



**APPROVED**  
**SUMMARIZED MINUTES**

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

**TUESDAY, SEPTEMBER 1, 2015**

McDowell Mountain Ranch Aquatic Center  
15525 North Thompson Peak Parkway  
Scottsdale, AZ 85260

**CALL TO ORDER**

Commissioner Holley called the meeting of the Paths & Trails Subcommittee to order at 8:35 a.m. A formal roll call confirmed the presence of Subcommittee members as noted below.

**ROLL CALL**

**PRESENT:** Robert Stickles, Chair (arrived at 8:37 a.m.)  
Michael Bouscher, Parks & Recreation Commissioner  
Paul Holley, Transportation Commissioner  
Michael Kuzel, Subcommittee Member  
Linda Whitehead, Subcommittee Member

**STAFF:** Rose Arballo, Paths & Trails Subcommittee Coordinator  
Madeline Clemann, Transportation Planning and Transit Operations  
Manager  
Susan Conklu, Senior Transportation Planner  
Greg Davies, Senior Transportation Planner

**GUEST:** Betty Drake  
Jan Hancock  
Jim Hash, City of Mesa  
Mark Venti, City of Mesa  
Matt Woodson

## 2. PUBLIC COMMENT

No public comment was received.

## 3. APPROVAL OF MEETING MINUTES

Subcommittee Member Whitehead clarified that on page 3 under "Next Steps," the Indian Bend Canal Path is referenced and should be corrected to indicate the Arizona Canal Path between Chaparral and Indian Bend Wash.

**SUBCOMMITTEE MEMBER WHITEHEAD MOVED TO APPROVE THE MINUTES OF THE JULY 7, 2015 MEETING AS CORRECTED. SUBCOMMITTEE MEMBER KUZEL SECONDED THE MOTION, WHICH CARRIED BY A VOTE OF FOUR (4) TO ZERO (0). CHAIR STICKLES WAS NOT YET PRESENT.**

## 4. REGIONAL CONNECTIVITY

Mr. Jim Hash, Senior Transportation Planner and Mr. Mark Venti, Senior Transportation Engineer with the City of Mesa presented the Mesa Bicycle Master Plan adopted in 2012. This is an element within the city's overall Transportation Master Plan.

Highlights of their presentation included:

- The Bicycle Master Plan was written in house and staff made an inventory of all possible trails that could be established within the next 40 years.
- The resulting 150 segments were evaluated to create a priority list of the top 40 projects.
- Projects currently under study are:
  - 10th Street Calming Project
  - Dobson Road Complete Streets Project
  - Main Street Complete Streets Project
- Light rail has recently been extended to Mesa Drive and will extend to Gilbert Road next year.
- The Main Street study contemplates using the center section of Main Street from Gilbert to Power Road as a shared use path. This may also serve as a placeholder for light rail or bus rapid transit (BRT). The configuration would match the current set-up for the light rail.

- The West Mesa Connector is in the design phase and will connect the Consolidated Canal to Dobson Road. Construction is anticipated to be complete by September 2016.
- The Southeast Mesa Shared Use Path is in the early stages of design. It will follow the east side of the Loop 202 in southeast Mesa. This is an opportunity to build a multimodal pathway ahead of the coming development and to connect with the Gilbert multimodal pathway at Power Road. The design will enable ADOT to add lanes to the 202 without disrupting the path. This path is expected to open in spring 2017.
- The Porter Park Pathway is a Safe Routes to School project, designed to connect to an elementary and junior high school, and will connect to the Consolidated Canal. Construction will start in October and should be complete by November.
- The following projects have been designed and are about to be constructed:
  - Dobson Road Complete Street Project between Broadway and Main Streets.
  - Rio Salado will provide connectivity to Tempe. Phase 3 continues the path from the Loop 101 to the Cubs Stadium at Riverview Park. Phase 4 continues to Dobson Road and will connect with the West Mesa Connector Trail. These projects are key to regional connectivity.
  - Phase 2 of the Southern Avenue Complete Street Project is from Longmore to the Tempe city limits. Phase 1 continues from Dobson Road to Alma School Road and is complete. Mesa Community College and Banner Hospital support multimodal paths and have provided input.
  - The Fiesta District Paseo nodes are mini parks along Southern Avenue, which will be completed within a month or so.
  - The vision is to connect the Fiesta district with the light rail via Dobson Road. Bike lanes are being installed to provide connectivity to Mesa Community College. Because of the constraints on right-of-way, Mesa is now dedicating a travel lane to a two-way cycle track.
- Mesa hopes to introduce GRID Bike Share in January with 100 bikes and ten stations, including the light rail stations. An additional 150 bikes are to be added in FY2016/17, and 250 more in FY 2017/18.

Highlights of ensuing discussion included:

- Connectivity between cities, and the best routes to use.
- Shifting attitudes to multimodal transportation.
- Residents are demanding paths and trails.

- GRID Bike Share in Phoenix is successful so far. Membership is increasing by 5,000 per month. Data collected shows that people are using bicycles for commuting to work.
- The GRID stations are solar powered and easily moved to meet demand or for special events.
- Unlike Phoenix and Tempe, Mesa has made a policy decision to subsidize bike share for low income housing areas and shelters for the homeless and is working with social service providers. This public policy choice also plays a role in the initial station locations.
- Education programs include:
  - Staff training with Mesa police officers. Their philosophy is positive enforcement. Staff is purchasing 5,000 headlight and taillights, which police can distribute to cyclists who are not equipped with them.
  - East Valley Bicycle Rodeo.
  - Bicycle education for schoolchildren.
  - Adult bicycle education workshops - this will expand once GRID Bike Share begins.
  - Health and safety fairs.
  - Ride of Silence.
  - Car seat education.
  - Teen driving programs.
- Encouragement programs include:
  - CycloMesa
  - El Tour Criterium - Arizona state championship
  - El Tour de Mesa - free event
    - Mr. Venti and Travis Jones visited every downtown Mesa business each month from January through April to work with merchants' concerns.
    - It was noted that business increased significantly during weekend road closures. An economic impact study is planned for the next event.
    - In the future, road closures will remain in effect for the whole weekend from Friday through Sunday, with the course open to all cyclists on Saturday.
    - Preparation for the event is a joint venture with the City of Mesa and Perimeter Bicycling. The route is checked repeatedly for safety. The City designs and pays for traffic control.
    - Mr. Hash indicated that the event weekend is definitely worthwhile from a financial standpoint and is supported by the Mayor and Council, the City Manager and Downtown Mesa Association.
  - Bike to Work Day generates friendly rivalry between city departments.

- International Walk to School Day is observed.
- Mesa Adventure Challenge - encourages walking downtown during Walk Month in October.
- Bike Life Mesa magazine was launched by the City of Mesa to encourage cycling, promotes programs offered by the city, and to provide safety tips and other information.
- The annual bike map publication is updated to show new trails.
- Numbered bike routes on secondary streets help cyclists navigate the city.
- Ride-in movies are provided at different parks in partnership with Salt River Project.
- An annual customer service survey is conducted.
- Use of trails by both cyclists and pedestrians is now being tracked to provide real-time data. All new off-street projects will be equipped with at least one counter.
- Bicycle advocates are included in the Mesa Transportation Advisory Committee and cycling is an important component of the annual report.
- A Subcommittee Member commented that Mesa, Tempe, Scottsdale, and the Salt River Pima-Maricopa Indian Community are working towards connectivity; however, the City of Phoenix does not place a high priority on the unpaved stretch of the Arizona Canal from the Biltmore to Scottsdale city limits. This is a critical link in regional connectivity. Scottsdale recently paved that path from the city limits to Scottsdale Road and is planning to build the rest of the path to the Indian Bend Wash.

Ms. Jan Hancock, representing the Maricopa Trail Foundation, commented that the Foundation is doing a comprehensive outreach to 24 communities. She asked everyone to keep in mind that the Maricopa Trail follows much of the canal system and the County wants to partner with the various communities. The Prickly Pedal mountain bike race is scheduled for January 2016 from Lake Pleasant to Cave Creek. Now that so many of the regional parks are connected, the Foundation is turning its attention to connecting trails to towns. Mesa's connectivity is key.

## **5. EQUESTRIAN TRAIL IMPROVEMENTS**

Ms. Madeleine Clemann introduced former Councilmember Ms. Betty Drake, Ms. Jan Hancock, and Mr. Matt Woodson, all of whom are experienced equestrians familiar with riding in Scottsdale. The purpose of this discussion is to include equestrian use of paths and trails. Senior Transportation Planner Ms. Susan Conklu led the discussion.

Highlights of the discussion included:

- Equestrian use of paths and trails has not been considered since the 2009 Trails Task Force wrapped up. The Task Force focused on neighborhood trails and updating design guidelines, and prioritized projects for implementation.
- Today, the network of paths and trails is approximately half-built so staff want to know whether horseback riders are finding the connectivity they need.
- Ms. Drake said the hot buttons give riders who live west of Pima Road good connectivity; however, it is important to build connections to the north. It is felt that a gap analysis is needed. Also, training is needed before horses can be ridden in traffic. Horses have not been included in discussions about planning the Sun Circle Trail and improvements to the waterfront.
- Ms. Hancock commended Ms. Drake for her contributions to paths and trails in Scottsdale. Ms. Hancock stressed the importance of connectivity and including the equestrian community in discussions of transportation needs. Scottsdale is doing a great job and the new project around WestWorld is a great example. The City is looking at the interface between paths, trails and transportation.
- She mentioned that teaching veterans with PTSD and brain injuries on how to ride horses and ride on trails has been found to dramatically reduce the suicide rate in this group. A rigorous three-year study with control groups will conclude this year at Baylor University. This will be used to demonstrate to the Veterans Administration the importance of trails for healing veterans through equine therapy. Riding, hiking or cycling in the natural environment is also critical to healing. Trails are helping to save lives. Groups involved in this area include Horses Help, Warrior Hikes, and Ride to Recovery.
- At 800 equine therapy centers nationwide approximately 8,000 horses are involved. Services to veterans are currently offered at no charge because there is no funding for this vital service.
- The agreement with SRP to allow public use of the pathways along the canal system is in the process of being renewed for a second 50-year period.
- Ms. Conklu noted that the 2008 Transportation Master Plan did not incorporate paths and trails but the next version will.
- A key to connectivity is dedicating and protecting easements. Transportation staff now works more closely with the Planning Department.
- Ms. Drake commented that some of the pushback from landowners is because they do not fully understand easements and liability.

- Mr. Woodson said he has encountered landowners carrying guns; however, once trails have been put in place landowners have a pleasant experience and their attitudes change.
- Ms. Drake pointed out that homeowners protested one trail saying it would reduce property values. After the trail opened, property values rose and crime rates decreased.
- Ms. Drake cited a case she worked on in another state where at the consultants' advice, the city put in temporary asphalt paving along the proposed pathway and erected signs saying "Future Pathway." This forestalled pushback from residents. Educating the public in advance is key.
- Mr. Woodson commended the City for improving trail infrastructure. It is felt that trails are the greatest upcoming recreational amenity. Although, there are costs to build and maintain trails, the cost is minuscule compared to park projects.
- Trails draw tourists from other states, while golf is actually declining.
- Mr. Woodson advised the City not to condemn any easements because they will eventually be needed. It is believed that connectivity is crucial as people seek alternatives to cars.
- Okanogan Trail Construction is the premier trail building company in the U.S. . More money is being invested in trails infrastructure in the Valley than any other area in the country.
- The northern area of Scottsdale is developing as the focal point of a trail use destination; therefore, connectivity is key.
- Multi-use paths can accommodate all user groups.
- It was suggested that using Dynamite as the main corridor for the system could offer non-motorized access to the preserves.
- Horse riders are constantly being pushed farther and farther out of cities. It was encouraged that connecting cities work with the City of Phoenix.
- Ms. Drake commented that in Scottsdale, the equestrian lifestyle has been eroded. She described her work in Lexington, Kentucky where the city operates Masterson Station Equestrian Preserve. People can ride to the preserve on horseback.
- She recommended a connectivity analysis and prioritized list of projects to establish equestrian connectivity to the Preserve and other horse-centric destinations.
- Ms. Drake recalled that when she was on City Council, the Desert Foothills Character Area Plan included the concept of neighborhood trails that would accommodate horses. Unfortunately, over time, many riding easements have been blocked off. Ms. Drake summarized that if Scottsdale wants to keep the

lifestyle, they must open the door for people to keep horses and be able to ride them safely on trails.

- It is important to consider standards for unpaved paths next to arterials.
- It would be wonderful to create a space at WestWorld for people to bring their horses.
- Subcommittee Member Whitehead commented that the islands of land where people still own horses continues to decline, and many of these neighborhoods have nowhere to ride.
- Ms. Drake pointed out that the existing bridges over the CAP canal are not horse-friendly. The bridge at Horizon Park is suitable, but lacks connectivity.
- Ms. Conklu commented that she has to work with HOAs in respect to easements that are not being used. Maintenance is an ongoing concern.
- Ms. Drake suggested drainage improvements might reduce erosion and maintenance costs.
- Mr. Woodson suggested that if a professional trail company is used to re-establish a trail, maintenance might be easier. He believes it could be more cost-effective and new surfacing products are more horse-friendly.
- Subcommittee Member Whitehead pointed out that the City sprays unpaved trails with a dust control product that is dangerous for horses and cyclists. Mr. Woodson suggested that the product could be integrated into the top four inches of the surface to control dust without creating this hazard.
- Chair Stickles suggested that Dynamite Boulevard could become a pilot project to demonstrate the effectiveness of integrating the product into the surface. This would be better for riders than having to switch back and forth between trail and sidewalk. He thanked Ms. Drake for reinforcing the idea of a gap analysis.
- Mr. Woodson noted that his company conducted a survey and found that hiking is a preferred activity for many homeowners in the northern part of Scottsdale.
- Ms. Hancock commented that equestrian access points and trailheads need mounting ramps for accessibility.

Ms. Drake, Ms. Hancock and Mr. Woodson left the meeting.

Highlights of further discussion by Subcommittee Members included:

- Commissioner Holley asked if the equestrian communities have been mapped. Other Subcommittee Members concurred that this should be added to the Transportation Master Plan. Staff addressed the Subcommittee's concerns.
- Subcommittee Member Whitehead commented that if the goal is to stem the outflow of equestrian use and horse properties from Scottsdale, it is essential to

ensure that there are places to ride. Properties should not be isolated by higher density development. Rights-of-way and connectivity must be preserved. An inventory of where the horse properties currently are is the first step.

- It was noted that taking inventory of horse properties, trails and paths is labor intensive. Various ideas for accomplishing this with volunteer participation were discussed.

## **6. OTHER TRANSPORTATION PROJECTS AND PROGRAMS STATUS**

None.

## **7. PUBLIC COMMENT**

No public comment was received.

## **8. ADJOURNMENT**

Chair Stickles adjourned the meeting at 11:40 a.m.

SUBMITTED BY:

A/V Tronics, Inc. DBA AVTranz

**\*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>**