

MESA COMMUNITY COLLEGE URBAN BICYCLE TOUR

MARCH 5 & 6, 2011

Trip Leaders: Steve Bass and Philip Clinton



FIELD TRIP OBJECTIVES

1. to observe the distribution of human activities and land uses
2. to observe the distribution of biotic, geologic, and atmospheric phenomena
3. to interact with the human and natural environment
4. to gain an appreciation of the diversity of the Phoenix Metropolitan area
5. to build a community of learners in a relaxed setting

FIELD TRIP RULES

1. All participants must wear an approved helmet while cycling and a seat belt when traveling by motor vehicle.
2. Use of audio headsets is prohibited while cycling.
3. Participants will travel as a group and stop for discussions along the way.
4. Obey all traffic rules and ride defensively. This is not a race.
5. Pack it in – pack it out. Leave no trash along the route.

ITINERARY (all times are approximate)

Saturday March 5

- 8 am Depart MCC (arrive by 7:30 am to load gear and to enjoy breakfast)
- 10 am Snack Break near Camelback Colonnade Mall
- 12 pm Picnic lunch at Cortez Park
- 2 pm Arrive at GCC
- 3 pm Arrive at White Tank Mountain Regional Park
- 6 pm Dinner Cookout followed by sitting around the campfire & smores

Sunday March 6

- 7 am Breakfast (*and stretching*)
- 8 am Depart White Tank Mountain Regional Park by van
- 9 am Depart GCC by bicycle
- 10 am Tour the Bharatiya Ekta Mandir Hindu and Jain Temple
- 12 pm Snack at Encanto Park
- 1 pm Lunch at South Mountain Community College
- 3 pm Arrive at MCC

SATURDAY ROUTE

Begin at the Dobson & Southern campus of Mesa Community College.
Head west across Dobson Road along Hospital Drive, and follow the driveway to Southern Avenue.
Turn left and follow Southern Avenue to the Tempe Canal (*this is less than 1 block*).

Turn right onto the paved west bank of the Tempe Canal and follow it to Broadway Road.
Turn left on Broadway Road and continue to Price Road (*this is less than 1 block*).
Turn right on Price Road and travel to Orange Street (*less than a mile*).
Turn left, crossing Loop 101 on Orange Street, and continuing on the sidewalk through Escalante Park.

Turn left and travel 1 block on River Drive.
Turn right on Don Carlos Avenue, continuing across McClintock Drive.
Turn right on Butte Avenue (first stop sign), then head west on Orange Street.
When Orange Street ends, turn right onto Terrace Road.
Follow the crosswalk across Rural Road, continuing through the Transit Station. *Watch for trains & buses!*

Turn right on Mcallister Avenue and continue across University Drive onto Veteran's Way.
Follow Veteran's Way to College Avenue, watching for trains as you cross the tracks twice.
Turn left onto College Avenue (*this is one short block*).
Turn right onto 6th Street. Continue to Mill Avenue.

Turn right on Mill Avenue and continue to Rio Salado Parkway.
Cross Rio Salado Parkway and Mill Avenue, entering Tempe Beach Parkway (*NW corner*).
Follow the multiuse path westward along the south bank of Tempe Town Lake.
Turn right onto Priest Road, continuing across the Salt River, Loop 202, and the Grand Canal.

Turn left on Washington Street and continue by Tovrea Castle and Pueblo Grande (*approximately 1.5 miles*).
Turn right onto the paved west bank of the Grand Canal near 42nd Street.
At 20th Street, cross to the east bank of the canal, and follow the bike route signs.

Continue northbound, along the bike route just to the east of Route 51 (*approximately 1.5 miles*).
At Coolidge Street, follow the sidewalk through the wall to Highland Avenue. Cross Highland Avenue.
The path continues just to the west (*left*). We will stop for a snack at the Camelback Colonnade.

Turn right at Camelback Road, then left at 18th Street (*this is one short block*).

Travel 1 mile north on 18th Street.
Pass through the wall at Bethany Home Road and continue northbound.
Turn right onto Maryland Avenue.
Turn left onto the Arizona Canal.
Follow the canal, utilizing underpasses to cross roadways (*watch for oncoming cyclists and pedestrians!*).

Just before 35th Avenue, we will stop at Cortez Park for lunch.

Cross 35th Avenue at Eva Street.
Turn right on 39th Avenue.
Turn left on Carol Avenue.
Turn right on 43rd Avenue. *Be very careful crossing 43rd Avenue..*

Turn left on Mountain View Road.
Continue across 59th Avenue into Sahuaro Ranch Park, then left onto the GCC campus.

SUNDAY ROUTE

Cross Olive Avenue and ride south on 61st Avenue.
Turn left on Northview Avenue (*just before Grand Avenue*).
Turn right on 58th Avenue and head into Downtown Glendale.
Turn left on Glendale Avenue, and right on 54th Avenue.

Turn left on Maryland Avenue, crossing Interstate 17 on the pedestrian bridge.
Continue eastbound on Maryland Avenue to 23rd Avenue.
Turn right on 23rd Avenue (*2½ miles*).
Cross the Grand Canal just south of Indian School Road and follow the path back onto 23rd Avenue.

Turn left on Virginia Avenue.
Turn right on 21st Avenue.
Turn left on Encanto Boulevard. We will stop for a snack at Encanto Park.

Turn right onto 9th Avenue, left onto Coronado Road, and right onto 5th Avenue.
Cross over Interstate 10 into Downtown Phoenix.
Turn left at Adams Street.
Turn right on 1st Street, passing by US Airways Center.

Turn left onto Grant Street.
Turn right onto 7th Street.
Be very careful crossing under Interstate 17.
Turn left into the Rio Salado Habitat Restoration Area after crossing over the Salt River.
Follow the path eastward along the river. Keep your eyes on the path! It stops abruptly!

Continue along the Rio Salado path to 24th Street.
Turn right onto 24th Street at the top of the ramp. Follow 24th Street to the Highline Canal (*3 miles*).
We will stop for lunch at South Mountain Community College.

Turn left onto the paved bank of the Highline Canal and follow it to Baseline Road.

Turn right onto the sidewalk along Baseline Road.
Turn right onto 46th Street.
Turn left at the first street (*Beautiful Lane*).

Turn right onto 48th Street.
Continue straight at the traffic circle onto South Pointe Parkway.
Turn left onto Guadalupe Road, and cross over Interstate 10.
Turn right onto the Western Canal multiuse path.

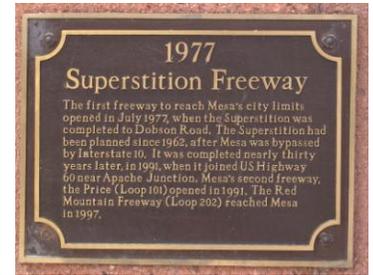
Follow the Western Canal to Loop 101.
Cross over Loop 101, then turn left onto Price Road.
Turn right onto Guadalupe Road.
Turn left onto Noche de Paz, then left again to stay on this street.

Turn left onto Saratoga (becomes Linder Avenue).
Turn left onto El Dorado and cross Baseline Road.
Turn right onto Javelina Avenue.
Cross Dobson Road and ride on the sidewalk back to MCC.

SIGHTS ALONG THE WAY!



Our journey begins at the Southern & Dobson campus of Mesa Community College. This site was established in 1966, replacing a sheep pasture. Over the years southwest Mesa has developed into the urban environment that we see today. Banner Desert Medical Center (formerly Desert Samaritan Hospital), US60 (formerly AZ360), and Fiesta Mall all opened during the 1970's. We will follow the path of the Tempe Canal, a waterway that forms the border between the cities of Mesa and Tempe. Enjoy the view of Camelback Mountain to the north – we have a hike to the summit scheduled on April 30.

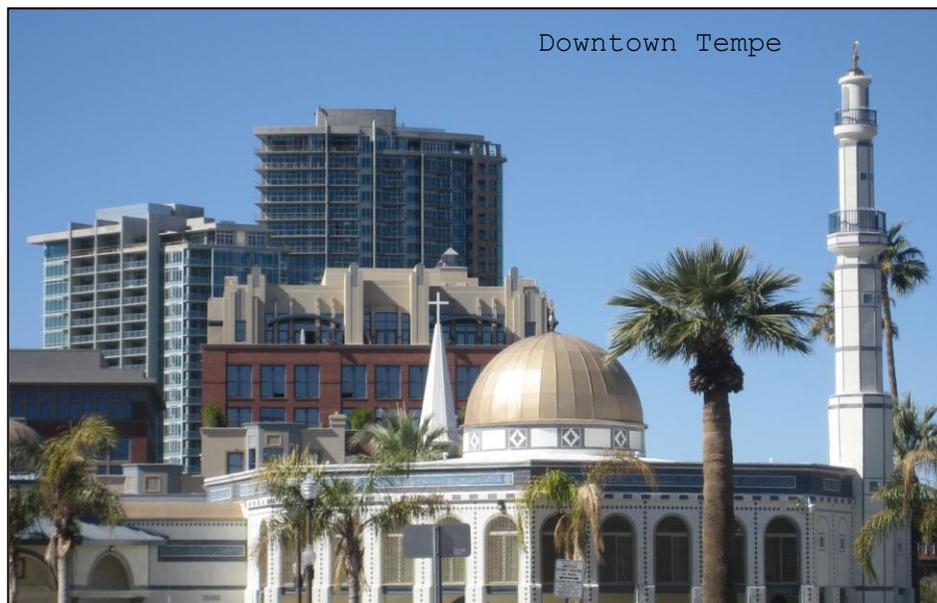


After crossing Loop 101 (opened in 1991 as a depressed freeway to limit noise impact upon surrounding homes), we enter older, established neighborhoods characterized by small lot sizes and mature vegetation. Escalante Park is named after two brothers and a cousin who died in World War II. As we approach the ASU campus, single and multi-family rental properties become common. This area is sometimes referred to as the “student ghetto”¹ for the large number of college-age residents.



We are fortunate to be crossing the Arizona State University campus on a weekend, for the Tempe campus hosts over 50,000 students. Note the prevalence of restaurants, bars, and nightlife that are characteristic of major universities. Why don't we observe similar establishments adjacent to MCC, a college larger than many state universities?

Downtown Tempe displays a mixture of land uses, as illustrated in the photo below. From the corner of Sixth Street and College Avenue we can observe an Islamic mosque, a Christian Church, and a variety of institutional and commercial land uses. The tall, unfinished residential towers to the west of downtown reflect the economic downturn in the housing market.



¹ A ghetto is defined as a minority-dominated portion of a city. It differs from a slum, which refers to a run-down portion of an urban area. While an inaccurate use of the term, the phrase “student ghetto” reflects the fact that a disproportionate percentage of the population is 18-25 years of age.



Hayden Flour Mill

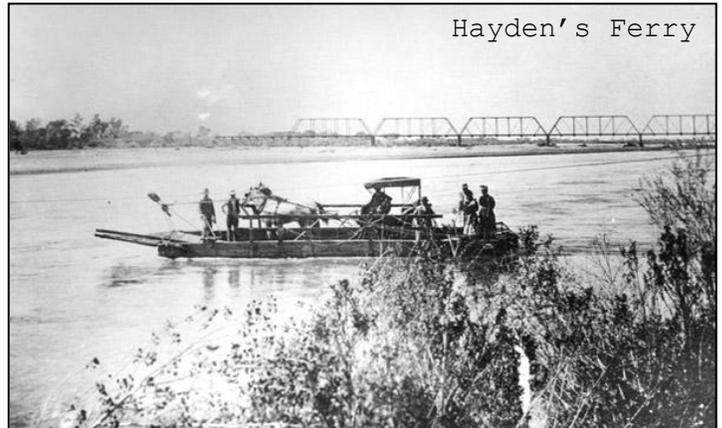
Mill Avenue is named for the Hayden Flour Mill, established by Charles Trumbell Hayden in the early 1870's. Power for operation of the mill was provided by water transported through a ditch from the Salt River. The existing flour mill was built in 1918, replacing earlier buildings destroyed by fire. The grain elevator was added in 1951. The mill ceased operations in 1981, and has been the subject of numerous development proposals in the years since.

The Andre Building (1900) is another historic structure that we will pass on our journey. This building, which exhibits both Victorian and Neo-Classical elements, now houses the Rúla Búla Irish Pub.

Hayden's house, located at the southwest corner of Mill Avenue and Rio Salado Parkway, is the oldest surviving building in the Salt River Valley. The building currently houses Monti's La Casa Vieja Steakhouse and contains an excellent collection of historical photos.

Prior to Hayden's arrival, the largely Hispanic neighborhood in the area had been known as San Pablo, and later Butte City. It adopted the name Hayden's Ferry after he strung a wire cable across the Salt River and took advantage of the surface bedrock to transport passengers using a pole. The name Tempe came about in 1879, as the region was said to be reminiscent of the Greek Vale of Tempe.

Tempe grew with the establishment of a Territorial Normal School (now ASU) in 1885, and completion of a railroad bridge two years later. With statehood in 1912, Carl Hayden (son of Charles) began a 57 year career representing Arizona in the U.S. Congress.



Hayden's Ferry

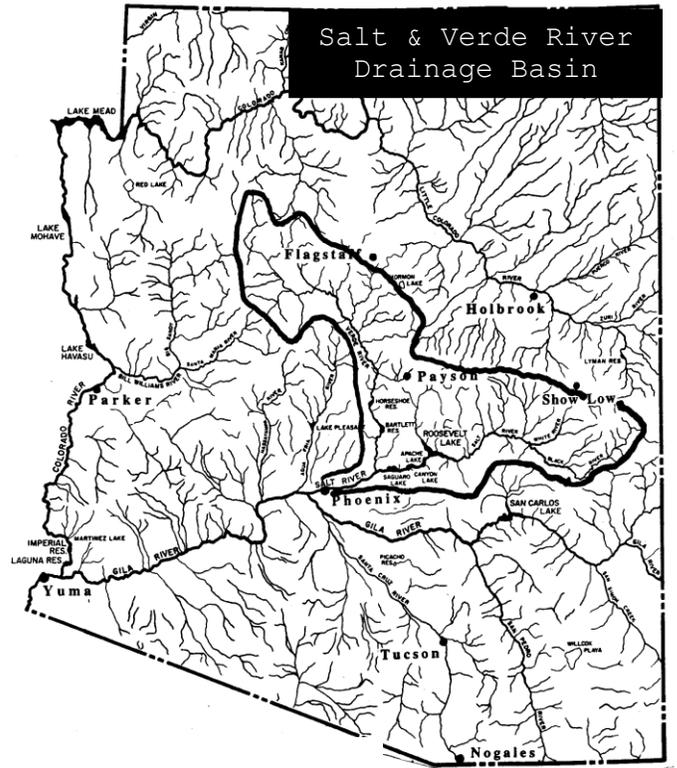
Hayden Butte is a well known Tempe landmark. Petroglyphs serve as evidence of prehistoric habitation on the butte. Later artwork included an "N" for Tempe Normal School, a "T" for Tempe State Teacher's College, and an "A" for Arizona State University. Many local residents simply refer to the landmark as "A" Mountain.



Tempe Beach Park was established in 1931, although Arizona's first Olympic-size swimming pool was located on the site before that time. In addition to swimming, the park hosted baseball games, outdoor movies, and civic events through the 1970's. Following heavy damage by flooding, the park fell into disrepair. It was reopened in 1999 with the establishment of Tempe Town Lake. The park hosts a range of events including triathlons, concerts, charity fundraisers and holiday celebrations.

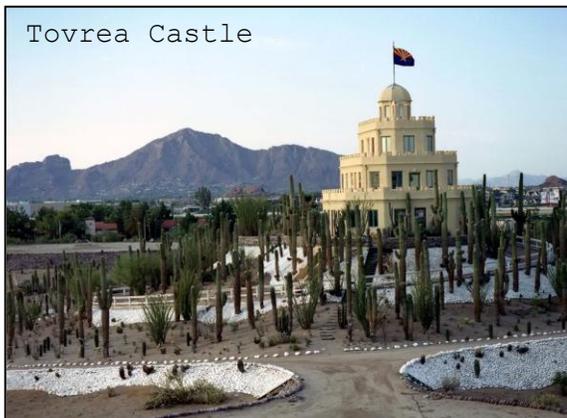
Flooding has been a historic dilemma for residents of the Phoenix metropolitan area. Part of the reason lies in the topography of the state. The **drainage basin** of the Salt & Verde Rivers occupies an area larger than the states of Connecticut and Massachusetts combined, much of which lies above 6,000 feet in elevation. Strong winter storms and rapid spring melting sometimes lead to catastrophic flooding through the Salt River Valley.

In an effort to minimize the impact of floodwaters, the **Rio Salado Project** was conceptualized in 1966 by a group of Architecture students at Arizona State University. The original design included a series of locks and channels along the Colorado, Gila, and Salt Rivers, creating an inland seaport in the desert. The project was intended to stimulate economic development, provide recreational opportunities, and assist with flood control along the Salt River channel. The students' Rio Salado proposal received praise from a variety of regional organizations, but failed to receive funding. A countywide vote in 1987 to fund 38 miles of greenbelt development along the Salt River channel was defeated by a wide margin. However, analysis of the voting results indicated that residents of Tempe had supported the initiative. Therefore a scaled-down version of the project was pursued within Tempe city limits.

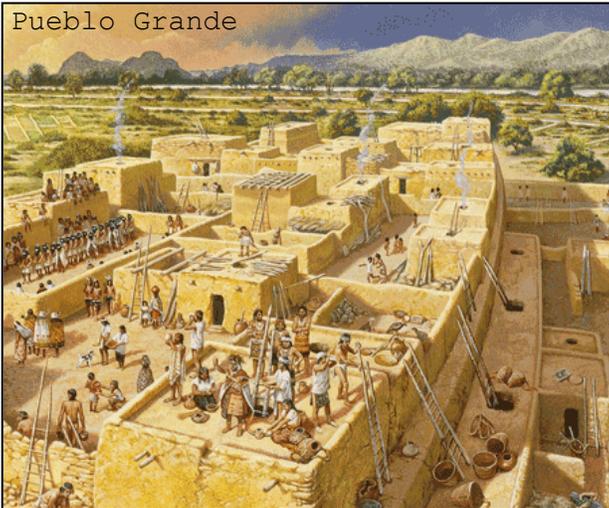


Tempe's Rio Salado includes approximately 840 acres that have been reclaimed from the Salt River floodplain, along 5.5 miles of development centered on a 2 mile-long lake. The lake contains nearly a billion gallons of water, losing a million gallons per day to evaporation. It is held in place by low-pressure inflatable dams.

After cruising by the lake we will cycle parallel to the **Valley Metro Light Rail** line along Washington Street. This 20 mile link opened in 2008, with future expansion of the system planned in Mesa, Glendale and Phoenix. Ridership averages approximately one million boardings per month. Interestingly, METRO is not the first rail to serve this corridor. Streetcars traveled this route prior to being replaced by buses in 1948.



After crossing under Loop 202, **Tovrea Castle** appears on the north side of Washington Street (just before the Phoenix Main Post Office). It is easily identified by the cactus garden surrounding the structure. The building, originally designed as part of a housing and resort development, was begun in 1928 by Italian immigrant and businessman Alessio Carraro. It fell into disrepair for a long period, before being purchased by the City of Phoenix in 1993. Since that time the city has made efforts to improve the property, hoping to open it to public tours.



After crossing under the Hohokam Freeway (AZ143), **Pueblo Grande Museum** is located on the south side of the street. The museum is a 1500 year old Hohokam village, containing a platform mound ruin, prehistoric ballcourt and outline of ancient dwellings. Pueblo Grande is an “Arizona Point of Pride” and is listed as a National Historic Landmark.

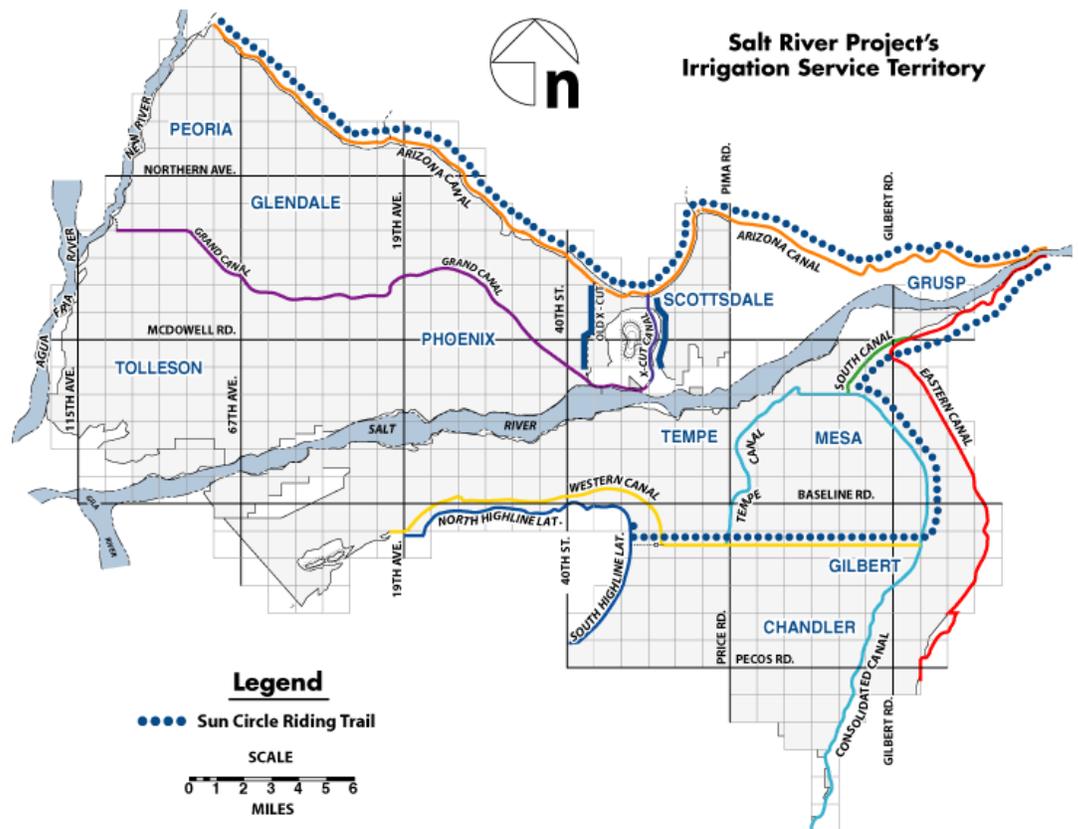
The area selected for habitation by an ancient civilization remains economically important today. **Sky Harbor International Airport** was established by the City of Phoenix in 1935. The airport has encroached upon bordering neighborhoods over the years, growing to become one of the ten busiest airports in the country. The elevated construction project that you see near



44th Street and Washington is a Skytrain that will provide a link between the light rail line and airport terminals. It is scheduled for completion in 2013.

Leaving Washington Street, we head northwest along the **Grand Canal**. While not quite as famous as the Grand Canals of China or Venice, Phoenix’s canal has been in operation since 1878, transporting water from near the Mill Avenue Bridge in Tempe to the Agua Fria River in Glendale. We will follow it for only about four miles today. The Grand Canal is part of a water distribution system maintained by the Salt River Project (SRP), an organization established in 1903 under the National Recreation Act. SRP consists of both a public power district and a private Salt River Valley Water Users’ Association.

As we enjoy a separation from traffic along the Grand Canal we have the opportunity to view a portion of Phoenix through the “back door”. Take note of the changing landscape, including characteristics of adjacent neighborhoods and their residents. It is interesting to note that less than five years ago it was unusual to see a storefront that was not advertising for new employees. See if you can observe evidence of the downturn in the economy today.



Note: GRUSP (NE corner of the map) refers to the Granite Reef Underground Storage Project. It is located on Salt River-Pima-Maricopa Indian Community land in the Salt River channel just to the west of Granite Reef Dam. In this location water is placed in porous basins and allowed to seep into the underground aquifer for future use.

At 20th Street we head north along a bicycle route paralleling the **Piestewa Freeway** (AZ51). This freeway cuts through the Dreamy Draw, a mountain pass bisecting the Phoenix Mountain Preserve. Construction of the freeway began during the 1980's, when it was known as the Squaw Peak Parkway. The name was considered offensive by many Native Americans, prompting a change to Piestewa after Lori Piestewa, the first known Native American to die in combat for the U.S. military in Iraq.



In an effort to mitigate freeway noise impact upon nearby neighborhoods, sound walls were constructed with embedded decorative pots. When controversy over their appearance erupted, several of the pots were removed and placed adjacent to neighborhood streets.

We will stop for a snack and rest at the Camelback Colonnade, one of many Phoenix area shopping complexes owned and operated by Westcor. Keep an eye out for changes in urban fabric as we head north. Perhaps you'll be able to detect a slight upgrade in both elevation and income.



Mature trees along the Arizona Canal

We transition to the **Arizona Canal**, a 39 mile water artery connecting Granite Reef Dam to New River. The canal, completed in 1885, is popular with cyclists and joggers. Try not to look fatigued as you pass them 😊. Like Indian Bend Wash in Scottsdale, the Arizona Canal is grade-separated from nearby streets. While this means some changes in elevation, we are removed from vehicle traffic and can enjoy the scenery. Exercise caution in the underpasses, for cyclists will be headed in the other direction.

The mature group of trees located just beyond Northern Avenue is representative of those that lined Phoenix area canals years ago (the cell phone tower is a more recent addition to the landscape).

These Eucalyptus trees were planted as a wind break for nearby citrus groves during the 1920's. Many early canals were lined with Cottonwood trees, however nearly all were removed in an effort to reduce water loss through transpiration. A renewed effort is underway to plant low water use trees along the canal as a means of providing shade and cooling through absorption of **latent heat**.

While the Arizona Canal delivers water to users, the parallel Arizona Canal Diversion Channel captures surface runoff from higher elevations the north. This drainage is carried through a series of concrete aqueducts, washes and river beds to the Gila River where much of it is absorbed into the ground, recharging the **water table**.

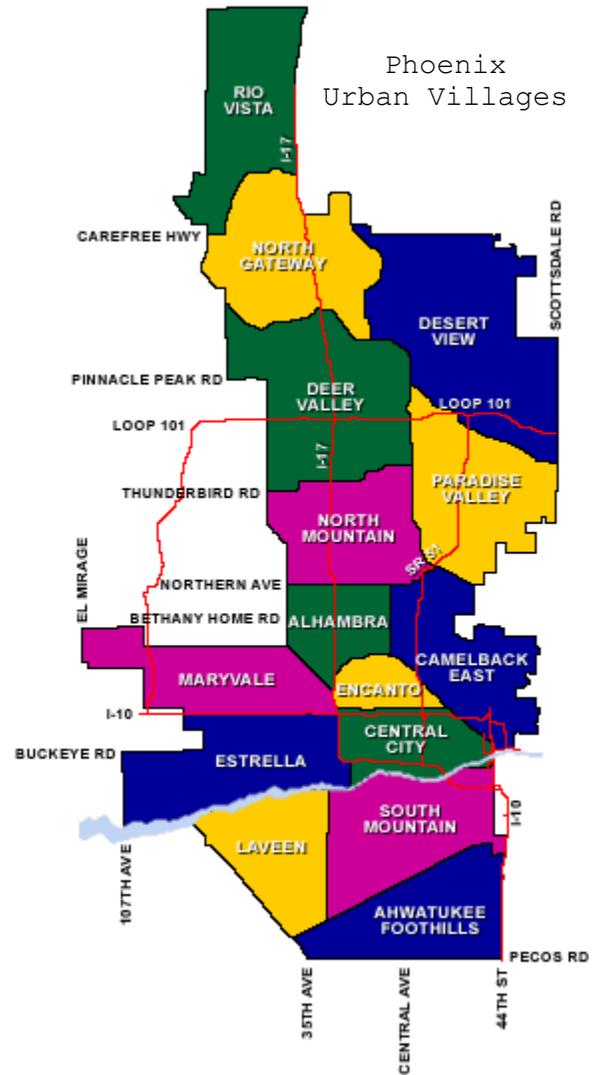
The concrete "S" on the hillside to the north is for **Sunnyslope**, a community that gained its name when a young girl viewing the sun setting on the hillside reportedly exclaimed "What a pretty sunny slope!". The area was established in the early 20th century, attracting residents from eastern states who migrated to the Southwest for health reasons. Because areas to the north of the Arizona Canal lacked irrigation, conditions were ideal for those suffering from tuberculosis or asthma. In an effort to avoid the fate of eastern cities that found themselves hemmed in by suburban growth, Sunnyslope was **annexed** by the City of Phoenix in 1959. John C. Lincoln Hospital remains the largest employer in the area today.

Another area annexed by Phoenix is known as the North Mountain Village Planning Area. As one of fifteen **urban villages** within the city, the goal is to encourage residents to participate in the planning process. Ideally, each village contains a balanced mix of land uses so that residents can confine their daily activities to a manageable region of the city. Within each urban village development is focused upon a node, with decreasing intensity of land use away from the node.

We will cycle through several of Phoenix's urban villages during the course of our journey. Each displays a distinct blend of natural and cultural landscapes. Enjoy the topographic, architectural, and demographic diversity!

Note the increased intensity of land use as we approach the **Black Canyon Freeway**. Interstate 17 is an intrastate interstate route, being located entirely within Arizona. As is the case with all north-south aligned freeways, I-17 is designated by an odd number, while east-west freeways are designated by even numbers. Freeway numbers also increase from south to north, and from west to east.

Immediately to the west of the freeway is **Metrocenter**, an indoor shopping mall opened in 1973. For many years it was Arizona's busiest shopping and entertainment complex, drawing consumers from across the state. The indoor ice skating rink was the place to be on a hot summer afternoon. Metrocenter continues to serve as the node within Phoenix's North Mountain Village Planning Area.



Just beyond Castles~n~Coasters we encounter the **Deer Valley Water Treatment Plant**. This facility, in operation since 1964, processes 100 million gallons of water per day! A stone's throw from the water treatment plant we will stop for a picnic lunch at **Cortez Park**, so be careful about drinking the water ☺.

If time permits we can explore Sahuaro Ranch Park, which lies immediately to the north of Glendale Community College. The park includes historic buildings in a ranch setting. As you finish today's ride, watch for wandering peacocks in the park.

Glendale Community College is one of MCC's sister institutions within the Maricopa County Community College District. Located at the corner of 59th and Olive Avenues in Glendale, GCC has been providing quality education to West Valley residents since 1965. They have graciously agreed to secure our bicycles for the night.





We will camp at a group site in **White Tank Mountain Regional Park**, a nearly 30,000 acre preserve on the western edge of the Valley. The park gains its name from depressions scoured out of the granite by water falling from above. While we may lack the time or energy to hike the Waterfall Trail today, I encourage you to return.

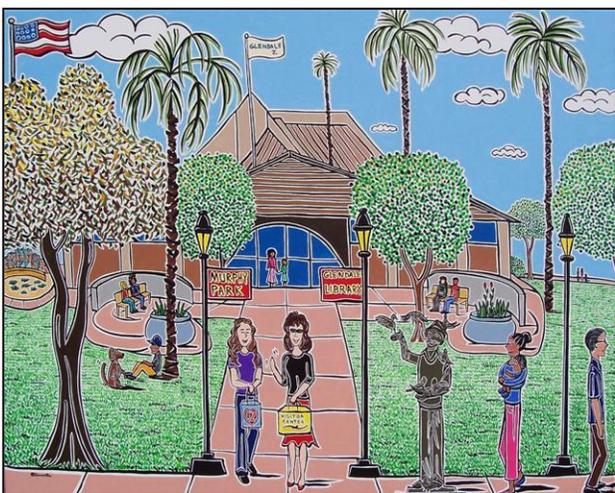
The White Tank Mountains are one of the mountain ranges within the Basin and Range landform province of Arizona. Basins (known as grabens) and ranges (known as horsts) are formed through geologic faulting of the earth's crust. As you enjoy smores around the campfire, take the opportunity to glance down on the 4 million residents of the basin that we refer to as the Valley of the Sun. Also take advantage of the dark skies to watch for satellites and shooting stars.

After a hearty breakfast on Sunday morning, we will retrieve our bicycles from GCC and roll towards **Downtown Glendale**. Along 61st Avenue we'll pass by Glendale Memorial Cemetery, established by three local churches in 1900. The cemetery is the final resting spot for several of the city founders.

Glendale recently celebrated its 100 year anniversary, having grown from its agricultural origins to a city that has hosted a National Football League (NFL) Super Bowl. As recently as 1950 Glendale possessed a population of 8000 residents; today it is over 250,000. As is the case for much of Arizona, part of the growth can be attributed to World War II defense spending. Both Luke Field (now Luke Air Force Base) and Thunderbird Field (now Thunderbird American Graduate School for International Management) drew newcomers to the area.

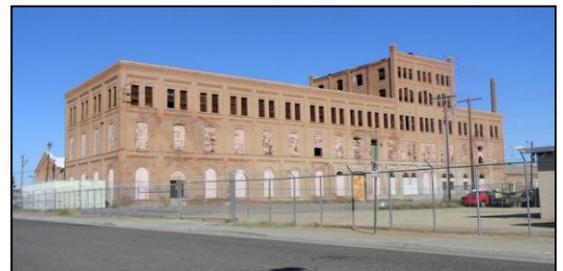


Glendale Avenue @ Grand Avenue, 1940
(Glendale Historical Society)



Murphy Park in downtown Glendale is named after William J. Murphy, who spearheaded construction of the Arizona Canal that we rode yesterday. Unlike the East Valley, where Hohokam canals were improved by the Salt River Valley Water Users' Association, no such irrigation system existed in the West Valley. Murphy's work led to the cultivation of land such as Sahuaro Ranch and the development of industry such as the **Beet Sugar Factory** near 51st and Glendale Avenues in 1906. The factory was served by a spur line of the Santa Fe Railroad along Grand Avenue. Unfortunately the sugar beet factory was in

operation for only a few years. It subsequently served as a bottling facility and citrus storage area. However, mostly the plant sat empty. The building is listed on the National Register of Historic Places, and hopes remain high that a future use will be identified.



Sugar Beet Factory

Enjoy the scenery as we cruise along Maryland Street. Just before crossing I-17 on a pedestrian bridge, we will stop for a visit to the **Bharatiya Ekta Mandir Hindu and Jain Temple**. This temple has been designed as a “unity temple” with traditional Indian architecture and five shrines to meet the religious and spiritual needs of the Hindu & Jain community in Phoenix.



We will stop for a snack at **Encanto Park**, a large urban oasis featuring picnic areas, a lagoon and boathouse, amusement park, golf course, and swimming pool. The park, whose name means “enchanted” in Spanish, was opened in 1935. It is a “Phoenix Point of Pride”.



Encanto Park borders the Encanto-Palmcroft neighborhoods, an area on the edge of the central city that once catered to Phoenix’s elite. These 75 year old neighborhoods are characterized by spacious Period Revival homes and mature vegetation. The area was once served by the Kenilworth Streetcar Line, which extended up 5th Avenue, past Kenilworth School, to Encanto Boulevard. The transit line, financed by local residents, was replaced by buses after World War II. Many Encanto-Palmcroft homes possess guest houses, wine cellars, and other amenities. If you like what you see, return for a neighborhood tour on Sunday March 27.

Kenilworth School, with its 35 foot Roman columns, stands prominently along 5th Avenue. The school, operating since 1920, boasts numerous well known graduates including Margaret Hance (former Phoenix mayor and namesake of nearby Hance Park) and Barry Goldwater. Margaret T. Hance Park sits atop the Deck Park Tunnel, the very last mile of Interstate 10 to be completed across the country in 1990.



Roosevelt District Map



Another area to experience significant **gentrification** is the Roosevelt District of Phoenix. This neighborhood, featuring a mix of upgraded businesses, service organizations, and bungalow style homes, originated in the 1890’s. As was the case with virtually all residential areas, construction was temporarily halted during the Great Depression. As the economy improved the district expanded to serve a growing elite who sought to live outside the core of the city. Over the years the Roosevelt District suffered some of the blight characteristic of America’s inner-city neighborhoods. Renewed interest in urban living over the past couple of decades has drawn professionals back to the neighborhood, raising property values and displacing lower income residents. A pedestrian overlay zone, established in 1986, helped to preserve the artistic character of the area, and the addition of light rail has reinforced the Roosevelt District as a desirable location for urban professionals within the city.

Heading south across the streets named after U.S. presidents, we enter the Phoenix **Central Business District (CBD)**. As in most urban areas, the CBD is identifiable by looking for the tallest buildings. These generally represent the greatest intensity of land use and highest land values in the city. To compensate for the high cost of land, development takes on a vertical profile (both above and below ground). In Phoenix there are multiple cores to the city. In fact, some observers see Phoenix as possessing a Central Avenue “Corridor” rather than a single core.



Phoenix skyline

Because central cities are generally the focal point of the region’s transportation network, they possess **accessibility** advantages over other areas. As a result of this advantage, public services such as City

Hall, courthouses, libraries, convention centers and sports facilities frequently are located here. Professions catering to these activities, such as journalism, law, and banking may also be clustered nearby. Because most workers vacate the CBD after 6 pm, many restaurants open only for breakfast and lunch.

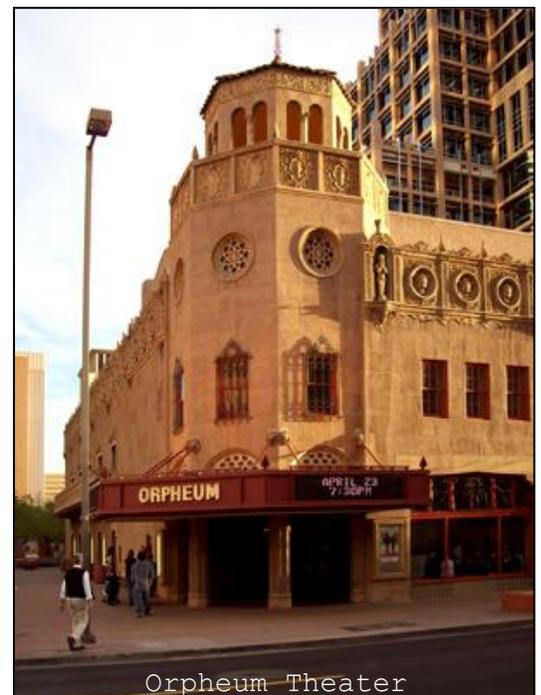


US Airways Center

One particularly interesting down-town building is the **Orpheum Theater** at the corner of 2nd Avenue and Adams Street. The building dates from 1927 and serves as home of the Phoenix Metropolitan Opera. Public tours are available. Immediately to the south of the Orpheum sits **Phoenix City Hall**, a modern structure worthy of a rest stop.

After crossing from avenues to streets, we pass through a warehouse and entertainment district south of downtown. Many identify the railroad tracks in this area as representing the northern boundary of South Phoenix. As a respite from the concrete of the city, we will venture down to the **Phoenix Rio Salado**, a former landfill converted to a riparian habitat. This 5 mile-long wetland partially restores the appearance that existed prior to damming the Salt River in 1911.

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Orpheum Theater



Heading south on 24th Street, your muscles may alert you to the force of gravity. We’re heading upslope toward South Mountain. Don’t worry – we won’t go over the mountain today. **Lunch** is just ahead at South Mountain Community College, another of our sister colleges within the Maricopa District.



South Phoenix is a portion of the city historically populated by minority racial and ethnic groups. The 2000 US Census of Population lists City of Phoenix demographic characteristics as follows:

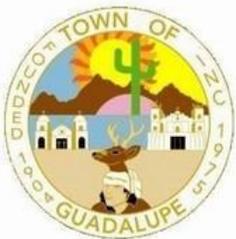
% Black	5.1
% Hispanic	34

Some census tracts in South Phoenix possessed majority Black or Hispanic populations in the year 2000. The reasons for such racial and ethnic segregation are complex, but are at least partly due to restrictive covenants historically placed upon property in other portions of the city. The area to the south of the Salt River had been considered less desirable due to periodic flooding and early industrialization. Over the years, South Phoenix was disproportionately selected as a region of the city for the placement of wastewater treatment facilities, solid waste landfills, and urban freeways. As a result of negative perceptions about the area, median household income and home values remained well below Phoenix norms.



Despite the proximity of South Phoenix to the Central Business District, much of the area remained rural in character until very recently. Flower gardens, plant nurseries and citrus orchards occupied large tracts of land, with farmers utilizing water from the **Highline Canal**. Completed in 1913, the canal is named for “highlanders” or farmers who worked the slopes of South Mountain during the early 20th century. As you cycle the canal, enjoy the view of the Valley from “SoMo”, the South Mountain Village.

Much has changed in South Phoenix in recent years. Private golf courses have replaced plant nurseries, upscale housing developments have been established, and national-chain retail outlets now line arterial streets. These changes to the built environment have attracted a broader economic and social population to the area. It will be interesting to study 2010 Census data for an inventory of changes to South Phoenix neighborhoods.



Farther east, the **Town of Guadalupe** is a Yaqui Indian and Hispanic community of about 5,500 residents. It is separated from the South Mountain and Ahwatukee Foothills Villages of Phoenix by Interstate 10, and by the Highline Canal from the City of Tempe. The town sits on a gently sloping **alluvial fan** of South Mountain, occupying about one square mile. Guadalupe is named after the Virgin of Guadalupe, the patron saint of Mexico, and maintains a strong cultural and ethnic identity.

Our last stretch of SRP waterway is the **Western Canal** (1913), recently upgraded as a multiuse recreational path. While the canal extends to Power Road, portions remain unpaved. Ice cream is sometimes present along the path.



Enjoy the last miles through the Dobson Ranch neighborhood. This former cattle ranch, featuring urban lakes, was converted to a residential community in the early 1970’s. The opening of the Superstition Freeway, Dobson High School and Fiesta Mall soon followed. We look forward to seeing you back in class at MCC to share field trip stories with your classmates.

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