM	The trail system, bike lanes, access to parks with water and bathrooms	On Indian Bend Pathway, signage reminding people on bikes to announce "on your left" before they pass walkers and runners	Wider bike lanes for streets that get the most bike traffic		No	I'm not a cyclist but I use bike lanes for running and walking in undeveloped areas with no sidewalks and I drive on streets where I appreciate bicyclists have their own lane. I also run and walk the Indian Bend Pathway where maybe 1 in 25 cyclists lets pedestrians know they're passing. I almost got run over by a cyclist because I didn't know he was behind me!	The rent-a-bike and -scooter programs in areas other than downtown Scottsdale are obnoxious.
7/11/2019 94 2:42:19 PM	Great weather, good road surface pavement, bike lanes on some roads.	Wider bicycle shoulders or ideally, separated bike lanes. (Many cars drive too close to bicyclists for safety.) Separate paved bike lane on Via Linda and Frank Lloyd Wright Blvd. Keep vegetation trimmed back at intersections on side roads, so that bicyclists can see cars.	Via Linda north of Shea needs separated bike lanes or wide bike shoulders. This is a very dangerous area to bike on. Also this is the same case for Frank Lloyd Wright Blvd.	Make the roads safer for bikes. Many people are afraid to bike because of close calls with cars.	Yes	Road bicycling. Usually from Frank Lloyd Wright & Shea, up to the northeast end of Via Linda thru the connection to Fountain Hills.	
7/11/2019 95 3:02:09 PM	Decent bike lanes on busier roads, fantastic bike paths along the greenbelt, bike share programs	More bike parking; driver education/awareness of how to share the road with bicycles; more defined bike corridors on busier roads (paint the bike lane a different color, add barriers, etc.)	Along Scottsdale Road, Indian School; Need way more bike parking in Downtown!	Educate the drivers on how to share the road with bikes. I do not feel safe using bike lanes along busier/faster roads. They just aren't used to seeing cyclists so they don't look. :(Yes	Recreational and commuting to work in cooler months, primarily in South/Downtown/Central Scottsdale. I only live a few miles from where I work and near the greenbelt so biking to work is easy. I also enjoy being able to bike to events, but it's often very difficult to find bike parking, e.g., Old Town Farmer's Market, Arts Festival, etc.	We need to be forward thinking and environmentally minded on how we can make biking easier and driving harder in order to encourage more people to use bicycling as a safe form of transportation.
7/11/2019 96 3:17:49 PM	Bicycle lanes clearly marked and wide enough for cyclists	1. TEACH DRIVERS bike laws! 2. More education - how to....	Stagecoach Rd is highly travelled by cyclists. The trees and bushes are overgrown and the edges of the street are in need of repairs. There are also no bike lanes.	Connection Bike education to any event. Do 1 quick tip...people listen and may learn something new. Classes on bike skills and maintenance is an awesome idea! Learn more bike routes...Maybe a blog....	Yes	Street biking, daily or at least 3 times per week; north scottsdale; basic/intermediate	

7/11/2019 97 3:40:11 PM	Bike lanes and climate.	1. Ticket the trolley drivers who drive in the bike lane and cut off cyclists. 2. Use street sweepers more frequently to clean debris from bike lanes. 3. Find ways to connect existing dead-end bike lanes. 4. Automatically flash the "walk signal" at intersections when the light changes for autos. Often cyclists need to ride on the sidewalk or get off their bikes to push the "walk" button.	Add more connected north-south and east-west bike lanes, and for major commuter routes, designate separated bike lanes.	Add additional road signage and driver education, reminding drivers of the 3 foot passing law. https://www.bikeaccidentattorneys.com/arizonas-bicycle-3-foot-passing-law-true-or-false-do-you-know-when-youre-protected-and-when-youre-not/	Yes	Bicycle commuter from Old Town to Tempe area and recreational weekend group rider.	I'm loving that the City is promoting cycling. Thank you. I'll just say, the ride to and from work is the best part of the day.
7/11/2019 98 3:56:16 PM	So many paths throughout the city and connecting Scottsdale to other communities. Nearly all terrain is flat.	Require new developments to include bike lanes when widening or putting in new streets. Add bike lanes to a FEW arterials that have less traffic. DO NOT take vehicle lanes away from heavily used arterials such as Scottsdale Rd, Hayden Rd, etc. This creates terrible gridlock, such as in Seattle. Wider paths so that pedestrians aren't in danger of being hit.	As stated above.	Have local bike clubs encourage members to obey the traffic laws, such as not running red lights, not riding two or three abreast in a lane, etc.	Yes	Pleasure cyclist and I primarily use paths.	
7/11/2019 99 3:59:09 PM	I love riding the canal in Scottsdale! The amazing weather we have year round for bicyclists. We really should have the best bike paths in America but I feel like we are really lacking.	I live in Cave Creek, if I want to bike down Scottsdale RD or Cave Creek to get into Phoenix it can be unsafe at certain places. There is no bike lane on Scottsdale RD north of the 101 but there is some space if you're heading South. I think bike lanes need more green patches, it really catches the attention of drivers. I'd love if Scottsdale RD from Fashion Square to Cave Creek had better bike lanes, this is my favorite ride!!!	Cave Creek road and Carefree Highway is dangerous.	We need to have lit up bike lanes for night rides to attract more people during summer	Yes	I like mountain biking but I really enjoy 100+ mile rides around Scottsdale	
7/11/2019 100 4:33:11 PM	Bike paths, bike racks and biking maps	High traffic intersections, an app for bike routes and to show miles rode/calories burned, enforcement of vehicle speeds.		A Bike parade in central and or north Scottsdale (not Old Town) Halloween bike decorating contest at all the libraries. Resident-only mileage contests with city recognition and prizes (eg, Scottsdale Resident Bike Rider of the Year) 5k bike races for different age groups.	Yes	Rarely bike. Use mostly bike paths when I do ride.	Even though I don't bike often myself, being a bike friendly community is still important to me cuz it makes the city seem friendly and progressive in alternate commuting.
7/11/2019 101 4:46:00 PM	Great bike lanes	vertical marking for bike lanes, more bike lane connections/overpasses for busy streets/intersections	more bike lanes, bike lane marking, overpasses		Yes	hobbyist	
7/11/2019 102 4:51:52 PM	Bike lanes on some streets. Not much else. I don't think of Scottsdale as bicycle friendly. This question is prejudiced.	Scottsdale needs protected bike lanes, not just striped bike lanes. It is quite dangerous riding on the streets as drivers do not see a lot of bicycles on the road. Many more bike-only or mixed-use paths need to be constructed. The path running from Tempe into Scottsdale is great but it needs connections to lots of other trails.	The bicycle friendly expansion needs to reach into neighborhoods on the edges of Scottsdale. Ideally a citizen could get around the city without having to ride in car traffic. Scottsdale is nowhere near this now. Check out cities in Europe where logs of people ride bicycles. Visit Amsterdam.	Why expand these? Make it easier to ride around the city first.	No	I am a recreational cyclist with a hybrid bike, so I cannot do unimproved trails. I do a lot of my biking on the SIDEWALKS and bike lanes on Via Linda and Cactus Road. I get yelled at for sidewalk biking next to a bike lane but I know what happens when landscapers pulling a trailer drive along an unprotected bike lane. That's how golf commentator David Feherty almost got killed.	It is probably too late to fix the lack of bicycle thinking incorporated into Scottsdale's current street layouts but bicycle requirements should be part of all new street construction.
7/11/2019 103 5:14:58 PM	green belt, wide bike lanes on roads, clean roads with no rocks	more bike lanes up north (specifically on Pinnacle Peak Road), more side walks to make it more friendly to ride off of streets up North (Pinnacle Peak Road), those older neighborhoods, ADDITIONAL GREENBELT	I would love to see sidewalks, bike lanes, paved trails up here (UP on Pinnacle Peak), if we connected to Greyhawk and could get to greenbelt or DC Ranch, that would be ideal.	If you promoted the 3 feet law. Maybe make COOL bumperstickers or cool water bottle stickers. Events like biking to dinner or a concert outside would be fun.	Yes	I would bike on the greenbelt with my children. I am not a cyclist, but I said my husband is. We loved tour de scottsdale. More awesome events showcasing our city and encouraging people to be bike friendly like TUCSON. More bike lanes, separated from road like on Shea on the way up to Fountain Hills	Excited to get this survey! Thanks for keeping Scottsdale a family friendly bike community, it makes it a very desirable place to live/work.
7/11/2019 104 6:31:20 PM	Road sharing, Green Belt biking lanes, awesome location. Love Scottsdale	More street signs for awareness for vehicle drivers caution for Bicyclists. Nothing else in mind.	Same as the above question. More street signs for awareness.	Scottsdale event app for mobile phones.	No	Street bike along Green Belt and road sharing lanes (old town Scottsdale)	Thank you Scottsdale.
7/11/2019 105 6:39:55 PM	1. The hundreds of miles of bike lanes, bike paths, and bike trails along the roads and all over the various city parks. 2. The general courteousness of drivers throughout the city. 3. A positive perspective about bicycling from bicyclists and drivers.	1. More sensors that detect when bicyclists are at intersections with traffic lights. 2. Better instructions on how to bicycle responsibly, especially when it comes to obeying traffic laws. 3. I can't think of anything else at this time.	Not particularly. It's more the idea of having a lot of different ways to bicycle around the city, with all of the ways being very friendly, safe, and accessible for bicyclists and, at the same time, not making driving more difficult and hazardous.	Classes on bike skills, especially for younger kids, would be something that could be very helpful for everyone out on the roads. Stressing the wearing of helmets, knowing and using hand signals, along with making sure that bikes have working head and tail lights, could be good. Also, a class or two on maintenance could be helpful for many. As for events like Cycle the Arts and Bike to Work Day, while it's great to have these, it would be even better to push the positive side of them, especially the Bike to Work Day, by perhaps having some sort of prize system for those who do bike to work more frequently. (This is because I'm greedy, and I bike commute just about every week day, too. :))	Yes	I am a serious bike to work commuter, but I also like riding in the different parks here in south Scottsdale. Because my commute to and from work is only about 2 1/2 miles each way, biking just about every day makes total sense, and it's both stimulating and relaxing. I do some riding along the canals, too.	Because I obey traffic laws, use hand signals, wear a helmet and a flagger's vest, and have my lights on if I'm riding in the dark, I find that the drivers around me are very courteous, giving me plenty of room on the streets, and respecting my right to ride my bike there. I wouldn't say that I'm spoiled, but MAN AM I SPOILED!!!! :D
7/11/2019 106 9:24:28 PM	Great bike paths through the green belt Marked bike lanes Many Mountain bike trails	I would like to see North Scottsdale connected to the Green Belt Trails More Marked bike lanes Perhaps water and air stations	Bike Paths connecting N. Scottsdale to the Green Belts trails Bike Paths to Phx bike trails to encourage commuting by bike		Yes	I am a mountain biker but also like to bike to work when possible	
7/12/2019 107 4:59:56 AM	1) Bike lanes 2) Bike paths such as the Greenway/canal path for bikes 3) Wide side walks in north Scottsdale		Open the canal along Frank Lloyd Wright Blvd to biking		Yes	I bike to stores for groceries which is generally about 5 to 10 miles round trip . 5 x per week I used to bike to work at Henkel, but no longer work there.	
7/12/2019 108 7:26:33 AM	1) Greenbelt provides North/South safe trails 2) Bike lanes on many city streets 3) Under or Overpasses across multi lane streets	1) SEPARATED bike lane on Hayden between McKellips and Indian School Rds 2) For both bicyclists and pedestrians, quicker, safer crossing of Hayden Rd every half mile in South Scottsdale 3) SEPARATED bike lanes on main arteries which lead to Old Town and city center	Miller and Hayden Rds between McKellips and Camelback Rds are extremely dangerous for both bicyclists and pedestrians	History Ride: app-guided tour visiting Scottsdale's historic sites, especially iconic architectural treasures	Yes	I ride recreationally on the Greenbelt as far south as the Cubs stadium/Tempe Toen Lake and as far north as Frank Lloyd Wright Blvd. I also use the Pima Road trail.	As the density of South Scottsdale continues to increase, significant improvements in the area's walk ability and bikeability will transform a challenge into an asset
7/12/2019 109 7:33:27 AM	So many wide bike lanes. In general, the lanes seem to be kept free of most debris.	Better landscape maintenance in some areas...ie: when turning right off of North Hayden Rd onto Happy Valley Rd, several times a year the shrubs get over grown through there, forcing cyclists to have to move into the auto lane, which the cars don't expect.		1. Install bike lanes on the upper sections of Dynamite, going over the top, onto Rio Verde. The upper section of Rio Verde is a dangerous area, before getting farther down the road, where the bike lanes start. 2. Fill in the bike lane on N Scottsdale Rd, north of E. Dove Valley Rd. There is no bike lane there. There is old, rough pavement, that is rideable if traffic is tight, but not safe. The actual space could handle a wide bike lane.		DC Ranch, going north on Scottsdale Rd or Pima Rd; out to 78 Springs; down to Bartlett Lake: Up Dynamite then up Jomax back to the trailhead for Tom's Thumb. Serious cyclist-100-170 miles per week throughout the year.	
7/12/2019 110 8:48:02 AM	roadways that have a regular cleaning schedule with the street sweepers that leave the streets free of debris, well marked bike lines	bike lanes on Frank Lloyd Wright, a common connecting roadway, driver eduction that bikes have the right to use the road.	a separate bike lane on Frank Lloyd Wright would be wonderful.			I have a road bike that I've enjoyed riding in North Scottsdale for 20 years. I am an overweight, middle-aged woman who enjoys the freedom of being on my bike, alone for several hours a week.	
7/12/2019 111 9:30:16 AM	No bikes!!!!	Off the main streets as cars are always going around them!!	They are making the bike lanes bigger and you know what, the bikes go to end of there lane and again we have to go around them!!	Please not more ideas for bikes, for a lot of bikes, take advent age of cars!!	No	My husband rides his bike during the week but on side streets and paths not on the main roads !!	Just remember that we the car drives have some rights also! as people are running on bike lanes like older people and people with buggies is this safe???? I don't mind the motorized scooters for they people that are not sure of themselves being not so old use them more! The bikes clutter the residential, business areas, for they were throne here and there and we do not see this with motorized scooters ! I like the
7/12/2019 112 AM			As you ride on the canal path approaching Camelback near Fashion Square there is a part of the path that is gravel. All the rest is paved. Gravel and bikes don't mix. Can you have that section paved?				
7/12/2019 113 1:49:10 PM	Designated bike lanes, canal bike routes, paved paths	More designated bike lanes, more canal bike routes, more lighted canal bike routes	continuous bike paths/separated bike lanes.	Education/outreach on the importance of sharing the road. Many do not pass at a safe distance and are aggressive.	Yes	Mountain biking, cross-terrain	

114	7/12/2019 11:55:08 PM	<p>#1) the Greenbelt. Try as you might, the US is an automobile friendly nation. Everything is designed around the automobile. The easiest way to peacefully coexist with automobiles is to avoid them, and the Greenbelt (including our network of canals), is the best way. Scottsdale has done a great job with the main portion, from Thunderbird, down to Curry Road and/or Tempe Town lake - but the remaining sections from Greyhawk and North Scottsdale still need to be paved and tied in.</p> <p>#2) Bicycle awareness. More "Share the Road" signs. More public campaigns. More strict penalties and enforcement of bicycle/automobile laws. I can't count the amount of times that I have been passed, too closely from the rear.</p> <p>#3) More bike lanes, and maintenance (trimming trees, repair of eroded shoulders, etc) of existing bike lanes</p>	<p>Anything that can be done with the above three items. The city needs to have monthly "patrols" of city vehicles that are on the lookout for vegetation encroaching into bike lanes - both from the side, and from above.</p> <p>I would love to see the the existing Greenbelt tied into the neighborhoods north of Thunderbird. I would also like to see the (2 block) section of pavement added on the canal, just north of Camelback.</p> <p>Finally, there needs to be stricter enforcement and stronger penalties for bike/car collisions - ESPECIALLY when distracted driving is determined to be the cause. There are FAR TOO MANY people texting and driving on our roads. I really feel like it is just a matter of time before I am involved in an accident due to somebody not paying enough attention behind the wheel.</p>	<p>In the ideal world, we would take a page out of some of THE MOST bike friendly cities in the world - such as Amsterdam and Brussels. We have the BEST WEATHER for biking - 80% of the year. If we started employing the same civil engineering principles of our intersections as they do - then we would have a MECCA for bicyclists. I have visited there twice, and each time I was simply awestruck that so much pedestrian and cycling traffic could peacefully, and safely coexist with automobiles. Every new intersection in Scottsdale that is near the Greenbelt or canals should be designed as they are in Europe - and existing intersections with a high level of bike and automobile traffic should be prioritized for rework - including roundabouts, traffic signals and bike lanes that prioritize in this order - 1) pedestrian traffic, 2) bicycle traffic, and finally 3) automobiles and motorized vehicles.</p> <p>That is an expensive option, however, and I am doubtful that I will see the implementation of it in my lifetime. In lieu of better designed intersections, we could have a more extensive network of multi-use, paved trails that avoid the car/bike integration altogether. Major shopping areas with restaurants such as the downtown Scottsdale and Kirland/Promenade should be tied into the Greenbelt via paved multi-use paths and canalways.</p>	<p>I'm not so sure about this one...</p>	<p>Yes</p>	<p>I am primarily a road cyclist. I would bike to work, if I could - but it is too dangerous. I ride at least 50 miles a week for exercise on a combination of our Greenbelt, the canals, and our surface streets here in Scottsdale.</p>	<p>If I haven't gushed enough, let me do it one more time. The Greenbelt is awesome. I envision a day when I can ride all the way from the northernmost to the southernmost tips of Scottsdale on a multi use path with minimal interactions with cars. I commend the Scottsdale leadership for having the vision that they did when they started the Greenbelt project, and I commend all the following leaders for continuing to improve this AMAZING resource that gets pedestrians and cyclists out in the fresh air. From my estimates, we are about 60% of the way there. Keep up the good work and lets tie in that Greyhawk area within the next two years!</p>
115	7/13/2019 6:45:28 AM	<p>Keep cars out of the bicycle lanes. Awareness program regarding bicycle lanes to drivers.</p> <p>The bike lane along the wash on Hayden and the underpasses/overpasses of major streets are wonderful.</p>	<p>improve and more bike lanes to accommodate street crossing and changing directions.</p> <p>More bicycle lanes that are not just an added space on a major street. Riding bikes, even in a bike lane, on a city street is dangerous. Create a bike lane map visitors or residents can download. Denver has a great one and is a great bike city to model.</p>	<p>Add separate bike lanes that can avoid major streets in order to connect the canal and Old Town to the Hayden wash.</p>	<p>I'm not so sure about this one...</p>	<p>Yes</p>	<p>personal use, minimal user</p>	<p>Leisurely resident bicyclist. Also I would live to be able to use my bike more to do shopping, going to dinner, etc.</p>
117	7/13/2019 9:27:46 AM	<p>Areas of town that are less congested</p>	<p>Segregated bike lanes</p>	<p>Bicycle boulevards & separated bike lanes</p>	<p>More Share The Road signs & public education</p>	<p>Yes</p>	<p>Casual road cyclists</p>	<p></p>
118	7/13/2019 3:58:33 PM	<p>Accessible and visible bike lanes. A population which, generally, coexists with cyclists. A decent cycling promoting community. Tour de Scottsdale, Valley of the Sun Stage Race</p>	<p>More bike lanes on major commuting streets. Regular sweeping of bike lanes for debris. Offer gravel/unpaved options.</p>	<p>More bike lanes, even a simple painted line makes a difference to motorists.</p>	<p></p>	<p></p>	<p>Roadie. Scottsdale, N Tempe, E Phx, Paradise Valley</p>	<p></p>
119	7/14/2019 10:12:30 PM	<p>Greenways, canal paths and MTB trails at the parks/reserves.</p>	<p>More well-marked/signed bike paths, driver education and enforcement of 3-foot rule. Also more bike stands.</p>	<p>A master plan for commuters which reflects major travel routes from high-density housing areas to high-density employment areas. Connecting existing routes and paths to increase travel options including connecting to other path networks outside Scottsdale.</p>	<p>They bring greater awareness of the benefits and focus on safety.</p>	<p>Yes</p>	<p>Seeious biker who enjoys both pn and offroad biking and bike-commutes as much as possible.</p>	<p></p>
120	7/15/2019 1:31:53 PM	<p>biking trails. Bikes available to use. Weather</p>	<p>Water fountains. timing of sprinklers or fix so they are not watering the bike paths</p>	<p></p>	<p></p>	<p>Yes</p>	<p>I use the trail starting behind 92nd street cafe/ Honor Health. When it is not so hot I cycle daily.</p>	<p></p>
121	7/16/2019 5:20:55 PM	<p>Separated off road paved paths Wide paths Places to lock bikes</p>	<p>Better road crossings More paths to reduce road crossings Bike tools</p>	<p>North of 101 - more paths Area around McDowell Sonoran parks need safer bicycle access</p>	<p>More classes on skills and maintenance</p>	<p>Yes</p>	<p>Pathway riding, 50-75 miles per trip. Leisure.</p>	<p></p>
122	7/16/2019 9:42:46 PM	<p>Lots of bike lanes, bike path in greenbelt, sensors that detect bicycles and change stop lights.</p>	<p>more bike lanes,</p>	<p>Scottsdale road in Old Town</p>	<p></p>	<p>Yes</p>	<p>Ride with my kids, ride to store, ride along greenbelt</p>	<p></p>