



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

Notice and Agenda

Date: Thursday, April 3, 2025

Time: 5:15 PM

Location: One Civic Center
Agave Conference Room
7447 E Indian School Rd. Suite 205
Scottsdale, AZ 85251

Call to Order

Lee Kauftheil, Chair, Transportation Commission
Kerry Wilcoxon, Vice-Chair, Transportation Commission
Vacant, Commissioner, Parks and Recreation Commission
Sarah Hect, 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://ww2.scottsdaleaz.gov/boards/transportation-commission/paths-and-trails-subcommittee>

1. **Approval of Meeting Minutes****Action**
Approval of the Regular Meeting Minutes of February 6, 2025

2. **Trail Program Overview and Upcoming Trail Projects****Action**
Present Trail Program Overview and update of new and rehabilitation trail projects – Greg Davies, Senior Transportation Planner

3. **Local Area Infrastructure Plans****Action**
LAIPS history, review and update – Nathan Domme, Transportation Planning Manager

4. **Projects and Programs Update****Information**
Update on Department Projects and Programs including recent trail improvements and Bike Month – Greg Davies, Senior Transportation Planner and Susan Conklu, Senior Transportation Planner

5. **Adjournment**



Persons with a disability may request a reasonable accommodation by contacting Susan Conklu at 480-312-2308. 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 Susan Conklu at 480-312-2308.



DRAFT 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, February 6, 2025

CALL TO ORDER

The meeting of the Paths & Trails Subcommittee was called to order at 5:22 p.m. A formal roll call confirmed the presence of subcommittee members as noted below.

ROLL CALL

PRESENT: Lee Kauftheil, Chair – Transportation Commission
Kerry Wilcoxon, Vice-Chair – Transportation Commission
Kristen Parrish, Commissioner – Parks and Recreation Commission
Sarah Hecht, Subcommittee Member
Bradley Adame, Subcommittee Member

STAFF: Nathan Domme, Transportation Planning Manager
Susan Conklu, Senior Transportation Planner
Greg Davies, Senior Transportation Planner
Manager Kyle Lofgren, Staff Coordinator

PUBLIC COMMENT

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

Chair Kauftheil welcomed Subcommittee Member, Sarah Hecht. All members provided a brief introduction.

1. APPROVAL OF MEETING MINUTES

Vice-Chair Wilcoxon noted the incorrect spelling of Mr. Pruet's name.

COMMISSIONER PARRISH MOVED TO APPROVE DECEMBER 5, 2024, PATHS AND TRAILS SUBCOMMITTEE REGULAR MEETING MINUTES AS AMENDED. VICE-CHAIR WILCOXON SECONDED THE MOTION, WHICH CARRIED FIVE (5) TO ZERO (0). CHAIR KAUFTHEIL, VICE-CHAIR WILCOXON, COMMISSIONER PARRISH AND SUBCOMMITTEE MEMBERS ADAME AND HECHT VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

2. APPROVAL OF PATHS AND TRAILS SUBCOMMITTEE ANNUAL REPORT

Mr. Lofgren noted the Annual Report is a recap of the Subcommittee activity over the past year including major topics of discussion.

COMMISSIONER PARRISH MOVED TO APPROVE THE PATHS AND TRAILS SUBCOMMITTEE ANNUAL REPORT. VICE-CHAIR WILCOXON SECONDED THE MOTION, WHICH CARRIED FIVE (5) TO ZERO (0). CHAIR KAUFTHEIL, VICE-CHAIR WILCOXON, COMMISSIONER PARRISH AND SUBCOMMITTEE MEMBERS ADAME AND HECHT VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

3. TRANSPORTATION ACTION PLAN (TAP) SHARED

Nathan Domme, Transportation Planning Manager, provided an overview of the growth of the shared use path network over the course of twenty plus years that has led to the 150 identified miles of shared use paths. There is an extensive network of shared use paths that include wider sidewalks, side paths, and multi-use paths.

Mr. Domme provided an overview of a shared use path and side path, which allow non-motorized modes of transportation except for Class 1 and Class 2 ebikes. The key difference between these two path types is side paths will have vehicles next to them.

The TAP identifies 110 miles of planned shared use paths within the next ten to twenty years. The three primary shared use paths that serve as the main linkage throughout Scottsdale are Indian Bend Wash Path, Crosscut Canal Path / Arizona Canal Path, and Central Arizona Project Canal Path. A detailed overview of the nine long-term projects was provided. These projects are currently in the implementation phase.

Mr. Domme reviewed the TAP goal of providing residents with access to the shared use paths within a half mile of their home unless privately owned property or natural terrain makes it impractical. Policies within the TAP are meant to guide the planning of the shared use path system including construction and wayfinding. Performance measures are constantly being obtained such as the total mileage for the complete shared use path system.

Mr. Domme discussed Grade Separated Crossing Improvements, noting they are a key component to keeping the shared use paths separate from vehicles and safe for bikes and pedestrians. Whenever possible and feasible new construction's main priority will be to ensure roadways do not cross trails and paths at grade levels. Mr. Domme

discussed how projects are prioritized and future projects are identified, noting that safety is a strong argument for a project to be constructed and become a priority.

The next step is to see if the three funding requests currently on the CIP project list going before the City Council are approved.

In response to questions, Mr. Domme explained the SRP Aesthetic Fund is typically used to relocate underground powerlines and has not been used for shared use paths, but they can look into it. Ms. Conklu explained the Maricopa County Ridership Survey only provides a listing of the City of Scottsdale employees who ride or walk to work, not the entire city. However, Phoenix is collecting data from all employers citywide, and it would be great to learn more about the correlation between the path extensions and an increase in riding to work. An overview of what drove the change, and increased paths was provided. Noting in 2008 the City formally adopted the complete streets policy to make sure all types of improvements would include all the different modes in some way.

The various classes of ebikes were discussed. Mr. Domme noted the City's ebike definitions are modeled after the State code. The Osborne Bridge and the path from Earl to 3rd Street project are slated to begin this summer. The user value of a shared use path is higher, but the side paths extend the network and provide connections when there are no alternatives. A discussion ensued regarding the plans for the Shea Boulevard project in Fountain Hills.

4. CAP CANAL SHARED USE PATH PROJECT

Susan Conklu, Senior Transportation Planner, reviewed and discussed the TAP Bikeway Element goals. Prioritizing goals is one of the areas that helps to complete gaps and open more miles of paths. Maintaining and enhancing the paths supports the TAP by taking care of what the City has.

Ms. Conklu provided an overview of the purpose of the multi-use paths, focusing on safety for users of all ages and abilities. Understanding that paths are used for transportation as well as recreation, and the development of partnerships with other city departments in order to expand the system. The CAP Canal Path does connect to Phoenix and beyond that it is regional. As previously mentioned, working with Fountain Hills will connect the CAP Path regionally and provide an alternative route to the east.

The CAP Canal Path project was reviewed and discussed, noting it ties into the existing path network and pedestrian improvements east of Northsight Boulevard. The project will add 1.8 miles of concrete path with access ramps. It is expected the project will improve safety, connectivity, and quality of life for residents using the path system, while maintaining most of the existing vegetation that will provide some shade and security fence.

The design team evaluated several concepts for the preferred ten-foot paths separated from the curb. There are many factors impacting the design, such as bus stop relocation, drainage, slope, ADA requirements, and the City's Design Standards and Policy Manual. After taking everything into consideration it was recommended to build an eight foot path with an adjusted fence, which is consistent with the minimum path standard and balances the needs with minimal additional costs.

The \$2.5 million construction budget is funded through federal grants with a 5.7 percent match. The City Council previously adopted this CIP project and authorized acceptance of the Congestion, Mitigation, and Air Quality Federal Highway Grant. Next steps include the Maricopa Association of Governments approving a first-time deferral on February 25, 2025, to start construction in 2027. She noted the process will involve working with the Bureau of Reclamation and Central Arizona Water Control District for licensing.

Commissioner Parrish suggested the City consider what the Institute for Sustainable Infrastructure and the American Society of Civil Engineers have to offer. Mr. Domme explained the Street Operations and Pavement Team has concerns with the permeable pavement. The budget for active transportation projects is approximately 33 percent federally funded and local funds are maximized first. A discussion ensued on budgeting and grant funding. Ms. Conklu explained the process for removing native plants and protected species. Mr. Domme spoke about the improvements to the bus stop and the trail access to alleviate congestion in that right-turn area.

VICE-CHAIR WILCOXON MOVED TO RECOMMEND THE CITY COUNCIL APPROVE THE CAP CANAL PATH PROJECT AS PLANNED. COMMISSIONER PARRISH SECONDED THE MOTION, WHICH CARRIED FIVE (5) TO ZERO (0). CHAIR KAUFTHEIL, VICE-CHAIR WILCOXON, COMMISSIONER PARRISH AND SUBCOMMITTEE MEMBERS ADAME AND HECHT VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

5. PROJECTS AND PROGRAMS UPDATE

Nathan Domme, Transportation Planning Manager, discussed the information graphics that were prepared to provide a quick snapshot of what the Transportation Department is doing. The graphic includes many aspects of the various departments, programs, the TAP, construction, maintenance, and community engagement.

A recent accomplishment was the opening of the new Chaparral underpass, which was completed on time and within budget, and with approval to close the road down for three months. The completion of this project creates a safer and more comfortable area for all modes of transportation by having the multi-use path under the road.

6. ADJOURNMENT

With no further business to discuss, being duly moved by Subcommittee Member Adame and seconded by Chair Kauftheil, the meeting adjourned at 7:35 p.m.

AYES: Chair Kauftheil, Vice-Chair Wilcoxon, Commissioner Parrish, and Subcommittee Members Adame and Hecht. NAYS: None

SUBMITTED BY:
eScribers, LLC

***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 AND TRAILS SUBCOMMITTEE REPORT



To: Paths and Trails Subcommittee
From: Greg Davies, Senior Transportation Planner
Subject: Trail Improvement Program – Project Prioritization
Meeting Date: April 3, 2025

ITEM IN BRIEF

Action:

Action

Purpose:

Provide an overview of the Trail Improvement Program and prioritize trail projects for FY 2026 and FY 2027.

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 commitment to connecting neighborhoods and providing connections to the McDowell Sonoran Preserve.

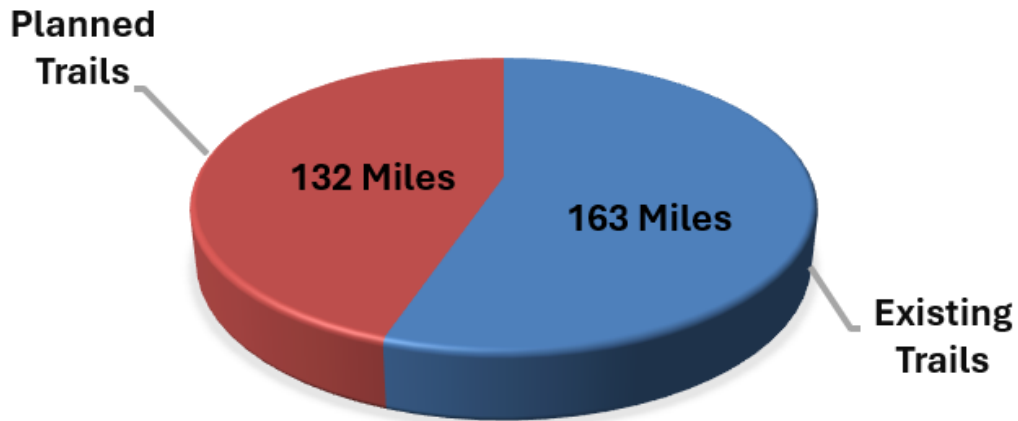
In 2008, the Ad Hoc Citizens Trails Task Force was created by the City Council to provide input on implementation of the master plan, and the City Council adopted the Ad Hoc Trails Task Force recommendations on April 28, 2009. A Trails Subcommittee was formed on March 18, 2010, to advise the Transportation 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.

In 2016, Scottsdale City Council adopted the Transportation Master Plan which included all previous trail plans excluding the McDowell Sonoran Preserve trail network.

In April 2022 City Council adopted the Transportation Action Plan which includes a refined Trail Element.

Today, the trail network outside of the McDowell Sonoran Preserve includes 163 miles of existing trails and 132 miles of planned trails (see Figure 1). Scottsdale has one of the most robust trail systems in the region with over 380 miles of existing unpaved trails including the McDowell Sonoran Preserve.

Figure 1
Scottsdale Neighborhood Trail System



Trail Improvement Program:

The Trail Improvement Program, a yearly capital program, is funded by the 0.2 tenths of percent city transportation sales tax. Currently, 200K is programmed yearly for the Trail Improvement Program. Projects that are funded by the Trail Improvement Program are executed through the job order contract process and are not stand-alone capital projects that go through a vetting process to obtain spending authority. Essentially, projects funded through the Trail Improvement Program can begin construction immediately once the job order contract is signed. Job order contracts take about two-weeks to process.

Based on today’s costs, approximately 1.5 miles of new trail consisting of a four-foot compacted, stabilized trail tread can be constructed for 200K. The city has found that a four-foot-wide trail is the preference in neighborhoods and six-foot wide trails along major roadway corridors. The performance measure established with the Transportation Action Plan sets a goal of 1.5 miles of new trails and 1.5 miles of reconstructed existing trails equating to 3.0 miles of new and constructed trails. In the 2020-2025 timeframe, the city has completed on an average 1.5 miles of new or reconstructed trails per year. A performance measure of 3.0 miles per year may be aggressive, but not unreachable. Fiscal year 2025 has been a successful year of capital trail improvements with over 3.0 miles of new and reconstructed trails, but three years of Trail Improvement Program funding were combined to accomplish this metric.

Prioritizing Fiscal Year 2026 and 2027 Trail Projects:

With such an extensive existing and planned neighborhood trail network, efforts over the years have strived to prioritize the construction of new trails and the reconstruction of existing trails. On a positive note, the majority of priority projects listed in the 2004 Trails Master Plan have been completed. Currently, trail projects are driven by neighborhood requests, staff’s analysis of the system and trails that complete network connectivity based on the Path and Trail Gap Analysis completed in February 2024.

The Transportation Action Plan is a ten-year plan hence the word “action.” Therefore, it is imperative to develop five-year capital plans in sync with the city’s five-year capital improvement plan. The city is approaching the end of FY 2025, therefore, it is apparent to prioritize the projects slated for FY 2026 and FY 2027.

Table 1 provides a list of projects that have been identified for FY 2026 and FY 2027. Some of the projects provided in Table 1 exceed the 200K provided in the Trail Improvement Program and will need to be stand-alone trail projects in the city’s capital improvement program. Again, these higher cost projects will need to be submitted for inclusion in the five-year city capital improvement plan which entails a much longer process before construction can commence. It may be prudent to prioritize projects based on estimated project costs. The deadline to submit projects for FY 2026 has passed, therefore, there is the option to submit higher cost projects as stand-alone capital projects for FY 2027.

Table1
Trail Improvement Projects FY 2026 & FY 2027

<i>Numerical</i>	<i>Project</i>	<i>Project Parameters</i>	<i>Estimated Cost</i>	<i>Linear Feet</i>	<i>Square Feet</i>	<i>Project Description</i>
1	Monterra Trails	Pinnacle Vista alignment from Scottsdale Rd. to Miller Rd: Miller Rd. from Pinnacle Vista to Jomax Rd.: Jomax Rd. from Miller Rd. to Scottsdale Rd.	\$ 210,000.00	7500	30000	Trail reconstruction 4' tread
2	Mountain View Trail	128th St. to CAP Canal (south side)	\$ 33,992.00	1214	4856	New trail build 4' read
3	Northern Avenue Trail	Northern Ave.: McCormick Pkwy. to 73rd Place (north side)	\$ 66,528.00	2376	9504	New trail build 4' read
4	90th St. Trail (north of Raintree)	Substation north property line to Substation south property line (west side)	\$ 8,848.00	316	1264	New trail build 4' read
5	Scottsdale Road Trail	Scottsdale Plaza Driveway to Pinnacle Peak Rd. (east side)	\$ 22,176.00	528	3168	New trail build 6' tread
6	Scottsdale Road Trail	Los Portones Dr. to Alameda Rd. (east side)	\$ 24,360.00	580	3480	New trail build 6' tread
7	Cactus Road Trail	415' feet west of 74th Pl. to 76th Pl. (south side)	\$ 79,800.00	1900	11400	New trail build 6' tread
8	Pima/Legacy Trail	Pima Rd. to Legacy Blvd. (through wash)	\$ 67,200.00	1600	9600	New trail build 6' tread
9	Scottsdale Road Trail	Jomax Rd. to Dixileta Dr. (east side)	\$ 420,000.00	10000	60000	New trail build 6' tread
10	Carefree Hyw. Trail	Cave Creek Rd. to Scottsdale Rd. (north side)	\$ 420,000.00	10000	60000	New trail build 6' tread
11	Shea Boulevard Trail	133rd St. alignment to 136th St. (south side). Mayo Entrance to 136th St. (north side).	\$ 183,876.00	4378	26268	Trail reconstruction 6' tread
Totals			\$ 1,536,780.00	40,392.00	219,540.00	

Figure 2 provides the locations of the FY 2026 and FY 2027 trail projects associated with the entire existing neighborhood trail system. The locations of the projects provide an even dispersal throughout the city.

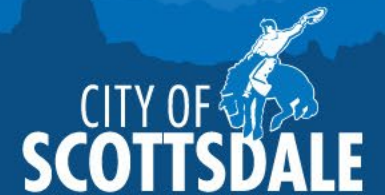
Next Steps:

- Actively work with neighborhoods, neighborhood associations and adjacent jurisdictions to coordinate all planned and existing links in the neighborhood trail network.
- Continue to utilize capital funds programmed in the Trail Improvement Program to build new trails and reconstruct existing trails.

Staff Contact: Greg Davies, 480-312-7829, gdavies@scottsdaleaz.gov

Trail Improvement Program Project Prioritization

Paths & Trails Subcommittee
April 3, 2025



TRANSPORTATION & INFRASTRUCTURE

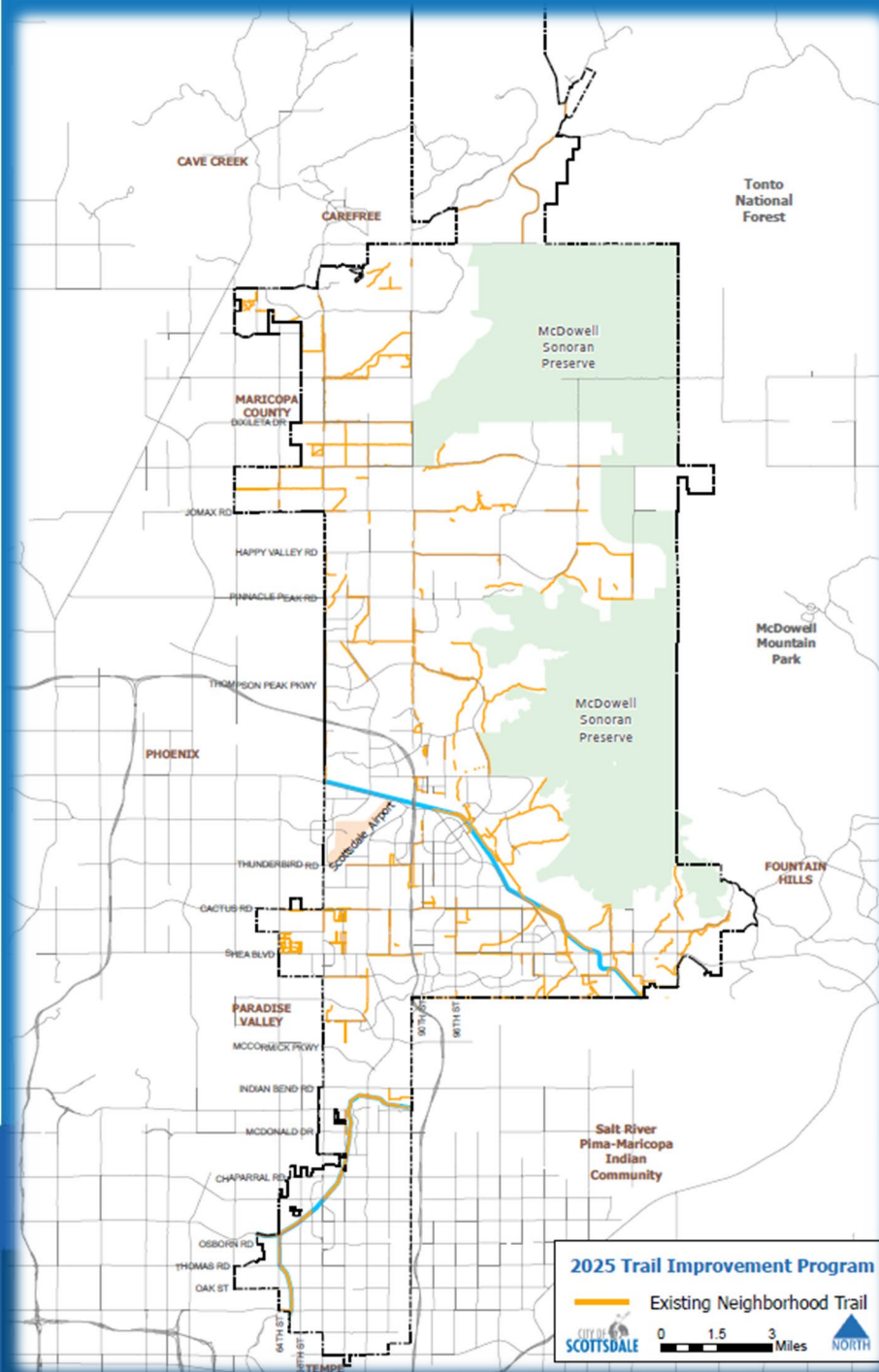


Neighborhood Trail Program History

- ✓ 1965 Scottsdale Town Enrichment Program
- ✓ 1984 Design for Bikeways and Horse Trails
- ✓ 1994 Bicycle/Pedestrian Plan
- ✓ 2001 General Plan
- ✓ 2004 Trails Master Plan
- ✓ 2009 Ad Hoc Trails Task Force Report
- ✓ 2016 Transportation Master Plan
- ✓ 2022 Transportation Action Plan

Neighborhood Trail Program Today

- ❖ Existing Trail Network – 163 Miles
- ❖ Planned Trail Network – 132 Miles



**Total System
295 Miles**

Trail Improvement Program

- ❖ Funded by 0.2 Percent Transportation Sales Tax
- ❖ Yearly Capital Program – Uses Job Order Contract Process
- ❖ Current Program Threshold is 200K
- ❖ Trail Cost Per Square Foot = \$7 in 2025
- ❖ 200K Can Build 1.5 Miles of New/Reconstructed Trail
- ❖ City is Building Higher Quality Trails



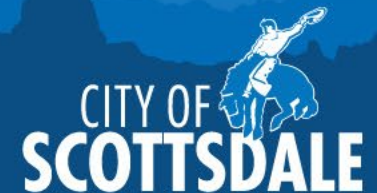
Trail Improvement Program Project Prioritization

- ❖ Majority of Priority Projects in 2004 Plan - Complete
- ❖ Projects Identified Through Resident Requests, Staff, 2024 GAP Analysis Results
- ❖ Transportation Action Plan - Ten Year Plan - Prioritization Critical
- ❖ City of Scottsdale General Plan
- ❖ In Sync With City's Capital Improvement Plan
- ❖ Higher Cost Trail Projects – Stand Alone Capital Projects

Trail Improvement Program Project Prioritization

Trail Improvement Projects FY 2026 & FY 2027

<i>Numerical</i>	<i>Project</i>	<i>Project Parameters</i>	<i>Estimated Cost</i>	<i>Linear Feet</i>	<i>Square Feet</i>	<i>Project Description</i>
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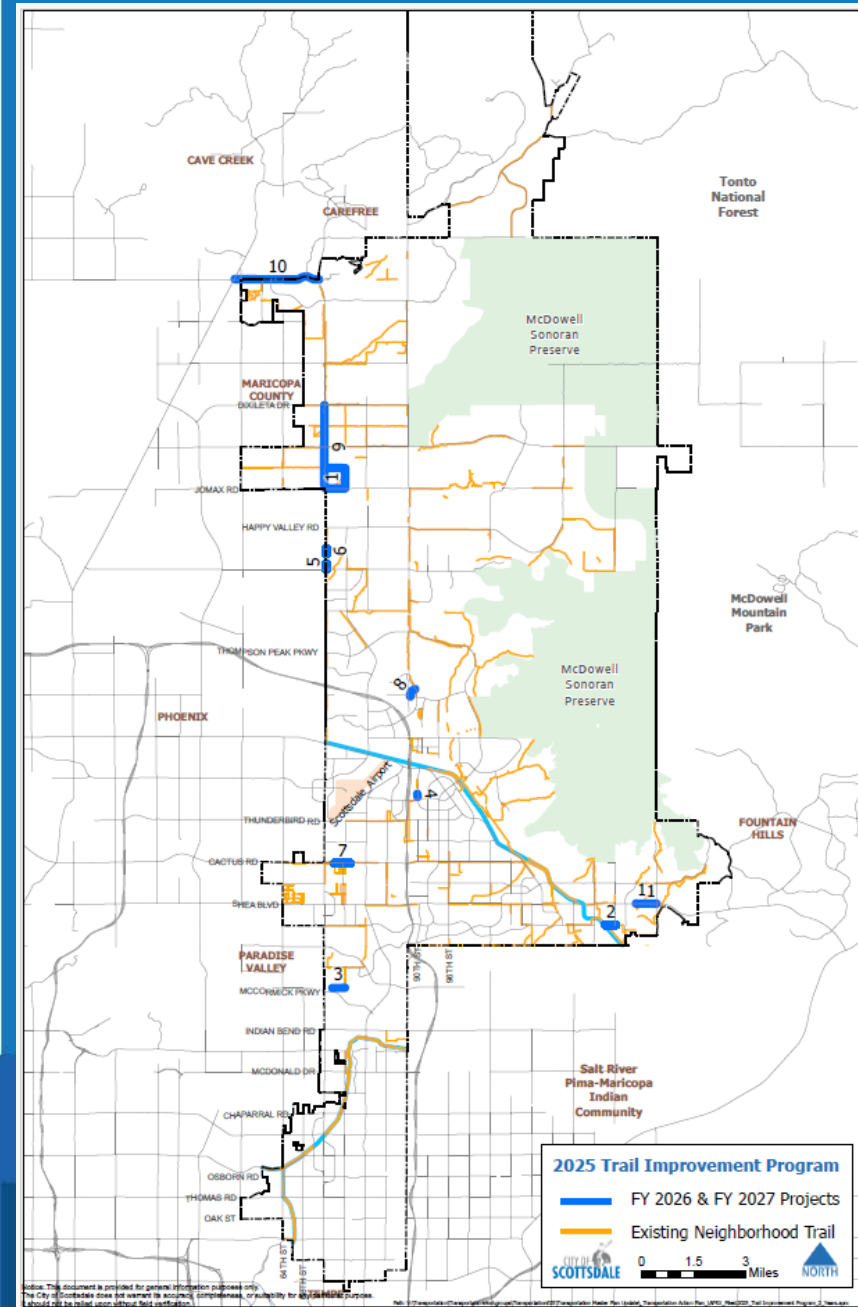


Trail Improvement Program Project Prioritization

- ❖ A Total of (11) Projects Identified - FY 2026 & FY 2027
- ❖ Even Dispersal Throughout City
- ❖ Promotes System Connectivity

NEXT STEPS →

- ❖ Work with Neighborhoods, HOAs and Adjacent Entities to Coordinate Trail Projects
- ❖ Continue to Expend Yearly Funding Provided for the Trail Improvement Program





Questions
and
Discussion

SCOTTSDALE PATHS AND TRAILS SUBCOMMITTEE REPORT



To: Paths and Trail Subcommittee
From: Nathan Domme, Transportation Planning Manager,
Subject: Local Area Infrastructure Plans Review
Meeting Date: April 3, 2025

ITEM IN BRIEF

Action: Information and Discussion

Purpose: Staff will introduce the Local Area Infrastructure Plans and a new effort to update the plans.

Background:

The city of Scottsdale annexed much of this northern area of the city from Maricopa County in the early to mid-1980s, with a goal to minimize development and preserve the rural and equestrian character consistent with the Sonoran Desert. The Local Area Infrastructure Plans (LAIPs) are part of the strategy to maintain this character when connectivity to the houses is provided.

The LAIPs show potential transportation improvements to effectively manage traffic circulation and future demand in Scottsdale's predominantly rural, low-density northern area neighborhoods outside of master-planned communities. These areas mainly consist of large parcels of single-family development developed individually rather than in a platted subdivision. The result of this development pattern is an ever-evolving transportation network. The following are transportation system-specific goals, objectives, and policies based on the City of Scottsdale General Plan and the City Council goals:

- Coordinate infrastructure so that they are not planned independently of one another.
- Create a neighborhood design that establishes a balance between accessibility and access control and builds only the streets that are needed to serve each parcel.
- Provide predictability for City budgeting and maintenance programs.
- It provides consistency in decision-making across the city while also allowing for the ability to make informed site decisions that would alter the plans.
- Increase public awareness about what may happen in their neighborhood regarding infrastructure.
- Provide a safe and efficient transportation system.
- Maintain and improve traffic flow on the major street network.
- Protecting neighborhoods from unwanted through traffic.
- Maintain existing/utilized street layout whenever possible.
- Minimize the cost of the improvements.

This update aims to include improvements that have already been established in the areas and recommend strategic solutions that will maximize safety, travel options, and efficiency and ensure transportation solutions that are in concert with the area's environmental sensitivity and aesthetic guidelines. Provide property owners consistent information regarding planned service infrastructure related to their property. In addition, the process and update to the LAIPs will continue to coincide with the goals and values of the adopted 2022 Transportation Action Plan.

Issues with the LAIPS and Next Steps

While the LAIPS are an essential tool for staff to make decisions related to transportation infrastructure in these neighborhoods, the process and plans need to be updated. Staff is looking to review the LAIPS, meet with the residents, coordinate with impacted departments, and provide updates and recommendations to improve the process. These plans have not been approved or adopted by an official body but serve as guides for City staff when reviewing development proposals. We would look to create a formal document.

Contacts:

Nathan Domme, 480-312-2732, ndomme@scottsdaleaz.com

Local Area Infrastructure Plans

Paths and Trails Subcommittee
April 3, 2025



Agenda

- What are the Local Area Infrastructure Plans (LAIP)?
- Where are they located?
- How does Transportation Staff use the Plans?



What are the Local Area Infrastructure Plans

Local Area Infrastructure Plans (LAIPS) guide implementation of neighborhood-specific infrastructure

The plans serve as guides for city staff reviewing:

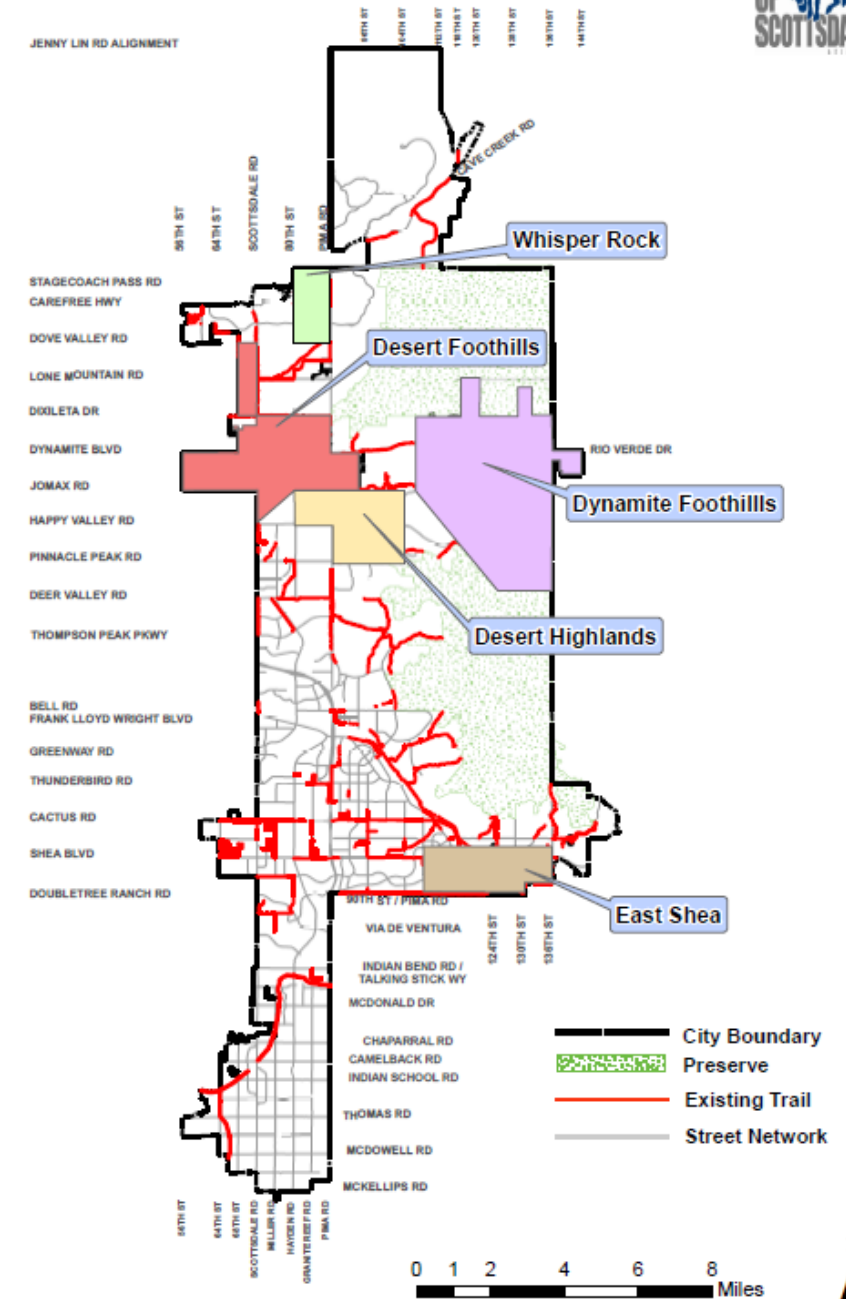
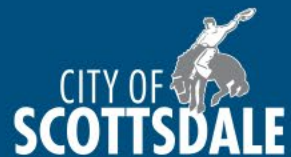
- development proposals
- land divisions and
- single family home construction



Local Area Infrastructure Locations

Rural and equestrian character in Northern Neighborhood

- Desert Foothills
- Desert Highlands
- Dynamite Foothills
- East Shea
- Horseman's Park
- Whisper Rock



Transportations Use of the LAIPS

LAIPs are a key tool for staff when determining Right of Way dedications in the neighborhoods by:

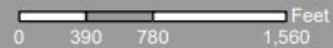
- Providing a guide for the abandonment of GLOPEs in the City
- Designating what streets are through streets or cul-de-sacs
- Clarifying what areas should have unpaved trails
- Adheres to the Goals and Values of the 2022 Transportation Action Plan

LAIP Example

Desert Foothills Area 6 Local Area Infrastructure Plan



-  Parcels
-  City Boundary
-  Preserve
-  Water/Sewer ROW
-  Existing Trail
-  Planned Trail
-  Proposed Street
-  Proposed Street Alternative



Notice: This document is provided for general information purposes only. The City of Scottsdale does not warrant its accuracy, completeness, or suitability for any particular purpose. It should not be relied upon without field verification.



Last updated 10/2/2018

Issues with LAIPs

- Not Council or Commission adopted.
- No formal or established process exists for updates or changes to the LAIPs.
- Outdated and in many cases do not reflect current trail and roadway planning.
- Needs to be reviewed by public in the area.



Steps Moving Forward

- Undergo Public Outreach effort with the communities.
- Coordinate closely with impacted departments.
- Establish a formal process for requesting update to the LAIPS.
- Present to Transportation Commission the process results and updated maps.



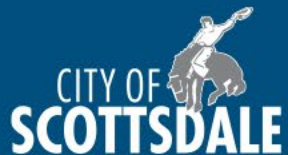


Questions
and
Discussion

Transportation & Infrastructure Projects and Programs Update

We Keep Scottsdale Moving

Paths and Trails Subcommittee
April 3, 2025



Los Gatos Trail

New Trail Build



Before



After



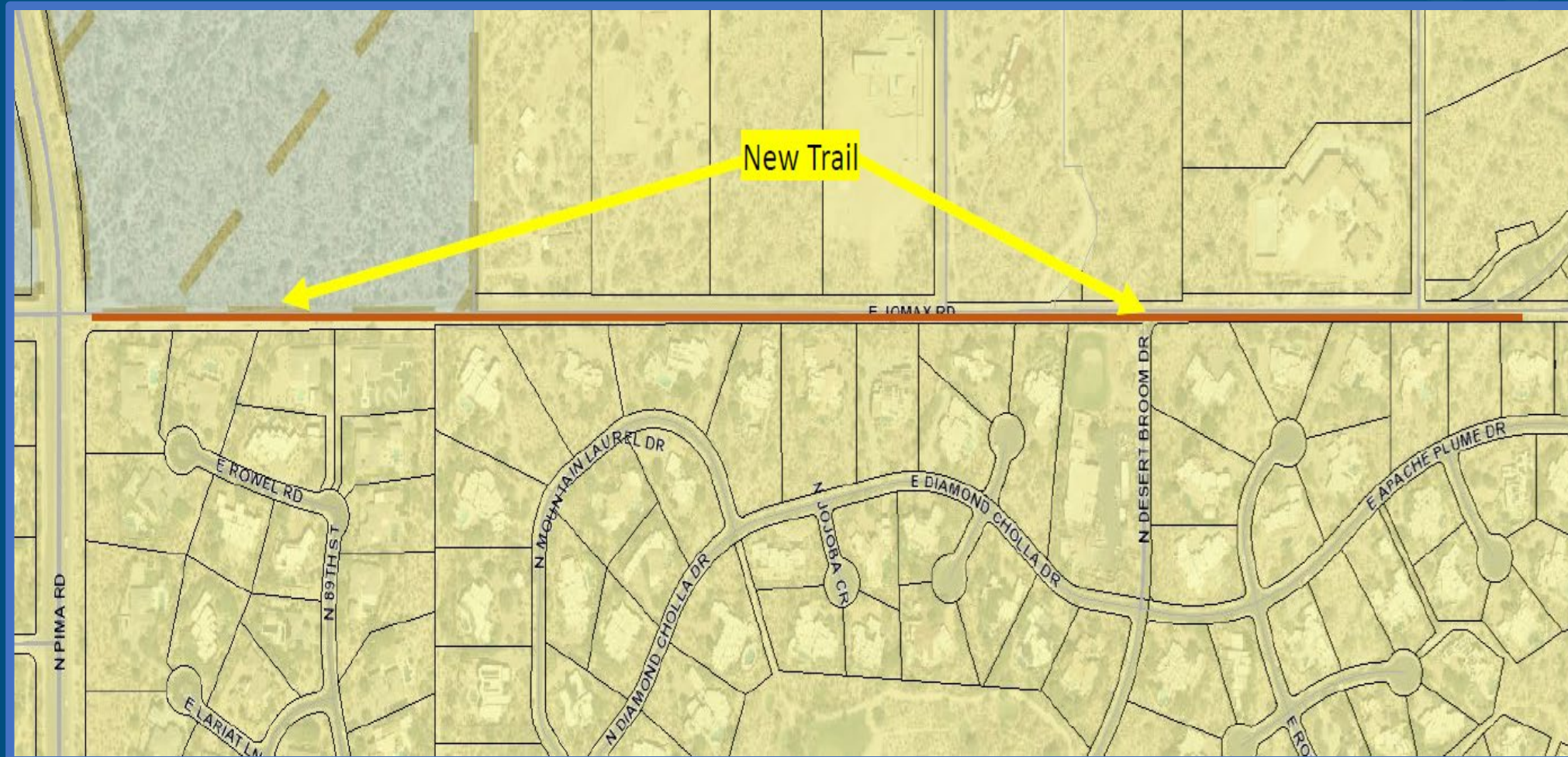
Jomax Trail

New Trail Build

Before

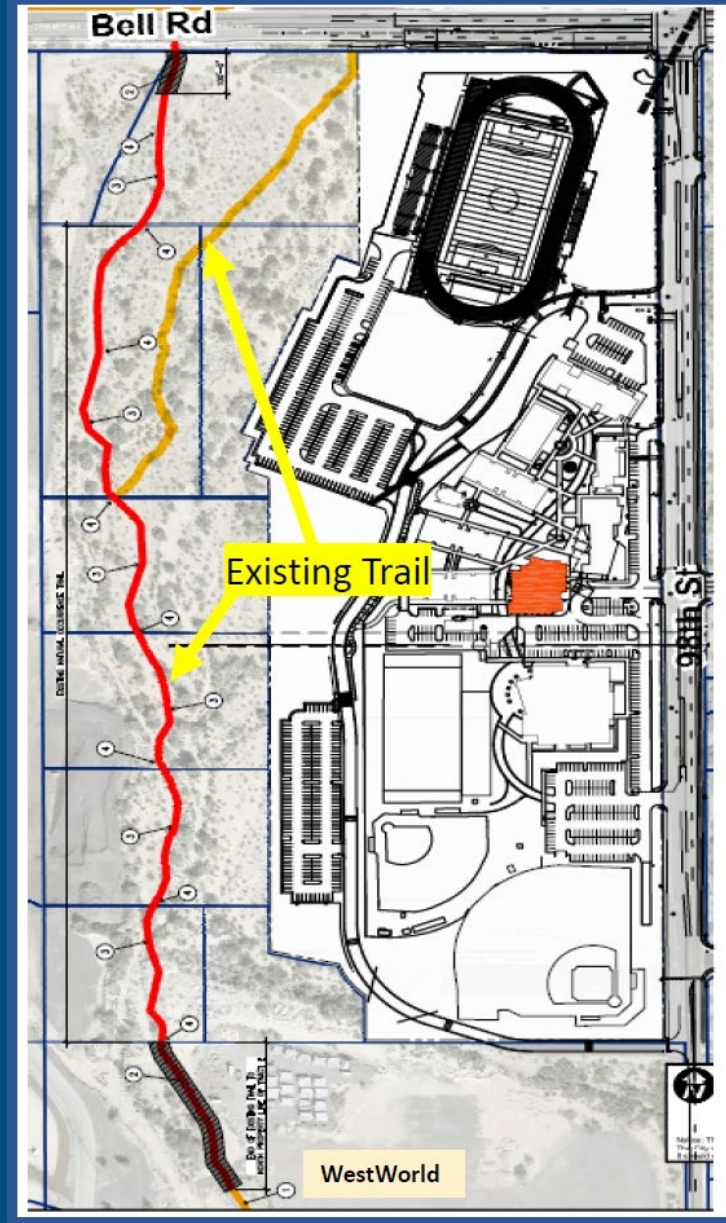


After



Reata Wash Single Track Trail

Trail
Enhancement



Before

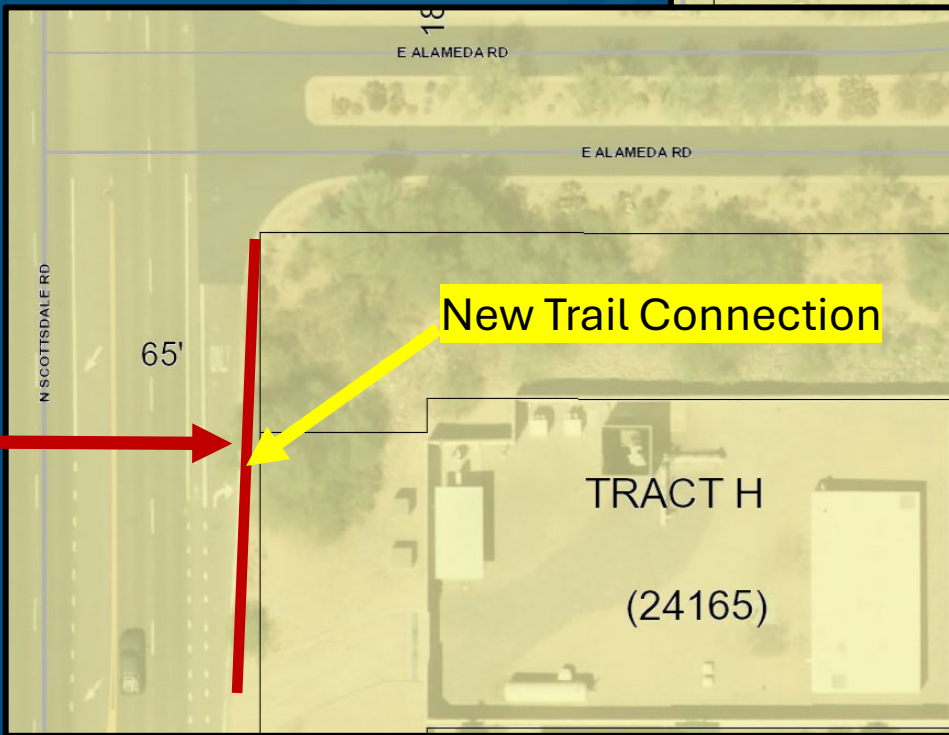
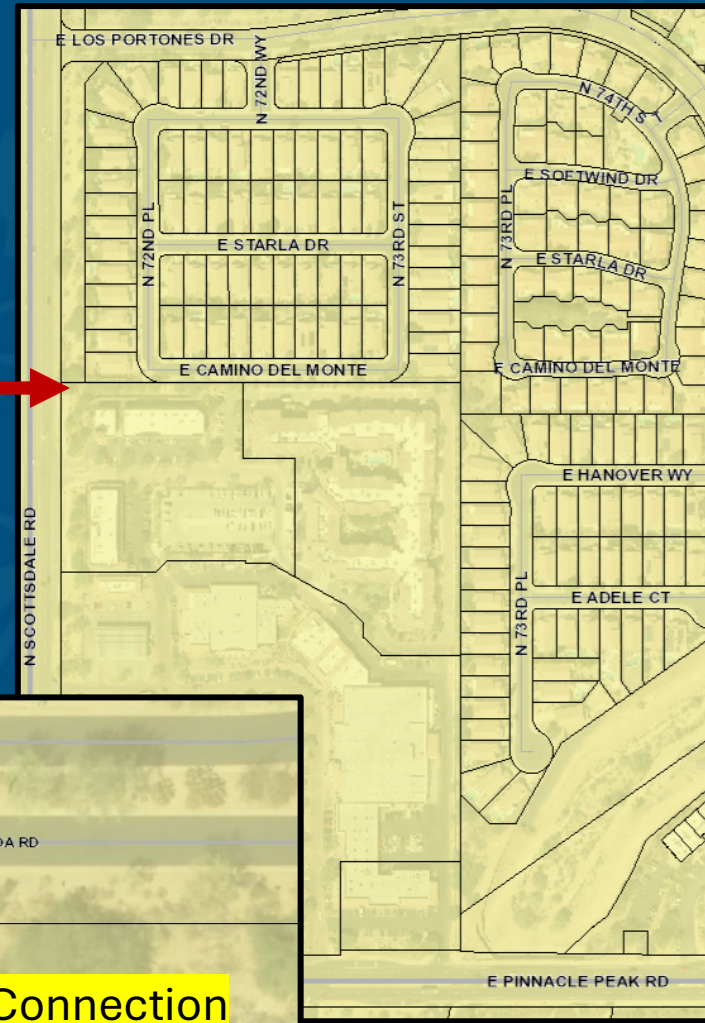


After



Scottsdale Road Trail Connections

Trail Connection(s) Improvements:
Improve crossing at culvert location.
Construct short connection on east side of Scottsdale Road from city of Scottsdale driveway to Alameda Road.
Approximately 200 linear feet.



Ashler Hills Trail

New Trail Construction:

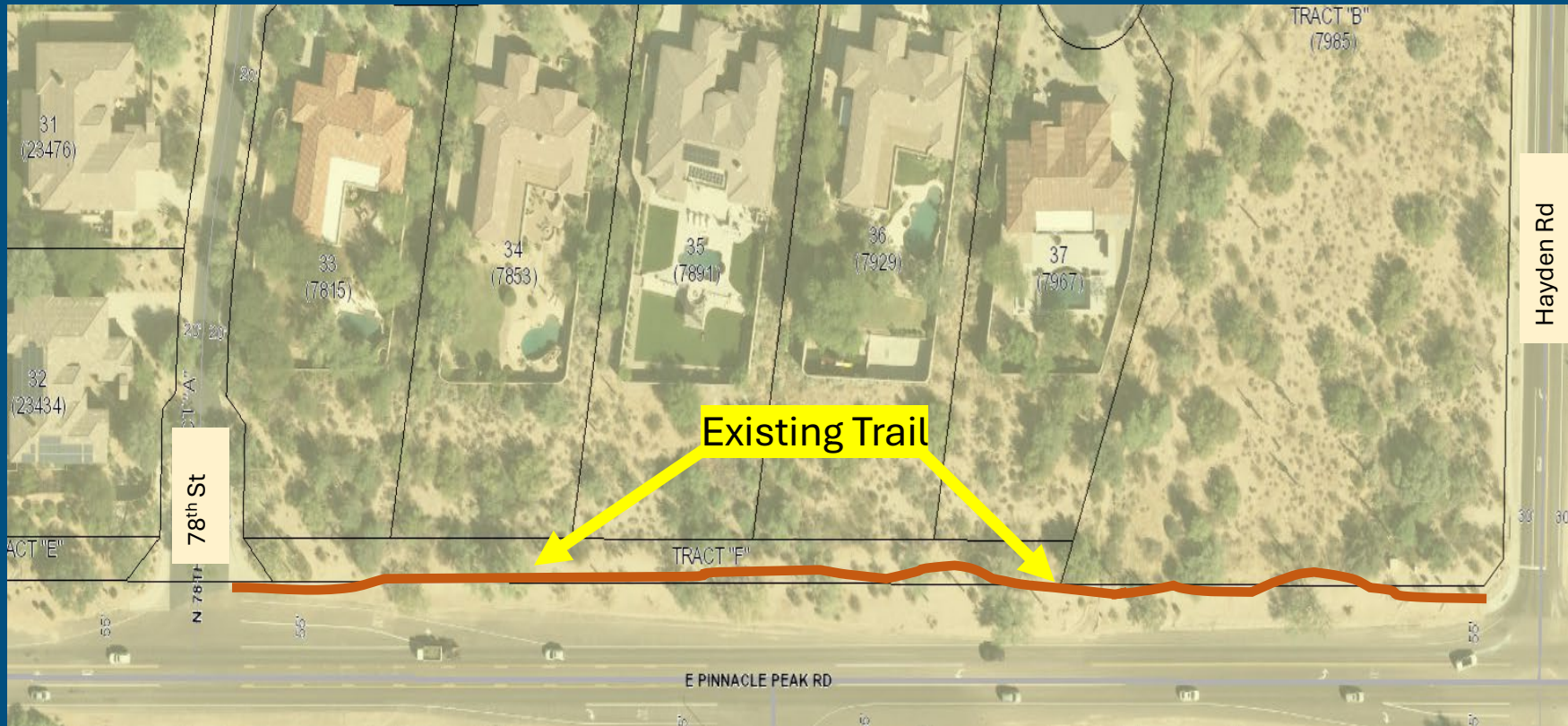
Construct new 8-foot-wide native soil trail to adjust trail alignment at two locations on Ashler Hills Trail.

Approximately 300 total linear feet.



Pinnacle Peak Trail

Trail Reconstruction



Before



After



New Trail Construction:

Construct new 4-foot-wide native soil trails in the Desert Foothills Neighborhood within ROW (General Land Office Patent Easements). Approximately 5,600 total linear feet.

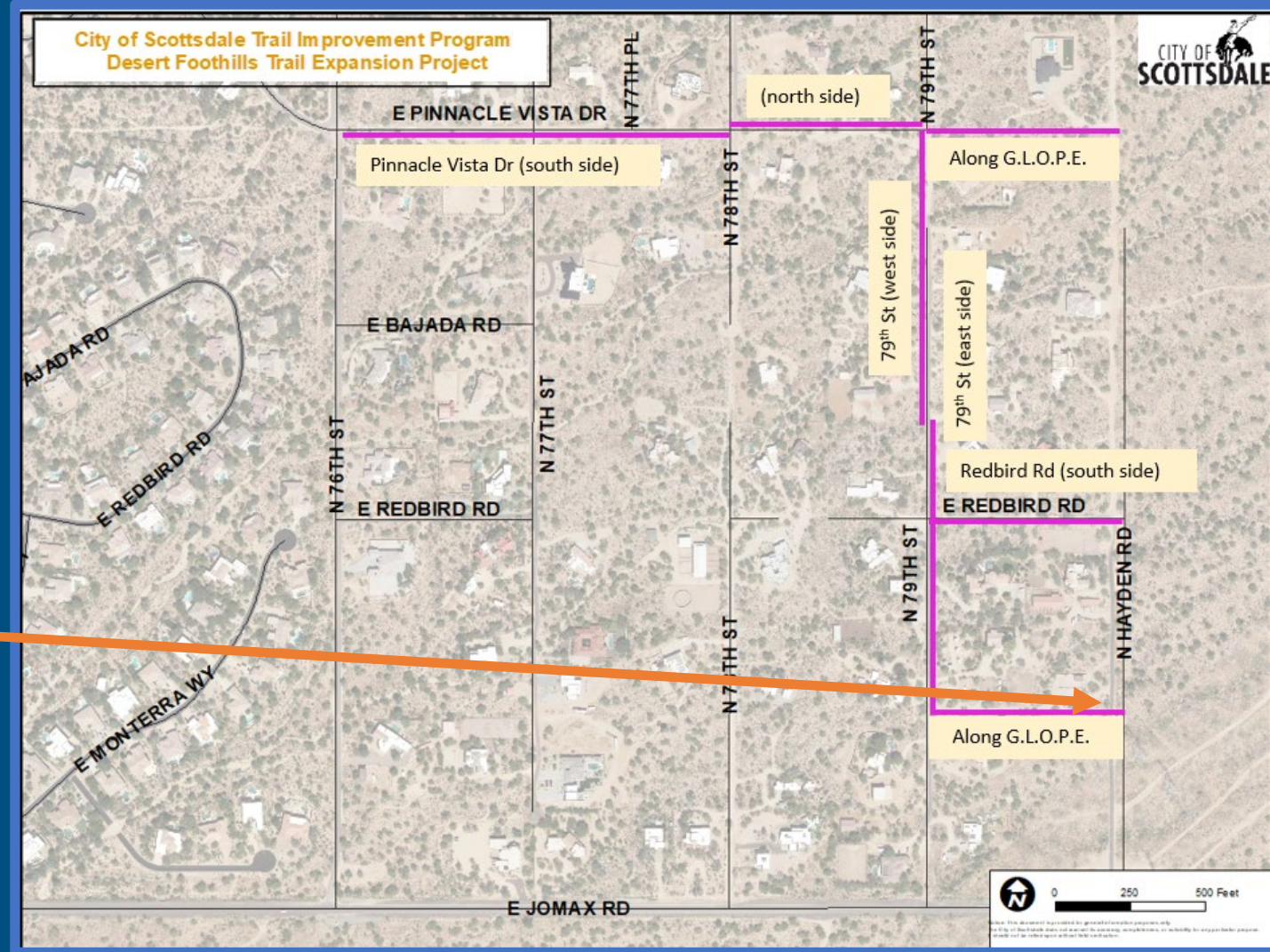
Neighborhood within ROW (General Land Office Patent Easements). Approximately 5,600 total linear feet.

Desert Foothills Neighborhood Trail System

Before



After



April Bike Month

- Arizona Bicycling Summit - Friday, April 4
- Cycle the Arts – Sunday, April 4 at 7:00 AM
- Tour de Scottsdale – Saturday, April 12
- Scottsdale Bike to Work Day – Wednesday, April 16 at 7-8:30 AM
 - 5 bike stops with breakfast snacks and t-shirts
- More information: www.ScottsdaleAZ.gov, search “biking”



Cycle the Arts

Features 10 art installations at 9 stops

11-mile route

Old Town, southern Scottsdale and Indian Bend Wash Path

Artwork designed by local artist Shela Yu (Shellshaker), a Chinese American multi-disciplinary artist

T-shirts, stickers and breakfast snacks

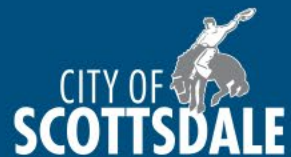
Interactive self-guided route map online soon

ART STOPS
11 Mile Route

- 1 Knight Rise & Glass Scrim Wall
- 2 Big Ol Gecko
- 3 Spirit of Camelback
- 4 Imagination Gives Us Wings
- 5 The Spirit of Volunteerism
- 6 A Gathering Place
- 7 Oh Devil!
- 8 Sunburst
- 9 Desert Bloom

2025 Cycle the Arts
CITY OF SCOTTSDALE
arts scottsdale

This map is for general information purposes only. The City of Scottsdale does not warrant its accuracy, completeness, or suitability for any particular purpose. The information depicted on the map is approximate and subject to change.



Bike to Work (or Wherever) Day

April 16 7:00 AM – 8:30 AM

Five bike stops with t-shirts, breakfast snacks and stickers

Indian Bend Wash Path in Vista del Camino Park, south of Roosevelt

ASU SkySong

Civic Center, along 75th Street

Crosscut Canal Path at Oak

Mountain View Park along Indian Bend Wash Path





Questions
and
Discussion