

Stakeholders Conference Notes

Wednesday, September 7, 2016

10:00 a.m.–Noon



Town of Paradise Valley Bicycle and Pedestrian Master Plan

Connectivity

1.1. What does it mean? Is it:

- 1.1.1. Walkers don't have an issues if they can brave the heat and crossings.
- 1.1.2. Loops for bikers.
- 1.1.3. Village club and loops along Cheney.
- 1.1.4. A loop, not just out and back.
- 1.1.5. Complete routes with loops.
- 1.1.6. Connected routes for bikes, pedestrians and cars.
- 1.1.7. Connectivity has two or more groups: sports, leisure and amenities.

1.2. Major connections to other existing trails in region and other jurisdictions

- 1.2.1. Going thru Paradise Valley to Fountain Hills via Shea to North Scottsdale, Phoenix and Sonoran Preserve.
 - 1.2.2. Phoenix, lots of destinations.
 - 1.2.3. Coordinate with Joe Perez (City of Phoenix) for new facilities --- markings, wayfinding, etc.
 - 1.2.4. Trail to trail head.
 - 1.2.5. People are traveling through Paradise Valley and maybe not staying. Going out to Fountain Hills.
 - 1.2.6. Connect to regional bike routes.
 - 1.2.7. Residents are connecting out into surrounding communities.
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1.3. Connections to certain destinations (identify)

- 1.3.1. Bus stops only on Tatum and Scottsdale Roads.
 - 1.3.2. Not for pleasure, Andaz/ Cottonwoods resort. I walk to Lincoln.
 - 1.3.3. Gainey shops, Scottsdale/Shea, Tatum/Shea, Ritz Carlton, AJ's, Sanctuary, Echo Canyon, Cholla, PV to Indian Bend Wash bike path, Arizona Canal, McDonald and Tatum trail.
 - 1.3.4. 'Cement' Wash and Berneil Wash, once they had plans to improve them but the residence stopped them 4 or 5 times --- dirt path on both sides.
 - 1.3.5. 32nd Street and Stanford, resident shot down the parking.
 - 1.3.6. Chelsea's Kitchen, 40th street, Ritz Carlton, Gainey Ranch, Invergordon, Cholla, Sanctuary, Tatum/Shea, Indian Bend Wash, AJ's and Echo Canyon.
 - 1.3.7. Bike and pedestrian connections to food, shopping and amenities.
 - 1.3.8. May need to use more locals to connect out.
 - 1.3.9. What are the routes our schools cross-country track teams use?
 - 1.3.10. Chelsea's, AJ's, the Ritz Carlton area, Tatum and Shea, Echo, Cholla and Indian Bend washes, Arizona canal, Trailhead 100 and the surrounding area.
 - 1.3.11. Connectivity to Phoenix and Scottsdale.
 - 1.3.12. 56th Street connects the resorts. Expand this connection.
 - 1.3.13. Connect to the resorts on Lincoln and McDonald.
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1.4. Connections for certain users (kids)

- 1.4.1. Side streets, Local.
 - 1.4.2. Tatum – 10' sidewalk path.
 - 1.4.3. Casual and serious bicycling.
 - 1.4.4. Don't forget casual walkers and bikers.
 - 1.4.5. Local streets also need attention and connections.
 - 1.4.6. Dog walkers are key.
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1.5. Where are these connections

- 1.5.1. 40th street at Stanford – Chelsea's Kitchen.
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- 1.5.2. Cheney residence walking, marathons and dog walking.
 - 1.5.3. Cheney and Hummingbird Ln. get used heavily.
 - 1.5.4. Cheney and the Berneil Wash is a connection. Residents did not want it a few years ago.
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1.6. Comments marked on the existing conditions map.

- 1.6.1. Extend 52nd St. north from Shea to Union Hills.
 - 1.6.2. Extend Invergodon north from Mountain View Rd. to Hummingbird Ln.
 - 1.6.3. Improvements are planned for 68th Street between Mockingbird Ln. and Lincoln.
 - 1.6.4. Improvements are planned for Lincoln between Scottsdale Rd. and 40th St.
 - 1.6.5. Lincoln west of Invergordon – Focus on sidewalks here.
 - 1.6.6. Lincoln and N. 59th Pl. – Perfect place to access the high school.
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Routes and Wayfinding

1.1. What does that mean?

- 1.1.1. Loop destinations, leisurely, pass thru, and use different street classifications.
 - 1.1.2. Loops of different lengths, careful of putting people in local streets.
 - 1.1.3. Do something for walkers – stay on safe streets, visibility.
 - 1.1.4. Well defined, marked, signed, shown on a map.
 - 1.1.5. Add origin for destinations.
 - 1.1.6. Distance marked on map or legend.
 - 1.1.7. 10' wide driving lanes.
-

1.2. Connect the pieces we have now

- 1.2.1. Yes, but not with curvy sidewalks. No meandering!
 - 1.2.2. Gaps along Lincoln, fix both sides.
 - 1.2.3. Camelback Manor – signs and speed limit direct around loops. No Lanes.
 - 1.2.4. Need sidewalks and bike lanes to connect. Currently lots of incomplete routes.
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- 1.2.5. Landscape and beauty is important.
 - 1.2.6. Meandering sidewalks can be frustrating.
 - 1.2.7. Possibly a town loop – ask the residents.
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1.3. Focus on one route (Lincoln, McDonald, 56th)

- 1.3.1. Yes, main arterials.
 - 1.3.2. Wayfinding, branding okay.
 - 1.3.3. Unified map for visitors and residents.
 - 1.3.4. Like the idea of a phone app.
 - 1.3.5. Focus on how to get to the resorts.
 - 1.3.6. Sending folks to the right place.
 - 1.3.7. Signage literally on the street instead of signs on poles.
 - 1.3.8. Need through bike lanes and sidewalks on Invergordon, Lincoln, Tatum, Doubletree Ranch Rd. and McDonald. Nice big facilities.
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1.4. Create new routes?

- 1.4.1. No – how to get out.
 - 1.4.2. Yes, residents have input. Maybe Mummy Mountain.
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1.5. Where are these routes?

- 1.5.1. Berneil routes.
 - 1.5.2. Tatum sidewalks, coordinate with Phoenix to 2050 dollar match.
 - 1.5.3. Where do the Chaparral High School track teams send their runners?
 - 1.5.4. Walking paths and bike lanes stay on safer streets with signage, maps and etc.
 - 1.5.5. Cross-country track teams on Berneil Wash and Via de Ventura.
 - 1.5.6. “Transient” cut through on major streets: Lincoln, Doubletree Ranch Rd., Mockingbird Ln., Tatum and McDonald.
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1.6. How to show/tell people where to go?

- 1.6.1. Residents know where to go.
- 1.6.2. Rude behavior and a lack of common sense needs education.
- 1.6.3. Unified map for residents and resorts.

- 1.6.4. Like the idea of using technology to be paperless and less signage.
- 1.6.5. Horizontal instead of vertical signage.

1.7. Comments marked on the existing conditions map

- 1.7.1. Doubletree Ranch Rd. between 52nd Street and Invergordon is a popular route for big groups of bikers and walkers.
 - 1.7.2. There needs to be an improved bike lane on one side of the Berneil Wash between Hummingbird Ln. and Lincoln.
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Serve Our Users

1.1. What does it mean?

- 1.1.1. Must serve all users: locals and guests.
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1.2. Bikers?

- 1.2.1. Bikers need loops and outward connectivity.
 - 1.2.2. Serve serious, casual and guest users.
 - 1.2.3. McDonald median, cars and bikes conflict.
 - 1.2.4. Major facilities for serious bikers, secondary streets. Direction and control.
 - 1.2.5. Sidewalk riding is okay but there are dips and blind spots at driveways.
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1.3. Pedestrians?

- 1.3.1. Pedestrians feel fairly connected – sidewalks should not have gaps.
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1.4. Tourists?

- 1.4.1. Locals know where to ride and walk but guests do not, so provide them with information.
 - 1.4.2. Better maps and routes from resorts to destinations.
 - 1.4.3. Things to see in Paradise Valley, landmarks.
 - 1.4.4. "Visitors" (resort guests) what they need are maps to negotiate our neighborhoods.
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1.5. Facilities that serve all?

- 1.5.1. Parking has always been an issue in a few places: Stanford, etc.
- 1.5.2. If you create pleasant experiences more people will bike and walk.
- 1.5.3. Multi-use paths to separate bikes and pedestrians from car traffic.
- 1.5.4. People will go where they want to go but can be guided with information to get to facilities.
- 1.5.5. Facilities on Lincoln would help conflicts, large volumes on McDonald.
- 1.5.6. Remedies for good traffic flow.
- 1.5.7. Facilities on Lincoln and Tatum first but keep rural feel.
- 1.5.8. Shuttles for people. Like town shuttle but not utilized enough. Keep it simple.
- 1.5.9. Parking demand at Echo Canyon. Montelucia pay parking.
- 1.5.10. Group route at Doubletree Ranch Rd. through the golf course.
- 1.5.11. Cutting through boundaries is a priority but must serve safety.
- 1.5.12. Medians on Lincoln.

1.6. Where do we need to focus on users, or where are the users we need to focus on?

- 1.6.1. Commuters to the resorts, homes in Paradise valley and employees.
- 1.6.2. Improve Desert Fairways bike path.
- 1.6.3. Little biking or walking to schools.

1.7. Comments marked on the existing conditions map.

- 1.7.1. Near Lincoln and 40th St. – there should be two schools shown on the map: the Unitarian and the Lutheran.
- 1.7.2. People used to park at 32nd St. and Stanford before the street improvement. Parking is needed.
- 1.7.3. Is the line drawn from Stafford Dr. NE past 36th street meant as a walking route?
- 1.7.4. The street narrowing at 56th St. and Lincoln did nothing to help the bikers.

Safety

1.1. What does it mean?

- 1.1.1. Safety on Doubletree Ranch Rd.
 - 1.1.2. Speed control.
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1.2. Enforcement? How?

- 1.2.1. Enforcement of existing law.
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1.3. Facilities? What types?

- 1.3.1. Bikers on sidewalks are an issue.
 - 1.3.2. Lack of speed bumps encourage bikers to speed. Bumps would keep them to 15mph.
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1.4. Education? Who (ex: Work with bike clubs etc.?)

- 1.4.1. Both single bikers and groups.
 - 1.4.2. Education and understanding in sharing facilities.
 - 1.4.3. Hotel group meetings, monthly.
 - 1.4.4. Route information.
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1.5. Where do we need to focus on safety?

- 1.5.1. Use yield methods on streets that cross sidewalks and bike lanes.
 - 1.5.2. Bikes stopping at stop signs.
 - 1.5.3. Lincoln, in season, is very high volume.
 - 1.5.4. On Lincoln, Hummingbird Ln. & McDonald.
 - 1.5.5. One sidewalk to Echo Canyon but people don't use it to walk because of the street conflict.
 - 1.5.6. Lack of bikes and pedestrians on local streets are NOT a safety issue.
 - 1.5.7. Possible volume issue on some local streets: Hummingbird Ln., Lincoln, Echo Canyon and at the resorts.
 - 1.5.8. Fast downhill bikers, how to slow them down for safety.
 - 1.5.9. Skateboarder safety.
 - 1.5.10. Light timing 4:30 to 6:30.
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1.5.11. Injury at 64th Pl. and Hummingbird Ln.

1.6. Comments marked on existing conditions map.

- 1.6.1. Doubletree Ranch Rd. – Widen to separate bikers and pedestrians from traffic.
 - 1.6.2. Tatum – Widen to separate bikers and pedestrians from traffic.
 - 1.6.3. Invergordon - Widen to separate bikers and pedestrians from traffic.
 - 1.6.4. Lincoln - Widen to separate bikers and pedestrians from traffic.
 - 1.6.5. N. 52nd Pl. between Lincoln and McDonald – Should have been one way with speed limit signs (15mph) for bikers.
 - 1.6.6. N. Superstition Ln. south of McDonald - Should have been one way with speed limit signs (15mph) for bikers.
 - 1.6.7. The speed of bikers at Hummingbird Ln. and 64th Pl. needs to be slowed.
 - 1.6.8. McDonald is a safety issue.
 - 1.6.9. People always walk on the wrong side of McDonald and don't use the sidewalks.
 - 1.6.10. People cross McDonald mid-block between Tatum and 44th St. when they park in Phoenix.
 - 1.6.11. McDonald is a safety issue between Invergordon and 52nd Pl.
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Mission, Goals & Policies

1.1. Non-Motorized Circulation System. To provide, and integrated bicycle system throughout the Town to meet the needs of residents, employees, and resort guests.

1.1.1. Add "transients bikers" after residents.

1.2. Integrated Bicycle Systems. To create and maintain a safe, comprehensive, and integrated bicycle system throughout the town that is accessible and compatible with traffic patterns, local land uses, and neighborhoods.

1.2.1. Too complicated – need to simplify.

1.3. Integrated Pedestrian System. Design a universally accessible, safe, experientially, and integrated pedestrian system that promotes walking, running and hiking.

1.3.1. Pedestrian-Friendly Streets. Comment: Only main streets.

Paradise Valley Bicycle & Pedestrian Master Plan

Stakeholders Meeting SIGN-IN

September 7, 2016

	NAME	ORGANIZATION/TITLE	ADDRESS	EMAIL/PHONE
15	Kay Tuttle		[REDACTED]	[REDACTED]
16	Rick Mahrle	TASK FORCE	[REDACTED]	[REDACTED]
17	Jay Ozek		PV	[REDACTED]
18	Eva Cotto		PV	[REDACTED]
19	Chris Thompson	homeowner	PV	[REDACTED]
20	Bob O'Malley	homeowner	PV	[REDACTED]
21	Joseph Perez	City of Phoenix	[REDACTED]	[REDACTED]
22	Heidi Davidson		[REDACTED]	[REDACTED]
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Paradise Valley Bicycle & Pedestrian Master Plan

Stakeholders Meeting SIGN-IN

September 7, 2016

	NAME	ORGANIZATION/TITLE	ADDRESS	EMAIL/PHONE
1	<i>Julie Morrison</i>		[REDACTED]	[REDACTED]
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Town of Paradise Valley Bicycle and Pedestrian Master Plan

Connectivity and Routes

1.1. What does it mean?

- 1.1.1. Lincoln, Camelback and Invergordon roads.
- 1.1.2. Walking connections separated from cars.

1.2. Connections to certain destinations within and outside of Paradise Valley

- 1.2.1. Trail 100 overpass at Tatum.
- 1.2.2. Connect to others outside the existing infrastructure.
- 1.2.3. Camelback Mountain, Trail 100, AJ's at Lincoln and Scottsdale roads, Fry's at Tatum and Shea.
- 1.2.4. Connect to the cities surrounding Paradise Valley.
- 1.2.5. How to get across Tatum & Shea to get to amenities & stores?
- 1.2.6. Connect to McCormick Shillman Railroad Park. Underground across Scottsdale at Park?
- 1.2.7. Put a path along the golf course/Indian Bend Wash.
- 1.2.8. Connect to the canal at Jackrabbit Road.
- 1.2.9. Need a path on the Berneil Wash.
- 1.2.10. Does providing links also draw in avid cyclists?
- 1.2.11. Connection on Tatum to the trailhead.

1.3. Are there different routes for different users?

- 1.3.1. Doubletree – serious bike riders.
-

- 1.3.2. What for casual users?
- 1.3.3. We need to provide different routes for different users.

1.4. Focus on a particular route like Lincoln, McDonald, Invergordon, others?

- 1.4.1. Invergordon.

1.5. Comments marked on the Existing Conditions map?

- 1.5.1. Tatum and Shea – Connection with overpass.
- 1.5.2. Tatum and Doubletree Ranch Rd. – Connection with overpass.
- 1.5.3. Would love to get out of Paradise Valley to enjoy the surrounding amenities.
- 1.5.4. 48th St. and E. Tomahawk Trail – Longer light/ clearer road markings.
- 1.5.5. Tatum and Lincoln – Easier to cross.
- 1.5.6. Invergordon and Shea – Safe connection to Cocopah.
- 1.5.7. Scottsdale Rd. and Doubletree Ranch Rd. – Connection with overpass.
- 1.5.8. Scottsdale Rd. and Doubletree Ranch Rd. – Bike crossing, better connectivity to Gainey shopping, Hayden, restaurants and wash trail.
- 1.5.9. Scottsdale Rd and Indian Bend Rd. – connection with overpass.
- 1.5.10. Tatum and E. Tomahawk Trail – Better sidewalks.
- 1.5.11. Shea and 52nd St., going north and west along the Stonecreek Golf Club – Pedestrian trail.
- 1.5.12. Mountain View and 70th St. – Access to Cocopah.
- 1.5.13. Mockingbird Ln. and Scottsdale Rd. - Connection.
- 1.5.14. Scottsdale Rd and Lincoln Dr. – Connect underpass to McCormick Shillman Railroad Park.
- 1.5.15. Doubletree Ranch Rd. – Access to the Berneil (concrete) Wash is blocked.
- 1.5.16. Between Doubletree Ranch and Mountain View Roads – people walk along the top of Berneil Wash.
- 1.5.17. Between Doubletree Ranch Rd. and E. Mockingbird Ln. – Need access thru the Camelback Country Club golf course at the Berneil Wash. This would be very popular for biking and walking.

- 1.5.18. Northern Ave. and N. Golf Dr. – Missing sidewalk at Camelback golf course. The sidewalk meanders too much out of the parking lot.
 - 1.5.19. McDonald Rd. and E. Cameldale Way – May have high use with a bike path and parking.
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Wayfinding

1.1. What would a brand for Paradise Valley's walking and biking system look like?

- 1.1.1. Keep it simple, like Gateway signage – a natural look and feel with a safety element – "Share the trail".
 - 1.1.2. Two definitions: mark the path overhead and point to something, instructions.
 - 1.1.3. Small arrows on the ground are effective and better for users.
 - 1.1.4. Signs are good for visitors but not instructive for motorists.
 - 1.1.5. Use desert colors.
-

1.2. What type of wayfinding/signage would be appropriate for Paradise Valley?

- Along major arterial roads (Tatum, Lincoln)
 - Minor arterial roads (McDonald, 64th St/ Invergordon, 68th/Mockingbird/Northern, Invergordon, Doubletree).
 - Collector streets (Jackrabbit, Stanford, Indian Bend, 36th St, others)
- 1.2.1.1. Invergordon needs help, connectivity, safety.
 - 1.2.1.2. Clear markings on the roads.
 - 1.2.1.3. Use directional arrows on rocks, giant rocks.
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1.3. How can technology be used as a way to implement wayfinding to complement minimal on-the-ground signs?

- 1.3.1. Encourage app use to highlight Paradise Valley trails and connectivity to other city/town trails.
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1.4. Comments marked on existing conditions map.

- 1.4.1. Doubletree Ranch Rd. and 52nd St. – Need sign.
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- 1.4.2. Doubletree Ranch Rd. and Scottsdale Rd. – Blind corner.
 - 1.4.3. Doubletree Ranch Rd. west of Scottsdale Rd. – Widen sidewalks.
 - 1.4.4. Scottsdale Rd. and Indian Bend Roads – Design underpass.
 - 1.4.5. N. Shadow Mountain Rd. south of E Roadrunner Rd. – Trails are dangerous.
 - 1.4.6. N. Quail Run Pl. North to Jackrabbit Rd. – Need sidewalk here.
 - 1.4.7. E. Vista Dr. from N. Quail Run Pl. east to Scottsdale Rd. – This sidewalk is haphazard. It would be great if it were finished.
-

Serve Our Users

1.1. What does it mean?

- 1.1.1. Property owners/residents, resorts, guests.
 - 1.1.2. Need to connect our residents to Scottsdale and Phoenix.
 - 1.1.3. Families, runners, school kids, people going for a walk or ride, people of all age groups.
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1.2. Bikers?

- 1.2.1. Not serving out-of-town bike clubs.
 - 1.2.2. We need to think about family biking first.
 - 1.2.3. More enforcement needed against aggressive bikers.
 - 1.2.4. Serve those who follow the rules.
 - 1.2.5. Bike facilities/bike lanes need to be in the general plan as standard.
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1.3. Pedestrians?

- 1.3.1. Pedestrians are generally not a problem.
 - 1.3.2. Pedestrian problems at the crossing at McDonald and the curve.
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1.4. Facilities that serve all?

- 1.4.1. We're okay with facilities that serve all, as long as they obey the rules.
-

1.5. Comments marked on the existing conditions map.

- 1.5.1. E. McDonald Rd. between Tatum and N. 44th St. – Crossing safety problems.
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- 1.5.2. Berneil Wash south of Doubletree Ranch Rd. to the Camelback Country Club golf course – Already well done.
 - 1.5.3. Neighborhood south of Mockingbird Ln. and west of Invergordon – Make the sidewalks continuous, safe for walking and biking.
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Safety

1.1. What does it mean?

- 1.1.1. Safety for all, emphasis on pedestrians, maintain the landscaping and put up warning signs.
 - 1.1.2. Trim the vegetation, better sight lines.
 - 1.1.3. Longer signal times.
-

1.2. Enforcement? How?

- 1.2.1. Enforcement of existing laws.
 - 1.2.2. Work on it as a community.
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1.3. Facilities? What types?

- 1.3.1. There is a lack of bike lanes.
 - 1.3.2. Bike lanes -proper facilities, proper locations and proper widths (10')
 - 1.3.3. 6' sidewalks are an issue for mixed bike and pedestrian use.
 - 1.3.4. Safety trumps landscaping.
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1.4. Education? Who (ex: Work with bike clubs etc.?)

- 1.4.1. Both single bikers and groups.
 - 1.4.2. Education of the rules, no one in a bike suit gets a citation. Paradise Valley is a sanctuary for club bikers.
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1.5. Where do we need to focus on safety?

- 1.5.1. McDonald and Lincoln first.
 - 1.5.2. Paradise Valley is deceptively not safe for bikers: Invergordon is confusing for bikers due to the round-a-bout, Intersection of Invergordon and Mockingbird has poor visibility.
 - 1.5.3. Speed coming down hills: Ironwood, Chaney at Hummingbird – curves, washes and dips.
 - 1.5.4. There is no good pedestrian crossing at Mockingbird and Invergordon.
 - 1.5.5. Blowing stop signs at Mockingbird and Invergordon and Hummingbird and Ironwood 8:30 to 9:00.
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1.6. Comments marked on existing conditions map.

- 1.6.1. Doubletree Ranch Rd. and 52nd St – Need sign
 - 1.6.2. Doubletree Ranch Rd. and Scottsdale Rd. – Blind corner.
 - 1.6.3. Doubletree Ranch Rd. west of Scottsdale Rd. – Widen sidewalks.
 - 1.6.4. Scottsdale and Indian Bend Roads – Design underpass.
 - 1.6.5. N. Shadow Mountain Rd south of E. Roadrunner Rd. – Trails are dangerous.
 - 1.6.6. N. Quail Run Pl. north to Jackrabbit Rd. – Need sidewalk here.
 - 1.6.7. E. Vista Dr. from N. Quail Run Pl. east to Scottsdale Rd. – This sidewalk is haphazard. It would be great if it was finished.
 - 1.6.8. Signs must be subtle colors and tasteful. Desert colors.
-

1.7. Comments marked on the existing conditions map.

- 1.7.1. Berneil Canal north of Doubletree Ranch Rd. – Tee's bike route is too choppy.
 - 1.7.2. Doubletree Ranch Rd. between Invergordon and 52nd St. – Deceptively not safe.
 - 1.7.3. McDonald Dr. between Tatum and Scottsdale Rd. – Needs destination bike routes.
 - 1.7.4. McDonald Dr. and Invergordon – Bad accident involving a bicycle ignoring a stop sign.
 - 1.7.5. Doubletree Ranch Rd. at 52nd St. and N. Martingale Rd. – Roundabout crossings for bikes.
 - 1.7.6. Mockingbird Ln. and Invergordon – Need pedestrian crossing.
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Additional Comments

1.1. What else did people have to say?

- 1.1.1. Paradise Valley is contained and is difficult to get out of.
 - 1.1.2. Cost? What is physically possible?
 - 1.1.3. Focus on what is feasible for our residents.
 - 1.1.4. Add sidewalk on Lincoln.
 - 1.1.5. 12' shared use around Ritz Carlton, check it!
 - 1.1.6. Multi-use path thru wash at Ritz Carlton – what size?
 - 1.1.7. Put on maps.
 - 1.1.8. Underpass at Scottsdale Road at Indian Bend Road to connect to McCormick Park.
Paul says it won't happen – tied to a wash.
 - 1.1.9. Jackrabbit is a nightmare, both ways! Islands and narrow lanes make it very difficult for bikes and bad for walking.
 - 1.1.10. Chaparral has oleanders completely hanging over the sidewalks.
 - 1.1.11. The Ritz Carlton will have a path thru it.
 - 1.1.12. Need rules about spiny cactus next to paths and bike lanes.
 - 1.1.13. Can we provide a plan that encourages recreational riding?
 - 1.1.14. Education on how to appropriately use facilities is needed.
 - 1.1.15. We need bike and pedestrian friendly crossings at the lights.
 - 1.1.16. Need a overall map somewhere on the trail. Users can take a photo with their phones and keep it with them.
 - 1.1.17. Scottsdale's pathways are really nicely done.
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Paradise Valley Bicycle & Pedestrian Master Plan

OPEN HOUSE

September 14, 2016

	NAME	ORGANIZATION/TITLE	ADDRESS	EMAIL/PHONE
1	KEITH SYMMERS		[REDACTED]	[REDACTED]
2	Scott Moore		[REDACTED]	[REDACTED]
3	Melissa Fitts	TPV Independent	[REDACTED]	[REDACTED]
4	Red Kopta	UC DOT	[REDACTED]	[REDACTED]
5	Marisa + Sam Felker		[REDACTED]	[REDACTED]
6	Andree Tarley		[REDACTED]	[REDACTED]
7	Mark Snyder		[REDACTED]	[REDACTED]
8	Tee Snyder		[REDACTED]	[REDACTED]
9	Sam Kirby		[REDACTED]	[REDACTED]
10	Jude Momin		[REDACTED]	[REDACTED]
11	David [unclear]		[REDACTED]	[REDACTED]
12	Oriana Lehman Wood		[REDACTED]	[REDACTED]
13	Shelly Douper		[REDACTED]	[REDACTED]
14			[REDACTED]	[REDACTED]

Paradise Valley Bicycle & Pedestrian Master Plan

OPEN HOUSE

September 14, 2016

	NAME	ORGANIZATION/TITLE	ADDRESS	EMAIL/PHONE
1	KATIE CLIFFORD		[REDACTED]	[REDACTED]
2	Sushien Cho		[REDACTED]	[REDACTED]
3	P An Demkow		[REDACTED]	[REDACTED]
4	Carolyn Allert		[REDACTED]	[REDACTED]
5	Rick Mahrtle		681 [REDACTED] RV	[REDACTED]
6	Jack Clifford		[REDACTED]	[REDACTED]
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