



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

Notice and Agenda

Date: Thursday, December 4, 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
Robert Marmon, Vice-Chair, Transportation Commission
Amy Arnold, 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 October 2, 2025

2. **Cactus Trail Fence Project**.....**Information**
Update on the fence along the Cactus Trail – Greg Davies, Senior Transportation Planner

3. **Bicycle Friendly Community Update**.....**Discussion**
Update on the Bicycle Friendly Community Program and progress towards the 2027 application – Susan Conklu, Senior Transportation Planner

4. **Projects and Programs Update**.....**Information**
The year’s accomplishments - Nathan Domme, Senior Transportation Planning Manager

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.



SUMMARIZED **DRAFT 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, October 2, 2025

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: Robert Marmon, Vice-Chair – Transportation Commission
Amy Arnold – Commissioner, Parks and Recreation Commission
Sarah Hecht – Subcommittee Member
Bradley Adame – Subcommittee Member

ABSENT: Lee Kauftheil, Chair – Transportation Commission

STAFF: Nathan Domme, Transportation Planning Manager
Susan Conklu, Senior Transportation Planner
Greg Davies, Senior Transportation Planner

PUBLIC COMMENT

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

1. APPROVAL OF MEETING MINUTES

COMMISSIONER ARNOLD MOVED TO APPROVE AUGUST 7, 2025, PATHS AND TRAILS SUBCOMMITTEE REGULAR MEETING MINUTES AS WRITTEN. VICE CHAIR MARMON SECONDED THE MOTION, WHICH CARRIED FOUR (4) TO ZERO (0). VICE CHAIR MARMON, COMMISSIONER ARNOLD, AND SUBCOMMITTEE MEMBERS ADAME AND HECHT VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

2. Strategic Transportation Safety Plan

Nathan Domme, Senior Transportation Planning Manager, presented and discussed the Strategic Transportation Safety Plan, stating this has been in the works for a while, and funding has been received for the development of a safety plan. A consultant was hired to evaluate how to move forward with a beneficial solution for the transportation planning process. The overall goal is to work more proactively at safety planning and safety infrastructure in the city rather than being reactionary. A draft plan is anticipated later this year or early next year.

Mr. Domme noted the Transportation Department already implemented many of these safety features, and they evaluated similar cities' safety action plans for elements to incorporate into theirs. The General Plan, the Transportation Action Plan (TAP), the Biannual Traffic Volume and Collisions Report, and the 2020 Bicycle Pedestrian Collision Report were utilized to determine safety concerns throughout the city.

The City has been engaged in transportation safety planning for 20 years. The biggest goal was preservation and refinement of the existing transportation system.

- The 2003 Streets Master Plan prioritized safety and transportation capacity with the goal of always emphasizing safety and the most capacity.
- 2008 Transportation Master Plan update incorporated the 2008 TAP complete street component, a key policy. This was a very detailed plan with a goal to reduce injuries and deaths from transportation-related causes. The Institute of Transportation Engineers identified roundabouts as a viable solution for safety and efficiency. Ms. Conklu noted this was the first one in the State of Arizona.
- The 2016 Transportation Master Plan was a more condensed version of the 2008 Master Plan and more focused on information and data-driven solutions. Although roundabouts were found to be a safe and efficient solution, the first roundabout policy was adopted in 2016 and identified them as the first viable alternative for intersections. The Traffic Volume and Collision Rate Report was established in 2016 and renewed biennially. The comprehensive Speed Limit Study, conducted by traffic engineers to ensure appropriate speeds are being used, began this year as well.
- The Voter Approved General Plan 2035 focused on integrating other modes of transportation, improving corridor safety and efficiency, and reducing conflicts between modes. The goal is to improve conflict points as much as possible utilizing appropriate mitigating measures from the General Plan, then go into more detail in the TAP.

Bike and pedestrian features were introduced and expanded on in the TAP. The refinement now incorporates safety features into the existing system, such as buffered bike lanes, reduction of conflict points, pavement preservation, and adoption of new standards, among other items.

Mr. Domme provided a detailed review of the current safety measures installed in the City, such planning and analysis efforts that include establishing policies and studies to evaluate the safety of the roadways. He discussed the tools they use to reduce conflict points in intersections and how they have changed over time for improved safety. A study was recently conducted to evaluate current speed limits on all the roads, and cameras are used to ensure the speed limits are being enforced. He spoke about the use of intervals for bicycle and pedestrian signals as well as high-visibility crosswalks at multi-use path road crossings. Gaps in the walkways not only create accessibility issues but also major safety concerns.

In response to Subcommittee Member Adame's questions, Ms. Conklu said variable-speed limit signs, like those used in school zones, are on timers. She discussed a specific intersection on Camelback Road and crash data that has been accumulated from it.

The DSPM Standards is a 700-page document that contains every standard to be incorporated into the City, several of which directly relate to safety. These are common safety features the City has been incorporating over the last 20 years, and there has been a noticeable downward trajectory in serious injuries on Scottsdale roadways. Some standards prohibit boulders in medians, in landscaped buffers, or anywhere near cars due to potential impacts. Negative left-turn offsets allow vehicles to safely make that movement.

There are many factors that go into a safety plan, including improved safety in vehicles, better actions and behaviors of drivers, infrastructure improvements, and other factors play a role in decreasing the number of serious injuries and fatalities. The current safety plan has been shared with the consultant, and research they conducted will be used as a foundation for the strategic safety plan.

In response to an request for proposal, two proposals were received. TYLin Group will lead road safety, transportation planning, and engineering. Northern Arizona University (NAU) will provide analytic support. The two organizations have been working together to draft a plan the City will take and finalize as its safety plan.

Transportation safety trends across the U.S. are becoming concerning, with increased fatalities nationwide. Many include bicycle and pedestrian fatalities, because they are vulnerable roadway users. Several safety plans across the nation, state, and the Arizona Department of Transportation (ADOT) were reviewed, and common elements and best practices were identified. A collection of strategies offering measurable benefits confirmed that the City is going in the right direction with this safety plan.

Most safety systems reviewed utilized safe system approaches for transportation safety which were reactionary, anticipating human mistakes and minimizing impacts on the human body when crashes occurred. This approach used five elements include safe road users,

safe vehicles, safe speeds, safe roads, and post-crash care. The biggest take away was to identify redundancy in the network and improve elements to be safety proactive.

Ms. Conklu discussed how the plan will move away from using the term “accident”, because most collisions are caused by human error or behavior, as opposed to a problem that could be prevented.

A culture of safety is part of the safe roadway, ensuring that the City takes responsibility for the roadways, and roadway users take responsibility for themselves to be as safe as possible. It is important to cultivate a culture to reduce risky behavior, aggressive driving, impaired driving, and other factors that cause collisions. Another component of the safe roadway are vulnerable users, identified as pedestrians, bicyclists, and motorcyclists, which are seven times more likely to suffer serious injury than someone operating a motor vehicle. Safety measures for vulnerable users should be prioritized.

Crashes occur because of a variety of contributing factors, and the focus should be on exploring ways to negate all risks that have been identified by the network. The crux of the safety plan is the roadway safety analysis and high-injury network (HIN). NAU prepared crash data showing hot spots for crashes at specific intersections and roadways to be incorporated into capital improvement plans (CIPs) based on HIN data, incorporating common safety practices to reduce severe crashes.

The data driven strategies will be strictly focused on City-owned roadways and jurisdiction. The HIN identifies roadway segments where crashes result in severe injuries or fatalities. Additional components will be added related to the frequency of crashes. Effective safety countermeasures will be identified, and a similar tool will be developed to show what is being done in combination with the HIN to create a successful CIP.

Goals of the plan include:

- A commitment to saving lives – a US DOT requirement to reduce serious injuries and fatalities. Reduce KSI crashes by a certain percentage by a certain time.
- A commitment to saving lives – local reduction in serious injuries and fatalities as we move forward. US DOT requirement and foundation to the plan that we are looking to reduce serious injuries and fatalities. Reduce killed-or-seriously-injured (KSI) crashes by a certain percentage and by a certain time
- Safe Roads – to design and operate infrastructure to reduce the likelihood and severity of user errors, redundancy to address errors, common safety practices, and forgiveness to ensure situations are not fatal, including safe pedestrian crossings and work zones.
- Safer People – encourage safe, responsible behavior and support a culture of safety. Behavioral risk reduction, education campaigns, school-based programs, community engagement and coproduction, driver licensing, impairment countermeasures, and shared-responsibility messaging.
- Safe Vehicles – improve crash avoidance and occupant protection technologies. Given the inability to change the auto industry, focus on implementing fleet management policies.

- Post Crash care – ensure fast and effective emergency response to reduce crash severity. Working with the Police Department and Fire Department to support their response time goals and safety at post-crash sites.
- Cross cutting policy – establish capital investments in infrastructure upgrades established in two complimentary lists: arterial safety improvement prioritization, which is HIN-specific, and neighborhood traffic calming prioritization, which is responsive to stakeholders and focused on access.

As the draft plan is prepared, the major components at its core are crash factors, behaviors, the HIN, strategies, and common safety practices, and these should be encouraged. The redundancy of what is said and done is inclusive of behavioral components that will make the roadways safer.

In response to Commissioner Arnold's question, Ms. Conklu advised there are bike lanes on Northsite but not on Hayden Road, which could be due to residents not needing access to those businesses, thought it was might have been one of the first roundabouts completed with a slip connection.

3. Projects and Programs Update

Nathan Domme, Senior Transportation Planning Manager, presented and discussed recently completed projects. As part of the Indian Bend Wash Path Renovations Project, the paths north and south of Osborn have been completed. The McCormick Ranch sections are the next phase of the project. The Via Linda, 110th Street, 112th to 114th Street, and 136th Street/Shea Intersections Arterial Life Cycle Program (ALCP) project were completed.

Mr. Domme noted the Doubletree Ranch Road Bridges are 90 percent complete, and a refurbishment project is expected to be completed October 2025. Loop 101 widening and interchange improvements are one of the biggest projects, expected to be complete in January 2026. The Pima Road widening project is at 65 percent and will be completed by spring of 2026. The dirt road paving is a federally-funded project that converts five roadways from dirt to asphalt and should be done in December 2025. The Scottsdale project from Jomax Road to Dixileta Road is at 90 percent design completion, because they are working with the Maricopa Association of Governments (MAG) on transferring federal funding to a regionally funded Carefree Highway Project. The project is 60 percent done with a final completion date by 2026. Ms. Conklu provided an overview of the reason for the transfer of funding, and a discussion ensued.

The Thompson Peak Parkway over Reata Pass Wash project is 60 percent complete with the noise evaluation completed; the first public outreach is being scheduled. 77th Street Access improvements include a multi-use path that incorporates safety features, and it is at 60 percent completion.

Vice Chair Marmon discussed the recent flooding and suggested doing away with the bollards and adding a gate that can be automatically controlled to keep people out of that area. A discussion ensued. Mr. Domme noted these suggestions will be evaluated.

The 68th Street Sidewalk project is nearing completion of design, followed by community outreach to discuss mailboxes and right-of-way improvements. The CAP Canal Path is a multiuse path on the north side of Frank Lloyd Wright Boulevard that creates a regional connection through an intergovernmental agreement (IGA) with ADOT approved by City Council, and it has reached 60 percent design completion. Pima: Happy Valley to Jomax is the next segment of the northern Pima ALCP project. The IGA with ADOT was approved by the City Council, and it is at 60 percent design completion. A public meeting regarding the Pima: Las Piedras to Carefree project as a preliminary assessment. New cost estimates will include the new design that is 15 percent complete. A discussion ensued.

Scottsdale Road: Dixileta to Carefree Hwy is another ALCP project that anticipates cost estimates to be completed by November 2025. The design phase is 15 percent complete, and it will take three to four years to complete the project. In response to questions from Subcommittee Member Hect, Mr. Domme stated there will be bike lanes on both sides of the roadway. He said the Carefree Hwy: Cave Creek Road to Scottsdale Road project is transitioning to a federally funded project and will incorporate federal requirements to complete the project. The consultant will provide necessary documents and an environmental review.

Mr. Davies discussed the MAG Northeast Valley Transportation Study that will encompass this high-profile area with open state land. The plans include mixed-use and a study of roadway network connectivity, roadway capacity, and intersection improvements. This project encompasses MAG, ADOT, the City of Phoenix, and the City of Scottsdale as stakeholders.

Mr. Domme provided an overview of the Safe Streets of Scottsdale Safety Plan found on the City's website. There are upcoming public outreach events, and a questionnaire seeking public feedback went live and can be accessed through the City's website using "safe streets". In October staff will present at the Fall Festival, the Reata Sports Complex with virtual bike riding, and the interactive community walking assessment. The hope is to obtain useful feedback from residents that can be incorporated into the safety plan. Staff will ensure community members can access the website.

4. Subcommittee Identification of Future Agenda Items

Susan Conklu, Senior Transportation Planner, noted the next meeting date is December 4, 2025, and she reviewed the agenda topics and information items.

Future topics recommended by Subcommittee members:

- Bike Lane Gap Analysis
- Emergency Management Master Plan

5. Adjournment

With no further business to discuss, being duly moved by Vice Chair Marmon and seconded by Commissioner Arnold, the meeting adjourned at 7:19 p.m.

AYES: Vice-Chair Marmon, Commissioner Arnold, 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: Cactus Trail Fencing Project
Meeting Date: December 4, 2025

ITEM IN BRIEF

Action:

Information

Purpose:

Provide an overview of the Cactus Trail Fencing Project.

Background:

On April 16, 2024, citizens Dawn Brokaw and Susan Wheeler petitioned the City of Scottsdale Mayor and City Council to establish a safety barrier in the form of a wooden split-rail fence from 96th Street to Frank Lloyd Boulevard to prevent parking, improve equestrian safety, and add aesthetic value along the Cactus Trail on the south side of Cactus Road.

Trail System History – Cactus Corridor

Trail planning in the city of Scottsdale began in 1965 when the Scottsdale Town Enrichment Program initiated the Indian Bend Wash project and connections. In 2004, Scottsdale adopted a Trails Master Plan. This plan included non-Preserve trails as well as McDowell Sonoran Preserve trails. In 2007, the responsibility for non-Preserve trails was delegated to Transportation & Infrastructure, currently, there are 160 miles of unpaved trails within the neighborhood trail system. The existing and planned trail system is reflected in the Trails Element of the Council-adopted April 2022 Transportation Action Plan.

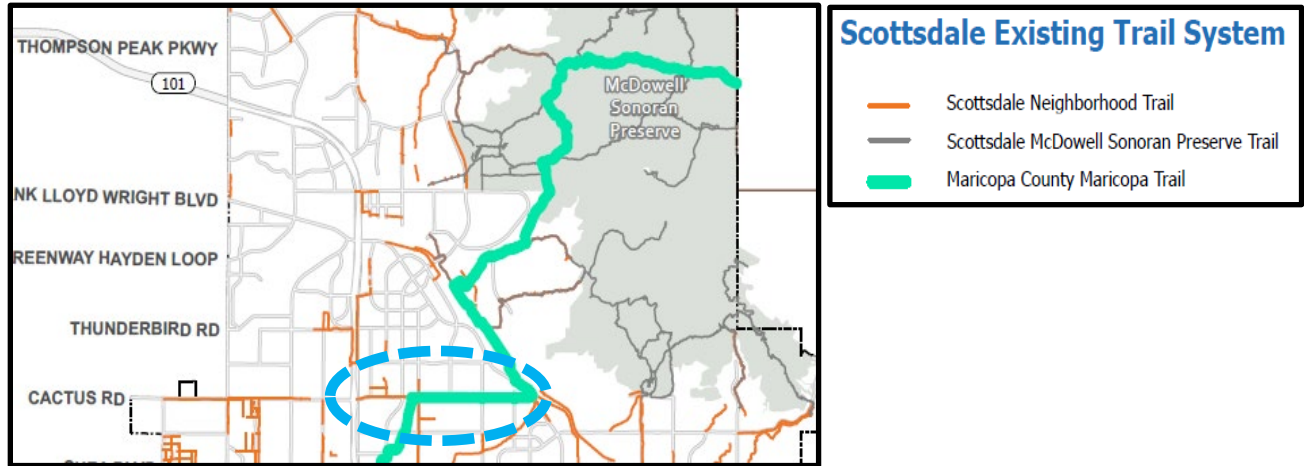
On May 5, 1992, Scottsdale City Council adopted the Cactus Corridor Area Study. The intent of this study was to provide recommendations to protect the equestrian lifestyle in a diverse neighborhood consisting of low-density residential lots. The following is an amendment recommendation to the city's General Plan to maintain the character of the Cactus Corridor.

“For areas east of 96th Street, the existing rural character is recommended to continue. Development should reflect low-density, and where feasible an equestrian flair. Development should also be compatible with the existing neighborhood. To reinforce this theme, the name Cactus Acres should be used to describe this unique district of the city. It is also recommended that a special streetscape treatment be designed for Cactus Road, 96th Street, and 104th Street. Potential components of this program would be district gateways and neighborhood entries, a street tree program, and informal path, landscaping, and rural/equestrian fencing.”

Current Equestrian Use Along the Corridor

The equestrian environment has diminished over the years in the Cactus Corridor, but there still is a strong presence of commercial equestrian businesses related to breeding and riding lessons. There is a small contingent of residential landowners that own horses, and the properties are outfitted with equestrian facilities.

The Cactus Trail provides an east/west connection to the trail system along Frank Lloyd Boulevard which then connects into a more extensive trail network along the Central Arizona Project Canal and into the McDowell Sonoran Preserve (see map below). The Cactus Trail is currently used by equestrians, bicyclists, and pedestrians.

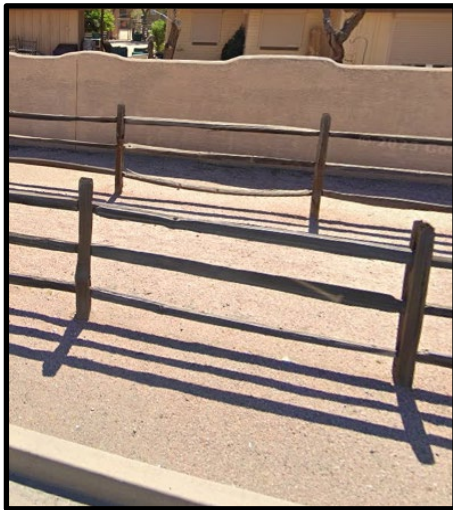


Existing Conditions Along Cactus Road

Cactus Road in Scottsdale is 6.25 miles long. The existing trail system begins at 64th Street and Cactus Road and runs until 83rd Street. Between 83rd and Loop 101 there is not a trail. On the western end the trail runs from Loop 101 to Frank Lloyd Wright Blvd without any gaps. Streetscape improvements that included roundabouts, shared-used paved path, and unpaved trail from 96th Street to Frank Lloyd Boulevard were completed in 2007. Along the corridor there are two types of existing fencing, wooden split rail fencing installed around 1997 (between Scottsdale Rd and 64th St) and steel pipe rail fencing installed around 2002 (between Loop 101 and 96th St). No fencing exists from 96th Street to Frank Lloyd Wright Boulevard, which is the segment related to the petition. Below are pictures of the existing fencing along the Cactus Corridor. The corridor's trail system can be separated into 5 distinct segments.

- Cactus Road: 64th Street to Scottsdale Road: This is the only segment that has wooden split rail fencing. This is three miles from the petition area.
- Cactus Road: Scottsdale Road to 83rd Street: This segment has a trail on the north side of the road with no fencing.
- Cactus Road: 83rd Street to Loop 101: This segment has no existing trails and there is a half mile gap in the trail network.
- Cactus Road: Loop 101 to 96th Street: This segment has trail on the north side of the road with steel pipe rail fencing.
- Cactus Road: 96th St to Frank Lloyd Wright: This segment is the segment in the petition. The trail is on the south side and has no fencing.

Wooden Split Rail Fence



Metal Pipe Rail Fence



City Policy/Previous Neighborhood Correspondence

As stated in the 2008 Design Standards and Policies Manual, the Trails Plan is a component of the Master Transportation System Plan. The Trails Plan consists of the following components:

- Trail locations, materials, and dimensions.
- Trails amenities include but are not limited to special signal call buttons, safety fencing, signage, and underpasses.
- Trail connections to existing local trails and nearby trail destinations.

The city of Scottsdale Standard Detail Trail Safety Barriers – 2682 provides two options which include a steel rail fence and a wooden post and rail fence.

The implementation of these components is determined by the Transportation & Infrastructure staff.

In June 2019, Transportation & Infrastructure added additional trail signs along the Cactus Trail per the petitioner's request. On November 12, 2021, the petitioner sent an email to Transportation & Infrastructure staff regarding cars parked on the Cactus Trail. In this email the petitioner requested no parking signs and a wooden split rail fence along the Cactus Trail. Staff responded to the petitioner stating that "due to city standards and ongoing maintenance a split rail fence is not an option."

In May 2022, Transportation & Infrastructure staff installed custom made signs stating "no parking on trail" along the Cactus Trail from 96th Street to Frank Lloyd Wright Boulevard.

Action Steps

Transportation & Infrastructure staff have made a concerted effort to discuss the situation with the petitioner since initial requests in 2019 and will continue to evaluate the corridor for necessary improvements in the future.

Any improvements along the corridor will be within the existing right-of-way. Funding for such infrastructure improvements is available in the yearly capital budget under the Trail Improvement Program. These funds are used to rehabilitate trails within the 160 miles existing trail network and build new trails per the Transportation Action Plan.

The petition requested the installation of wooden split rail fencing east of 96th Street. This is not an option due to ongoing maintenance. The city will eventually replace all existing wooden split rail fencing due to the ongoing maintenance challenge.

Transportation & Infrastructure is conducting a multi-step process to address the situation of vehicles parking on the trail, equestrian safety, and adding aesthetic value to the trail.

1. Staff will install the new Trail Signs along the corridor (focusing on areas with persistent parking on the trail). These signs identify the area with no parking and cite the code. This task has been completed.
2. Police will start to enforce parking on the trail and ticket violators. Since new signage installation, Scottsdale Police Department has been proactive in addressing parking violations on the trail.
3. Evaluate a new natural steel pipe rail fence per Maricopa Association of Governments Uniform Standard Detail 145 along corridor. This detail is a three-level steel pipe rail fence compared to the four-level steel pipe rail fence as shown in city of Scottsdale Standard Detail 2682. The approximate cost per linear foot is \$60. This task has been completed and a fence type following Maricopa Association of Governments Uniform Standard Detail 145 was identified. The fence type identified, is used in the Scottsdale Ranch area south of the Cactus Acres along Shea Boulevard (see photo below).



4. Identify and map potential fence installation locations. This task has been completed, and the total linear feet of natural steel three-level steel pipe fencing equates to 2,719. The estimated cost is \$168,200.
5. Reach out to Solid Waste and discuss potential impacts of fence installation. This task has been completed. Solid Waste did state that fencing along the frontage of properties creates several issues: smaller piles often become difficult to see, while larger piles pose safety risks during collection and increase the potential for damage to the fencing. To ensure safe and efficient service, we ask residents to place brush piles at least 4 feet away from any obstacles, including mailboxes, vehicles, landscape features, and fences.

If these fences are installed, it will be essential to proactively educate all residents on proper pile placement.
6. Conduct a neighborhood meeting to introduce potential locations of fencing, fencing type and scheduling. Meeting dated to be determined hopefully, late January 2026.
7. Installation of fencing. Date to be determined.

Attachment: Citizen Petition

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

SCOTTSDALE CITY CLERK
2024 APR 16 PM 4:35

PETITION
TO THE COUNCIL
FOR THE CITY OF SCOTTSDALE

We, Dawn Brokaw and Susan Wheeler, the undersigned, as citizens of the City of Scottsdale, State of Arizona, County of Maricopa, hereby Petition the Council of the City of Scottsdale, pursuant to the Charter of the City of Scottsdale, as follows:

WHEREAS Cactus Road from 96th Street to Frank Lloyd Wright Boulevard was downgraded from five lanes to three lanes, plus a multipurpose trail as part of the right of way on the south side in 1995 by the City Council of Scottsdale.

WHEREAS this followed the Cactus Corridor Study which was passed by the Scottsdale City Council in 1991 – designating the Cactus Corridor as a rural Equestrian neighborhood.

WHEREAS these actions have resulted in a thriving, successful neighborhood plan.

WHEREAS since the trail was completed several years ago it has become a “parking lot” for residents on the south side of Cactus Road.

WHEREAS the sidewalk on the north side of Cactus Road has NOT been subjected to the same abuse.

WHEREAS no parking signs and trail designation signs have been placed from 96th Street to Frank Lloyd Wright Boulevard and have been continuously disregarded, showing lack of respect and/or ignorance of the trail system and potentially forcing users of the trail into the street to avoid the obstruction.

WHEREAS police notification has frequently resulted in poor enforcement in part due to ignorance of trail etiquette, laws, ignorance of the Cactus Corridor Study, and indifference.

WHEREAS one person obstructing the trail encourages copycat activities by other residents who believe this is an appropriate use of the trail.

WHEREAS traffic on Cactus Road can occasionally be heavy with speeding vehicles.

WHEREAS the consequences of the above actions places all involved in danger of injury and/or legal liability.

WHEREAS there are multiple areas on Cactus Road and Scottsdale Road with split-rail fencing, which would help delineate the exact location of the trail and discourage misuse by parking vehicles on the trail and/or discarded garbage.

WHEREAS such fencing would be compatible with the character of the Cactus Corridor Study as a rural, equestrian neighborhood.

WHEREAS delineating the boundaries of the trail would provide a measure of safety for horses and riders.

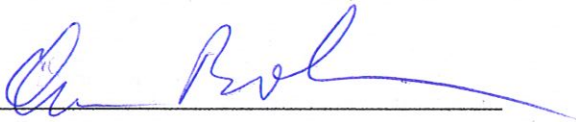
THEREFORE we Petition the Scottsdale City Council as follows:

THAT the City Council hereby establish a safety barrier in the form of a split-rail fence from 96th Street to Frank Lloyd Wright Boulevard comparable to already existing fencing on Cactus Road and Scottsdale Road and compatible with the Cactus Corridor Study.

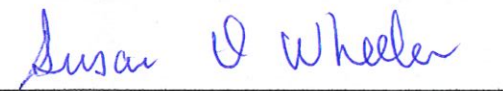
THAT a program be established to educate appropriate enforcement policies with the Scottsdale Police Department.

DATED this 16th day of April, 2024

RESPECTFULLY SUBMITTED,



Dawn Brokaw



Susan Wheeler

Scottsdale Concerned Citizens

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WHEREAS no parking signs and trail designation signs have been placed from 96th Street to Frank Lloyd Wright Boulevard and have been continuously disregarded, showing lack of respect and/or ignorance of the trail system and potentially forcing users of the trail into the street to avoid the obstruction.

WHEREAS police notification has frequently resulted in poor enforcement in part due to ignorance of trail etiquette, laws, ignorance of the Cactus Corridor Study, and indifference.

WHEREAS one person obstructing the trail encourages copycat activities by other residents who believe this is an appropriate use of the trail.

WHEREAS traffic on Cactus Road can occasionally be heavy with speeding vehicles.

WHEREAS the consequences of the above actions places all involved in danger of injury and/or legal liability.

WHEREAS there are multiple areas on Cactus Road and Scottsdale Road with split-rail fencing, which would help delineate the exact location of the trail and discourage misuse by parking vehicles on the trail and/or discarded garbage.

WHEREAS such fencing would be compatible with the character of the Cactus Corridor Study as a rural, equestrian neighborhood.

WHEREAS delineating the boundaries of the trail would provide a measure of safety for horses and riders.

THEREFORE we Petition the Scottsdale City Council as follows:

THAT the City Council hereby establish a safety barrier in the form of a split-rail fence from 96th Street to Frank Lloyd Wright Boulevard comparable to already existing fencing on Cactus Road and Scottsdale Road and compatible with the Cactus Corridor Study.

THAT a program be established to educate appropriate enforcement policies with the Scottsdale Police Department.

DATED this 16th day of April, 2024

RESPECTFULLY SUBMITTED,

Dawn Brokaw

Susan Wheeler

Scottsdale Concerned Citizens

PETITION
TO THE COUNCIL
FOR THE CITY OF SCOTTSDALE

We, Dawn Brokaw and Susan Wheeler, the undersigned, as citizens of the City of Scottsdale, State of Arizona, County of Maricopa, hereby Petition the Council of the City of Scottsdale, pursuant to the Charter of the City of Scottsdale, as follows:

WHEREAS Cactus Road from 96th Street to Frank Lloyd Wright Boulevard was downgraded from five lanes to three lanes, plus a multipurpose trail as part of the right of way on the south side in 1995 by the City Council of Scottsdale.

WHEREAS this followed the Cactus Corridor Study which was passed by the Scottsdale City Council in 1991 – designating the Cactus Corridor as a rural Equestrian neighborhood.

WHEREAS these actions have resulted in a thriving, successful neighborhood plan.

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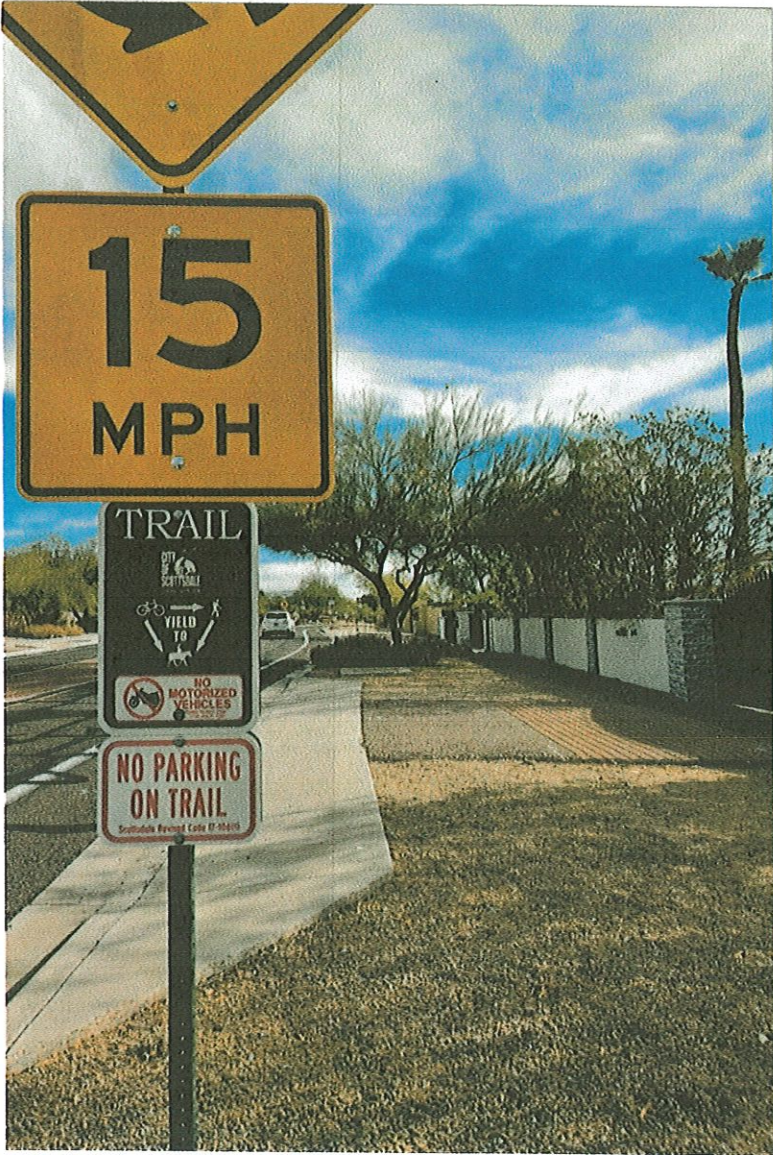
DATED this 16th day of April, 2024

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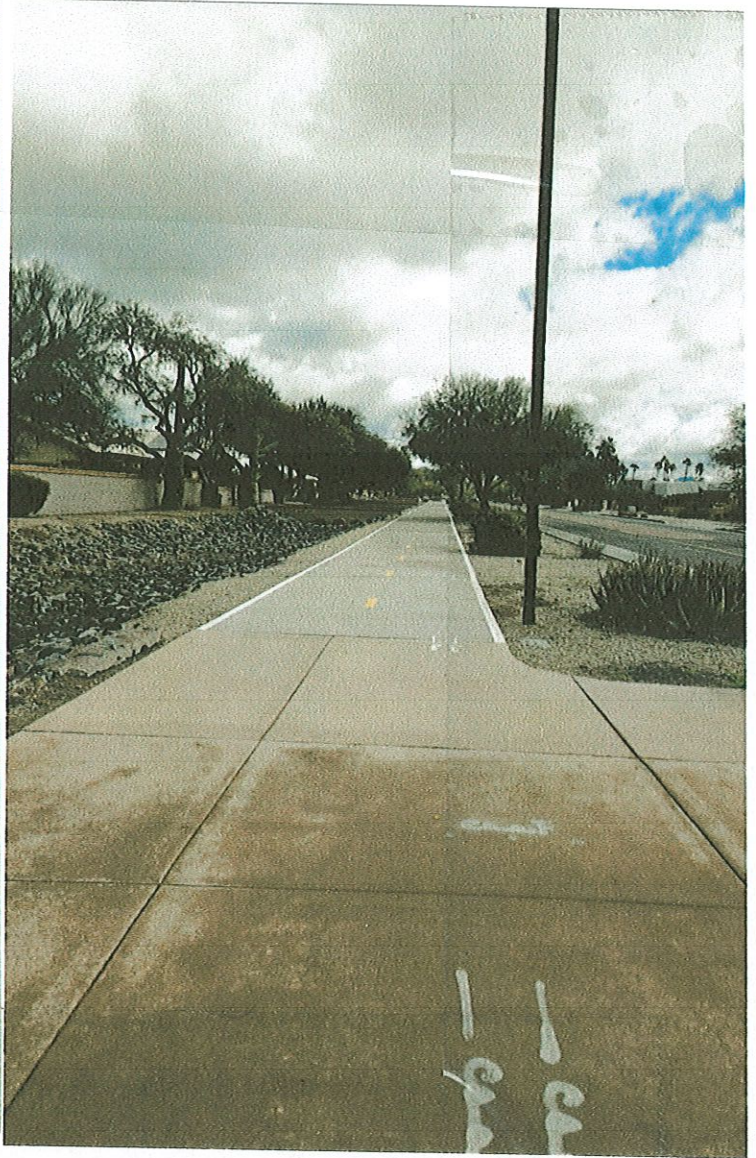
Dawn Brokaw

Susan Wheeler

Scottsdale Concerned Citizens



SIGNAGE ON SOUTH SIDE OF CACTUS ROAD
(FREQUENTLY IGNORED)



SIDEWALK ON NORTH SIDE OF CACTUS ROAD –
100% FREE OF GARBAGE AND PARKED VEHICLES

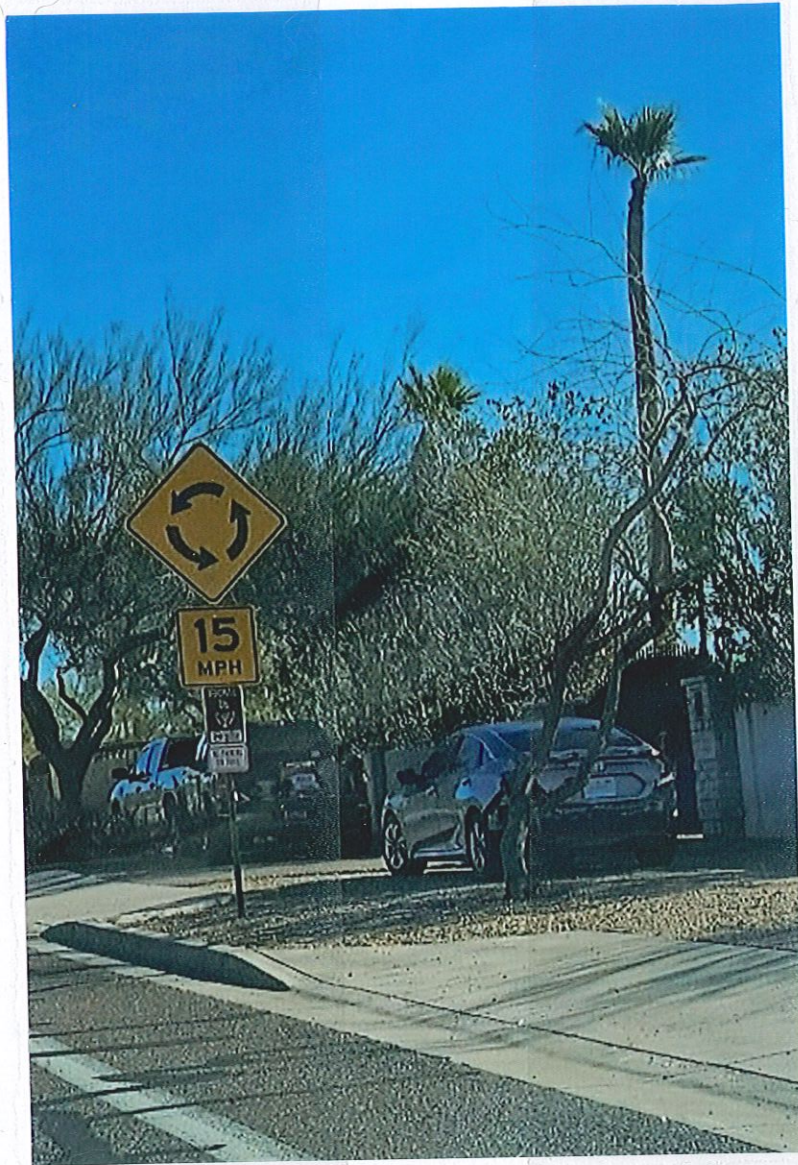


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SIDEWALK ON NORTH SIDE OF CACTUS ROAD –
100% FREE OF GARBAGE AND PARKED VEHICLES

1



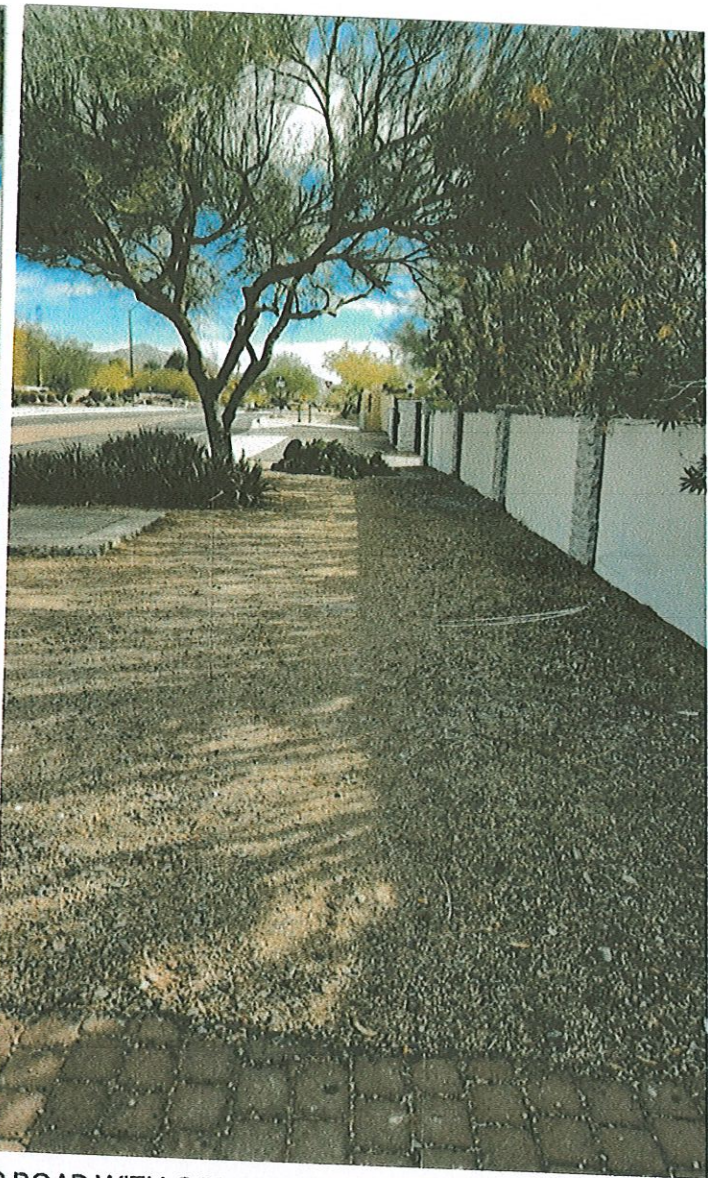
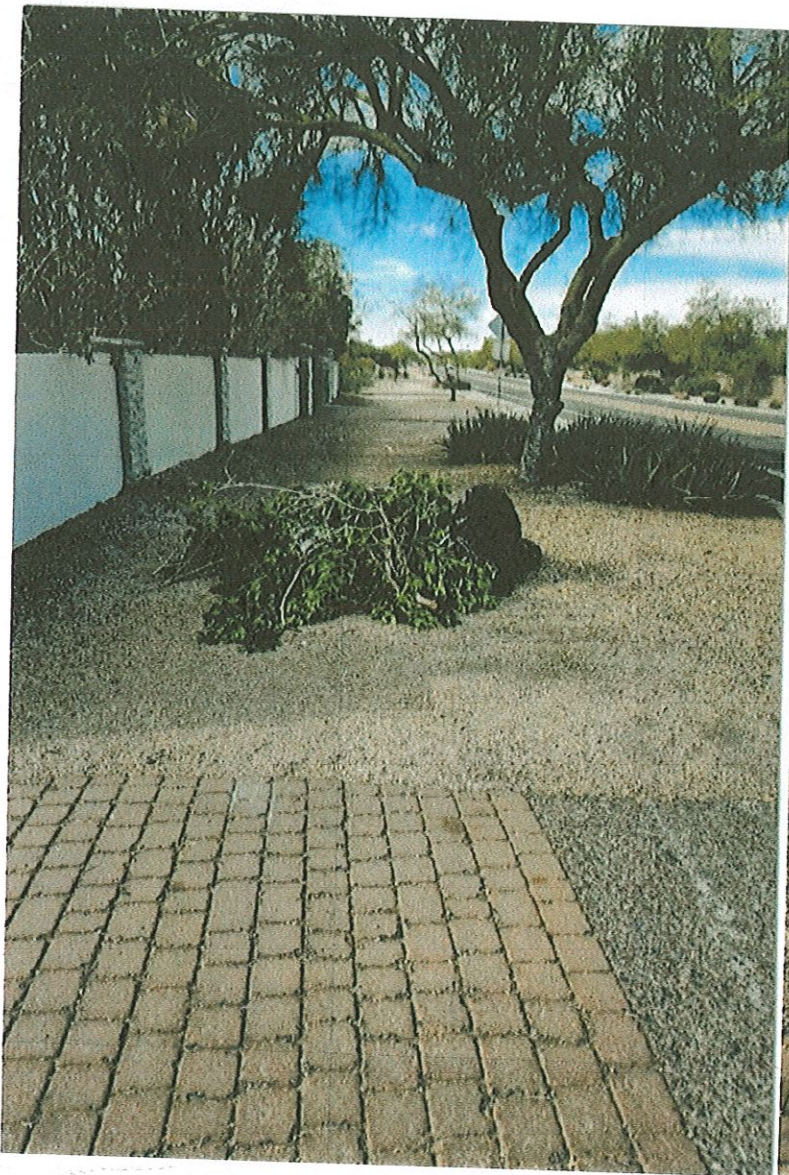
VEHICLES BLATANTLY IGNORING TRAIL AND "NO PARKING ON TRAIL" SIGNS

2



DISABLED VEHICLE LEFT ON TRAIL FOR 2 WEEKS.

POLICE REFUSED TO REMOVE OR TICKET THE VEHICLE, STATING IT WAS NOT ON THE TRAIL.



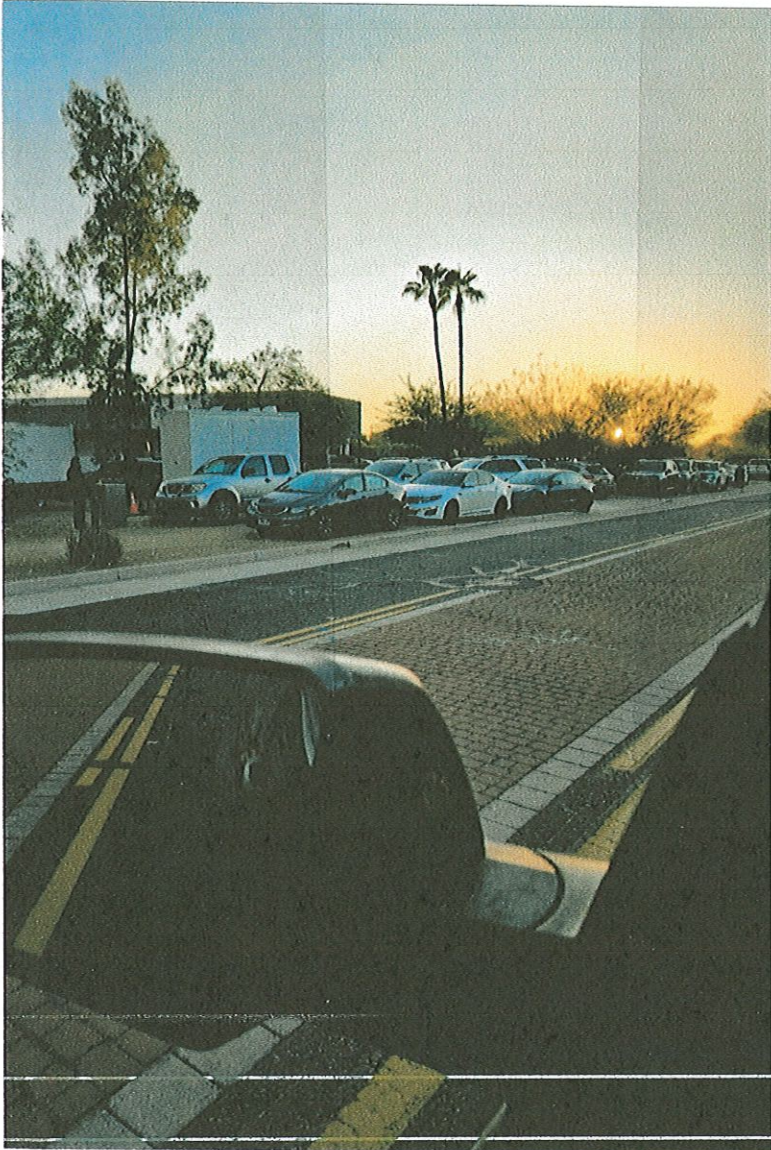
SOUTH SIDE OF CACTUS ROAD WITH GARBAGE

4

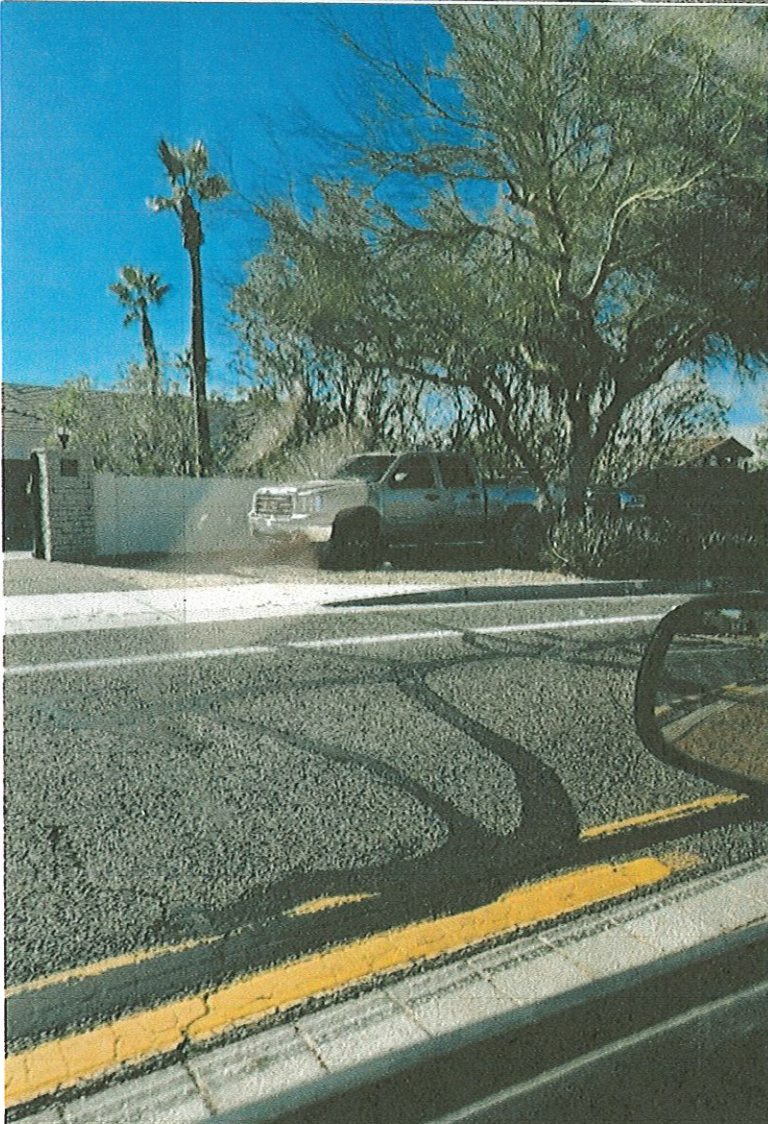


NOTE: DESTRUCTION OF CITY OF SCOTTSDALE LANDSCAPING ON RIGHT OF WAY WHILE THE TRAIL IS BEING USED FOR PARKING

S

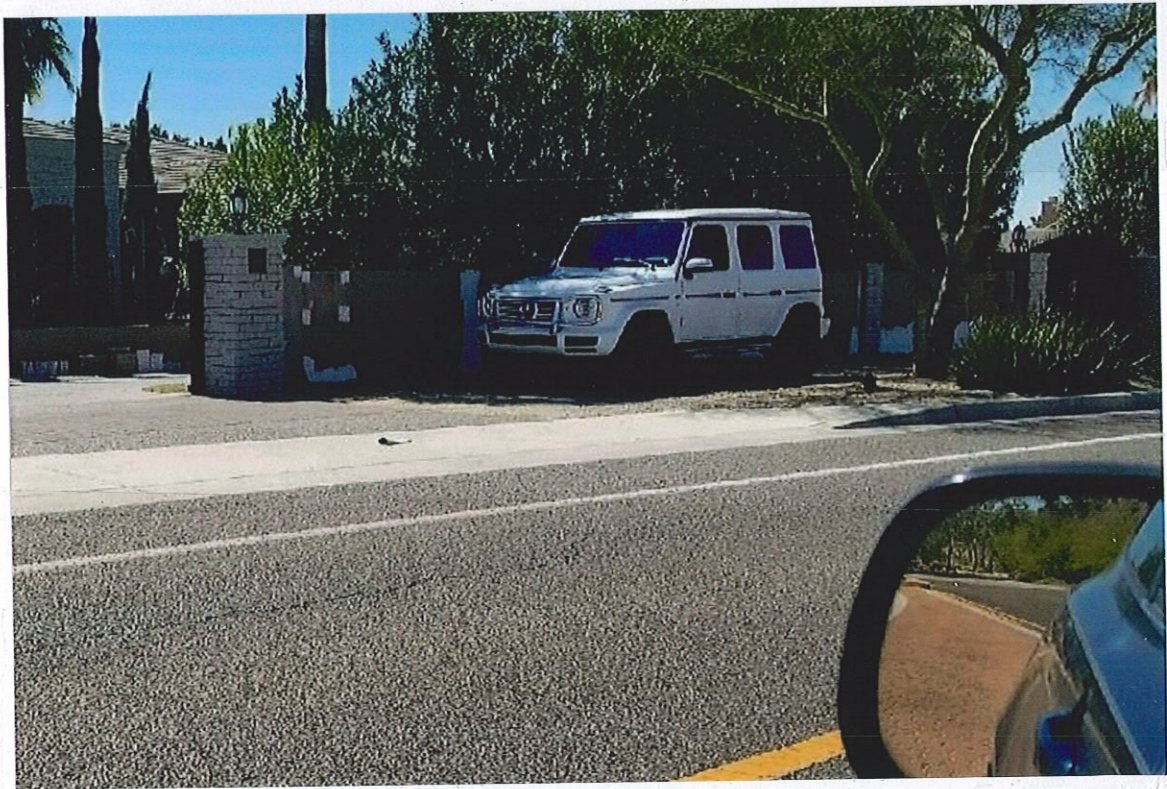
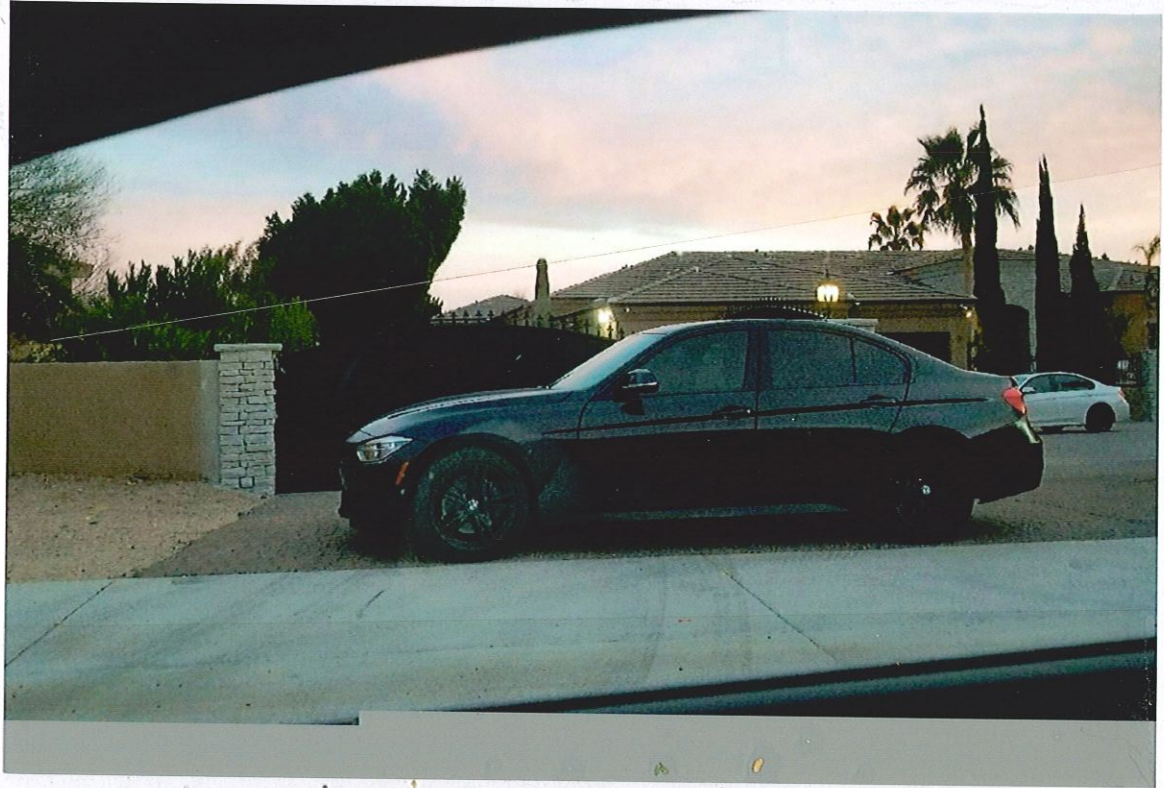


SOUTH SIDE OF CACTUS ROAD USED AS PARKING LOT FOR GUESTS AND PARTIES



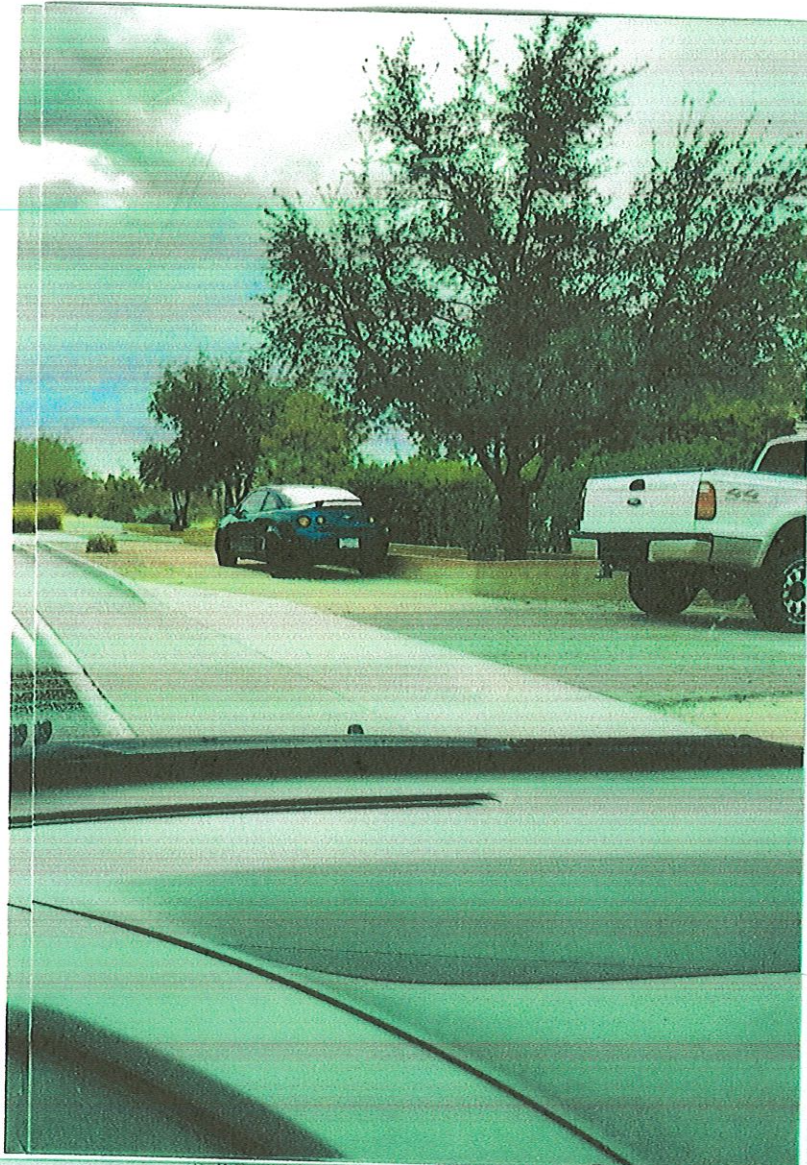
WORKMAN

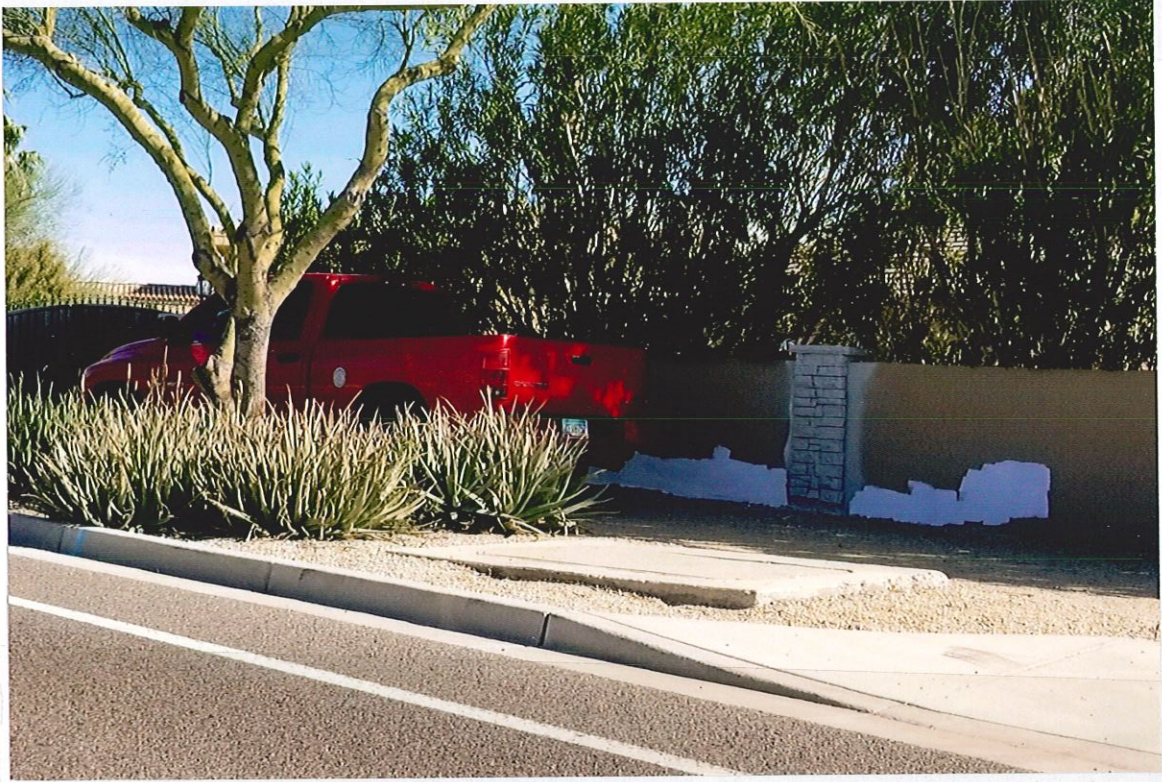
7



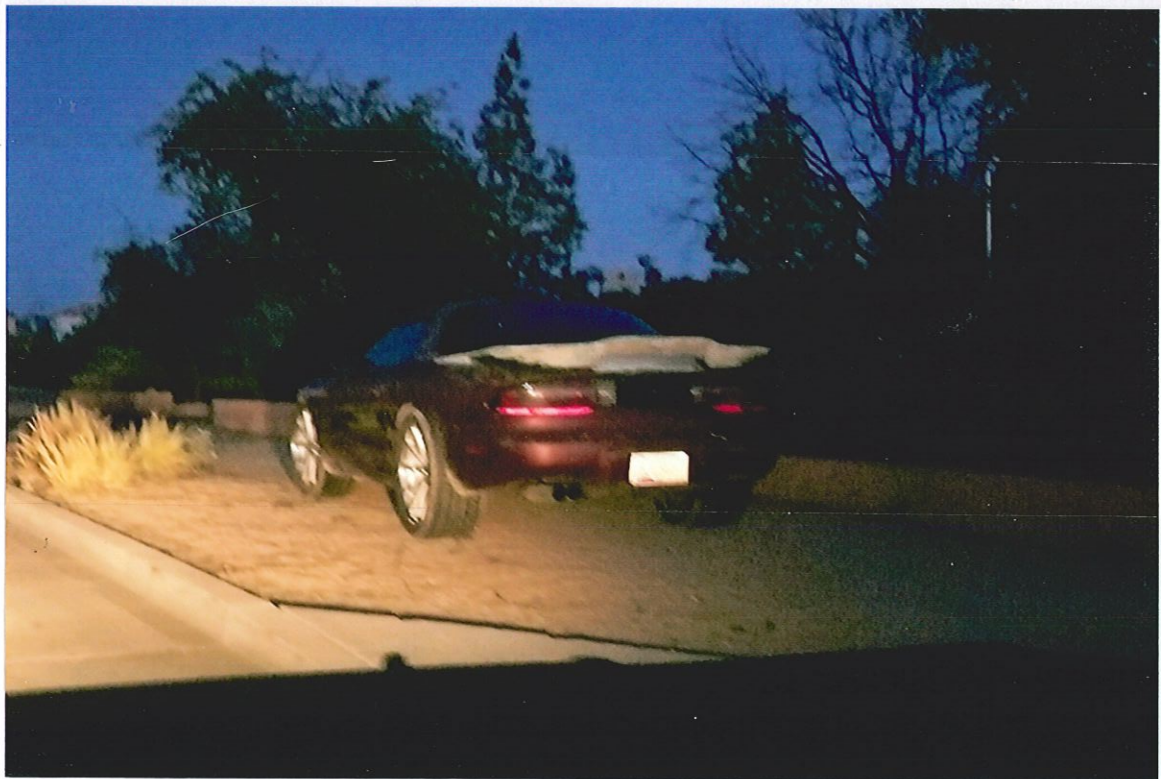
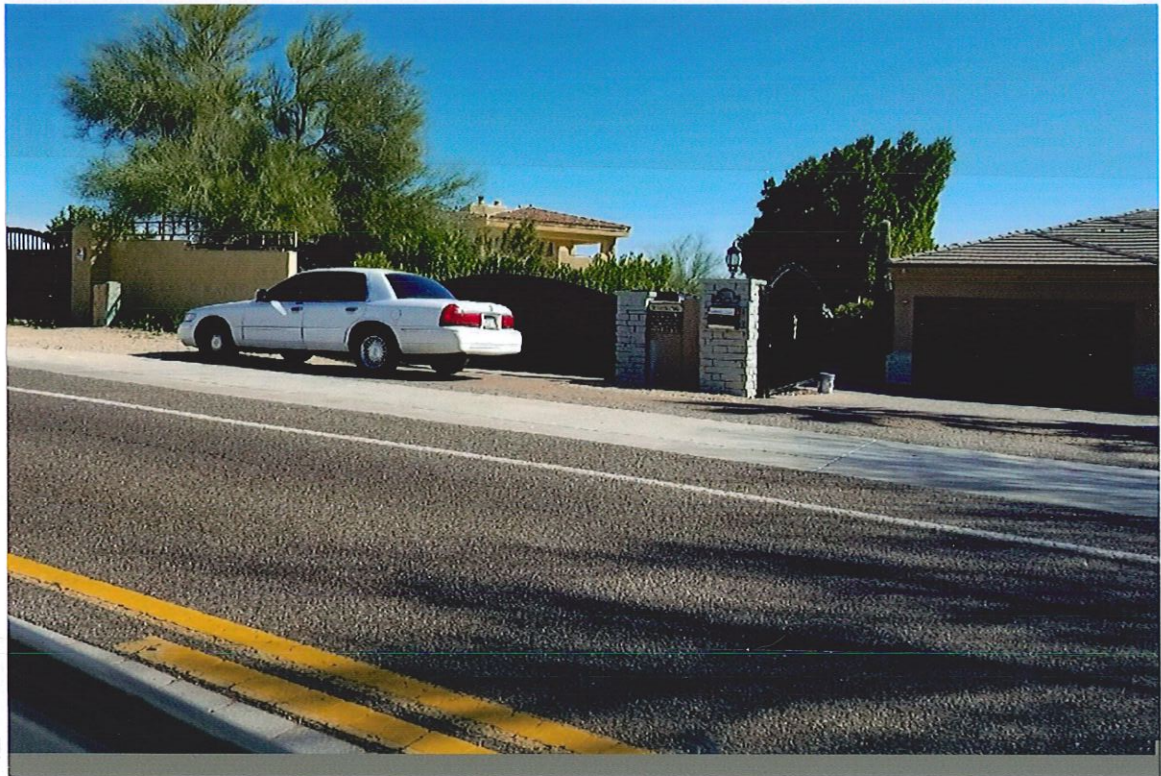
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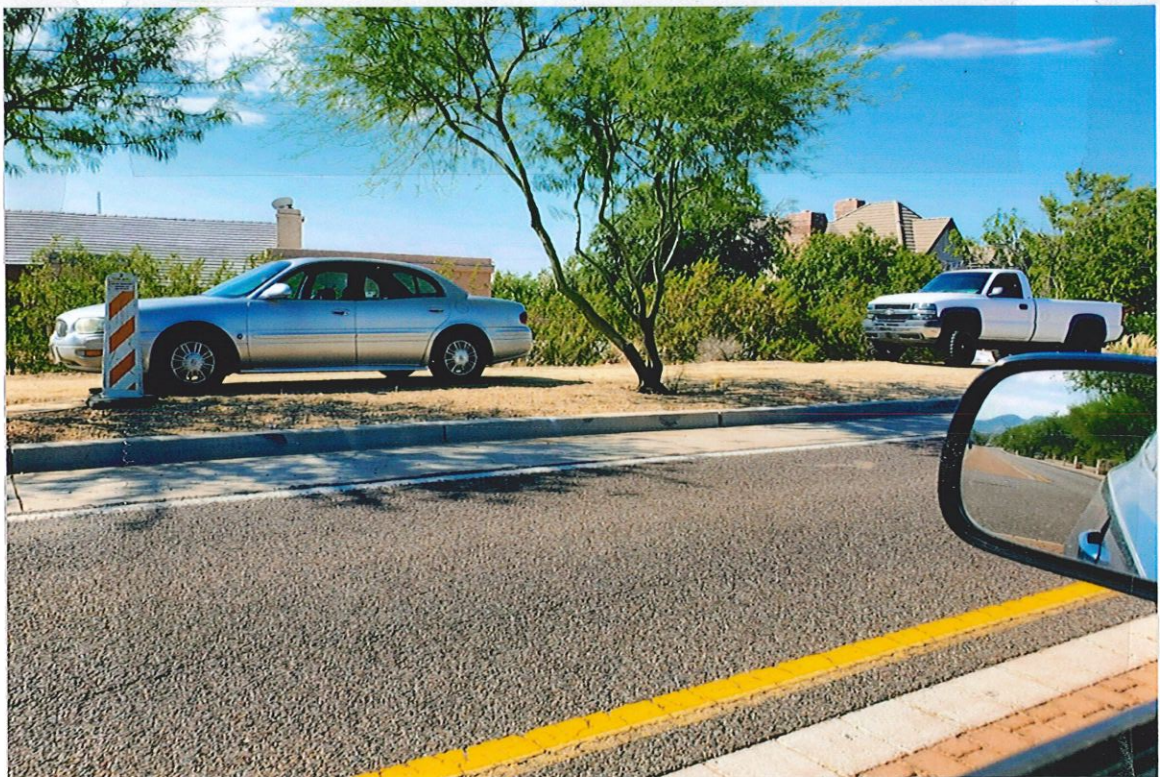
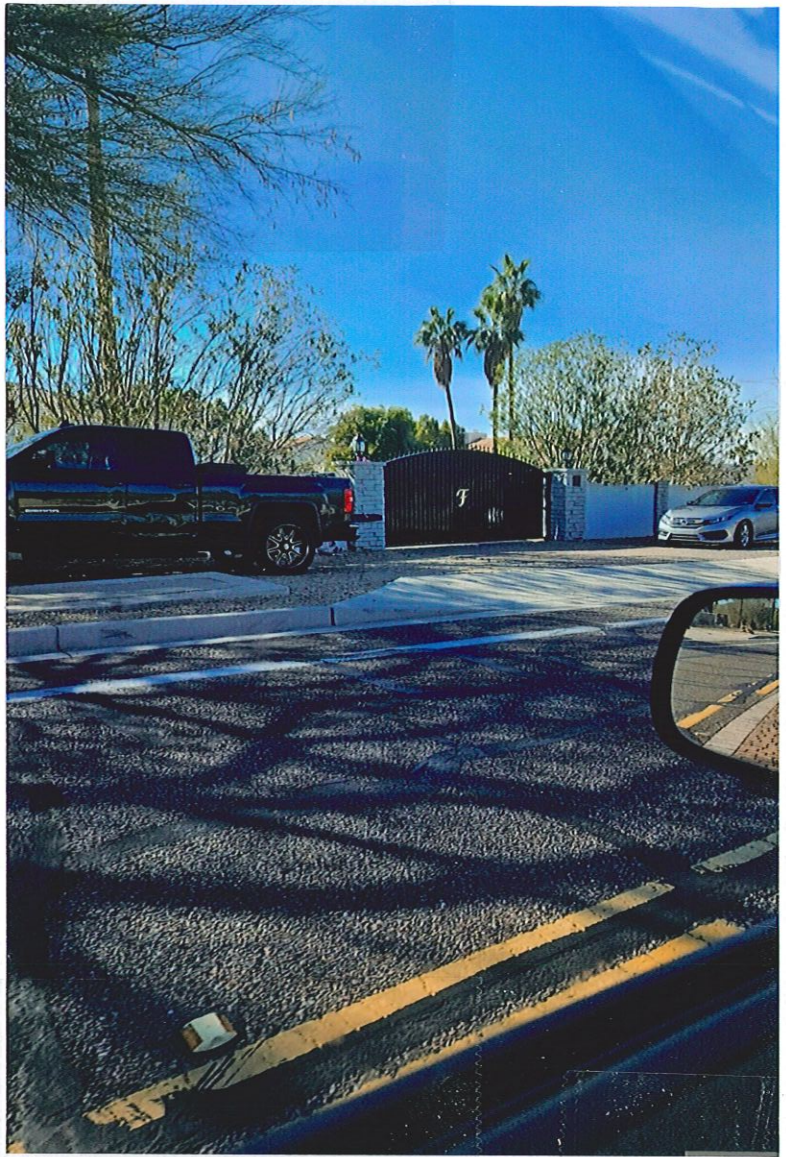




07



12





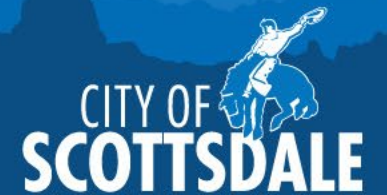
04

14



Cactus Trail Fencing Project

Paths & Trails Subcommittee
December 4, 2025



TRANSPORTATION & INFRASTRUCTURE

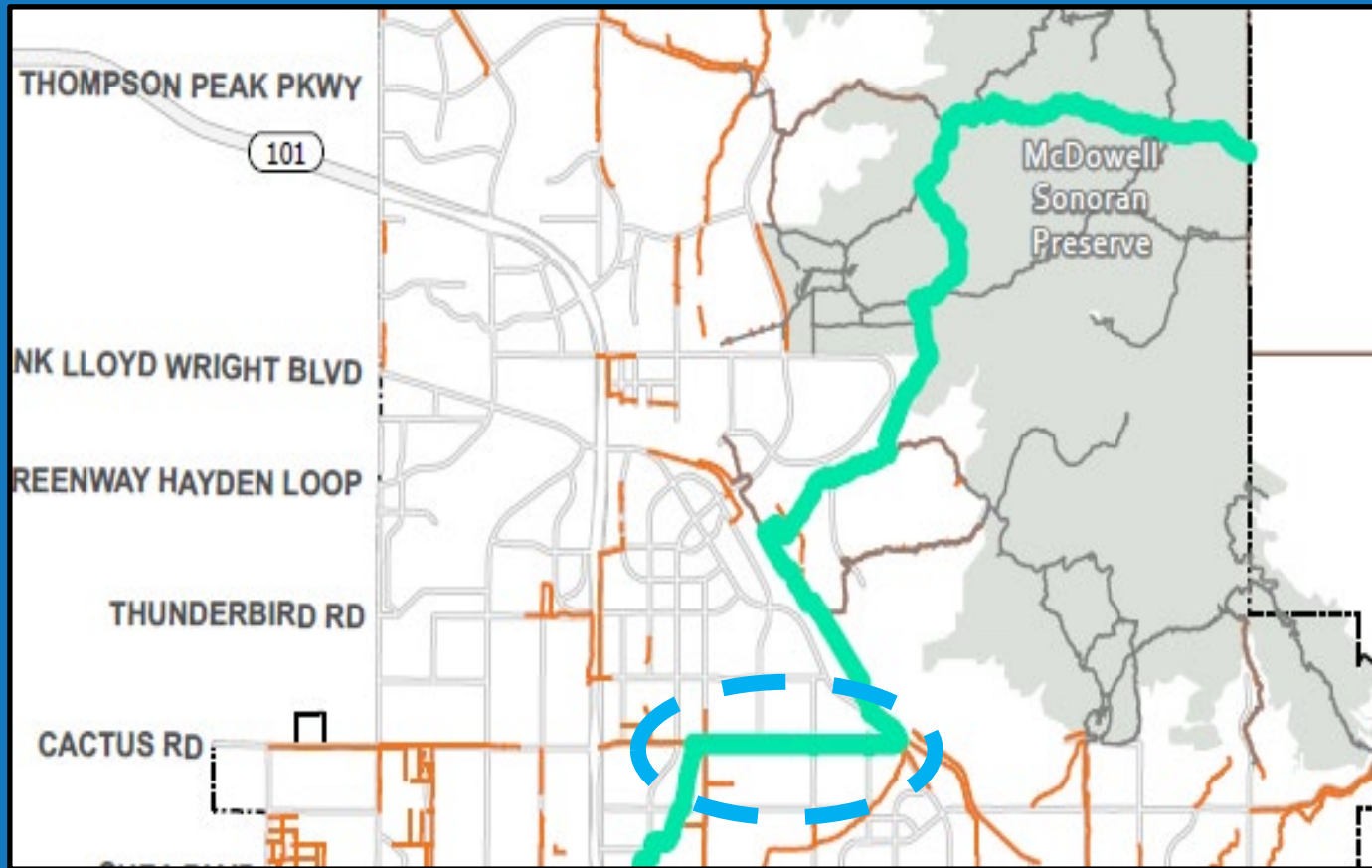
Cactus Trail Fencing Project - Overview

- Resident Petition Filed – April 2024
- Petition Reviewed – Memorandum to City Manager – May 2024
- Core Issue – Vehicle Parking on Trail
- Petition Request – Installation of New Trail Fencing

Cactus Trail Fencing Project - History

- Longstanding Trail
- 1992 Cactus Corridor Area Study – Protect Equestrian Lifestyle
- Cactus Acres – Low Density & Large Parcels
- Existing Fencing on Cactus Corridor (West End)

Cactus Trail Fencing Project - History



Scottsdale Existing Trail System

- Scottsdale Neighborhood Trail
- Scottsdale McDowell Sonoran Preserve Trail
- Maricopa County Maricopa Trail

Cactus Trail Fencing Project – Status

- Installation of New Trail Signs
 - Scottsdale PD – Proactive Monitoring
 - Evaluation of New Fence Type - Natural Steel
 - Potential Fencing Locations – Identified 2,719 Feet
 - Collaboration – Solid Waste
 - Estimated FY 2026 Expenditure \$100K
 - Resident Mailout – Early January 2026
 - Onsite Public Outreach – Late January 2026
- Completed Task To Do Task





Questions and Discussion

SCOTTSDALE PATHS & TRAILS SUBCOMMITTEE REPORT



To: Paths & Trails Subcommittee
From: Susan Conklu, Senior Transportation Planner
Subject: Bicycle Friendly Community Update
Meeting Date: December 4, 2025

ITEM IN BRIEF

Action: Information and Discussion

Purpose: Provide an update on the Bicycle Friendly Community Program and progress towards the 2027 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, Equity (formerly 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 the 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, 2019 and 2023 Scottsdale was again awarded Gold and received a Report Card with Key Steps to Platinum.

Update:

In preparation for the 2023 application, the city collected the Bicycle Friendly Community Resident Feedback Questionnaire in summer 2023. The questionnaire had over 1500 respondents. The results of this feedback was presented to the Transportation Commission on January 18, 2024 and the Paths & Trails Subcommittee on February 6, 2024. The results were broken down into four parts:

- Respondents location, frequency of biking, and barriers to bikes
- Current riders feelings about current conditions
- All respondents ideas about improving the network
- Bike events in the city people would like to see

Conclusions from the Resident Feedback Questionnaire included:

- The Indian Bend Wash Multi-Use Path is a key asset in the city’s bike network
- Respondents use the on-street network to get to the multi-use path system
- Cars and bikes conflict with each other. Respondents believe more should be done to improve this
 - Education efforts
 - Wider bike lanes with consideration for protection features
 - Better off-street networks
- Recreational use is predominant in Scottsdale, but it is more than the advanced riders
 - People of all skill levels are out riding in the city

Transportation staff received the Bicycle Friendly Community Report Card on the 2023 application and results of the public survey conducted by the League in July 2024. The city has been making progress on key recommendations from the report card including:

- Continue to improve and expand Scottsdale's low-stress bike network for all ages and abilities.
- Strategic Transportation Safety Plan
 - Use the new plan to collect data about bicyclist safety and perceptions of safety.
 - Identify specific strategies that will reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians.
 - Use a tool to analyze crash data and identify High Injury areas of your network.
- Improve bicycle safety education for students of all ages by incorporating more on-bicycle education opportunities/ Work with the school district, local bicycle groups, and interested parents to expand and improve the Safe Routes to School program.
- Develop more education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income, and non-English speaking communities, in addition to general non-targeted outreach and media campaigns that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking.
- Develop new tools or systems to involve, collaborate with, and empower citizens to become more engaged in the bicycle planning process.
- Leverage the existing Downtown Scottsdale Friend of Bicycles program to encourage local businesses, agencies, and organizations to apply for the national Bicycle Friendly Businesses (BFB) program. City Hall or other municipal buildings could apply to the BFB program as an employer to lead by example among other Scottsdale employers.
- Continue efforts to establish a performance measurement program for bicycling and/or active transportation infrastructure.
- Adopt a goal for a target level of bicycle use (percent of trips made by bike) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress toward your adopted goal.
- Consider how focused outreach around bicycling education, encouragement, and engagement could help bring more women to bike for transportation in Scottsdale. Consider how local data collection efforts may be able to further inform your work by capturing gender breakdowns in other bike use and mode share counts, as well as identifying gender disparities in perceptions of safety or barriers to bicycling.

Additionally, staff are evaluating specific scoring to determine if some questions could have been answered with more detail to result in a higher score.

Next Steps:

Staff will continue to prepare for the next Bicycle Friendly Community application and present future updates. The next application is due in June 2027.

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

Bicycle Friendly Community Update

Paths & Trails Subcommittee
December 4, 2025

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
- Comprehensive look at the city's achievements in all of the “5 Es”:
 - Engineering
 - Education
 - Encouragement/ events
 - Equity (formerly Enforcement)
 - Evaluation and Planning



League of American Bicyclists (LAB)

- An award of Diamond, Platinum, Gold, Silver, Bronze, or Honorable Mention 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, 2015, 2019 and 2023
 - Receive feedback from LAB – Report Card
 - Public input for applications
 - Local reviewers help LAB evaluate applications



Preparation for 2023 Application

- Bicycle Friendly Community Resident Feedback Questionnaire
 - Summer 2023
 - Over 1500 respondents
 - Results presented to Transportation Commission January 18, 2024 and Paths & Trails Subcommittee February 6, 2024
 - Results broken into four parts:
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Report Card from the League

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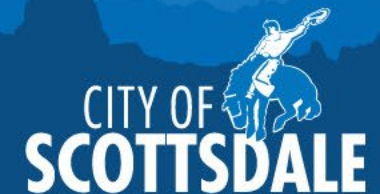
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Bicycle Friendly Community Update

Paths & Trails Subcommittee
December 4, 2025