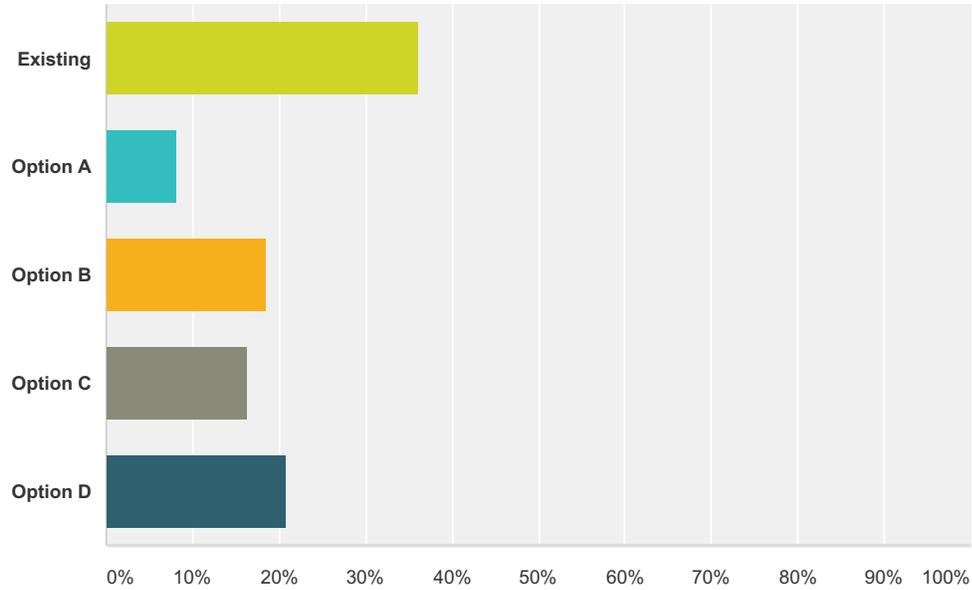


Q1 What option would be your preference for the Major Arterial road type in Paradise Valey

Answered: 86 Skipped: 2



| Answer Choices | Responses | |
|----------------|-----------|-----------|
| Existing | 36.05% | 31 |
| Option A | 8.14% | 7 |
| Option B | 18.60% | 16 |
| Option C | 16.28% | 14 |
| Option D | 20.93% | 18 |
| Total | | 86 |

| # | Do you have any additional comments you might like to provide about the option you selected? | Date |
|---|---|--------------------|
| 1 | To be safe for bicyclists and pedestrians, separate lanes for bikes are required. Having biked for many years I have had several near misses with pedestrians when sharing the same bike/ ped path. Option D would be a great option if traffic through put can be managed with reduction to one lane each direction. | 11/26/2016 8:49 AM |
| 2 | Lincoln east of Tatum is most dangerous with cyclists | 11/26/2016 7:45 AM |
| 3 | Are you kidding about taking Lincoln down to 2 lanes? | 11/22/2016 7:30 PM |
| 4 | This would highly benefit the community! | 11/22/2016 4:10 PM |
| 5 | Option D seems the only rational choice if designing a proper bike/pedestrian corridor is truly the objective. As a four lane road (highway) Lincoln is completely inhospitable to all non-vehicular uses. Mixing pedestrians & bicycles with the high speed, high traffic nature of the road should be dismissed as nonfunctional. Eliminating two lanes of traffic is a bold (and highly appropriate) move to restore the residential character of the corridor, enhance the non-vehicular links to recreational trail heads and alter traffic patterns in the area which have seriously eroded our quality of life. A fantastic idea in need of energetic support. | 11/22/2016 9:47 AM |
| 6 | It is the safest way to protect and separate bicycles and cars. Because of the separation and safety there would be the higher usage rate of the lanes. | 11/20/2016 4:34 PM |

corridor and route preferences

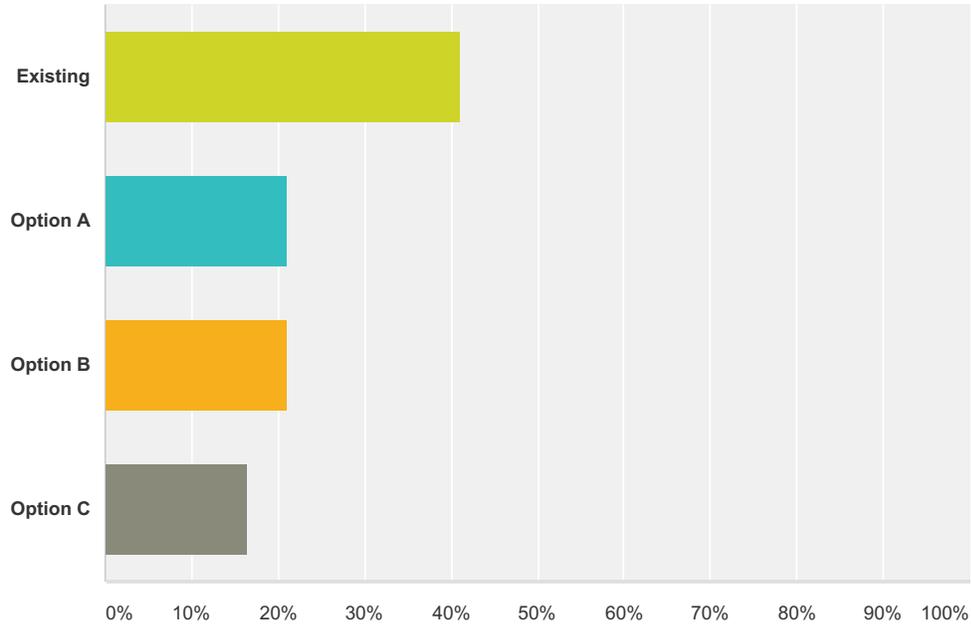
| | | |
|----|--|---------------------|
| 7 | It seems it would be safer to encourage biking on less busy streets than to expand lanes here. Is it possible to have sidewalks just on 1 side and bike lanes on both sides? Option B appears might be the more cost effective way? | 11/18/2016 11:02 AM |
| 8 | No bike lanes | 11/18/2016 9:57 AM |
| 9 | The more relaxed feel is much more conducive to keeping the small town feel. We do not need to change it. | 11/17/2016 9:54 PM |
| 10 | Town maintain trees overhanging walk and trail. Overhanging branches unsafe. | 11/17/2016 7:24 PM |
| 11 | Get the cyclists off the road to protect BOTH the cyclist and the driver | 11/17/2016 7:14 PM |
| 12 | Preference is not to encourage more biking through our neighborhoods! | 11/16/2016 3:56 PM |
| 13 | Traffic counts and conflicts are too great on the major arteries. Need to keep bike routes on minor arteries or collector streets. | 11/15/2016 6:19 PM |
| 14 | Whether there are bike lanes or not the bikers end up riding in the road. So, wasting money to build special lanes for them when they like to ride in the road is a big waste of town money. Most of the riders don't even live in the town. | 11/14/2016 4:26 PM |
| 15 | All current roads (with the exception of Lincoln) provide sufficient room for the bikes as most roads have limited shared traffic patterns. Also, bikers (as I am one) prefer to share the road with cars and in turn have the full road to use. Limiting me to only a small bike lane is not attractive as it is restrictive, will be tough to do at my normal biking speed and will create additional issues as rocks/etc will collect on the bike lane. The one exception is Lincoln, where it is very tough to share the road with cars. | 11/14/2016 12:57 PM |
| 16 | Cost is an issue. | 11/13/2016 4:54 PM |
| 17 | What is "buffered"bike lane. | 11/13/2016 2:40 PM |
| 18 | Option D is Lincoln only; my vote is option C for the other arteries | 11/12/2016 1:03 PM |
| 19 | tearing up Lincoln for 1 sidewalk on the South side would be a major upset for traffic during construction. also, taking frontage and landscaping from homes would be a big battle with the various homeowners. Recommend: leaving Lincoln as it is now. Too much \$\$ for the small group of bike riders that come through the Town. | 11/11/2016 2:05 PM |
| 20 | Option D for Lincoln would create major traffic problems. Two lanes of traffic is not sufficient for this highly traveled route. | 11/11/2016 10:50 AM |
| 21 | The town already has sidewalk infrastructure and road infrastructure. This additional expense is for a small population and most of which do not reside here. These are not for the purpose of transportation but for exercise. I feel this is a redundant and unnecessary expense to incur. Camelback Inn rents bikes. They have 124 acres, let their guests ride on their property. They can also ride on the sidewalks as it is perfectly safe there. I am sad you spent \$100,000 on consulting for this. Yet another waste. | 11/10/2016 5:50 PM |
| 22 | While I like option D as a biker, I think that this option would cause the most traffic issues. Currently both tatum and lincoln are high travelled roads with traffic back ups in morning and at night. Reducing to one lane would add to this problem. Also, as a biker, I try to avoid all roads with traffic over 25 MPH with traffic and many turn lanes. This is when problems occur. Bikers, including myself, are notorious for NOT following the road rules. Option D is nicer as a resident -- decreases my traffic, etc, but as a biker I think you will have significantly more accidents as drivers will be unable to see the bikers through the trees and bikers will be unable to see drivers and as drivers come up to turns, bikers may be riding fast in a blind spot --- that is when accidents will occur. | 11/10/2016 2:35 PM |
| 23 | If it isn't broken don't fix it and it works fine. Don't ruin paradise valley | 11/9/2016 3:40 PM |
| 24 | If provided bike lane on McDonald (not so busy), then could get most of bike traffic off Lincoln. | 11/7/2016 3:55 PM |
| 25 | Too much traffic on the major arterials to reduce from 4 lanes to 2, but bikers need as much protection from traffic as possible. | 11/4/2016 11:08 PM |
| 26 | I don't think we want to drop Lincoln to one lane, especially with the additional construction. We want traffic to be able to move through the town. | 11/4/2016 10:35 PM |
| 27 | If primary objective is to ride your bike for exercise &/or pleasure there are enough routes without getting onto major streets. | 11/4/2016 4:07 PM |
| 28 | I guess anything that protects bikers is good in reality. I'm not really sure what B does.. Biking in gutter? | 11/4/2016 2:45 PM |
| 29 | Ideally, Option D would be preferred with 4 lanes of traffic. | 11/4/2016 1:56 PM |
| 30 | doesn't matter what the city does for bike paths, the bikers will ride WHERE they want on the road, 2-3-4 abreast (how about packs of 20+ bikers) and they don't stop at stop signs or slow down. You should tour the streets on weekends and actually see what goes on. They also prefer the narrow hilly side streets. This is a waste of Town time and money. You cannot MAKE the bikers obey your paths or rules. | 11/3/2016 10:37 AM |

corridor and route preferences

| | | |
|----|---|--------------------|
| 31 | The map letters (road names) are too small to read. Please send another survey where the street names on the map can be read. | 11/2/2016 1:19 PM |
| 32 | Don't narrow Lincoln! Expand the sidewalk to accomodate bikes. | 11/2/2016 12:47 PM |
| 33 | Option D for all major road arteries. | 11/2/2016 11:58 AM |
| 34 | D or C depending on cost | 11/2/2016 11:31 AM |

Q2 Which option would be your preference for Minor Arterial road types in Paradise Valley

Answered: 85 Skipped: 3



| Answer Choices | Responses | |
|----------------|-----------|-----------|
| Existing | 41.18% | 35 |
| Option A | 21.18% | 18 |
| Option B | 21.18% | 18 |
| Option C | 16.47% | 14 |
| Total | | 85 |

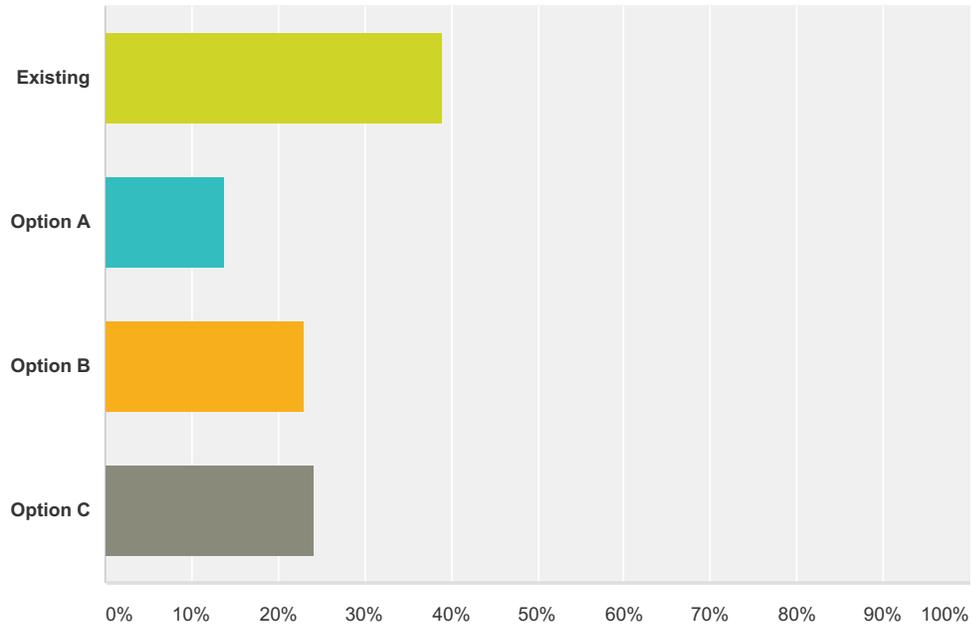
| # | Do you have any additional comments you would like to provide about the option you selected? | Date |
|---|--|---------------------|
| 1 | Option A provides separate bike lanes, sidewalks while minimizing impact to existing roads. | 11/26/2016 8:49 AM |
| 2 | I hike, walk and bike PV daily and do not see a problems with existing infrastructure. | 11/22/2016 7:30 PM |
| 3 | I happen to ride my bike on these roads and don't see a need to modify them. There isn't much traffic, the speed limits are low, and the streets are wide. | 11/18/2016 11:02 AM |
| 4 | Keep minor arterial roads small and simple. | 11/18/2016 10:14 AM |
| 5 | No bike lanes | 11/18/2016 9:57 AM |
| 6 | Eliminate bike lanes. No texture on turn lane. Make curb so safer for walkers. | 11/17/2016 7:24 PM |
| 7 | What's the difference between Options B and C? | 11/17/2016 10:04 AM |
| 8 | Whether there are bike lines or not the bikers end up riding in the road. So, wasting money to build special lanes for them when they like to ride in the road is a big waste of town money. Most of the riders don't even live in the town. | 11/14/2016 4:26 PM |
| 9 | Roads are easily shared between cars and bikes as we ride in the early morning. I also like using the whole road. Ironically, it is safer to share a road than to be restrictive to a small lane. | 11/14/2016 12:57 PM |

corridor and route preferences

| | | |
|----|---|--------------------|
| 10 | I selected this for the same reason as above. Bike riders are a small group - walkers already have plenty of pathways. | 11/11/2016 2:05 PM |
| 11 | We have major drainage issues within the town. The priorities need to be addressing these. This is a huge capital expense and unnecessary. | 11/10/2016 5:50 PM |
| 12 | Again - Paradise Valley is a small town, with out a lot of traffic on non major roads. I see the value of bike lanes in larger towns like SF -- I've lived there and use the lanes a lot -- I do not see the value of bike lanes here in PV. I never have a problem or feel unsafe biking on these roads. | 11/10/2016 2:35 PM |
| 13 | I do not see why it needs to change from existing; THERE IS A SIDEWALK FOR BIKERS AND A BIKE PATH ALREADY PV IS A SMALL CHARMING TOWN THAT HAS ALREADY SUFFERED TOO MANY CHANGES; WITH MORE COMING DUE TO HIGH DENSITY PROPERTIES WHICH CONTINUE TO BE BUILT THESE PROPOSALS BEGIN TO CHANGE THE ENTIRE CHARACTER OF WHAT HAS BEEN A SMALL TOWN I THINK IT IS THIS CHARACTER THAT CAUSED MANY OF US TO PURCHASE EXPENSIVE HOMES NOW THESE PROPOSALS BEGIN TO CITIFY IT AND MAKE IT COMMON,INVITE PEOPLE FROM OTHER AREAS TO COME IN LARGER NUMBERS,THEREBY OVER USING THE STREETS WE SUPPORT WITH OUR TAXES, IT CREATS HIGH DENSITY, THE THING I MOVED TO PV TO AVOID | 11/9/2016 8:57 PM |
| 14 | Since many of these roads were relatively recently redone, should pick option where spending least \$. Don't need sidewalk on both sides. | 11/7/2016 3:55 PM |
| 15 | I think bike lanes are sufficient. Textured/buffered bike lanes don't seem to add that much more safety on minor arterial roads and will increase costs substantially. | 11/4/2016 10:35 PM |
| 16 | Option A-B work... Depends on cost etc. | 11/4/2016 2:45 PM |
| 17 | text does not explain difference between B & C | 11/4/2016 12:24 PM |
| 18 | The map letters (road names) are too small to read. Please send another survey where the street names on the map can be read. | 11/2/2016 1:19 PM |
| 19 | Widen sidewalks to accomodate bikes | 11/2/2016 12:47 PM |

Q3 Which option would be your preference for McDonald Drive?

Answered: 87 Skipped: 1



| Answer Choices | Responses |
|----------------|-----------|
| Existing | 39.08% 34 |
| Option A | 13.79% 12 |
| Option B | 22.99% 20 |
| Option C | 24.14% 21 |
| Total | 87 |

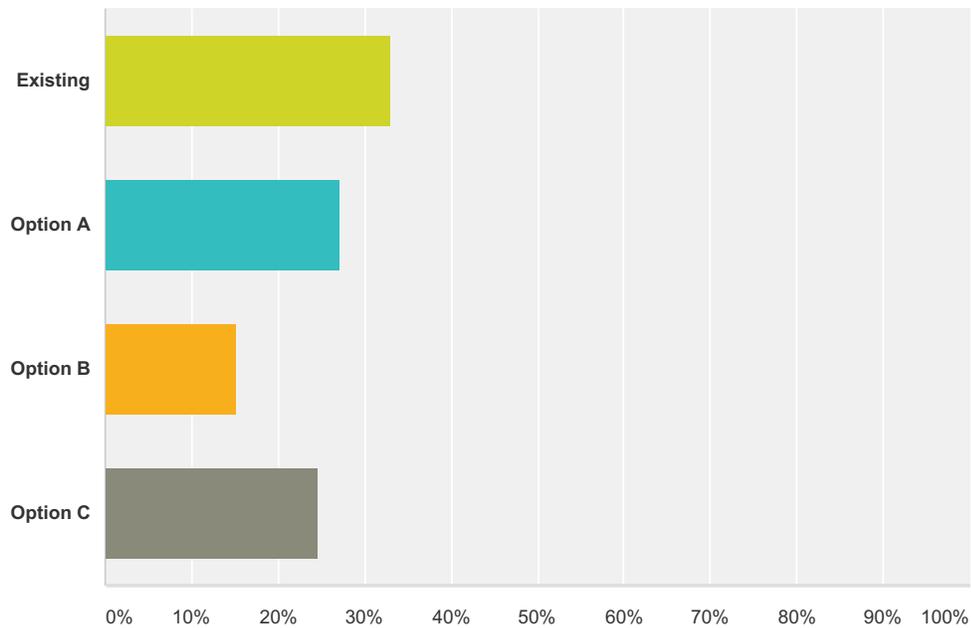
| # | Do you have any additional comments you would like to provide about the option you selected? | Date |
|---|---|---------------------|
| 1 | McDonald is a great example of a road that needs to be done in a manner that retains or even improves its scenic character. It is currently dangerous to bike but with the addition of bike lanes could be one of the scenic rides in our town. Again, separate bike lanes are needed for safety for peds, car drivers and bikers. | 11/26/2016 8:49 AM |
| 2 | I bike walk McDonald all the time, fine as is!!! Never a problem with the existing sidewalk! | 11/22/2016 7:30 PM |
| 3 | maintaining the character of this corridor should be a high priority as should the landscape and center median turn lanes. As a secondary corridor of high value a single sidewalk would consume less ROW and still effectively service the lower pedestrian needs. | 11/22/2016 9:47 AM |
| 4 | Please retain the median landscaping. It gives the area beauty and value to home owners. It establishes the charm and unique appearance that is Paradise Valley. | 11/18/2016 6:56 PM |
| 5 | McDonald is heavily traveled. If you eliminate the turn lanes, traffic may be much slower and cars might have a tendency to go into the bike lane to get around a car waiting to turn. I choose not to bike on McDonald Drive because of the traffic and no space for a bike. I prefer to use other streets with the less traffic. It seems safer to create a bike route on one of the less traveled cross streets. | 11/18/2016 11:02 AM |
| 6 | No bike lanes | 11/18/2016 9:57 AM |
| 7 | Retain present landscaped street with speed limits. Do not make McDonald attractive for more east west traffic passing through PV. Lincoln is enough. Retain our residential character. | 11/17/2016 7:24 PM |

corridor and route preferences

| | | |
|----|---|---------------------|
| 8 | EW bike traffic should be routed down Invergordon and onto Camelback Road. No EW transit required in south PV. | 11/15/2016 6:19 PM |
| 9 | Whether there are bike lanes or not the bikers end up riding in the road. So, wasting money to build special lanes for them when they like to ride in the road is a big waste of town money. Most of the riders don't even live in the town. | 11/14/2016 4:26 PM |
| 10 | Cars already have to drive slowly on McDonald. No reason to add a bike lane. Seems like a waste of tax payer money. I don't feel its a danger or an issue that needs to be corrected. | 11/14/2016 12:57 PM |
| 11 | It is essential that bike traffic be contained on this street. Often, bikers take up most of the lane making it difficult to pass and creating hazardous conditions. | 11/11/2016 10:50 AM |
| 12 | Again, unnecessary. | 11/10/2016 5:50 PM |
| 13 | I am a biker, but part of why I live in Paradise Valley is the country feel of the roads. There are minimal bikers on the roads today and as traffic on most roads other than the main arteries (lincoln and tatum) is minimal bikers can easily and safely use the current roads as is. Increasing roadway size will, in my opinion, simply add to increased traffic and speed on the "back country roads" that drivers do not like, but appeal to bikers. | 11/10/2016 2:35 PM |
| 14 | Too busy as it is and the bikers have not been respectful of the rules cars obey and they are a danger to cars Put more bike paths on CAMELBACK ROAD NOT THE SMALL STREETS WHAT HAS ALREADY BEEN DONE TO MCDONALD HAS TAKEN A LOT OF CHARM FROM PV AND MADE IT LESS AESTHETIC BISIER AND MORE DANGEROUS TO DRIVE ON I.E. NEEDED POLICE DETECTION DEVICES A DISASTER IN MY OPINION | 11/9/2016 8:57 PM |
| 15 | Don't need sidewalks on both sides. Bike lanes needed on this road. Option A is what already exists (just not painted as such). | 11/7/2016 3:55 PM |
| 16 | I think actual bike lanes are a good idea on McDonald. When bikes move with traffic, they often claim the right of way which can be dangerous and lead to congestion. We can live without the center turn lane. | 11/4/2016 10:35 PM |
| 17 | The map letters (road names) are too small to read. Please send another survey where the street names on the map can be read. | 11/2/2016 1:19 PM |

Q4 This plan recommends creating two Collector road types from the existing, General Plan Collector road type. A Major Collector road type typically carries higher volumes of vehicular traffic than a Minor Collector road type. To enhance safety on Major Collector road types, bicycle and pedestrian facilities are generally more separated from vehicular traffic. While they do not have more traffic lanes than Minor Collector road types, Major Collector road types generally have a wider right-of-way than minor collector road types. Which option would be your preference for Major Collector roadway types in Paradise Valley?

Answered: 85 Skipped: 3



| Answer Choices | Responses | |
|----------------|-----------|-----------|
| Existing | 32.94% | 28 |
| Option A | 27.06% | 23 |
| Option B | 15.29% | 13 |
| Option C | 24.71% | 21 |
| Total | | 85 |

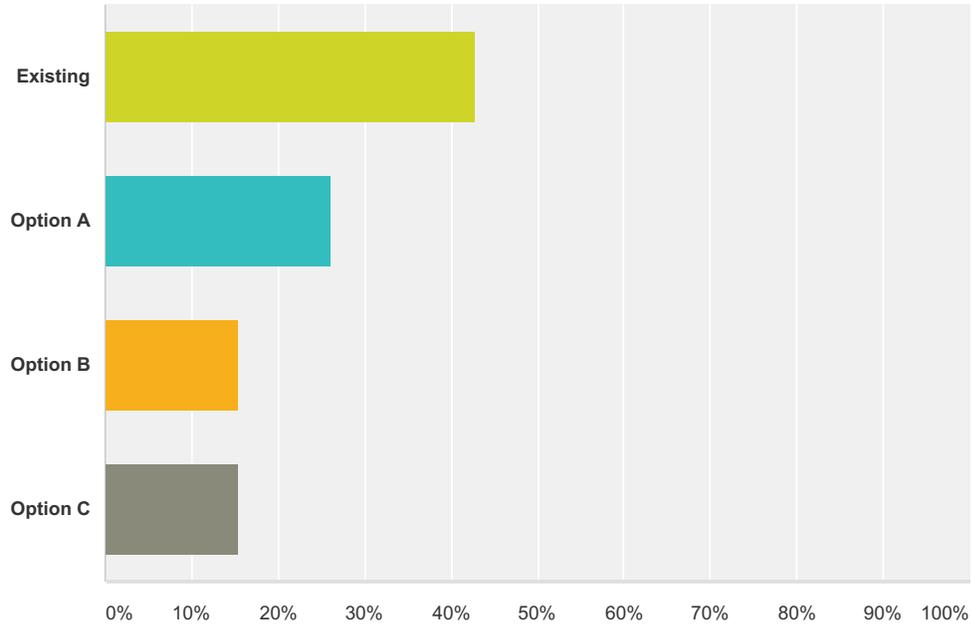
| # | Do you have any additional comments about the option you selected? | Date |
|---|--|------|
|---|--|------|

corridor and route preferences

| | | |
|----|---|---------------------|
| 1 | By adding center landscape, the roadway becomes more scenic and adds overall character to our town. | 11/26/2016 8:49 AM |
| 2 | Let's use dollars wisely and not waste on unneeded 'improvements'! | 11/22/2016 7:30 PM |
| 3 | A lot of drivers, looking at their phones, cross the bike lane. Having more than just the white line will make things safer for runners and cyclists. | 11/18/2016 5:14 PM |
| 4 | I currently ride these roadways. They are wide and not that heavily traveled. Having marked bike lanes could be beneficial. Speed limits are low. But the extra marking for bike space would be safer. | 11/18/2016 11:02 AM |
| 5 | No bike lanes | 11/18/2016 9:57 AM |
| 6 | Decrease speed limits and increase enforcement. | 11/17/2016 7:24 PM |
| 7 | Whether there are bike lines or not the bikers end up riding in the road. So, wasting money to build special lanes for them when they like to ride in the road is a big waste of town money. Most of the riders don't even live in the town. Also, not sure where Hummingbird Lane falls on road types but bikers need to be keep off of this road as it is too narrow of a road with hills and blind curves which make it very dangerous for residents that live on/near the road. | 11/14/2016 4:26 PM |
| 8 | Once again, I feel that the current situation, with the exception of Lincoln is a good situation. Sharing the road with cars is fine. And, I like the look/feel of the roads in PV and would it hate to see the character of our beautiful town changed. | 11/14/2016 12:57 PM |
| 9 | Need definition of "textured bike lane." If really bumpy, not good for bikes! | 11/7/2016 3:55 PM |
| 10 | Center landscapes especially those with hard curb do not give especially large cars/trucks place to go to give cyclist adequate room. This is especially concerning when the cyclist has a hard curb or similar on their right, therefore decreases "escape routes" when large or erratic vehicle. This goes for all featured plans as something to consider. Thanks!!! | 11/2/2016 1:26 PM |
| 11 | The map letters (road names) are too small to read. Please send another survey where the street names on the map can be read. | 11/2/2016 1:19 PM |

Q5 Which option would be your preference for Minor Collector roadway types in Paradise Valley?

Answered: 84 Skipped: 4



| Answer Choices | Responses |
|----------------|-----------|
| Existing | 42.86% 36 |
| Option A | 26.19% 22 |
| Option B | 15.48% 13 |
| Option C | 15.48% 13 |
| Total | 84 |

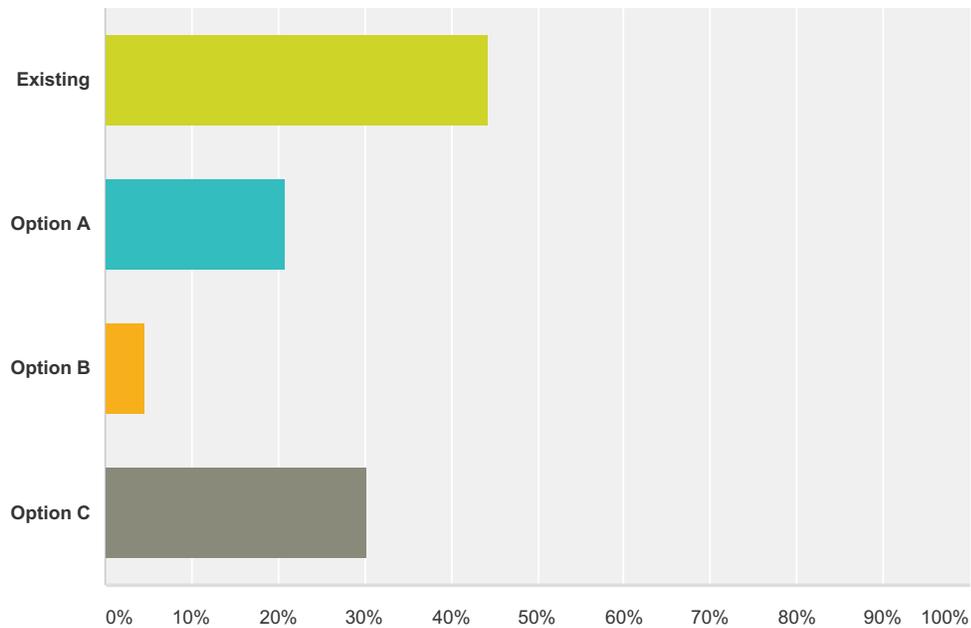
| # | Do you have any additional comments about the option you selected? | Date |
|---|---|---------------------|
| 1 | I currently use these streets as well. For me, there is plenty of space for both bikes and cars. However, proper center stripe is the only change I would think is really needed. | 11/18/2016 11:02 AM |
| 2 | Remove existing bike lanes | 11/18/2016 9:57 AM |
| 3 | Will bike lanes be wider? | 11/17/2016 7:24 PM |
| 4 | Whether there are bike lines or not the bikers end up riding in the road. So, wasting money to build special lanes for them when they like to ride in the road is a big waste of town money. Most of the riders don't even live in the town. Also, not sure where Hummingbird Lane falls on road types but bikers need to be keep off of this road as it is too narrow of a road with hills and blind curves which make it very dangerous for residents that live on/near the road. | 11/14/2016 4:26 PM |
| 5 | Once again, love the look/feel of PV. Best to save the tax payer money and leave things as is. I have never felt an issue riding my bike, with the exception of Lincoln rd where cars go fast and the road it tight, so it is very hard to ride along with the cars. | 11/14/2016 12:57 PM |

corridor and route preferences

| | | |
|----|---|--------------------|
| 6 | Paradise Valley is desirable because it is charming and "country like". Are we really planning on making the town into a major thoroughfare for bikers and walkers. Its a town for residents and guests of the hotels. I walk on many of the minor roadways everyday, morning, noon and night with my dog. Amassing over 6 miles daily. I have never had a issue with a car on any of the minor roadways - the only issue I have had is with garbage trucks who speed down the country lanes and groups of bikers for ride too fast, take up the entire roadway and do not feel they must follow the rules of the road. | 11/10/2016 2:35 PM |
| 7 | Make low budget project | 11/7/2016 3:55 PM |
| 8 | If indeed minor collector not worth the expense for very local bikes. | 11/4/2016 4:07 PM |
| 9 | The map letters (road names) are too small to read. Please send another survey where the street names on the map can be read. | 11/2/2016 1:19 PM |
| 10 | No 9 or 10 foot car lanes! | 11/2/2016 12:47 PM |

Q6 The Major Local street type concept creates a new category of local streets. This category was created from existing local streets that are designated as bike routes in the adopted General Plan and other local streets that could also include designated facilities for bicycling and walking. Which option would be your preference for Major Local roadway types in Paradise Valley?

Answered: 86 Skipped: 2



| Answer Choices | Responses |
|----------------|-----------|
| Existing | 44.19% 38 |
| Option A | 20.93% 18 |
| Option B | 4.65% 4 |
| Option C | 30.23% 26 |
| Total | 86 |

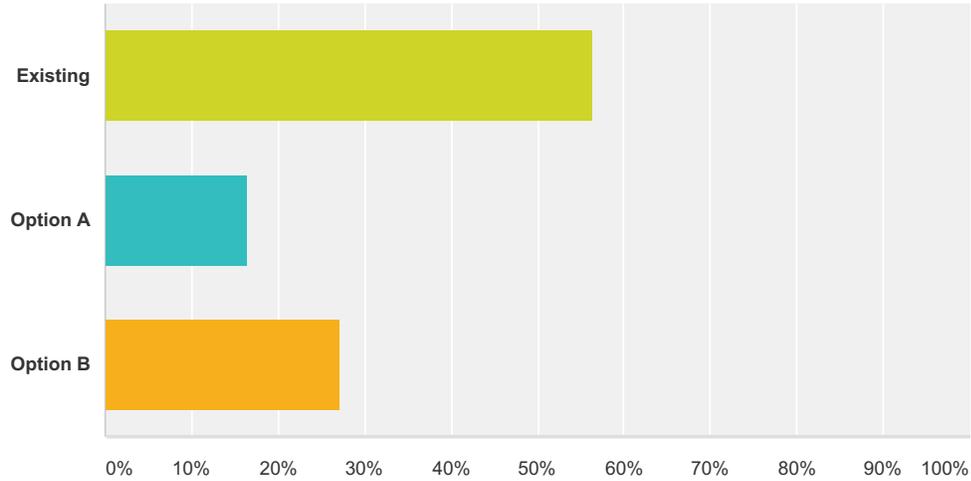
| # | Do you have any additional comments about the option you selected? | Date |
|---|---|---------------------|
| 1 | These roads aren't that heavily traveled by cars. | 11/18/2016 11:02 AM |
| 2 | No bike lane | 11/18/2016 9:57 AM |
| 3 | Make this safe for walkers only. No bikes !!! They are a hazard especially on hilly and curvy roads for residents, walkers and local traffic. | 11/17/2016 7:24 PM |

corridor and route preferences

| | | |
|----|--|---------------------|
| 4 | What the TPV doing about getting bicyclists to obey traffic laws. The current condition is a disaster. Consider replacing numerous local street Stop signs w/Yield signs. There's a better chance of this reducing the non-stop violations that are completely unenforced. | 11/17/2016 10:04 AM |
| 5 | Whether there are bike lanes or not the bikers end up riding in the road. So, wasting money to build special lanes for them when they like to ride in the road is a big waste of town money. Most of the riders don't even live in the town. Also, not sure where Hummingbird Lane falls on road types but bikers need to be keep off of this road as it is too narrow of a road with hills and blind curves which make it very dangerous for residents that live on/near the road. | 11/14/2016 4:26 PM |
| 6 | PV has a great look and feel where the roads are a critical part of it. We need to retain this asset of our town. | 11/14/2016 12:57 PM |
| 7 | I moved to paradise valley in 1985 in order to escape the traditional city life with typical city traffic. PV offered and still offers the best life style for those of us who like to have the country feel while living near Phoenix. The proposed plan to widen the streets only benefits those who DO NOT live in PV, such as bikers from other towns and Resort bikers. Anything that encourages more traffic on our quiet streets should be prohibited. Any attempt to condemn rights of way will be met with fierce resistance. Such condemnation will have collateral damage to existing property values as set backs will be moved with the result that building envelopes will shrink. That means that the value of the residence will drop in value. The cost of condemnation will NOT be just the cost of taking more r/w, but also the diminution in value of the remainder estate. | 11/13/2016 7:35 PM |
| 8 | Currently Bikers ride 3-4 bikes across the street...never single file! This already creates a dangerous condition for pedestrian's walking pets. Any additional widening will create even more traffic and more danger!! | 11/13/2016 7:28 PM |
| 9 | I suggest whoever is considering these plans walk with us in the early AM to see what it is like to be accosted by the peletons | 11/12/2016 6:40 PM |
| 10 | Fix our flooding of streets. You are trying to attract more people to our lovely quiet city | 11/11/2016 7:33 PM |
| 11 | leave Camelback Manor Drive -'as is' . Other streets, to the West of Camelback Manor have speed bumps and calming areas. No need to remove frontage and landscaping from homeowners for a few people that are not residents. | 11/11/2016 2:05 PM |
| 12 | It is unclear from the map if Camelback Manor Drive falls in this category. We have lived on this street for over 28 years and it has become increasingly dangerous from increased bike traffic that often travels over the speed limit. We walk with our dog and must be constantly aware of traffic. Also, the street has several blind curves that exacerbate danger. We are opposed to any change to our street. We fear that designated bike lanes will increase bike traffic and that, ultimately, someone will be critically injured. The safety and preferences of the homeowners who live on this street must come first. | 11/11/2016 10:50 AM |
| 13 | You just spent the money to improve 56th street and did nothing for bikers. Why is this not on the town's general plan? Why would you put a winding street like Camelback Manor Drive on the town's | 11/10/2016 5:50 PM |
| 14 | same reasons as above. Lets preserve our towns feel! The whole reason I bought in PV was the country roads and the fact you can walk or bike on them safely. Any of the options above on the local roads especially just take away from what we all love about where we live. Secondly, having a bike corridor on 54th st/camelback manor seems crazy. The street is windy, has multiple washes, has a figure 8 design -- all things that make biking on it crazy. Bikers can use 56th to linclon if they want to get across the Desert Fairways. Much safer for all. Walkers can walk the road safely today with no improvements. Lets be honest, 56th street is pretty. Its straight. It connects mcdonald to lincoln. It connect El Chorro and Mt Shadows to Sanctuary. I have NEVER seen a biker on that road and rarely see walkers and its the SAFEST road for a biker to choose. | 11/10/2016 2:35 PM |
| 15 | Excessive traffic for those already living on the proposed streets-creates more density detracts from the quality of Life and ease of using the streets for those ALREADY living on the streets and paying taxes to support our quality of life ALREADY altered by several new developments I totally totally oppose these plans as a home owner in this lovely area that does not need to see increased numbers of people traveling around and about my home---this is the urbanization of a suburban -so far suburban area NO | 11/9/2016 8:57 PM |
| 16 | A sidewalk is helpful. The bicyclists already claim these streets in large groups, I don't think they need painted symbols to do so. | 11/4/2016 10:35 PM |
| 17 | Hummingbird should NOT be designated as a bike path. Very dangerous route for bikers and residents alike. | 11/4/2016 1:30 PM |
| 18 | The map letters (road names) are too small to read. Please send another survey where the street names on the map can be read. | 11/2/2016 1:19 PM |

Q7 Local Street road types apply to all other streets that are not included in the prior road types. Which option would be your preference for Local Street roadway types in Paradise Valley?

Answered: 85 Skipped: 3



| Answer Choices | Responses |
|----------------|-----------|
| Existing | 56.47% 48 |
| Option A | 16.47% 14 |
| Option B | 27.06% 23 |
| Total | 85 |

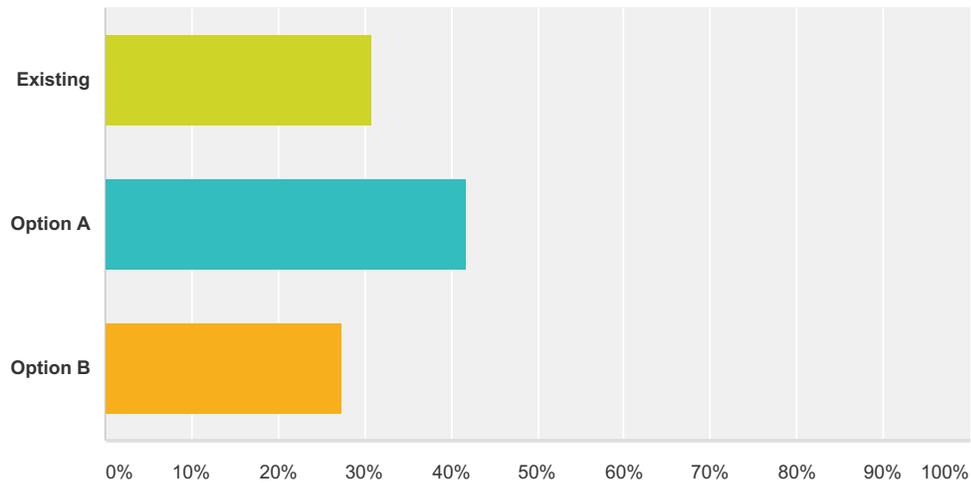
| # | Do you have any additional comments about the option you selected? | Date |
|---|---|---------------------|
| 1 | Cyclists aren't bothersome to runners when there are no bike lanes at all. | 11/18/2016 5:14 PM |
| 2 | These roads aren't heavily traveled. Seems more a waste of money to make changes. I chose to ride these verses the busier streets. | 11/18/2016 11:02 AM |
| 3 | Keep Local streets small and as simple as possible. | 11/18/2016 10:14 AM |
| 4 | No bike lane | 11/18/2016 9:57 AM |
| 5 | Add center lane striping on existing and maintain side of pavement. There is erosion now and drop into eroded channels which is a safety issue. Improve Town maintenance of these streets especially on hilly areas. | 11/17/2016 7:24 PM |
| 6 | We love the bicycles, that is what makes Camelback Manor unique and not like any other road in PV. We do not want to lose them to a bunch of grouches. No change necessary but maybe a few signs saying blind curve or watch for bicycles/children etc. Traffic is faster than bikes. | 11/15/2016 6:23 PM |
| 7 | Local streets should have NO striping! | 11/15/2016 6:19 PM |
| 8 | Part of the beauty of PV is having roadways left as minimal as possible, adding wider roads, to accomidate bikers, sidewalks and paths ways just makes it more congested and takes away for the nature beauty of the area. | 11/14/2016 4:26 PM |
| 9 | No need to change. Roads are easily shared between cars and bikers | 11/14/2016 12:57 PM |

corridor and route preferences

| | | |
|----|--|---------------------|
| 10 | I moved to paradise valley in 1985 in order to escape the traditional city life with typical city traffic. PV offered and still offers the best life style for those of us who like to have the country feel while living near Phoenix. The proposed plan to widen the streets only benefits those who DO NOT live in PV, such as bikers from other towns and Resort bikers. Anything that encourages more traffic on our quiet streets should be prohibited. Any attempt to condemn rights of way will be met with fierce resistance. Such condemnation will have collateral damage to existing property values as set backs will be moved with the result that building envelopes will shrink. That means that the value of the residence will drop in value. The cost of condemnation will NOT be just the cost of taking more r/w, but also the diminution in value of the remainder estate. | 11/13/2016 7:35 PM |
| 11 | Again, bikers create problems down the streets...large clusters of bikers riding almost on entire street... | 11/13/2016 7:28 PM |
| 12 | see above comment | 11/12/2016 6:40 PM |
| 13 | It is unclear if this includes Camelback Manor Drive. We oppose any changes to our street. We moved here for the "rural" town feel and we do not want that sacrificed for people who don't live in our town or on our street. The feel of this community is special and fragile. It is one of the oldest communities in PV and it would be unfair and dangerous to lose its character to accommodate more bikers. | 11/11/2016 10:50 AM |
| 14 | same as above | 11/10/2016 2:35 PM |
| 15 | What a pleasant area as it is why create change where none is needed | 11/9/2016 8:57 PM |
| 16 | No need. Not lots of car or pedestrian/bike traffic. | 11/7/2016 3:55 PM |
| 17 | It's nice to have someplace to walk. Is there a reason there is no central stripe on these roads? | 11/4/2016 10:35 PM |
| 18 | The map letters (road names) are too small to read. Please send another survey where the street names on the map can be read. | 11/2/2016 1:19 PM |

Q8 Which option would be your preference for Wash Corridors in Paradise Valley?

Answered: 84 Skipped: 4

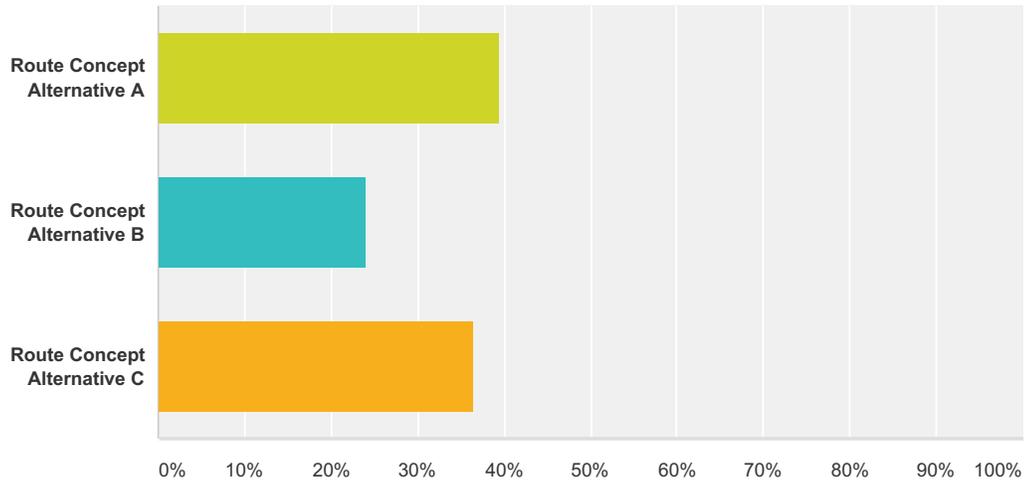


| Answer Choices | Responses | |
|----------------|-----------|-----------|
| Existing | 30.95% | 26 |
| Option A | 41.67% | 35 |
| Option B | 27.38% | 23 |
| Total | | 84 |

| # | Do you have any additional comments about the option you selected? | Date |
|----|--|---------------------|
| 1 | Whichever is less expensive, A or B. But, getting rid of the dirt path, which can be uneven and have divets makes those areas unattractive for running. Certainly, there are canal paths that are very smooth and don't need any changes. However, I recognize the photos and that area is terrible to run on. | 11/18/2016 5:14 PM |
| 2 | Build bike lanes here | 11/18/2016 9:57 AM |
| 3 | Before considering option A, talk to all resident property owners and listen to there concerns or desires. Learn what this is like after a rain storm. Do not allow access for bicycles. Consider privacy issues for residents whose backyards are next to wash. | 11/17/2016 7:24 PM |
| 4 | Part of the beauty of PV is having roadways left as minimal as possible, adding wider roads, to accomidate bikers, sidewalks and paths ways just makes it more congested and takes away for the nature beauty of the area. | 11/14/2016 4:26 PM |
| 5 | OK, but not necessary to make this change. | 11/14/2016 12:57 PM |
| 6 | If it ain't broke don't fix it. If you have surplus funds, use them for something the residents of PV want NOT for something they DON'T WANT AND ARE VEHEMENTLY OPPOSED TO. | 11/13/2016 7:35 PM |
| 7 | Here, you have an improvement. You've added something to the town that is a benefit. | 11/10/2016 2:35 PM |
| 8 | We enjoy it now -who and why is this being brought up for change Money should be spent in other ways Why not ask the residents before hiring consultants Consults are interested in creating jobs that they get paid for All of the above should be put to a vote of the people living in PV because those are the people involved In the enjoyment and use of these streets Why was this initiated during the summer when most of the PV residents were out of town | 11/9/2016 8:57 PM |
| 9 | Both A & B would be really nice. Paved walking paths along the wash corridors would be great. However, if it is too expensive, option A would be a great initial step and we could pave them later. | 11/4/2016 10:35 PM |
| 10 | The map letters (road names) are too small to read. Please send another survey where the street names on the map can be read. | 11/2/2016 1:19 PM |

Q9 Which Route Concept would be your preference for Paradise Valley?

Answered: 71 Skipped: 17



| Answer Choices | Responses | |
|-----------------------------|-----------|-----------|
| Route Concept Alternative A | 39.44% | 28 |
| Route Concept Alternative B | 23.94% | 17 |
| Route Concept Alternative C | 36.62% | 26 |
| Total | | 71 |

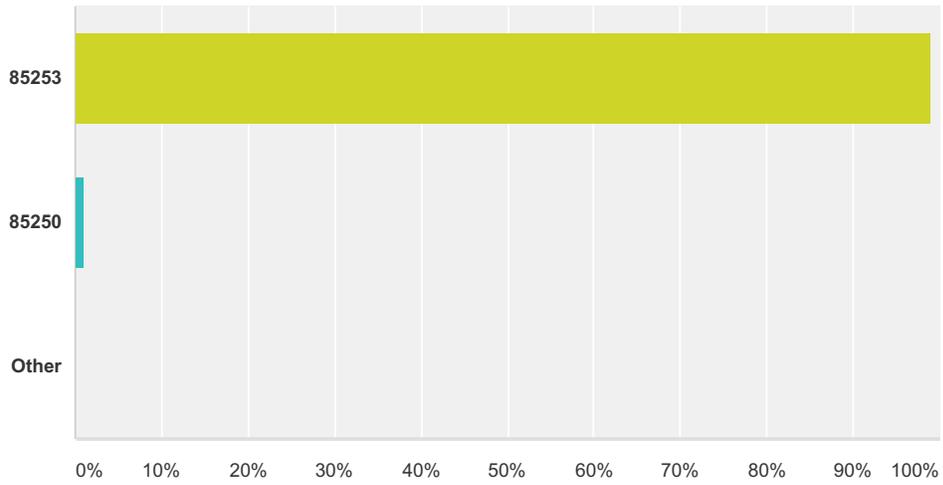
| # | Do you have additional comments on the route concept you selected? | Date |
|---|---|---------------------|
| 1 | If Paradise Valley is to be a forward thinking town and a destination for active people (including those of us who live here and those who visit), then the town needs to be bold in its approach to providing safe bike access. Our streets are currently very unsafe for bikers and it is impossible to get around town on just a bike safely. Alternative C provides something we will be proud of for our town. Coming from Tucson, I was struck by how bike unfriendly our area is. This provides an opportunity to change that. | 11/26/2016 8:49 AM |
| 2 | I'm equal on A and B (difficult to tell what the key differences are). But C will only continue to reinforce bikers cutting through our neighborhood, and the general attitude is, well, less than appreciated. | 11/18/2016 5:14 PM |
| 3 | Costs were not included making choices somewhat problematic. I presume costs will be associated with choices BEFORE final decisions are made. | 11/18/2016 2:11 PM |
| 4 | Alternative C is best because it does not single out and promote Camelback Manor Dr as a bicycle facility or route. It is currently a poor but dangerous imitation of the Tour de France. Allow but do not encourage bicycle traffic on Camelback Manor Dr. Speed calming is further needed on Camelback Manor Dr as it is too tortuous for 25 mph travel. | 11/18/2016 10:14 AM |
| 5 | None of these plans will improve the quality of life for PV residents. Please do not encourage bicyclists from other cities to come to PV to congest our streets. Please do not add enhanced crosswalks. Please do enforce the law and require bicyclists to stop at stop signs. | 11/18/2016 9:57 AM |
| 6 | None of the above. | 11/18/2016 8:24 AM |
| 7 | Do not alter Mac Donald Drive. Do not encourage unsafe conditions or more traffic for our residential town. Do not encourage resorts to direct their guests to use our hillside streets. We have experienced their careless behavior when they walk in streets which are not sidewalks. | 11/17/2016 7:24 PM |
| 8 | None | 11/17/2016 1:30 PM |

corridor and route preferences

| | | |
|----|--|--------------------|
| 9 | General comments: We live on a local street designated a bike route. Bike groups ride faster than the speed limit (25 MPH). We have a blind corner exiting our driveway. Bikers are difficult to see and traveling too fast to react. Please consider signage, speed limits for bikes, speed bumps, limits to number of bikes riding in a group, something to protect residents and bikers. Thank you. | 11/16/2016 6:13 PM |
| 10 | Instead of Camelback Manor, I would have the bicycle route turn north on McDonald, one block to the east. It is the perfect route, not one of the last charming roads left in Paradise Valley that would be defaced. | 11/16/2016 5:45 PM |
| 11 | Less change the better | 11/16/2016 3:56 PM |
| 12 | Bikes should not be routed on major arteries or local streets. Bikes should be routed on minor arteries and collector streets. | 11/15/2016 6:19 PM |
| 13 | Less is more!!! | 11/14/2016 4:26 PM |
| 14 | PLEASE DON'T CONSIDER CHANGING THE EXISTING SPECIAL ROAD ON CAMELBACK MANOR DRIVE...PLEASE WALK IT WITH US ANY TIME TO UNDERSTAND WHY SUCH AN EXPANSION SHOULD NEVER HAPPEN | 11/13/2016 7:35 PM |
| 15 | why were meetings/open houses conducted when most residents are away for the summer. | 11/13/2016 7:28 PM |
| 16 | "D" none of the above! | 11/11/2016 2:05 PM |
| 17 | I feel this is really expensive. You don't know what expenses you will be fielding with the addition of the new hotels. Our drainage in this town is frightening off of Camelback Mountain. We are duplicating infrastructure for a small population and they only use it for exercise. If I am going to ride to Ajs or Camelback Inn, I ride on the sidewalk. This is a massive waste of money. Just because you have it, does not mean you should spend it. You just redid 56th and now will be tearing it up again. Redundant and wasteful. The bike riders will not stop using the roads no matter what you do, so painting bikes on them is silly. | 11/10/2016 5:50 PM |
| 18 | i'd prefer no changes, but if i had to choose, I would choose the one with the least disruptions to our local roads. | 11/10/2016 2:35 PM |
| 19 | REALLY hard to compare these plans vertically in this survey. Need to be able to look at next to each other, at same time! Also, instructions on expanding images is for Windows machines. Need different instructions for Macs. | 11/7/2016 3:55 PM |
| 20 | Start small and grow it. | 11/4/2016 2:45 PM |
| 21 | You need a "none of the above" choice, because the town should remove Camelback Manor as a bike route. I live on the street and the existing bike traffic consists of rider speeding through at unsafe speed. the street has many dips and blind corners. After a rain it also typically has rock from the washes. Out of town biker already create a dangerous environment on our street from their excessive speed. DO NOT encourage even more bike traffic. Currently it is challenging to simply walk your dog many mornings in view of the number of bikes and the excessive speed. On fall, winter, spring weekends at the noise from bikers talking loudly literally will wake you up in the very early morning if you leave your windows open. I am extremely disappointed that the small town I live in would propose to increase this significant problem for the benefit on non-town residents and to the detriment of those who live on Camelback Manor. For years the bike traffic on my street has been the only negative part of living in this wonderful community. Please do not make it worse. | 11/4/2016 1:50 PM |
| 22 | Keep up great work and get those resorts to chip in for water fountains and proposed improvements. | 11/2/2016 1:26 PM |
| 23 | None of the above. The map letters (road names) are too small to read. Please send another survey where the street names on the map can be read. | 11/2/2016 1:19 PM |
| 24 | Not really clear. This should meet the other recommendations in the prior questions | 11/2/2016 12:47 PM |

Q10 Is your zip code?

Answered: 88 Skipped: 0



| Answer Choices | Responses | |
|----------------|-----------|-----------|
| 85253 | 98.86% | 87 |
| 85250 | 1.14% | 1 |
| Other | 0.00% | 0 |
| Total | | 88 |