



**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
PATHS & TRAILS SUBCOMMITTEE**

Notice and Agenda

Date: Thursday, October 3, 2024

Time: 5:15PM

Location: Florence Ely Nelson Desert Park
FEN Conference Room
8950 E Pinnacle Peak Road
Scottsdale, AZ 85255

Call to Order

Lee Kauftheil, Chair, Transportation Commission
Kerry Wilxocon, Vice-Chair, Transportation Commission
Susan McGarry, Commissioner, Parks and Recreation Commission
*VACANT, Subcommittee Member
Bradley Adame, Subcommittee Member

One or more members of the Paths & Trails Subcommittee may be attending the meeting by telephone, video, or internet conferencing, pursuant to A.R.S. §38-431(4)

Public Comment

Citizens may address the members of the Paths & Trails Subcommittee during Public Comment. This "Public Comment" time is reserved for citizen comments regarding non-agendized items. Arizona State law prohibits the Paths & Trails Subcommittee from discussing or taking action on an item that is not on the prepared agenda. Citizens may complete one Request to Speak "Public Comment" card per meeting and submit to City Staff. Public testimony is limited to three (3) minutes per speaker.

Written public comment for both agendized and non-agendized items may be submitted in-person by completing a yellow written public comment card or electronically by completing a Written Public Comment Form. Written public comment submitted after public testimony has begun will be

provided to the members of the Paths & Trails Subcommittee at the conclusion of the testimony for that item. Written comments that are submitted electronically at least 90 minutes before the meeting's scheduled start time will be provided to members of the Paths & Trails Subcommittee. A written public comment may be submitted electronically at the following link:


<https://www.scottsdaleaz.gov/boards/transportation-commission/paths-and-trails-subcommittee>

1. **Approval of Meeting Minutes****Action**
Approval of the Regular Meeting Minutes of June 6, 2024

2. **Trail Program History** **Information**
Information on the history of the planning, construction, and maintenance of the Unpaved Trail Network in the city of Scottsdale – Susan Conklu, Senior Transportation Planner

3. **Desert Foothills Trail Expansion Project**.....**Action**
Approval of the unpaved trail project in a neighborhood in the Desert Foothills area – Nathan Domme, Transportation Planning Manager

4. **Adjournment**

 Persons with a disability may request a reasonable accommodation by contacting Kyle Lofgren at 480-312-7839. Requests should be made 24 hours in advance, or as early as possible, to allow time to arrange the accommodation. For TYY users, the Arizona Relay Service (1-800-367-8939) may also contact Kyle Lofgren at 480-312-7839.



SUMMARIZED MINUTES

CITY OF SCOTTSDALE TRANSPORTATION COMMISSION PATHS & TRAILS SUBCOMMITTEE REGULAR MEETING

**ONE CIVIC CENTER
AGAVE CONFERENCE ROOM
7447 E. INDIAN SCHOOL RD. SUITE 205
SCOTTSDALE, AZ 85251**

THURSDAY, AUGUST 1, 2024

CALL TO ORDER

The meeting of the Paths & Trails Subcommittee was called to order at 5:16 p.m. A formal roll call confirmed the presence of subcommittee members as noted below.

ROLL CALL

PRESENT: Lee Kauftheil, Chair -- Transportation Commission
Susan McGarry, Commissioner – Parks and Recreation Commission
Kyle Davis, Subcommittee Member
Bradley Adame, Subcommittee Member

ABSENT: Kerry Wilcoxon, Vice-Chair -- Transportation Commission

STAFF: Mark Melnychenko, Transportation & Streets Director
Susan Conklu, Senior Transportation Planner
Greg Davies, Senior Transportation Planner
Nathan Domme, Transportation Planning Manager
Kyle Lofgren, Staff Coordinator

PUBLIC COMMENT

There were no members of the public who wished to speak, and there were no written comments.

1. **APPROVAL OF MEETING MINUTES**

Subcommittee Member Davis requested that his statement in the last sentence above the motion for agenda item 2 following the words “Los Alisos neighborhood is for access to the park” be reworded to state “which does not align with the intent of the trail system as defined in the TAP.”

SUBCOMMITTEE MEMBER ADAME MOVED TO APPROVE THE JUNE 6, 2024, PATHS AND TRAILS SUBCOMMITTEE REGULAR MEETING MINUTES AS AMENDED. SUBCOMMITTEE MEMBER MCGARRY SECONDED THE MOTION, WHICH CARRIED FOUR (4) TO ZERO (0). CHAIR KAUFTHEIL, COMMISSIONER MCGARRY, BOARD MEMBERS DAVIS AND ADAME VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

2. **BICYCLE DETECTION AT TRAFFIC SIGNALS**

Greg Davies, Senior Transportation Planner, and John Hoang, Principal Traffic Engineer, presented information related to bicycle signal detection. Mr. Davies notes this is a longstanding program. He went on to share that Albert Einstein was a bicyclist, and his favorite quote is “Life is like riding a bicycle, you have to keep moving to be balanced”. The program’s goal is to be a balanced program as staff and technology change over time. Detection of bicyclists at signalized intersections has safety benefits because it deters bicyclists from running red lights and then to cross intersections safely with an extended green light.

This project was initiated in April 2013 with continued work on making it efficient. Funding is provided through a capital project, the BikewayProject, at approximately \$400,000 per year. Monies for are accrued through a sales tax of 0.2 percent. Full detection at each intersection costs approximately \$30,000 per foot detection in each direction. There are many varieties of detection technology available such as radar, video, push button, and magnetometer. Video detection is predominately used today because it is a noninvasive and multimodal system. Presently, in Scottsdale there are 320 signalized intersections of which 137 have bike lanes that intersect the intersections.

Mr. Hoang provided an overview of the Miovision, Gridsmart, and FLIR infrared detection systems which all use cameras that detect someone in the bicycle lane and extends the signal time. Each of these detection systems also capture counts for each zone.

Mr. Davies reviewed the next steps to include:

- Strive to accomplish goals set forth in the TAP
- Add new locations to the existing bicycle detection network

- Assess the use of pavement markings/signage at detection locations
- Educate the public on bicycle signal detection using social media
- Analyze bicycle and pedestrian counts at locations with new advanced detection technologies
- Continued collaboration with the Traffic Management Center

Committee members were given the opportunity to discuss and ask questions. In response to a question from Subcommittee Member Adame, Mr. Hoang explained the vision detection system would detect a group of bicyclists and count them individually. The signal time is consistent with each location. However it can be adjusted based on the use of the intersection including adding an approach signal at least 300 feet away. The signals are not adjusted seasonally.

The Miovision detection system is sophisticated enough to detect the classification of vehicles. Gridsmart is simplified to detect something in the road. FLIR uses thermal imaging and set parameters to detect zones. This detection/data collection system is part of traffic management but is shared with other departments such as the Police Department. Mr. Davies noted data collection is critical to the success of this program. Presently, a detection system is in place at the Thomas and Pima Path intersection, which detects a bicyclist coming off the path and approaching the crossing. The plan is to continue to work on implementing more of these detection systems on the bicycle paths.

The funding was secured upon the approval of the 1989 Sales Tax. A discussion ensued related to the funding. There continues to be a need for public education which can be enhanced with the use of social media.

Chair Kauftheil discussed the Jewish population and the recognition of Sabbath Day, asking for automatic pedestrian detection. A brief discussion ensued. Further suggestions are to use green paint for the “stop here” line and collaborating with the bike shops.

3. YEARLY PROGRAMMATIC CAPITAL PROJECTS AND CIP UPDATE FOR NONMOTORIZED IMPROVEMENTS

Nathan Domme, Transportation Planning Manager provided an update on the CIP projects for nonmotorized improvement that fill in gaps for “complete streets”, including:

- Carefree Hwy Roadway Project
 - Widen roadway from two to four lanes and incorporates bike lanes, a multiuse path, and a dirt trail
- Goldwater Blvd Underpass at Scottsdale Road

- Construct a bike and pedestrian underpass to address a gap in connectivity in the sidewalk network
- Indian Bend Wash Path Renovations I and II
 - Widen path from 10 to 12 feet, including a 100% design with construction to begin in summer of 2025
- 68th Street Sidewalks from AZ Canal to Camelback
 - Create new sidewalks for both sides of the street and establish new sidewalk connections
- 77th Street Access Improvements
 - Create new multi-use path to provide residents access and egress and establish an emergency access for flood zone
- Scottsdale/Drinkwater Intersection Improvement
 - Reconfigure Drinkwater and Scottsdale Rd intersection to improve safety and balance traffic and pedestrian needs
 - establish sidewalk along east side of Scottsdale Rd
- Central Arizona Project (CAP) Canal Path: Scottsdale to Northsight
 - Design and construct a multiuse path on the north side of Frank Lloyd Wright Blvd that will create a regional connection point
 - Notes that Loop 101 creates an obstacle
- Chaparral Underpass
 - Design and construct a bike and pedestrian underpass tunnel and shared-use path to reduce vehicle-pedestrian conflict
- Pima Rd from Via Linda to McDowell
 - Widen the road to four lanes, add bike lanes along the corridor, and add sidewalks on the Westside
 - Construction started July 2024
- Hayden/Miller Bridge
 - Construct four-lane bridge over Rawhide Wash
 - Add new bike lanes and sidewalks

Committee members were given the opportunity to discuss and ask questions. Mr. Domme explained there is a 20-foot right-of-way that does affect homeowners. Mr. Davies explained, based on a study conducted ten years ago, tunneling under 101 is not an option but one suggestion was a long expansion bridge. Mr. Domme noted he would look at the signs around Chaparral Underpass to ensure they are visible and clear. The Cave Creek Project consists of two miles. Mr. Davies provided an overview of the costs of the projects, noting the Pima Project has a \$50 million grant. Mr. Domme stated it is a good use of resources to get a significant connection done with both federal and regional money. They are looking at ways to mitigate runoff from rain or use of sprinklers.

4. MOTORIZED DEVICES ON PATHS

Susan Conklu, Senior Transportation Planner, reviewed the Bikeway Element Goals within the TAP. There are presently 205 miles of bike lanes of which 82 include signed and/or mapped routes, 124 miles of paved paths, 161 miles unpaved trails outside of the preserve, and 234 enhanced crossing such as raised pedestrian crosswalks, and 112 tunnels and bridges. The multi-use, or shared use, paths are designed for recreational and transportation use and provide a safe space for all skill levels. A further presentation ensued with additional information provided related to the size and use of the paths.

The State and local code definitions were reviewed along with the emerging motorized types of devices that are becoming increasingly available. Maximum speeds for these devices are also increasing. Path access for different device classes was reviewed as noted below.

- Electric Powered Devices with Functioning Pedals Allowed on the Path
- Electric Powered Devices with Functioning Pedals Prohibited on the Path
- Electric Powered Devices without Functioning Pedals Allowed on the Path
- Electric Powered Devices without Functioning Pedals Prohibited on the Path
- Electric Powered Devices on Path (with allowed and not allowed locations)

The steps taken to improve the path system and resolve conflicts between the various path users is guided by Ordinance No. 4372, which was adopted on November 11, 2018. Ordinance No. 4372 amended the Scottsdale Revised Code for bicycles and related devices, including electric bicycles and scooters. Ms. Conklu reviewed the ordinance with the committee. Future updates include reviewing the code for language revisions and definition clarifications to maintain current regulations in the code.

On-Street Network alleviates conflicts on paths and sidewalks and provides a direct route for those who wish to ride at faster speeds. Path wayfinding and regulatory signage provide directional and allowed use information. The path widening project will expand the paths to 10-12 feet wide and provide better separation between all users. Staff continue to conduct outreach efforts to inform the public regarding regulations and laws related to use of the paths along with additional messaging efforts. Staff also work collaboratively with the Scottsdale Police Department on enforcement on the path network and the "Slow Down Scottsdale" safety video series. Additional outreach includes the Bicycle Safety Brochure, Discover Scottsdale's Urban Oasis Map, Cycle Smart Scottsdale, and Bike to Work.

Ms. Conklu provided an overview of the updates provided to the Transportation Commission at their June 20, 2024, meeting, which included the bike lane markings, traffic signals and detection, paths and canals among others. Staff will continue to

coordinate with the City and SRP for outreach, signage, education, and progress monitoring.

Committee members were given the opportunity to discuss and ask questions. Ms. Conklu noted the current data is outdated and was specific to Old Town. There is an interactive map on ScottsdaleAZ.gov/paths, or a paper copy can be requested. Mr. Domme noted they will investigate making detour routes available when there is no bike lane.

5. UPDATE THE LOCATION FOR THE OCTOBER MEETING

Mr. Lofgren said that staff would like to propose that the October 3, 2024, Paths and Trails Subcommittee meeting be moved to a location in the northern area of the city to offer an opportunity for the community members to participate in the discussion about the Desert Foothills Trail Project as well as several other items of interest to that community.

Staff said that there will be a virtual option for attendance and that arrangements could be made to carpool and/or caravan to the location if needed.

SUBCOMMITTEE MEMBER MCGARRY MOVED TO RELOCATE THE OCTOBER PATHS AND TRAILS SUBCOMMITTEE MEETING TO A NORTHERN LOCATION. SUBCOMMITTEE MEMBER ADAME SECONDED THE MOTION, WHICH CARRIED FOUR (4) TO ZERO (0) BY ROLL CALL VOTE. CHAIR KAUFTHEIL, SUBCOMMITTEE MEMBERS ADAME, DAVIS, AND MCGARRY VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

6. SUBCOMMITTEE IDENTIFICATION OF FUTURE AGENDA ITEMS

Mr. Lofgren reviewed items scheduled for the October and December meetings. Ms. Conklu noted that she will summarize the feedback on the Bicycle-Friendly Community application and award during the December meeting.

7. ADJOURNMENT

With no further business to discuss, being duly moved and seconded, the meeting adjourned at 7:40 p.m.

AYES: Chair Kauftheil, Commissioner McGarry, and Subcommittee Members Davis and Adame.
NAYS: None

SUBMITTED BY:
eScribers, LLC

Paths & Trails Subcommittee
Regular Meeting Minutes
August 1, 2024
Page 7 of 7

***NOTE:** These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/Transp.asp>

SCOTTSDALE PATHS & TRAILS SUBCOMMITTEE REPORT

To: Paths & Trails Subcommittee
From: Susan Conklu Senior Transportation Planner
Subject: Trail Program History
Meeting Date: October 3, 2024



ITEM IN BRIEF

Action: Information

Background

Trails provide pedestrians, bicyclists and equestrians with access and connectivity, improved quality of life and safety. Scottsdale has been preparing plans and building public trails for over five decades with extensive public involvement throughout. In the last 20 years, this activity gained more momentum. In 2004 the Scottsdale Trails Master Plan was officially adopted by City Council. The plan classified trails on the existing and planned network and solidified the city's committed to connecting neighborhoods to the McDowell Sonoran Preserve. The Ad Hoc Citizens Trails Task Force was created by the City Council in 2008 to provide input on implementation of the master plan, and the City Council adopted the Ad Hoc Trails Task Force Recommendations on April 28, 2009. A Trails Subcommittee was formed on March 18, 2010, to advise the Transportation Commission and provide a public forum for issues surrounding paths and trails outside the Preserve. The Subcommittee's name was changed to the Paths and Trails Subcommittee in 2014.

Transportation Action Plan

The Transportation Action Plan 2022 (TAP) is a culmination of these past planning efforts alights with approved policies, network planning and design standards. The Complete Streets Policy provides connectivity for all travel modes including trails. The plan also includes the goal to "Close system gaps and improve local and regional connectivity with path systems, trail corridors and transit routes."

The TAP is divided into five transportation elements and an implementation program. Within each element section you'll find relevant goals, policies, performance measures, classifications, figures, and ongoing data collection. The Trail Element includes goals to improve trail connectivity within neighborhoods and educate the public about easements and maintenance responsibilities of trails. Trail inventories have verified the existing trails on the network and conditions of trails. Results of the trail inventory were used to develop the Trail Maintenance Program, a proactive community education and maintenance campaign. This is a partnership between the Transportation & Streets Department and Code Enforcement to educate property owners through resources on the website, city newsletters, social media and a program questionnaire during the Residential Phase 1 of the program. Phase II includes commercial and homeowner associations in the winter of 2024-25.

Citywide, the network has 160 miles of existing and 140 miles of planned trails outside the McDowell Sonoran Preserve, connecting people in neighborhoods to destinations. Most planned trails are in central and northern Scottsdale. In the past ten years, the network has increased by approximately 26%.

Types of Trails in Scottsdale

Trail widths vary depending on the purpose and environment. A trail could follow a major roadway, weave through a neighborhood or traverse rugged terrain. Therefore, trail classifications and standards were established to assist in providing the right trail for the right place.

Scottsdale has four types of trails: primary trails, secondary trails, neighborhood trails and minimally improved/rugged trails. Each classification has unique standards that align the trail with its environment. For all trail classifications, motorized vehicles are only permitted for maintenance and emergency purposes and where trail widths allow.

Primary Trails

Primary Trails provide both transportation and recreation links between residential areas, schools, businesses, parks, places of employment and other areas of significant community activity. Primary Trails are used by hikers, equestrians and bicyclists and typically have the most use of the trail types. These trails are typically found along canals and roadways with regional connectivity such as Scottsdale Road and Dynamite Boulevard.

Secondary Trails

Secondary Trails provide alternative transportation and recreation links between the other trail classifications. Secondary Trails are also used by hikers, equestrians and bicyclists, but typically experience a lower level of use than Primary Trails. These trails are found along desert washes, scenic corridors along roads, vista corridors and other desert open space areas such as Dixileta Drive and Jomax Road.

Neighborhood Local Trails

Neighborhood Local Trails provide access in and around neighborhood areas and provide connections to Primary and Secondary Trails. Neighborhood Local Trails typically act as “feeder” trails to the regional trail network and may provide close-to-home recreational opportunities. Hikers, equestrians and bicyclists also use Neighborhood Local Trails, and in more rural areas, they sometimes serve as “sidewalks.” Examples include Via Dona Road and 76th Street.

Minimally Improved/Rugged Trails

Minimally Improved/Rugged Trails are built as far away from traffic as possible and are constructed in areas where other disability-accessible trail options are available or where the

construction of an accessible trail will alter substantially the character of the surrounding area, impact culturally significant areas or be difficult to construct because of the terrain, such as in washes. Examples include Pima Road, where there are adjacent paved paths or sidewalks that are compliant with Americans with Disabilities Act.

Northern Scottsdale – Scenic Trail Network and Desert Preservation

Over the last 20 years, the goal for the city's northern section is to minimize development impacts and preserve the rural and equestrian character, consistent with the Sonoran Desert. North of Frank Lloyd Wright Blvd. and the Central Arizona Project (CAP) Canal, the pedestrian environment becomes more "recreation-oriented" or informal, with meandering, unpaved trails in place of paved sidewalks set back from the roadway within the desert landscape. Trails minimize impacts to the existing natural environment and vegetation. They are designed to work within the existing native setting of the neighborhoods in northern Scottsdale.

The Desert Foothills Character Area is located within the Rural Character Type in the General Plan, spans approximately eight square miles and is a testament to our collective commitment to preserving the natural, visual qualities of the upper Sonoran Desert. It is generally located between Dixileta Drive to the north, Jomax Road to the south, the city's western boundary, and 96th Street to the east. The Desert Foothills Character Area Plan aims to promote connected areas of desert open space and unpaved trails through visual and functional linkages within and between local neighborhoods and the regional open space network.

The equestrian and shared-use unpaved trails are not just amenities, but crucial elements that contribute to the overall quality of life in Scottsdale. They provide avenues of appreciation of Scottsdale's natural desert and cultural resources, enhancing our sense of comfort and well-being. These connections allow unique experiences throughout the northern part of the city for hiking, horseback riding, biking, nature studies, bird watching, and scenic viewing. Specifically, trails enhance connectivity between the Preserve and equestrian communities. As the network grows, the ability to hike, bike, or ride horses to the Preserve will become more accessible to northern residents. Trails are one of the most potent tools in maintaining physical health, and the best recipe for a robustly healthy community is access to trails for all trail user types.

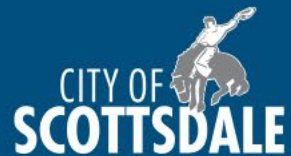
Staff Contacts:

Susan Conklu, 480-312-2732, Sconklu@scottsdaleaz.gov

Trail Program History

Paths & Trails Subcommittee

October 3, 2024

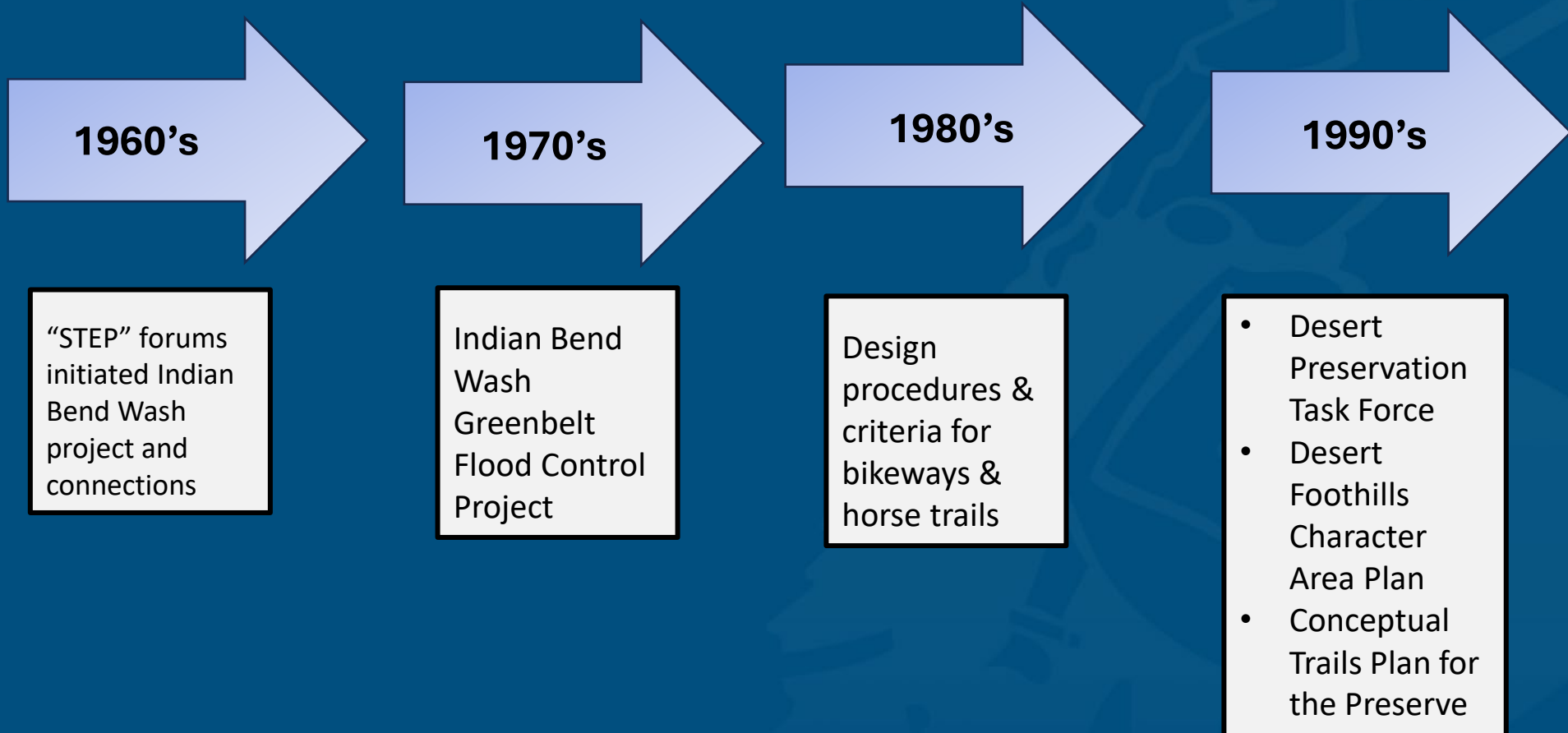


Benefits of Trails

- Safety
- Access and connectivity
- Quality of life
- Shared non-motorized use



Trails Master Planning & Development History



Trails Master Planning & Development History

2000's

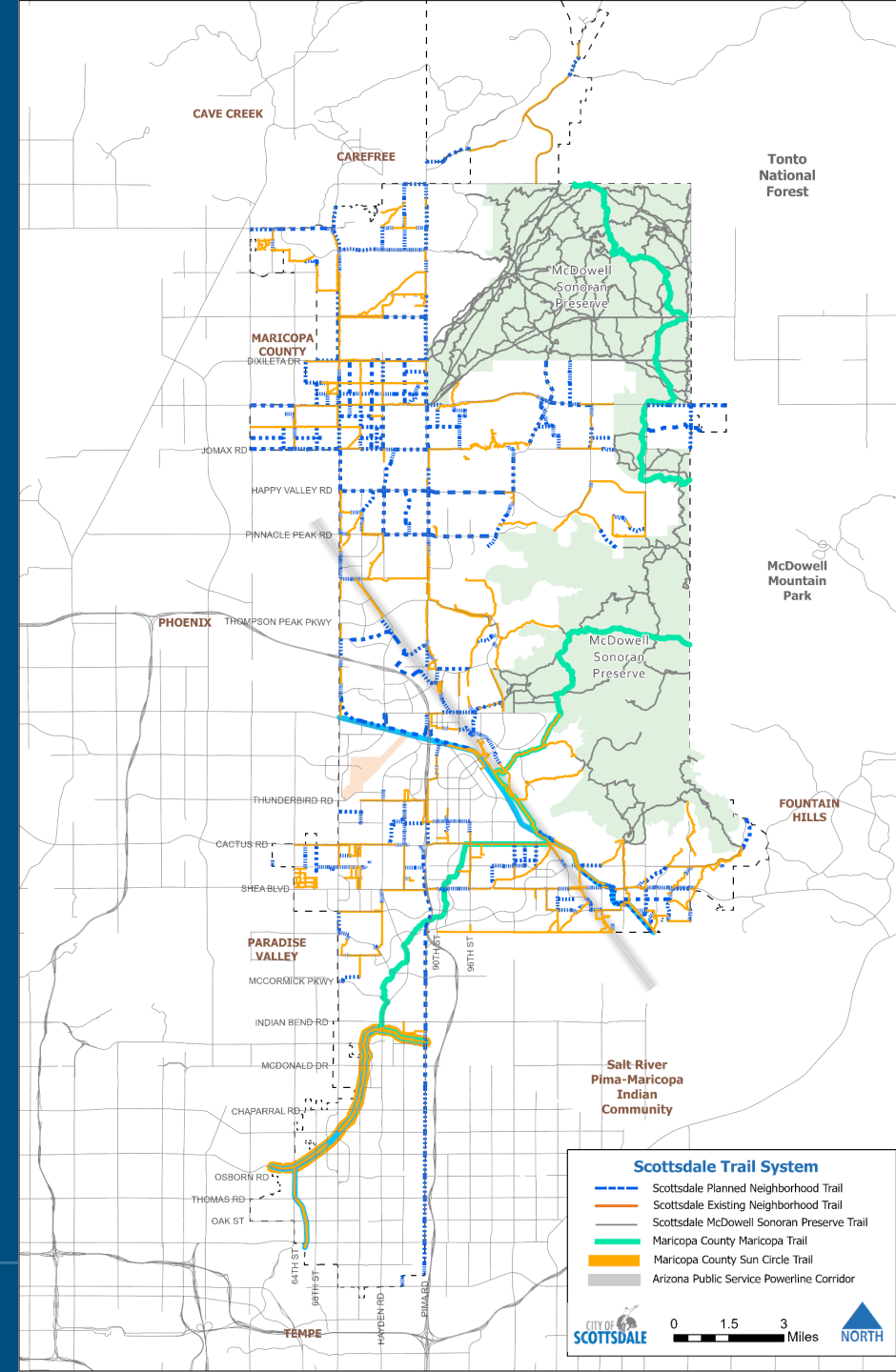
- General Plan included trails
- Trails Master Plan
- Trails Task Force
- Subcommittee formed

2011 - Present

- General Plan
- Transportation Action Plan

Transportation Action Plan 2022

- Culmination of past planning efforts
- Aligned with approved policies, network planning and design standards
- Complete Streets policy
- Goal: Close system gaps and improve local and regional connectivity with path systems, trail corridors and transit routes
- Plan Elements:
 - Street
 - Transit
 - Bikeway
 - Trail
 - Pedestrian



Trail Inventory

- **160 miles of existing trails**
- **140 miles of planned trails**
- **200+ miles of existing trails in the McDowell Sonoran Preserve**
- Trails are constructed in city right-of-way and easements
- Trail inventories in 2012 and 2022
 - Verify the existing trails on the network and evaluate trail conditions
 - Develop the Trail Maintenance Program

Trail Classifications

- Primary
 - Regional connectivity, links between residential areas, schools, businesses, parks, places of employment, other significant activity areas
 - Along canals and roads – Scottsdale Rd. and Dynamite Blvd.
- Secondary
 - Provide connections between the other trail classifications
 - Desert washes, scenic corridors along roads, vista corridors and other desert open space areas – Dixileta Dr. and Jomax Rd.

Trail Classifications, cont.

- Neighborhood Local
 - Provide access in and around neighborhood areas – Via Dona and 76th St.
 - Connections to Primary and Secondary Trails
 - Feeder trails to the regional network and close-to-home recreation
 - Serve as sidewalks in same areas
- Minimally Improved/ Rugged
 - Built as far from traffic as possible
 - Locations where other Americans with Disabilities Act compliant options exist – Pima Rd.

Trail Maintenance Program

- Partnership with Code Enforcement
- Community Education and Residential Phase I - Fall 2023
 - Website
 - City Newsletters and Social Media
 - Program Questionnaire
- Phase II - Commercial and HOA Property Owners – Winter 2024-25

Recent Trail Rehabilitation | 76th St.



Before



After

Recent Trail Construction | Dynamite Blvd.



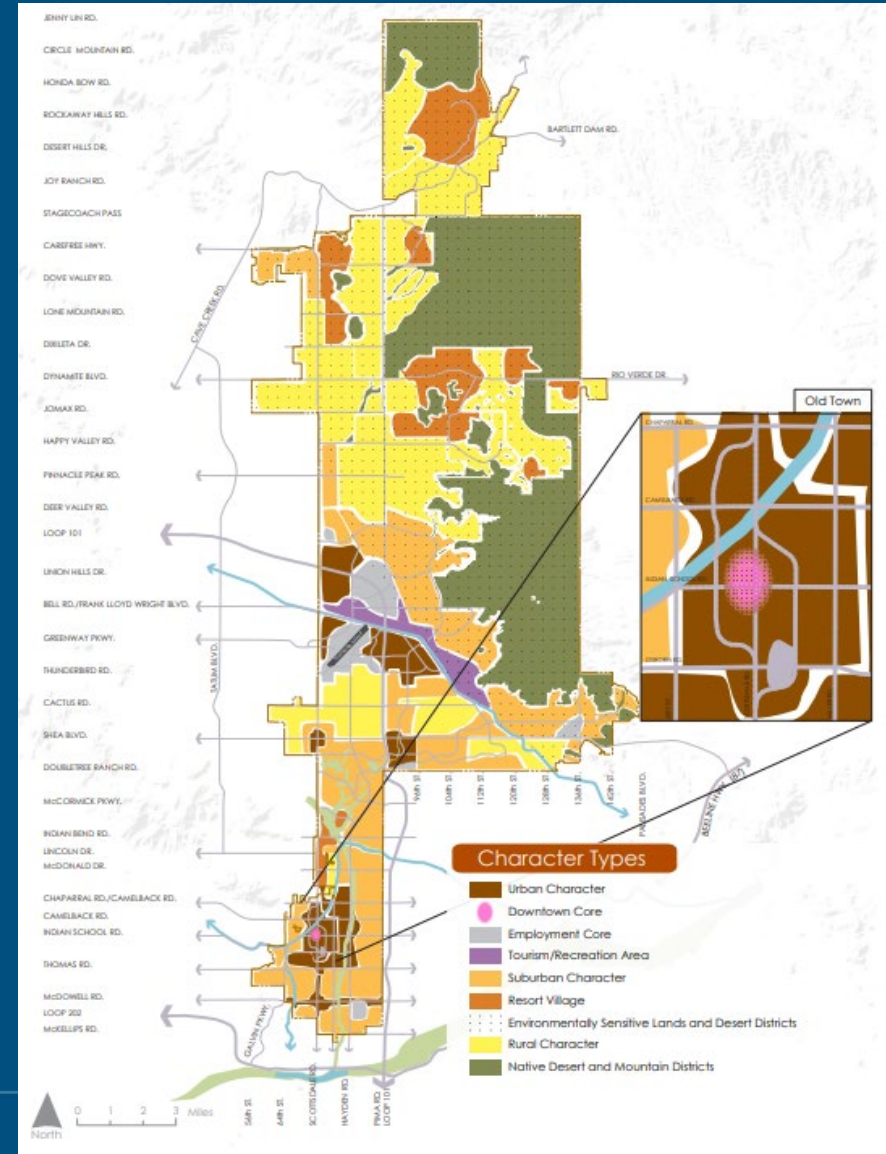
Before



After

Northern Scottsdale | Scenic Trail Network & Desert Preservation

- Minimize development impacts
- Preserve the rural & equestrian character and lifestyle
- Consistent with the Sonoran Desert
- Trails minimize impacts to the natural environment, scenic corridors & native vegetation
- Rural Character Type
- Desert Foothills Character Area
 - Promote connected areas of desert open space & trails





Questions
and
Discussion

SCOTTSDALE PATHS & TRAILS SUBCOMMITTEE REPORT

To: Paths & Trails Subcommittee
From: Nathan Domme Transportation Planning Manager
Subject: Desert Foothills Trail Expansion Project
Meeting Date: October 3, 2024



ITEM IN BRIEF

Action: Discussion, Comment, and Action

Purpose: Review and discuss the Desert Foothills Trail Expansion Project. A formal approval of the project will be requested.

Background:

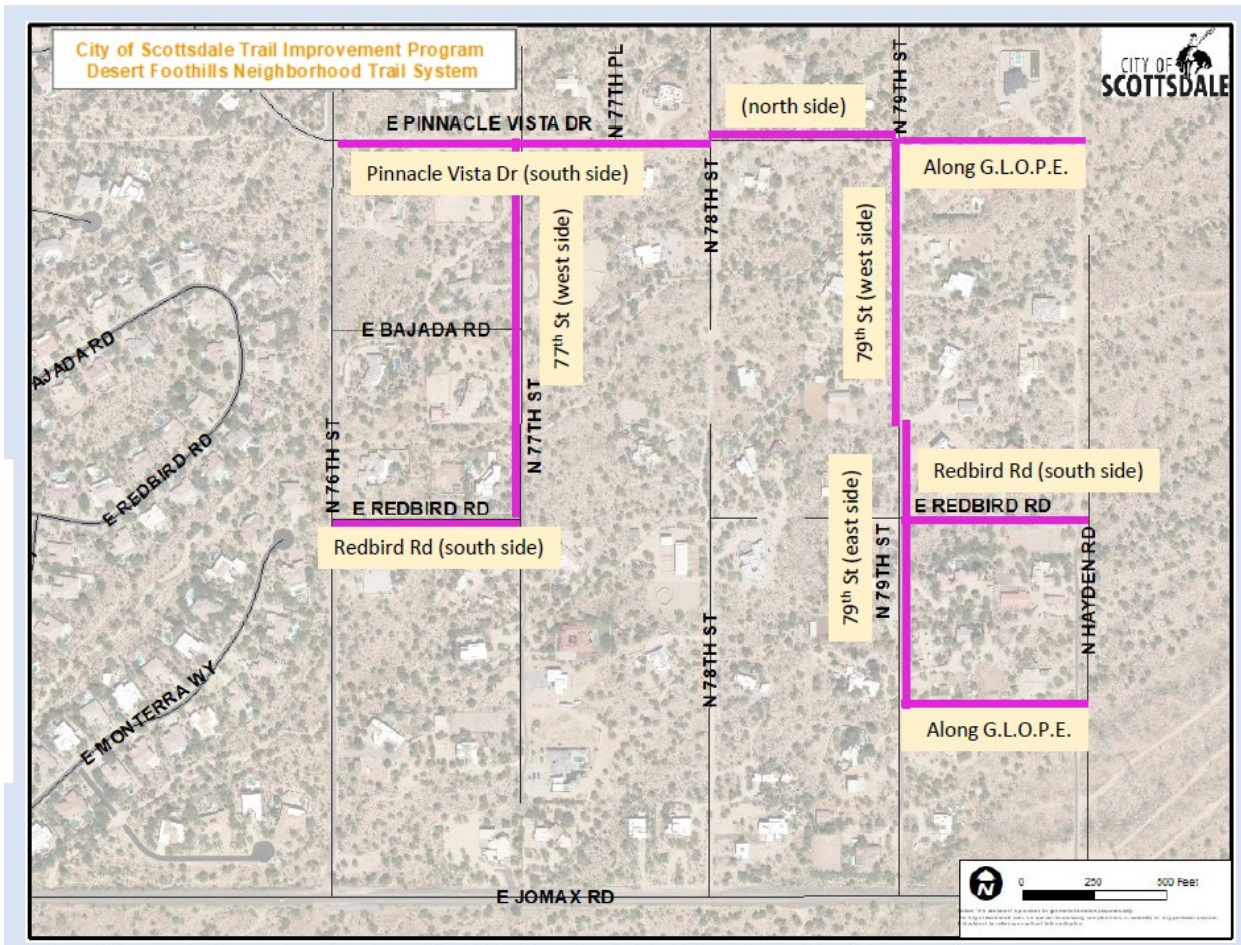
Scottsdale has a robust trail system throughout the city, with 220 miles of trails in Scottsdale's McDowell Sonoran Preserve and 150 miles of trails in the neighborhood trail system. Scottsdale has four types of trails: primary, secondary, neighborhood, and minimally improved/rugged. Each classification has unique standards that align the trail with its environment.

Neighborhood Local Trails provide access in and around neighborhood areas and connect to Primary and Secondary Trails. They typically act as "feeder" trails to the regional trail network and may provide close-to-home recreational opportunities. Hikers, equestrians, and bicyclists also use Neighborhood Local Trails, and in more rural areas, they sometimes serve as "sidewalks."

Project Details:

Transportation Staff has initiated a project with 1.5 miles of unpaved multi-use neighborhood local trails within the Desert Foothills neighborhood on Pinnacle Vista Dr, 77th St, Redbird Rd, and 79th St. Trails will be constructed only in the city's right-of-way. They will not be on privately owned property or Natural Area Open Space land. This designated easement protects areas of continuous natural desert. This specific part of the trail network was prioritized because of a resident request in 2019 based on safety concerns for equestrian use on dust palliative roadways. Dust palliative provides a surface to the roadway that hardens and prevents dust in the air. It converts dirt roads to a surface closer to asphalt.

The project's trail widths and alignments will vary depending on the existing environment. The trails will meander around existing trees and cacti; large, established, and mature landscaping will not be removed during construction. After construction, there will be minimal impacts on the existing conditions. However, equestrian and pedestrian access through the communities will be provided, which are limited by the dust-palliative roadways. They will move along the existing topography and have a dirt surface with a color to match the surrounding area. Construction of the Desert Foothills neighborhood trails will take approximately 30 days.



Project's Connection with the Overall Trail System

Trails are important to connect the whole system of trails for the 4,007 residents in the Desert Foothills Character Area. Scottsdale's trail network has 161 miles of existing and 132 miles of proposed trails, connecting people in neighborhoods to destinations, including the McDowell Sonoran Preserve. Most planned trails are in central and northern Scottsdale, including this project. Specifically, trails in these areas enhance connectivity between the Preserve and equestrian communities.

Outreach Timeline

Staff have already delayed construction to provide additional opportunities for residents to meet with staff and discuss concerns. Staff will continue to work with residents as these important elements are added to the neighborhood.

City staff has worked extensively to conduct outreach and hear feedback from residents.

June 2024: City staff sent notice of trail construction to residents in June 2024, with construction to begin in July 2024.

August 3, 2024: City Staff conducted a popup meeting on site, which included Transportation & Streets Staff and the City Manager's Office. Staff was looking to gather feedback from the property owners, so they delayed the construction to conduct site visits and meetings with residents.

September 17, 2024: After the petition request, additional City Manager's Office staff visited the site with Transportation staff with an open invitation to residents.

October 3, 2024: City staff have planned a Path and Trails Subcommittee Meeting at Florence Ely Nelson Park (8950 East Pinnacle Peak Rd.) specifically to discuss the construction and maintenance of these trails before construction starts. Staff will also send an additional round of communication to ensure all interested residents can attend.

November 21, 2024: City staff will update the Transportation Commission about the project. There will be an opportunity for additional public comment at this meeting.

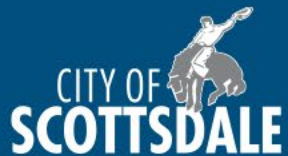
Staff Contacts:

Nathan Domme, 480-312-2732, Ndomme@scottsdaleaz.gov

Desert Foothills Trail Expansion Project

Paths & Trails Subcommittee

October 3, 2024



Desert Foothills: Trail Project

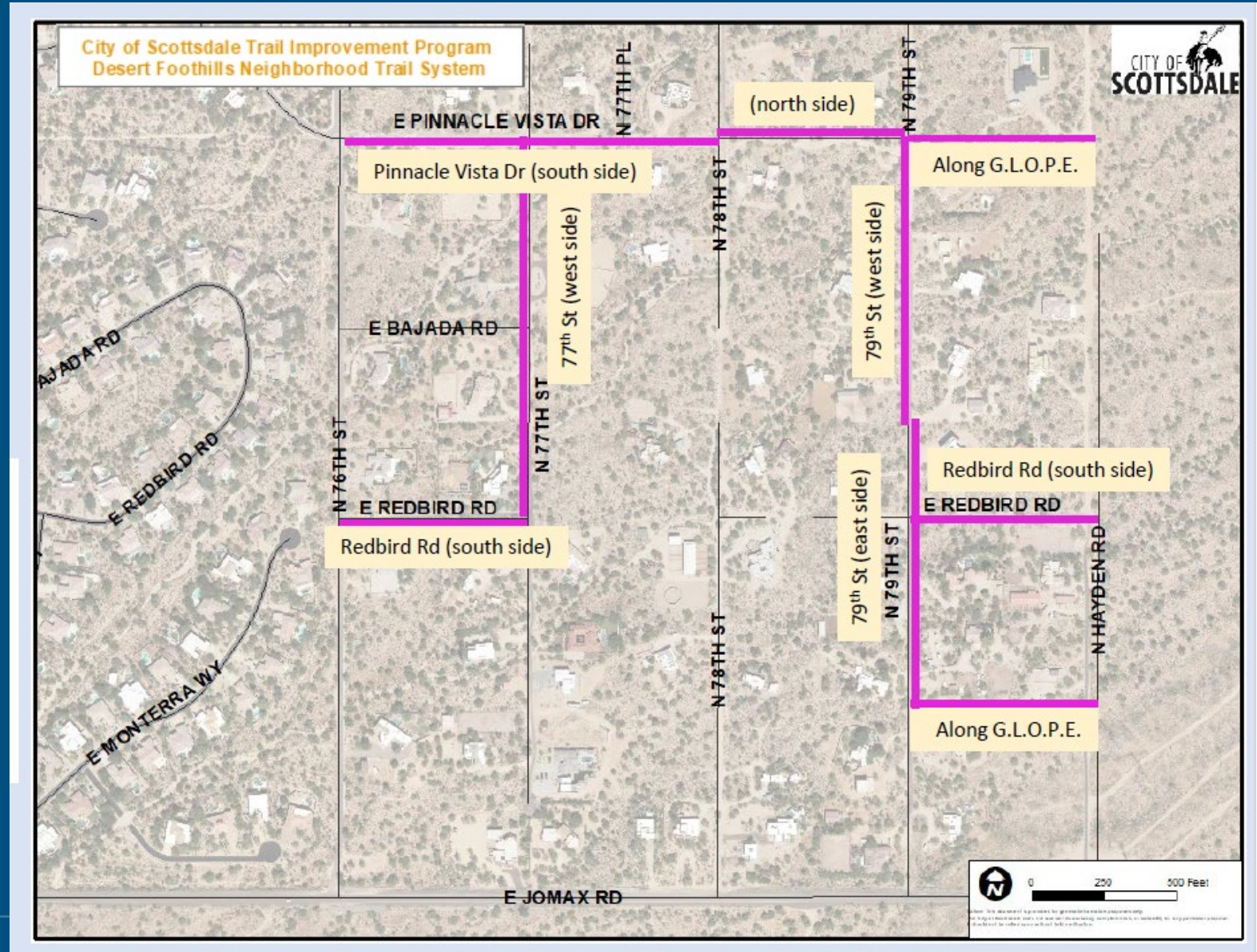
Project Budget
\$80,000

Project Funding

- Transportation 0.2% Local Sales Tax

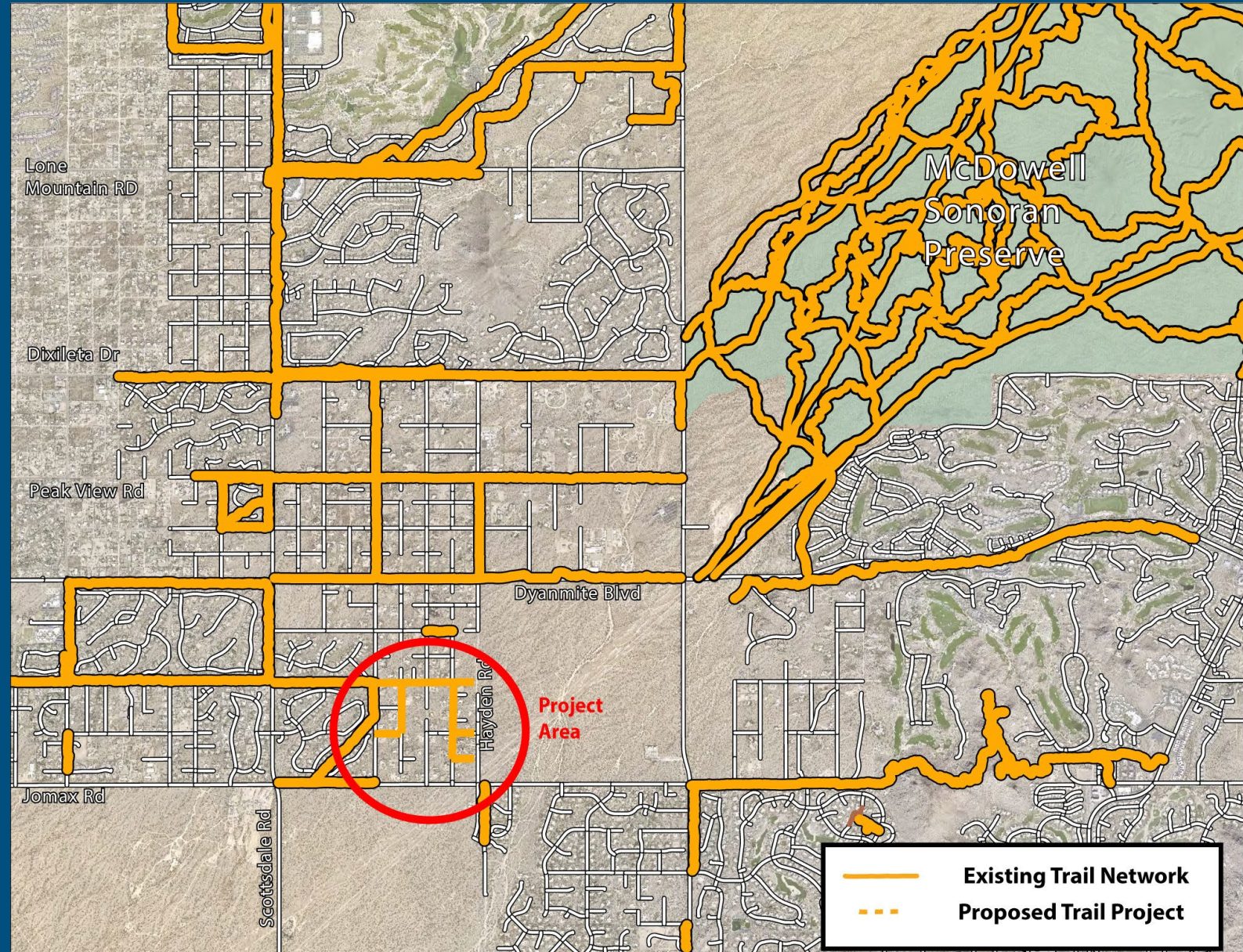
Project Description

- This project will build unpaved trails on one side of the road throughout a Desert Foothills Neighborhood.

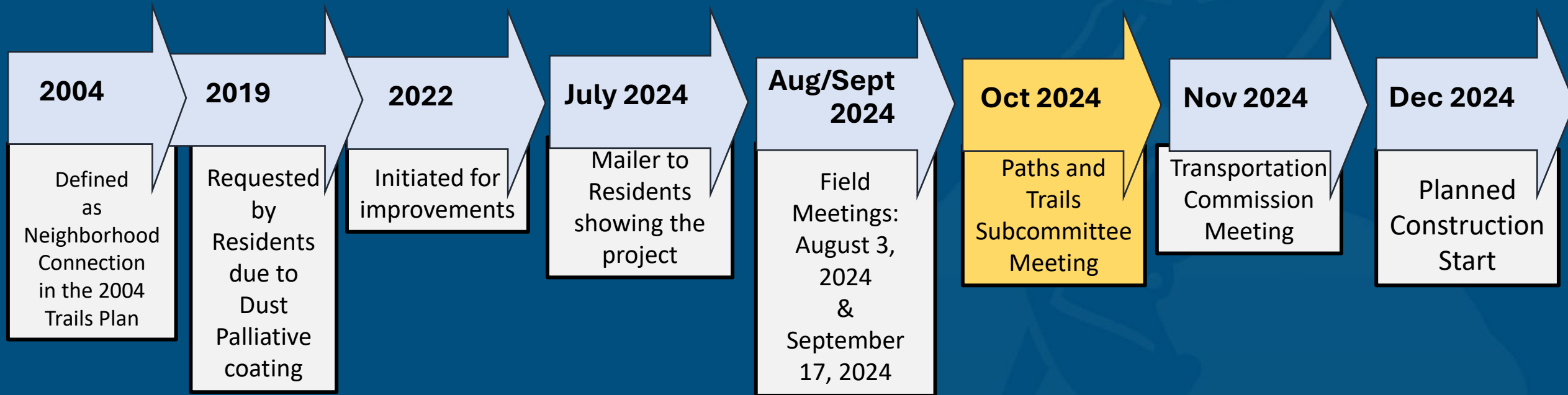


Desert Foothills: Trail Project

- Linkage to the preserve
- Neighborhood circulation
- Connections to existing trail network



Project History and Public Outreach



Project Need

- Provide pedestrian, bicycle, and equestrian connections and safety within the neighborhood
 - Separate these modes from auto traffic
- Supports and connects to the citywide trail program
- Maintain natural look and character.

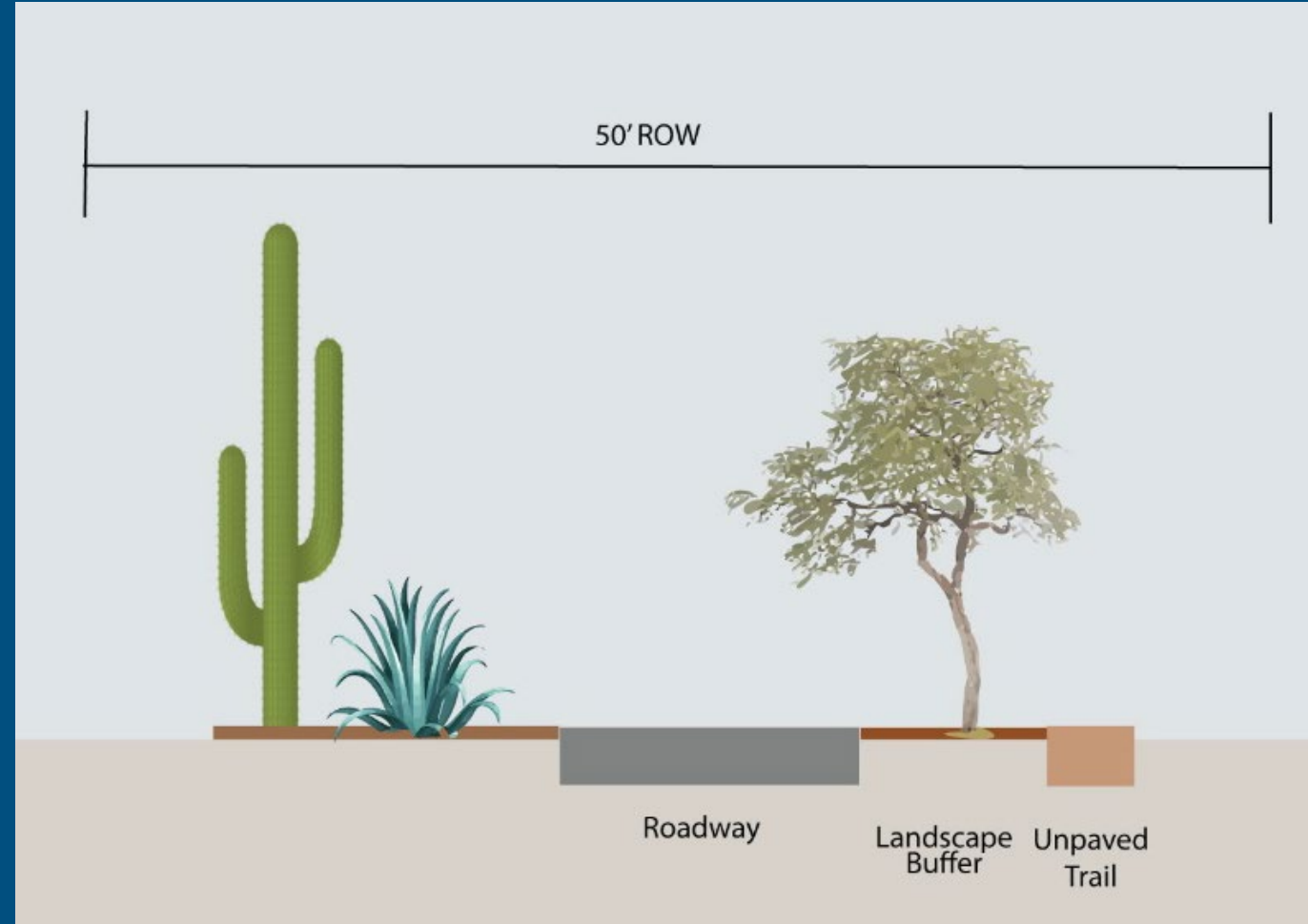


Cross Sections for Residential Roads and Trails

Cross-sections vary to fit surrounding topography and landscaping

Sidewalk/Trail may be required on one side or both sides of the street.

Design Standards Manual



Design Standards Manual



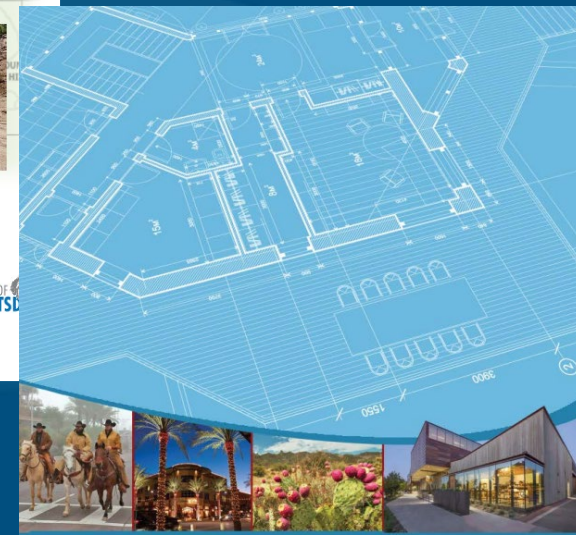
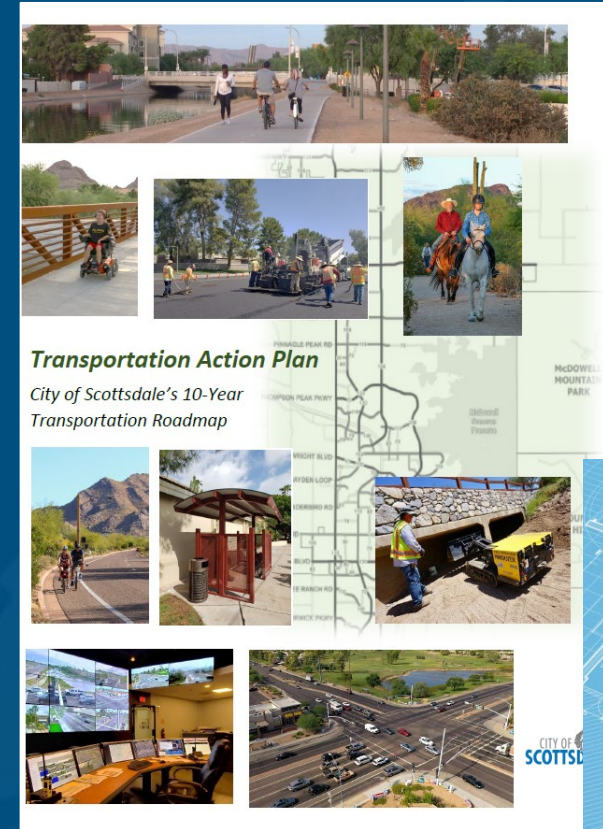
Policies and Design Standards

Design Standards & Policies Manual

- Rights-of-way requirements
 - are based on the space needed for the street to meet ultimate development requirements
 - provides space for utilities, cut or fill slopes, sidewalks, bicycle paths, trails, traffic control devices and information signs, fire hydrants, landscaping, transit facilities.

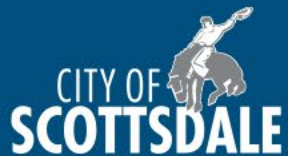
Transportation Action Plan (2022) Trails Element

- Project aligns with the goals of the Transportation Action Plan:
 - Complete Streets Policy
 - Trails enhance quality of life for the community.



Trail Design Elements

- Provide safe, non-motorized transportation links, and recreation opportunities.
- Provide legal public access to areas of interest
- Blend with the surrounding environment
- Minimize impacts on the natural environment
- Minimize impacts on adjacent landowners
- Require minimum levels of maintenance.



Pinnacle Peak Trail

Native Plants Preservation

Trails should be aligned to avoid disturbance of, and have a minimum effect on the following plant species:

- whitethorn acacia
- catclaw acacia
- crucifixion thorn
- hackberry
- blue palo verde
- foothill palo verde
- desert willow
- juniper
- ironwood
- cottonwood
- mesquite
- scrub oak
- sugar sumac
- Arizona rosewood
- saguaro
- barrel cacti
- ocotillo
- soaptree yucca



Soaptree yucca



Whitethorn acacia



Arizona rosewood



Barrel cacti



Ocotillo

Project Features

- All within Right of Way
- 4 ft. dirt trail
- Native material
- Compact and stabilize the surface
- Meander around mature vegetation
- Detached from edge of Road

Before



After

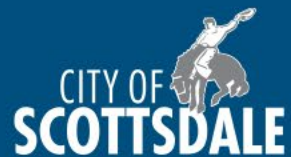


Hayden Trail Rehabilitation

Property Owner Maintenance Responsibility

Clearance of the trails is the responsibility of **the** adjacent property owner. Including:

- Trim plants and trees and remove thorny plants.
- Remove litter and debris.
- Prevent erosion from drainage off the property, including discharged water from pools and spas or irrigation.



City Staff Maintenance Responsibility

- The city is responsible for the maintenance and restoration of trails damaged by monsoon or winter storms and general retreading of trails.

Before



After





Public
Comment



Subcommittee Discussion

Action

