

Public Comment in Regard to the AZ Canal Multiuse Path from Chaparral Road to the Indian Bend Wash Path

The following comments were received at the September 9, 2013 Public Meeting. All references to names and addresses have been removed. This document represents only the comments that were received. A separate document has been created to address Frequently Asked Questions.

Comment 1

Reading through the matrix, it would seem that option 2 is the better option.

Comment 2

I currently run the canal from Jackrabbit around Chaparral to McDonald back to Jackrabbit (a little over 2 miles) 4 days a week and have been doing it for the last 15 years. If the city selects option "1" or "2" will I still be able to complete my run while the city is completing the project? If not, how long will the canal bank be closed to foot traffic? When does the project start? How long will it take?

Comment 3

First of all...I am completely against this project on either (both) sides for several reasons. 1. Unnecessary! This section of the canal works fine just the way it is. 2.Paving creates more noise with skateboarders clicking. 3.Increased traffic in a beautifully natural corridor will chase away the raptors and coyotes who control the vermin. 4.Use the \$\$ money toward improving the existing pima bike path and leave our natural habitat. More will come via email on your site.

Comment 4

The nodes you have at Lincoln on the e side will be right in my backyard. I don't want people hanging outside my house. People on the canal yell and talk very loud, increased traffic will be less sleep and productive work for my office. More plants will increase mosquitos and other bugs which are already a problem. What are you going to do to keep the bike taxis hauling the drunks home off the canal. They already use it now. What about the golf carts and other motorized vehicles they are on there now. Skating, rollerblading is very loud. I will have clack clack in my bedroom. We have Indian bend wash, why want waste this money, just improve that path. I don't want my view of Camelback mtn. blocked. I Also don't want art or shade outside my house to cause people to hang out there, talking or with barking dogs. This is my house, my yard. More landscape will also create unwanted animals which we already have to deal with now. I am against this waste of money. The nodes are ugly, don't fit our style. If it has to be done the West side is the only option viable. You will destroy our lifestyle.

Comment 5

Please read all of it. Indian Bend Path is too narrow. I live adjacent to the concrete path along the golf course. I am south of Lincoln. My concern is for my safety. I'm 75 years old. I try to walk every day and I better not veer off my white line or I can easily get run down by a biker who is going full speed. The poor people with dogs are even more at jeopardy. Why not have a "biker only" on canal. Keep them off the concrete Indian Bend Wash Path-you don't need to pave it. Thanks.

Comment 6

No concrete! There has to be other options. It is going to be too hot to walk in the spring. The vegetation seems to be an afterthought. We don't need rest stops, we need trees for shading. Thanks. Please address the speeding issues on the Miller, Jackrabbit 78th St area. There are numerous crashes on deadman curve and people typically go 40 mph on 78th St between Jackrabbit & McDonald. The trolley drivers do not even follow the speed limits. In the last 6 months, I have barely missed being hit by cars turning north onto 78th off of Jackrabbit. Thank you.

Comment 7

Concerns regarding privacy as I live along the canal on the east side of 76th place. Option 2-does have less homes affected. There appears to be enough bike trails throughout the city. I like the natural environment as it is. It is a safe environment and quiet. Concern about keeping the area clean. I was just at a park where there was garbage everywhere.

Comment 8

Both option 1 & 2 seem good. I like the art proposed. When is the canal path going to be completed to Camelback & Scottsdale rd. Already answered.

Comment 9

I am against any changes to the canal. It is beautiful, serene-a native preserve-why put in concrete, which is a hot surface & noisy. Why ruin the only home in central Scottsdale for wildlife. Make improvements on the multi use path on the golf course. It already has the concrete path so it will save money. The east side is also historic because it was the pony express trail.

Comment 10

I walk every day-bikers come whizzing up behind & I have to move to the right because they are going too fast. I want bike paths SEPARATE from where I walk or my running friends run. I am for Option 2-less people on West side.

Comment 11

Option 1 is unacceptable! Option 2 is okay if the path stays on the west side of the canal. Option 2 is also less expensive. Makes much more sense than Option 1. Option 2 is safer for pedestrians, especially at McDonald Dr.

Comment 12

We already have a multi use path on The Green Belt along Hayden. This proposal seems like a waste of funds. If the city wants to spend money, run the multi use path from Camelback to Jackrabbit and connect with the Hayden Green Belt path.

Comment 13

You did a great presentation! The path will be welcomed by us wherever you end up putting it- either side. Thank you for your efforts!

Comment 14

The west bank alignment appears to be the best choice...less costly, greater continuity, no need to cross back and forth, and far fewer residences impacted.

Comment 15

I am all for your project and know the city of Scottsdale will do a fantastic job. I would love to see the project completed sooner. Keep it going-Option 1 is my preference. Thank you.

Comment 16

Option 2 is clearly a better choice !!

Comment 17

This meeting is a scham. You have already decided.

Comment 18

I am a bicycle rider, and have thought for many years that a bike/ped bridge would be very desirable to have. I prefer option #1, but as long as the Jackrabbit bridge is included in either option I will be happy to see this project completed.

Comment 19

1...From the proposed Jackrabbit Bridge to the multi use path at Indian Bend Wash, there is no bike path or sidewalk. This needs to be addressed if the idea is to feed people between the 2 paths. 2... On the west side (option 2) between Lincoln Drive connector and Silverado, I don't think the current asphalt path meets transportation standards, width or quality.

Comment 20

I support Option #2-which has trail that serves the Ranchos Chaquito area.

Comment 21

I am still against any so called canal bank improvements. The canal is perfect the way it is. Also, the cost to the city of Scottsdale of \$1.9 million is a concern. That money should be used for something more important. The art is a waste of money. You don't need "signs" to warn you that you are nearing Mcdonald. The traffic is obvious as you get close to the street.

Comment 22

I have concerns over the alignment between Chap. & Jack Rabbit. East side seems more open & eliminates need for bridge at Jack Rabbit. Crossing at Chaparral could be done cheaper. I would rather see section between Camelback & Chaparral improved in lieu of Public Art. What is restriction to East side N. of Chaparral. How much of the Budget is for Art?

Comment 23

I think it seems obvious that we should go with option 1 & eventually add in the concrete side on option 2 later...if needed..if we ever get too crowded. Go with the safe and comfortable pathway & add in that 4 ft path as an option later. & continuing to explore ways to use wind/solar power or heat absorbing concrete or whatever possible to make it sustainable and environmentally-friendly.

Comment 24

I object to having my taxes used to purchase public art for this project. The quality of the public art that has been selected in Scottsdale especially by the canal near Olive & Ivy-SFS Mall is very poor. I wish there was a bridge north of Chaparral and South of MacDonald to cross the canal. Please keep expenses to a minimum. However, I question the need to make any improvements for the sake of saving money. I do like Jodie Pinto's art. I hope she can maximize shade trees (desert) and art that supports the culture (Native American/Hispanic).

Comment 25

Do we still have the public access easement to the canal bank at the west end of Migel san Juan? (This street is north of McDonald). Totally in favor. An important link in our non-motorized system. Will be an asset to the community. Alignment should be selected to allow construction of path to best practices & city standards! No 8' paths. Remember the in-line skaters.

Comment 26

Option 2 (west side) is preferred. Advantages of Option 2: 1-It directs additional traffic (pedestrian & cyclists) to the side with fewer homes and fewer privacy issues. 2 – Option 2 allows direct travel from Chaparral to McDonald without turns. (Option 1 requires 2-90 degree turns at Jackrabbit). 3- Option 2 is a safer crossing at McDonald (option 1 has poor visibility at McDonald). 4- Option 2 is less costly than Option 1.

Comment 27

This comment is from a petition which was signed by 49 people: The canal allows one to get away from traffic and noise-be next to moving water and a breeze at times plus a view in places off to the mountains in the distance. Please do not mess with it too much WE LIKE WHAT WE HAVE. As users of the canal bank to walk, bike, run we do not want concrete or asphalt. Stabilized Decomposed granite would be an alternate choice. Concrete will add to heat island No good for horses Burn dogs feet Give runners shin splints and joint damage Heat and reflection will damage trees along banks To reiterate...Please do not mess with it much WE LIKE WHAT WE HAVE.

The following comments were sent to the City in regard to the AZ Canal Project during the month of September 2013. All references to names and addresses have been removed.

Comment 28

My name is _____, I live a _____ Scottsdale and have lived here for over 9 years and had previously lived at _____ on the east side of the canal for 6 years prior to buying my existing home on the west side of the canal. I attended the Public Meeting last night regarding the proposed Arizona Canal Multiuse Path Improvement From Chaparral to Indian Bend Wash Project and went into it with an open mind but after listening to the presentation, looking at the drawings and listening to feedback from the residents that attended I'm not in support of the project for the following reasons: 1. I'm an avid runner that has ran the length of the proposed project 3-5 times a week for the last 16 years and have no problem with the way it is now. 2. The prospect of more traffic (bikes, walkers, skaters, runners, etc.) will not make my runs more enjoyable. I also don't like running on the concrete and a 3-5 side path does not sound like enough room if there's multiple runners using it at the same time. 3. I'm familiar with the Santa Monica project that designer Jodi designed and even though its well designed aesthetically it is a real mess during peak hours when you combine the numerous types of users. 4. I do not have a dog but I can see why the dog owners wouldn't want to walk their dogs on 140 pavement in the summer. 5. I also agree with the owners that live right on the canal that they will give up some privacy if there's great traffic on that canal looking down in their yards and I could also see criminals ride their bikes by in the daytime to case their yards out and them come back at night to rob them. 6. I also agree that we already have fantastic paths less than a mile east with the Indian Bend park sprawl along Hayden. I agree that we really don't need another expensive paved multiuse path so close. 7. I think the money could be better spent elsewhere. Possibly south Scottsdale or around Old Town. 8. Lastly our neighborhood has gone through quite of few lengthy construction projects over the last few years and most in my neighborhood wouldn't mind a 5-10 year break. We've had to deal with the Epcor water upgrades, the widening of Palo Verde street, over 6 months of work on McDonald between Cattletrack and Hayden and a few other projects close by and I especially don't want trucks traveling past my corner of 74th St. & Jackrabbit 5 days a week for another 9-12 months while they're working on the canal or jackrabbit bridge. I also don't want to not be able to access my usual running paths on both the east and westside of the canals for up to 9-12 months. I was hoping to speak to you last night after the meeting but you had quite a few people trying to talk to you so I'm emailing you instead. Please feel free to call me on my cell at _____ if you have any question concerning my email. I think your staff did a great job designing and presenting it but I just don't think its appropriate for the area. Thank you and thanks for attending the meeting last night.

Comment 29

I am sorry I will not be in town then. I expressed my opinion the last time, that is I think the whole thing is a big waste of money. There are many other things to spend money on that would be advantageous to more Scottsdale citizens.

Comment 30

Why is the Arizona Canal Multi-Use Path project needed? As an active cyclist, ride leader, jogger, former dog walker, homeowner and voter in the area for the past 20 years, I see great benefits:

Benefits for cyclists

- Connectivity east and west. The bike/pedestrian bridge over the canal at Jackrabbit Road will close the only gap on this wide, low-traffic street that riders use between the Pima Path on the east and 64th and 68th streets on the west.
- Connectivity north and south. The project will close a gap in paved paths between Chaparral Road and the Silverado Golf Club, enabling access to downtown Scottsdale shops, restaurants, services and events as well as to stores and restaurants on Indian Bend Road.
- Suitability for all types of bicycles. Paved paths provide smooth, firm surfaces that are safer and easier for *everyone* to ride on, regardless of whether they own road, hybrid, mountain or cruiser bikes. On the current rough, sandy surface, the typical rider needs a fat-tire bike for adequate traction and control.
- Safe separation from auto traffic. Paths are safer for, and much preferred by, casual and recreational cyclists who are inexperienced riding in bike lanes, and for young riders still learning the Rules of the Road.
- Maintaining Scottsdale's recognition by the League of American Bicyclists as a gold-level Bicycle Friendly Community. This distinction, achieved just two years ago, places Scottsdale among the top 17 such communities in the U.S. and is a unique edge in attracting residents and visitors.
- Encouraging cycling for short trips. Running errands by bike provides exercise, cuts air pollution and helps reduce the need for costly road-widening projects and parking garages.

Benefits for cyclists, runners, joggers, walkers, dog walkers and more

- The canal path will provide *everyone* with an alternate north-south route when the Indian Bend Wash path is flooded or closed by construction.
- The Jackrabbit bike/pedestrian bridge will provide *everyone* with an east-west route that avoids auto traffic on busy Chaparral Road and McDonald Drive.
- The proposed beacons will alert auto traffic and increase safety for *everyone* making north-south crossings at Chaparral Road and McDonald Drive.
- Paved paths offer smoother, firmer surfaces for in-line skating, baby strollers and the physically challenged using scooters.

Benefits for property owners

- Facing urban reality. This is an urban neighborhood just 1.5 to 3 miles from the heart of downtown Scottsdale. It consists mainly of townhouses, condominiums and apartments, with a minority of single-family homes on medium or small lots. The former

“bird sanctuary” property was replaced seven years ago by what are now high-end homes in Camelot Reserve.

- Facing demographic reality. As residents age and are no longer able (or allowed) to drive, they will have to either relocate or rely on alternative transportation. Future buyers of homes here will be our younger generation, which increasingly wants to live near urban amenities (like paths) and which increasingly prefers alternative transportation over driving cars.
- Higher property values. The National Association of Realtors, inherently interested in rising home prices and livable communities, now encourages every transportation project to consider *all* types of transportation. The League of American Bicyclists and the Alliance for Biking & Walking say, “Neighborhoods become more desirable when traffic slows down and residents have more transportation choices.” A \$4 million investment in recreation, public art and transportation choices will help, not hurt, demand for area properties.
- Consistent citywide enhancements. Multi-use paths and public art have added to other areas of Scottsdale, such as the path and “Rippling Waters” bike/pedestrian bridge at Oak Street and the Crosscut Canal. Not building this project would leave this neighborhood a sadly broken link in a chain of beautiful additions from Oak Street to the Waterfront to McCormick Ranch and beyond.

Benefit for the environmentally conscious

Fighting air pollution is arguably the Valley’s biggest environmental challenge. If you care about the environment, consider this astounding statistic from the 2009 National Household Travel Survey: *50 percent of all trips in the U.S. are 3 miles or less, yet 72 percent of those trips are driven in private vehicles.* Our area is within walking/biking distance of shops, restaurants and services, but too often residents start gas-fueled cars, drive on wide asphalt streets and park in vast asphalt lots, then reverse the process, just to travel for a mere 1, 2 or 3 miles. Walking and cycling on the canal path and/or taking the Miller Road trolley will help cut air pollution, to say nothing of providing the mental and physical benefits of exercising outdoors.

Let me also list the benefits of Option 1, using the canal’s east side:

- The wider flat area more easily accommodates multiple users. A 10-foot paved path allows a cyclist or skater to safely pass a slower user and allows an oncoming user to continue travel. Dog walkers, who often take up wide spaces, runners and joggers will have another 20 to 30 feet of flat, unpaved surface available on the east bank. The west side, in contrast, cuts the paved path’s width to a sub-standard 8 feet in places and leaves dog walkers, runners and joggers with *significantly* less space – just 4 to 10 feet of flat, unpaved surface.

- Greater safety for women and children. Law enforcement and common sense have long told us to avoid dark, isolated areas. The east side has six access/egress points, more nearby residences, and wider access for emergency vehicles in case a path user is hurt, ill or needs other help. The canal's isolated west side has only three access/egress points, fewer and more remote residences, and less room for emergency vehicles – a potentially dangerous mix.
- Greater ROI. There is no escaping the fact that more residents and more access points on the east side mean it will continue to be used more often, regardless of which side the project is situated on. Taxpayers receive a higher return on investment from improvements built on the side people use.

Conclusion: Just say no to the naysayers. Active, health-conscious and forward-looking residents of the area urge you to support the Arizona Canal Multi-Use Path project and the east-side Option 1. Thank you.

Comment 30

Dear Ms. Leyva - I am writing this email to urge you to move the Canal Multi-Use Path to the west side to the canal. I am against anything being done to change the canal. I do not want the residential east bank ruined. The west bank is the best choice - more cost-effective and not on the side of the majority of the canal residential areas, which are located on the east bank. The west bank will keep the noise, the seating, the hot concrete and the canal embellishments away from the majority of the canal residences and affect the least amount of homes.

I do not want the serenity of the canal neighborhoods ruined by the proposed path. I do not want the concrete multi-use path ruining my privacy and my security as well as that of my neighbors. There already is a multi-use path on the greenbelt next to the canal where roller bladders and skateboarders can go. I do not understand the necessity of another multi-use path. Right now the canal is a wild-life refuge - a quiet location hidden in the middle of central Scottsdale that will be negatively effected by the proposed path. Where will all the birds and animals go? [the Harris and red-tailed hawks, the owls, the water birds, the coyotes (who keep the rodents under control), the javelina. etc.]

I also disapprove of the embellishments - the benches, the water fountains, the sign posts and the shade areas. The proposed Barbosol-derived sign posts are completely inappropriate for the tranquil surroundings of the canal. I urge a definite no on them. They will cheapen the path. I feel that the proposed shade areas also are not in character with the canal. They might work in downtown Scottsdale but they will not work on the canal. They will also block the beautiful views of Camelback Mountain and the Praying Monk that can be seen from the canal.

Please make sure to include my comments as part of the project record. Would you also make sure that I am on your info distribution list.

Thank you very much.

Comment 31

My neighborhood is extremely unhappy with the plans. If you don't live on the canal you don't realize it's a quiet animal refuge. We don't want to lose that. We don't want New York style hustle and bustle going by our houses. We're neighborly, we talk to people passing by and get updates on where and when certain birds were found. What a shame to lose something that magnificent in the middle of the city.

I just can't imagine lighting, inline skaters, skateboarders, etc not only scaring the animals away. But, it would also be an awful increase in noise as the canal butts up against my backyard along with all of us on the East side of the canal. You don't see these animals over at the Chaparral/Hayden park area due to the activity and noise. All of us live here for the quiet and serenity. We already have the occasional bicycle taxi from downtown blasting their stereo, I can only imagine what a nice paved way would do with the traffic from them. I'm sure the golf cart taxis would love it too. People don't realize the canal acts as a speaker. Therefore, from inside my house I can hear entire conversations if people are loud. Also, young kids already hang out to smoke occasionally. If they see you they take off because it's a pass way. If benches and covering are put out, it would be a great place to hang, smoke, have a beer after dark.

I'm just curious what exactly is an environmental artist. This is what I find, The term environmental art is used in two different contexts: it can be used generally to refer to art dealing with ecological issues and/or the natural, such as the formal, the political, the historical, or the social context. If the artist in charge of the project is an environmental artist, you would think that she would not want to disturb the natural habitat along the canal. Nor would she want to put benches with shade outside my home. Thus causing a park environment. Also, this is the historic Hashknife Pony Express route. As Herb Drinkwater stated he wanted a community that we could all enjoy safely. It feels as though the city is not concerned about the main users of the canal. The residents who live on it 24/7 year after year. Do you know if the artist did a wild life impact study or even visited the area in person. There are so many things in the sketches that don't add up math wise, such as the actual widths of the canal banks. Also, the community on Lincoln is Arroyo Verde, (my home) not The Colony, as the slide shows.

These owls are right where they want to put a lighted shaded area with a bench. I can't imagine them staying in this area if this occurs. They keep the rodent population down and are wonderful to watch and listen to every night. They are here already. I hope you enjoy the video. They are spectacular to see in person. I lived in Mesa on the edge of town for 18 years and never saw any of these birds that I've posted pics of. I wish everyone involved in the project would take a trip to our little piece of paradise right in the middle of Scottsdale.

<http://youtu.be/1Uv9aw0IUGs>

Thank you for your time

Comment 32

Hi Anna, and thanks for the time spent at the update at Pueblo School. Well done.

I am on the Homeowners Board for 48 homes , Arroyo Verde Homes, backing to the canal next to Lincoln Drive, just south of Cabrillo Square.

I believe the new bicycle/running path should be on the west side of the canal for a multitude of reasons but the strongest reason is the economy of scale due to the paving already in place further north leading up to the Indian Bend Wash. Should save quite a bit of money to be used elsewhere.

I will try to continue to participate throughout the process.

Thank You again.

Comment 33

Hi Anna,

I too thank you and the team for the presentation at Pueblo School last week and echo the well done. **However, I do disagree with my fellow Board member and believe the path should be on the east side of the canal for the following reasons.**

1. From a planning stand point, the eastern alignment has a more attractive base plan over a western alignment that requires more visual mitigation than you have money for or even SRP criteria that will allow you to do the same.
2. From McDonald Drive north, actually, it would be at Lincoln, the paved path that exists on the west side of the canal is physically and visually separated from the canal proper by a wide and deep drainage channel that flows into the small lake associated with Silverado Golf Course along Indian Bend Wash. Adjacent to the path exists a tall white perimeter wall associated with the housing community on Lincoln that is even less pleasant to use than just the plain canal bank at the existing time. Also, If the intent is to construct a canal path, this alignment misses the spirit of the concept. Finally, it is an asphalt (bituminous concrete) path that reflects (by absorption) way too much heat. If LEED criteria is being suggested, PC concrete meets this criteria, bituminous concrete or asphalt does not. Asphalt has a half-life of much less than PC concrete. And people can use it if they want, most do not, after living here for 25 years. They walk to the canal edge for the most part.

3. Finishing the concrete is just as important. Please minimize texture. Use color instead. Provide enough tooth to the finish to avoid wet weather slippage for bike users as exists on Indian Bend Wash Path in some locations. Key and/or dowel construction joints and expansion joints for longevity and safety of users (no heaving) . Hopefully, you all are looking at providing a minimum 6 inch concrete or per soils test for maintenance vehicles. Suggest a fiber mesh for the mix to assure longevity. And let SRP know by signage where it is safe to cross the paved path. Ask SRP what their wheel loads are so when the new pavement is put down it is not destroyed as we have witnessed over the years along the existing paths. Graphic signed locations for crossings where the pavement is beefed up should put a stop to this, well, for the most part.
4. Everywhere a path system of similar nature has been constructed in the Valley, the adjacent property values have increased not decreased. Increased crime has not been a significant factor on any improved canal path that we are aware of. This enhancement would also give residents a pleasant alternative path to downtown Scottsdale for walking or bicycling. Respite of shade and seating as you have suggested would provide pleasant stops to break-up the interval for the user to downtown or wherever their destination may be. A really good start/continuance of a great path system in the valley.
5. Shifting gears again, the single family residential community at McDonald Drive on the east side of the canal needs to be screened from public view. Their backyards are in total view of passer-by users. And this area seems to be a deposit point for all kinds of refuse, even more than the multifamily communities to the north or south within this design area. The remaining communities on the east side are all multi-family communities. They would benefit from potential keyed access, enhanced pavement, and landscape development. You would be providing a visual enhancement to the perimeter of each community; while providing shade from a western exposure with the addition of perimeter landscape plant materials. A sketch-up model study could discern locations that have views to Camelback Mountain to assure neighbors that those views would not be diminished or may even be enhanced with better framing.
6. Also, please correct your maps to reflect the difference between “The Colony” and “Arroyo Verde Homes”, north of The Colony. Their swimming pool/clubhouse (north) is just about the south boundary of Arroyo Verde Homes (just 48 patio homes) that extend to the abandoned ROW of Lincoln Drive. Lincoln also provides an excellent opportunity to connect the path to 78th Street and the path along Indian Bend Wash and Silverado Golf Course as a short cut instead of going to the siphon.
7. Where the path is crossing the arterial streets, please provide wide traffic paint striping at the crossings. This should be at least a minimum to make drivers aware. They are not now in the time we have lived here. As you know, these are potentially dangerous crossings as the canal path user is mostly aware after one use of the speed that folks drive through these areas. It only takes one time for someone to miss this.....very scary. WE have been most fortunate to date. Graphic signing, additional lighting, reflective paint/tape on bollards or pavement, Dagmar type reflectors,...all kinds of opportunity, just need to have some more creativity. It has been working as is, but not great.
8. The overhead shade structures are fun. They look like artist palettes to me. Although they make me feel a little anxious like the pots on the Route 51 when they were done. Perhaps out

of place? Not sure the artist's system fits here as portrayed by the sketches. Perhaps some sketch up models would be the least expensive way to portray? Again, would suggest the use of a shading program like SketchUp to test where and when the most effective shade will exist for the users. This can be done in quick order and backed up by months, days, and time of day for bolstering the ideas.

9. Are solar lights being considered? At least reflective tape on bollards or signing for night users would be helpful. Bollards could be as simple as fat steel pipe with caps. Reference, Chaparral Park, same or fatter. Of course, bollards or similar stop cars. Removable or folding allows trucks. You all know this already, just a reminder of more elements to work with.
10. Banner signing as presently suggested should be tailored to pedestrian and bicycle scale. Horses have not been big users in the 25 years we have lived here, so the scale should be brought down. Horses are a fun change to see, but just don't see them very often. The same may be said for the fun covers over pedestrian bridges. Please avoid monumental scale, especially in residential areas of the low height that surround this corridor.
11. Trash receptacles and dog bag locations. But then who maintains? Community groups like our highway cleanup section locations? Perhaps the dog people will get the hint. Signing just doesn't seem to work on its own. And then signing should be fun. Nice way-finding and information system is great idea. Thank you.
12. Entry nodes to the path system need to be played up as much as possible to help create spatial definition.....Wow, sorry, jargon..... how about creating short views and long views of the corridor? This also breaks up the perceived travel time and provides a better location frame of reference for the user.
13. As you all mentioned, you do have to use the west side for some distance, but you have outlined the problems with the west side. The east side has its own problems, but mostly reflect the NIMBY syndrome. Good luck with whichever side you have to go with. Oh, the power poles perhaps create a vertical hazard for the speeding bicycle in wet weather like the "s" curve along Indian Bend Wash path at the golf course south of Indian School. I have seen many wipe-outs at this location. But that is just bad design and speeders. You all cannot account for our ignorance and chance taking beyond what is reasonable.

Please allow the landscape architects and planners design the path system and the ground plane associated with the same. Not just "shrubbing" it up. I got the impression that the artist was driving this effort. As fun as their work is, they are not designers on the land nor do most of them understand the big picture. Naturally, there are always exceptions. The local Design people perhaps have a better handle on corridor space and what the big picture is and how to work best with the native/natural environment as it melds with the built environment.

Finally, assess the materials for their compatibility with our desert environment and longevity. We have many excellent examples of artists works that complement the desert environment. Not sure we have achieved this yet with these concepts. But of course, this is just one person's feelings and thoughts right now. Subject to change.

Again, thank you all for the great work. If we can provide additional input we would be pleased to do so.

Best Regards.

Comment 34

Anna, I attended the first meeting, but missed the others because of work. I must say Wow - an option two - you must have been tremendously busy. Who will decide Option 1 or Option 2?

I lean toward no improvement - but knowing this is probably something that won't be stopped - I favor Option 2- the west canal extension.

One way or another - when this is complete - you should run for Mayor - from the minutes I can tell you are sensitive and responsive - having this nature can be overwhelming at times, and that only you will know!