

Paul Michaud

From: David Regonini [REDACTED]
Sent: Tuesday, December 05, 2017 1:50 PM
To: Paul Michaud
Subject: Paradise Valley Bicycle Master Plan

Paul,

I just reviewed the draft plan and I am quite pleased with the efforts put forth by the Town. I am a cyclist and a vehicle operator who uses streets within the town for both. As a cyclist, I am particularly happy with efforts towards enforcement, speed control, and traffic calming. I would like to offer one point of view on proposed cross-sections on arterials. I noticed a couple concepts that incorporated fully integrated concrete gutter pans as bicycle lanes. I know the City of Scottsdale has used these in some locations, and as a cyclist, I would advise against their use. First, the concrete pavement is much harder than asphalt. For the same reasons that runners prefer asphalt surfaces (softer), cyclists do too. The ride is very harsh. Second, concrete pavement will require the use of expansion joints and these, in turn, create a bumpy surface to pass across. Such bumpiness is not as noticeable in a car, but on a bicycle, with tires at 120 pounds per square inch, they can feel like a jack hammer. Third, concrete when wet, is more slippery than asphalt. In those conditions, navigating a turn can become risky. Each of these points are based on my first-hand experience using these types of facilities. Unfortunately, I tend to take to the travel lane instead of a concrete-paved bike path to avoid these conditions and potential hazards. Please consider the elimination of these "fully integrated concrete gutter pans" as bicycle lanes. I think you will end up with a better overall product that actually gets used by the intended users.

David Regonini
[REDACTED]

Paul Michaud

From: Paul Michaud
Sent: Monday, November 20, 2017 1:16 PM
To: 'Scott Morrow'
Subject: RE: Cherokee Elementary bike/ ped considerations

Scott:

Yes, safety around Cherokee will be brought up at the meeting tomorrow. Thank you for your input.

Regards,

Paul E. Michaud, AICP
Senior Planner
6401 E Lincoln Drive
480-348-3574 (phone)
480-483-1811 (TDD)
pmichaud@paradisevalleyaz.gov

From: Scott Morrow [REDACTED]
Sent: Monday, November 20, 2017 11:15 AM
To: Paul Michaud
Subject: Re: Cherokee Elementary bike/ ped considerations

Paul,
Thank you for bringing me up to speed on the on going B/P master plan. Will my comments concerning safety around Cherokee Elementary be mentioned at tomorrow's meeting as you mentioned?

If safety is the focus, not many things are more important than our children's safety. Worth a mention if you have room on your agenda.

I'd also like to put my support behind defining the Mountain View (minor collector) as it runs from Invergorden/64th to Shea, including the turn north along 56th to Shea.

I see a great opportunity to bring the City of Phoenix into the discussion because this defined stretch of the street is truly how the connectivity flows on the whole of this minor connector. From reading the comments on the Towns website, it appears other neighbors have concerns about safety along Mountain View too. This is an interesting part of our community because of the confluence of Phoenix, Paradise Valley and Scottsdale borders.

I should mention that Phoenix has a "street modernization program" that is funded out of the capital construction fund. A possible funding source to bring into the Town's efforts. This along with federal TAP funds (now the FAST Act) and Safe Routes to School might be the leverage needed to get some actionable B/P master plan items implemented. Arizona I believe had some of the obligated TAP funds from 2016 lapse.

<https://www.saferoutespartnership.org/sites/default/files/pdf/tap-srts-state-states-sept-2017.pdf>

Thanks for all the hard work,

Scott Morrow

On Oct 27, 2017, at 4:39 PM, Paul Michaud <pmichaud@paradisevalleyaz.gov> wrote:

Scott:

Thank you for taking time to provide your input.

The bike-ped plan has been an ongoing process since June 2016 with residents split on several points, particularly bike lanes. The Town Council provided the Planning Commission direction in June 2017 that limited bike lanes to only a few streets. Doubletree Ranch Road is one of those streets. 56th Street was not one of those streets in that Council direction. 56th Street between Doubletree Ranch Rd to Mockingbird Lane was proposed for bike lanes in the February 2017 draft of the bike-ped plan. The Planning Commission brought back to the Council this month several street corridors for Council reconsideration. 56th Street from Doubletree Ranch Rd to Cherokee school was part of that reconsideration for a 10-foot wide recreation path on the east side of the street to replace the six-foot wide sidewalk. Council direction was reconsidered to keep the June direction. A couple Council members did suggest that the Planning Commission could reconsider the 56th Street connection to the school if it directly related to safety. I will bring up your points to the Planning Commission.

You may also want to outreach to Vice Mayor Bien-Willner who is the Planning Commission liaison.

Regards,

Paul E. Michaud, AICP
Senior Planner
6401 E Lincoln Drive
480-348-3574 (phone)
480-483-1811 (TDD)
pmichaud@paradisevalleyaz.gov

-----Original Message-----

From: Scott Morrow [REDACTED]
Sent: Wednesday, October 25, 2017 4:27 PM
To: Paul Michaud
Subject: Cherokee Elementary bike/ ped considerations

Paul,

I haven't really been following the bike / ped master plan, other than what the local newspaper puts out. Has consideration been given to the intersection at 56th and double tree as it relates to crosswalks and bike lanes for student cyclists trying to get to And from school? Also the lack of bike lanes on 56th proper, forces bikes to mix with pedestrians on the sidewalks as parents park and wait to begin pickup and drop off time. There is simply no room to allow for cyclists to use the road during these time. This is an extremely congested area, with impatient parents, frustrated commuters and 600 kids being released all at once, it's truly a recipe for tragedy! As the weather cools more kids will be riding bikes to school. Perhaps there is an opportunity to

piggy back some grant money from the "Safe Routes to School" program? Anyway, we as a community need to address the bicycle and pedestrian problems the school presents.

Stopover

Paul Michaud

Subject: FW: Update: Paradise Valley Bicycle and Pedestrian Master Plan

From: R. Brett Goett [REDACTED]
Sent: Thursday, October 19, 2017 1:36 PM
To: Planning Commissioner Daran Wastchak
Cc: Paul Michaud; Shawna Glazier
Subject: RE: Update: Paradise Valley Bicycle and Pedestrian Master Plan

I am not lobbing a grenade into the room, but if as the Council has pointed out on numerous occasions (and again at the last meeting), safety is their paramount concern, I cannot fathom why McDonald is not in the discussion. And keeping with the safety theme, which I personally believe is nothing more than window dressing without substance (I sat and watch the Commission Meeting discussing the "safety" issue, and was frankly appalled), I would question exactly whose safety is paramount. It cannot be simply the "claimed" safety of those making the most noise. Remember, there has not been a single recoded instance in the last 3 years involving a bike on ped, or bike on car accident where it was determined the cyclist was at fault at the intersection of E. Hummingbird Lane & E. Quartz Mountain Rd. Check with the Chief on that one, he did the research. So, if that is the case (which it is), why all the hoopla on Hummingbird save for a few chronic complainers??? Safety is not served by appeasing a few and ignoring reality.

Unfortunately, I was not able to attend the last PC meeting, but I look forward to the upcoming meeting 11/21/17.

With upmost respect,

R. Brett Goett, Esq.
[REDACTED]

Paul Michaud

From: Shawna Glazier [REDACTED]
Sent: Tuesday, October 17, 2017 3:35 PM
To: Paul Michaud; Planning Commissioner Daran Wastchak
Cc: R. Brett Goett
Subject: Re: Update: Paradise Valley Bicycle and Pedestrian Master Plan

Thanks Paul.

Moving forward I'd like to still focus my efforts on getting a crossing on Tatum at Mountain View. Although this will be going through Phoenix it's important that PV is aware of the need for this crossing and will work with Phx when the time comes. Is there a way to give a presentation to the Commission and then the council to show what the safety concern is at that intersection? I sense that there is still a big confusion as to why cyclist would cross at MT view instead of Doubletree. At this point I feel some sort of video or presentation would be best to clarify the need or getting a member of the commission or council to meet me at this intersection to show them in person.

The Council made it clear that the only things they are interested in hearing about are valid safety concerns so, I must bring up McDonald again. I know it's the elephant in the room that nobody want's to address but it is a huge safety concern for cyclists. Just a few weeks ago I witnessed an awful accident with a cyclist that crashed on McDonald and 54th st heading east bound because there wasn't enough room for cyclists and motorist to coexist. The cyclist hit the ground so hard that I could see the bone in his elbow. He was almost knocked unconscious and it took minutes to remove him from the middle of the road. I waited with him on the side of the road until his wife came and picked him up.

From looking at the General plan and the current CIP map it appears that there are supposed to already be bike lane improvements on McDonald and given that the Council only want's to hear about safety concerns, then let's put McDonald on the radar again...

The meeting last week with the council was pretty uncomfortable to listen to. From what I remember at the meeting where the SOD was approved, every member of the council (except maybe Paul because he voted against it) told the public "don't worry and that this wasn't final and that the commission would review and make it a better plan"... Seems like they were feeding the public BS and had full intentions to fully adopt the SOD without any consideration from the Commission.

I won't be attending this evening but plan to make some of the other meetings. Thanks for the updated schedule.

kind regards,
Shawna Glazier
beSpoke real estate
[REDACTED]
designated broker/owner
[REDACTED]

Paul Michaud

From: Richard Nearhood [REDACTED]
Sent: Tuesday, October 17, 2017 11:46 AM
To: Paul Michaud
Subject: October 17, 2017 Planning Commission Meeting

I want to express my continued support for the proposed improvements to the pedestrian and recreation paths along Lincoln Drive. I am favor of the CIP improvements to the sidewalk, and would like to see the recreation paths installed along Lincoln as part of the CIP and Bike Path Plan. I am also in favor of the Resort Loop.

Lincoln is probably the most prestigious well-traveled street in our town and deserves a continued investment in infrastructure. Creating enjoyable pedestrian/recreation paths connecting the existing resorts, and the new Ritz Carlton development, will result in more tax dollars being spent in Paradise Valley that will ultimately pay for these improvements. Instead of driving their car, a lot of people will take advantage of the health and recreation benefits of walking or riding their bike to a resort, restaurant, or shopping. Paradise Valley just doesn't offer that option today and we need to do something about it now while we have this opportunity.

Paul, thank you for you diligent work on this project. I appreciate speaking to you.

Richard Nearhood
[REDACTED]
Paradise Valley, AZ 85253
[REDACTED]

Paul Michaud

From: Vice Mayor Jerry Bien-Willner
Sent: Thursday, October 05, 2017 1:00 PM
To: Pam Kirby; Kevin Burke; T.F. Thornton; mfitfro@newszap.com; Planning Commissioner Daran Wastchak; Peter Wingert; Eva Cutro; Paul Michaud; Andrew Miller
Subject: RE: Cyclists

Understood and thanks for your clarification - we all support our PD and we know they are doing a great job. I did not interpret your message as critical of PD at all, and my response was meant to be supportive as well. The issue with organized groups of cyclists is tricky, because (at least based on anecdotal information, including my own observations), they will ride in that fashion regardless of whether or not there is a bike lane. This is a tough problem and I will keep working with our team to try to build consensus on this issue and make as much progress as we can while being mindful of our resources and limited government philosophy. I believe we are fundamentally in agreement on these matters, and I also agree that an expanded bike plan is not needed.

Thanks again,

Jerry

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From: Pam Kirby
Sent: Thursday, October 5, 2017 12:51 PM
To: Vice Mayor Jerry Bien-Willner; Kevin Burke; T.F. Thornton; mfitfro@newszap.com; Planning Commissioner Daran Wastchak; Peter Wingert; Kevin Burke; Eva Cutro; Paul Michaud; Andrew Miller
Subject: Re: Cyclists

Vice Mayor,
Thanks for your reply. For clarity, so there is no misunderstanding, I am a huge supporter of PVPD. Their main priority should be safety, as in the really bad guys, not a group of cyclists. I'm not criticizing their efforts, nor did I think your response tried to imply that. I'm just suggesting that if Council is not going to fund the police at a level where all priorities can be effectively addressed, then Council shouldn't put the extra burden on the PVPD by adding more bike routes and therefore more cyclists.

Best,
Pam

From: Vice Mayor Jerry Bien-Willner <jbienwillner@paradisevalleyaz.gov>
Sent: Thursday, October 5, 2017 8:12 AM
To: Pam Kirby; Kevin Burke; T.F. Thornton; mfitfro@newszap.com; Planning Commissioner Daran Wastchak; Peter

Wingert; Kevin Burke; Eva Cutro; Paul Michaud; Andrew Miller

Subject: RE: Cyclists

Thanks, Pam -- I very much appreciate your email and this information. I understand completely and I have been voicing concern about dangerous and possibly illegal cycling practices in PV at our public meetings for some time (well before the bike/ped plans were being discussed). I know that Chief Wingert has put in place additional enforcement mechanisms since then but the Town needs to continue to improve in this area, which I also understand is challenging given all the factors at play. You will see that I have excluded other Council members from my reply in an abundance of respect for the spirit of open meeting laws given that some of these issues may be the subject of further action from Council in the near future, and I have added relevant Town staff members to this reply. Thanks again for reaching out to share this information and express these concerns.

Sincerely,

Jerry Bien-Willner

Vice Mayor

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From: Pam Kirby [REDACTED]
Sent: Thursday, October 5, 2017 7:52 AM
To: Kevin Burke<<mailto:kburke@paradisevalleyaz.gov>>; Mayor Michael Collins<<mailto:mcollins@paradisevalleyaz.gov>>; Council Member Julie Pace<<mailto:jpace@paradisevalleyaz.gov>>; Council Member David Sherf<<mailto:dsherf@paradisevalleyaz.gov>>; Vice Mayor Jerry Bien-Willner<<mailto:jbienwillner@paradisevalleyaz.gov>>; Council Member Mark Stanton<<mailto:mstanton@paradisevalleyaz.gov>>; Council Member Scott Moore<<mailto:smoore@paradisevalleyaz.gov>>; Council Member Paul Dembow<<mailto:pdembow@paradisevalleyaz.gov>>; T.F. Thornton<<mailto:tthornton@newszap.com>>; mfittro@newszap.com<<mailto:mfittro@newszap.com>>; Planning Commissioner Daran Wastchak<<mailto:dwastchak@paradisevalleyaz.gov>>
Subject: Cyclists

Good morning all,

The attached photo was taken by a friend this morning, 10/5/17 at 7:35 am and forwarded to me. The location is Cheney going westbound. She stated this is a regular occurrence and the cyclists will not get out of the way.

Hopefully you can understand why many residents are opposed to adding bicycle lanes in town when the Town can't or won't control the cyclists we already have who will not share the roadway.

Thank you all for your service,
Pam Kirby

Sent from my iPhone

SPEED
LIMIT
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MAINTENANCE

Paul Michaud

From: Richard Nearhood [REDACTED]
Sent: Tuesday, October 03, 2017 5:54 PM
To: Paul Michaud
Cc: George Burton; Corinne Nearhood
Subject: Bicycle Master Plan

I spoke to George while you were out and he suggested I send you this email. My wife and I are PV residents. We own a home near Invergordon and Double tree and use the bike paths almost every weekend. Also, my wife jogs a couple of times a week. We also own a lot on the south side of Mummy Mountain that we are preparing to build a new home on.

We like the Bicycle Master Plan and are in favor of improving the bike and jogging paths. Our main comment is that we would like to see something done regarding a recreation path along Lincoln Drive. When I look at the master plan map it looks like a recreation path is called for along Lincoln that will connect the resorts.

We think it would be a great idea to be able to walk, jog, and ride a bike along Lincoln from the Omni to AJs and the new Ritz. Right now the street is such a hazard I just hate to even try to ride or even walk on the existing sidewalk. The sidewalk is not only feels unsafe, there isn't even a sidewalk in certain stretches.

I think Lincoln is the most important street in PV, but it is the worst street for pedestrians and riders. Something needs to be done to make it safer for pedestrians and recreational use. If the resorts were connected by a recreation path, I am sure it would be used, and would probably even reduce the amount of vehicle traffic.

Let me know when you have your next meeting so I can possibly be there to talk in person about the plan.

Richard Nearhood
[REDACTED]
Paradise Valley, AZ 85253
[REDACTED]

Paul Michaud

From: Council Member Julie Pace
Sent: Sunday, September 24, 2017 1:49 AM
To: Kevin Burke; Andrew Miller; Deborah Robberson; Dawn Marie Buckland; Peter Wingert; Eva Cutro; Paul Michaud; Paul Mood; Brent Skoglund
Subject: Fwd: Nice op-ed; some clarifications and opinions

Begin forwarded message:

From: Brent Donaldson [REDACTED]
Date: September 22, 2017 at 10:55:51 AM MST
To: Julie Pace <Jpace@paradisevalleyaz.gov>
Subject: Nice op-ed; some clarifications and opinions

Councilwoman Pace,

I'd like to personally express my thanks for your "bury the hatchet" op ed pice in this weeks Independent.

The spirit of the article was admirable.

I'll add that for the partisans in this tempest in a teacup:

- It is folly for the cycling community to try to defend scofflaws blowing stop signs riding "full gas" in groups of 40 plus, even if it is at 5:30am on empty roads (other than a few angry pedestrians on Hummingbird)
- Cyclists making comments re: Idaho stop should simply be referred to their state legislators...it is a state vehicle code matter and not an item for which local jurisdictions should burn time or energy
- It is craziness for Hummingbird residents to be literally laying in the weeds (one woman was seen in the bushes taping the above mentioned fast group ride one morning last week) it is 5 seconds once a week on a sparsely populated street...and for that we use community resources to what extent? There are more important matters to which to tend.

Compliments being given, I have taken the time to write this next section as some of your comments, while reflecting a common sense approach, are not accurate with respect to vehicle code or other applicable laws vis a vis cyclists...

In case you don't know, i'll give you a quickie layman's review that you can ask your legal counsel to confirm and expand, along with some of my own opinions on the matters included.

Two abreast:

- Per vehicle code, it is always legal on AZ roads for cyclists to ride two abreast, regardless of time of day or the nature of the road. Maybe not smart but legal.
- Cyclists may ride two abreast in the "roadway" unless there is a marked bike lane of legal dimensions (>48" width). That means riders can ride two abreast not in the shoulder but...in the "roadway", which is the space between the white lines demarcating the shoulders.

That said, I agree with your thoughts as "good advice" as, in my experience, it is seldom smart to ride two abreast anywhere but in a very wide "bike lane"... and smarter to ride in the shoulder whenever possible if it is clear of debris/potholes, regardless of what it is that is the law allows.

Single file in traffic: See above. It is always legal to ride two abreast in AZ...though self preservation should say otherwise to cyclists.

Do not take the entire road:

This is a very tricky item both legally and practically. There are instances where it is legal and, in one case, advised by safety experts for cyclists to take the entire road:

1. When there is insufficient room for a motor vehicle to make a safe/legal 3' pass...McDonald is a good example of this coming into play. Where there are center medians the traffic lanes are very narrow. It is often stated that it is safer, legal and advised for a cyclist to "take the entire lane". IMHO, in practice, this is only safe when the cyclist is going at a rate of speed in which they can equal or exceed that of motor vehicles as motorists become aggravated, making crazy unsafe passes. As it stands, on McDonald cyclists typically ride single file as close to the right as practicable and motorists do their best to make safe passes when they can. For the most part, everyone gets along.

It does get more complicated: Inevitably some jerk in a motor vehicle will strafe cyclists, purposefully endangering the cyclists. Similarly, some foolish cyclists will ride two abreast. The cars purposely straffing cyclists should be cited...and, by law, its not a traffic violation but an aggravated assault. In contrast, the cyclists riding two abreast on a road like McDonald aren't doing anything illegal but they are needlessly aggravating drivers and being horses asses. FYI: I believe there is an increasing awareness by cyclists of the criminal nature of assaults by drivers and there may well be a corresponding increase in criminal assault filings. Once again, fortunately, in Paradise Valley most everyone works to get along...

My 2 cents worth: Thus, on streets where there is insufficient width for a safe/legal 3' pass, such as McDonald, the best safety alternative is to put up "share the road signs" and "sharrow" marking on the street to let motorists know they are legally obligated to respect the cyclists on narrow segments of road. Similarly, even though it is legal for cyclists to take the lane on such roads it is safer if they don't... Thus, IMHO putting up signs stating cyclists should "ride as far to the right as practicable" is a good idea...reminds cyclists to do what is good for them anyway. Though recognize that in such instances where a 3' pass cannot be made cyclists are no longer required to ride as far to the right..etc...etc...tricky no?

2. Cyclists riding the speed limit: at the speed limit cyclists cannot, by definition, be obstructing traffic. Per AZ code, cyclists are only obligated to ride as far to the right as practicable when they would otherwise be obstructing traffic. Thus, the fast group rides at the speed limit can legally take the entire lane, be as many abreast as they want on their side of the road, etc. That doesn't make it smart, make them any friends, etc. but that is the law. Fortunately, the fast group rides taking the entire lane are on the road at 5:30 am and there are few drivers to aggravate (apparently only pedestrians on Hummingbird... sic). That said, i am not defending what those guys do that are obvious traffic violations and/or unsafe just pointing out that it is legal for them to "take the lane".

There you have it. Hopefully that either confirms what you already know or is illuminating.

Thankfully, Paradise Valley has some of the most accommodating drivers I have experienced in over 50 years of riding road bikes in a variety of locales. Similarly there are more cyclists on the road here than most locations. For the most part, everyone works it out. At the end of the day, that is what counts.

Best regards,

Brent Donaldson

Paul Michaud

From: Julie Pace [REDACTED]
Sent: Friday, September 22, 2017 11:07 PM
To: Andrew Miller; Brent Skoglund; Dawn Marie Buckland; Deborah Robberson; Eva Cutro; Kevin Burke; Paul Michaud; Peter Wingert; Paul Mood
Subject: Fwd: Bicycle, Motorist, Pedestrian Safety

----- Forwarded message -----

From: nan murley [REDACTED]
Date: Fri, Sep 22, 2017 at 3:13 PM
Subject: Bicycle, Motorist, Pedestrian Safety
To: Julie Pace [REDACTED], Julie Pace [REDACTED]

Hi Julie,

Thanks for your excellent article in the September 20 Independent. Do you still have cyclist issues in your neighborhood? Have you found solutions?

It was a helpful reminder for residents who walk on the streets in many parts of PV where safety is an issue and respect and courtesy are frequently missing. I'm glad that you did not single out the Hummingbird Lane neighborhood especially after the Letter to the Editor from a complaining resident who lives on flatland and who didn't get his facts straight.

Residents in this area are asking for a 15 MPH speed limit on narrow, curvy hillside roads and perhaps rumble strips before the stop signs at the intersection of Quartz Mountain Road and Hummingbird Lane. Currently we have timed cyclists flying through that stop sign on Hummingbird at 40 MPH. Police are there sometimes on Tue. and Thur. early mornings when cyclist groups speed through. However this needs to be covered everyday early in the morn and/or late afternoon. Also we suggest a new stop sign on Hummingbird just west of 61st Place which is a blind curve on a steep hill. A neighbor, John McCauley has videos of the car and cyclist reckless activity at these intersetions..

We would also like yellow diamond traffic signs either side of the crest at 6210 E Hummingbird saying, "SLOW PEDESTRIANS WALKING". Your tip to walk on the left side, facing traffic is not often followed at the top of the hill when walkers stop to look at the view to the north or just to visit, but not realizing that they aren't even visible at that spot to oncoming traffic. Sometimes traffic drives in the center over the double yellow line which isn't safe on this narrow road if traffic is coming from the opposite direction. I've witnessed auto accidents there because of speeding down center.

I hope you speak at Council for some early attention to this safety and quality of life issue. Would it be possible for you to forward your article(or ask that they read the current Independent) to Police Dept, Kevin Burke, Eva Cutro and even Paul Michaud ? Staff don't live here to experience our daily problems. Consultants don't understand either.

Thanks again for your continuing efforts to solve this public safety issue on behalf of the residents you serve SO WELL.

[REDACTED]
[REDACTED]
--
J [REDACTED]