

Paul Michaud

From: Bill Johnsen <Bill@nursingsolutions.com>
Sent: Monday, June 12, 2017 6:29 AM
To: Mayor Michael Collins; Council Member David Sherf; Vice Mayor Jerry Bien-Willner; Council Member Scott Moore; Council Member Julie Pace; Council Member Mark Stanton; Kevin Burke; Peter Wingert; Paul Michaud
Subject: Cyclist in PV

All,

I am writing you to express my concerns about some of the things being discussed currently with regards to the town's bike plan. I have been a resident of PV since 1993 and have been riding my bike in the town all of these last 25 years. I am most concern with the idea that the town might try to restrict the roads on which I might be able to ride. I think any such proposal would be contrary to most residents desires, against or in conflict with state law, certain to be legally challenged by residents and cycling advocacy groups and a waste of enforcement dollars. It also opens the door to a long list of issues where a small group of vocal residents could argue for special treatment by the town to protect them from general annoyances that come with being part of a community. If the council is interested, I would happily provide a list of things that occur, pass by, create noise or dust near my home that I wish to be banned from my street. I will agree that not all cyclist behave in a way in which I am proud of, but I see many more problems with the way motorist act in PV and their actions in terms of public safety, create significantly more risk for potential harm to others. Finally, I would ask what would one do if they lived on a street that would not allow bicycles? Would they walk their bike or put their bike in a car and drive to point where they could ride? Before you ban bikes, please address the garbage trucks that seem to pass our house every day of the week.

Sincerely,

Bill Johnsen
5423 E Via Del Cielo

.....
NOTICE: This e-mail (and any attachments) may contain PRIVILEGED OR CONFIDENTIAL information and is intended only for the use of the specific individual(s) to whom it is addressed. It may contain information that is privileged and confidential under state and federal law. This information may be used or disclosed only in accordance with law, and you may be subject to penalties under law for improper use or further disclosure of the information in this e-mail and its attachments. If you have received this e-mail in error, please immediately notify the person named above by reply e-mail, and then delete the original e-mail. Thank you.

Paul Michaud

From: Brent Donaldson <bdonaldson@me.com>
Sent: Sunday, June 11, 2017 10:56 AM
To: Mayor Michael Collins; Council Member David Sherf; Vice Mayor Jerry Bien-Williner; Council Member Scott Moore; Council Member Julie Pace; Council Member Mark Stanton; Kevin Burke; Paul Michaud; Peter Wingert
Subject: Bike plan 6/8 meeting follow up
Attachments: Primer for Non-Cyclists.pdf

To the Paradise Valley Town Council; et al:

Re: Reflections on apparent direction of bike plan after the 6/8 Council meeting:

Being a cyclist residing in Paradise Valley, I'd like to provide additional feedback re: the Bike Plan proposals and Council meeting of 6/8/17:

1. A cyclists' perspective on the plan as sketched out by the Mayor/comments made by the Vice Mayor and various council members
2. An attached background "Primer" on road cycling practices and issues in town that you all might find helpful.

Comments on the "Mayors' Revised Plan":

1. Tourist signage and pathway/Additional inexpensive safety elements needed on MacDonald:

Vice Mayor's thoughts are accurate re: Directional Signage/Tourist pathway:

The Vice Mayor's comments that local cyclists don't need directional signage is accurate.

Local cyclists know where they are going. If not, there are plenty of on-line resources to load into bike computers for turn by turn directions.

Tourists can use directions. However, while signage might be helpful, the resorts can and do easily provide handout maps with their bikes.

Most importantly re: Tourist routing: getting Tourists on their cruisers and hybrids up and down Lincoln on their routes to their hotels via an off-street, multi-use path/extra wide sidewalk that is marked as usable by bikes.

Tourists do often ride around Mummy mountain..so this pathway, ideally, should extend from the western-most resorts to 68th, which is the eastern portion on that loop.

2. Additional safety elements and motorist enforcement needed:

Install Safety Signage:

On MacDonald (and to a lesser extent Doubletree and Invegordon/Mockingbird/68th), install multiple and prominent "Share The Road" road signage and, when no bike lane exists, Sharrow markings on the roadway....

Such installations are easily and speedily done at relatively little expense, particularly in comparison to changing roadway configurations.

Generally, everyone gets along on MacDonald, as elsewhere in Paradise Valley. However, the exceptions of motorists illegally passing are dangerous to cyclists' safety on the road.

Enforcement of motorist clearance, endangerment and assault violations are crucial for safety:

Importantly, to enhance safety, particularly on MacDonald, focus police enforcement effort re: drivers encroaching dangerously and illegally on cyclists when passing..

Enforcement accompanied by PR (such as an article in the Independent to inform residents of the need to be mindful and of an enforcement presence) would leave only "cut through" traffic that would need to "experience" being pulled over. Its a "twofer"!

Warnings and the inconvenience and notoriety of being pulled over will, in this writers opinion, suffice for a period of time for drivers to adjust, unless the passing is egregiously dangerous or by a repeat offender,

Doubletree, Invegordon, Mockingbird and 68th would benefit from the same enforcement treatment but are not the subject of the same a level of aggressive vehicle actions vis a vis cyclists.

2. Roundabouts are a great long term solution/goal:

Chief Wingert observations are proven fact: Experience and studies have shown the best longterm solution to traffic safety and most efficient intersections are roundabouts. There are any number of sources to confirm this.

Many people who have little experience living with roundabouts find this counter intuitive; Nonetheless, the evidence is in, here in the USA, even in very heavy traffic intersections.

Roundabouts promote safety at intersections for all roadway users and, for the issue at hand as it pertains to cyclists, Idaho Stops and enforcement,

At the same time, it is sensible fiscally to make a roundabout installation recommendation a long term solution/goal.

3. Spending time and/or money on the notion of closing streets to cyclists is less than intelligent:

There are gated communities for those who wish to close their streets. The term "public streets" is... self defining.

Moreover, it will be fiscally imprudent to attempt street closures for cyclists without a large legal budget set aside.

Codifying such proposal will surely be contested. Local, regional and national bicycle advocacy groups with first rate pro bono legal representation will create a costly misdirection of resources for the town.

Last, it is my understanding that ADOT has already informed staff that this is legally impractical.

Street closure to cyclists should emphatically be categorized by the council as a non-starter with no more time or staff resources spent regarding this misguided approach.

4. Please take a few minutes to review the attached “Primer”:

You may find the information contained to be informative and helpful in proceeding to bring the bike plan to conclusion, as well as for other matters regarding cyclists in Paradise Valley.

Conclusion:

Effort put into the plan a credit to Council: The time, effort and expense spent on a thoughtful bicycle element in the town is a credit to the Council.

Plan should not be a misdirected effort: However, it is concerning to cyclists that there is an element of misdirection of this effort to infringe on cyclists rather than promote safety for all users, particularly cyclists, given that this is a bike plan.

Please refocus Council’s energy: Bike Plan and accompanying directions of the Council should be an enhancement of the safety and usability of the town’s roadways for cyclists; not a misdirected effort to infringe upon and penalize cyclists.

Respectfully,

Brent Donaldson

Paradise Valley Resident

Cycling Vocabulary/Primer for Non-Cyclists

Apex: the middle or sharpest point of a curve in the road. Many riders enjoy riding through corners and hills. Being able to pick a line through the apex is part of that enjoyment.

Bike lane: a marked lane that is at least 4" from curb joint to the center of demarcating line between bike lane and roadway or a least 5' if there is no curb pan.

In cases in which the bike lane is less than legally mandated the AZ vehicle code allows (and safety experts suggest) that for the sake of greater safety, and to prevent vehicles passing with less than the required 3' of clearance, cyclists should move into the lane of traffic and take the entire lane.

Even so, riders seldom take the lane unless riding very fast/at or close to the speed limit.

However, even when cyclists are riding on the right side of the roadway, inevitably, there are impatient drivers that pass dangerously close and endanger the cyclists.

MacDonald is particularly prone to this problem as impatient drivers often do not wait the few seconds required to pass on the sections between medians.

Prominently posted "Share the Road" signage and Sharrow marking in such places may help promote safety.

Biker: someone who rides a Harley and dresses the part. A term sometimes also used for cyclists but which can result in obvious confusion.

Blind corner: a turn in the road in which drivers and riders cannot see around the apex due to an embankment, building, etc.

Cyclists need to be very careful as motorists crossing the center line on a blind corner can cause fatal injuries to oncoming cyclists.

Blind driveway: Residents with blind corner driveways should clear brush or install mirrors to provide adequate vision to emerge safely.

It would easy enough for the town to have a traffic safety publicity campaign that, among other things, encourages clearing visual obstructions/brush and the use of blind exit driveway mirrors for residences with blind driveways

Bot: small, slick, colored and/or reflective half hemisphere placed on pavement to direct or warn traffic. Very dangerous to and unsafe for cyclists to ride over as they cause crashes from wheels sliding out from under riders.

Bunch: A group of road bike riders spread across the road; as opposed to riding single or double file in a pace line.

A group ride may legally take the entire lane in a bunch and is not necessarily required to ride on the right side of the roadway unless riding slower than the speed limit/prevailing rate of traffic. The vehicle code (and common sense) only requires cyclists to ride to the right of the roadway if they are riding slower than the lesser of the legal speed limit or rate of traffic.

Bunny hop: rider (while riding) lifting the bike into the air to clear an obstacle, such as a steel construction plate.

Cadence: the rate at which the pedals go around. To start a climb after stopping is difficult as it is challenging to maintain balance at an extremely low cadence and difficult to pedal uphill.

Centerline: the line segregating traffic flow in one direction or the other on a two-way street.

Clearance: Per the AZ code, motorists are required by law to provide 3' of clearance when passing cyclists, who can legally be riding 2 abreast...in the roadway, unless there is a bike lane of legal width.

In fact, 3' of clearance is frequently not given by motorists with resulting endangerment to cyclists...even though it would often require only a second or two of delay before passing with clearance.

This law is to promote safety. However, the Paradise Valley police department has no ongoing effort related to the enforcement of this law. Yet, there has been a significant effort to address enforcement of traffic law upon cyclists, apparently as directed by the council. Cyclists are left to wonder why that is?

Cleat: attaches to the bottom of bike shoe enabling the cyclist to hold foot onto pedal so cyclists can pedal most efficiently. Causes road cyclists to have difficulty walking any but very short distances.

Clip in/out: to engage or disengage the shoe/cleat from the pedal. It is very difficult to clip out or get clipped back in while going up a very steep hill. Also, cyclists prefer not to clip out at stop signs and may do a track stand for a moment unless they must wait longer and put a foot down.

Cruise/Beach Cruiser: A heavy, bike with wide tires, an upright position and single speed for casual short distance riding in street shoes/attire.

Crux: the hardest part of a hill-climb.

Cyclist: rider of bicycles who come in various forms: roadies ride road bikes solo or in groups on paved streets; mountain bikers ride mountain bikes to, from and on trails such as trail 100;

Cruisers and hybrids are ridden both on streets and mixed-use trails by both residents and tourists.

Descend: to go downhill. Because there are a few hills in the Phoenix area many riders who are newer are less experienced descenders.

These riders may be more prone to accidents, particularly in off camber corners or one with gravel that can cause a washout.

Thus, providing signage re: dangerous curves or steep hills is a wonderful idea.

Attempting to close off such roads to all cyclists will infringe on those who are capable, result in costly litigation, will most likely be a losing cause both legally and financially for the town and is not advisable.

Dooring: Cyclist being struck by the door of a car parked parallel to the direction of traffic due to the negligence/inattentiveness of the person opening the door of a vehicle. AZ traffic laws specifically address the obligation of motorists to only open doors when safe to do so.

Though typically a problem in more urban and congested areas, streets such as Invegordon near the camelback mtn trail head are prone to this problem. Cyclists should be made aware and motorist warned to be attentive.

Drafting: riding very close to in the slipstream of the rider in front to gain the benefit of reduced air resistance. Common and safe practice among experienced riders. Sometimes the cause of accidents amongst inexperienced riders.

Drops: the lower portion of a road bike handlebar. Riding "in the drops" is most stable and safest when descending...but paradoxically also most "aero" and fastest.

Group or Group ride: several or more road bike riders in a pace line or bunch.

Hoods: the top of the brake levers on a road bike, where riders may place their hands when riding in an upright position. Note, riding on the hoods is not the most stable position in which to descend, particularly through corners. Due to the dearth of hills in the area, many riders are unaware of this potential safety issue.

Idaho Stop: Vehicle code in the state of Idaho, Oregon, etc. allows cyclists to treat stop signs as yields and a red light as a stop sign. Though counter intuitive to non-cyclists, studies show this law reduced accidents, fatalities and injuries: https://en.wikipedia.org/wiki/Idaho_stop

Kicker: short steep up-hill section/climb such as Hummingbird, Starlight, etc.

Loop: A route that ends at its beginning point.

Mashing: need to put all possible pressure on the pedals on the down stroke; Can be an unsafe moment if climbing a steep pitch at low cadence due to having lost momentum on a kicker. Requires maximum exertion and often is a bit sketchy as control diminishes on a hill at extremely low cadence. May require rider to revert to "paperboy" zig zags

Momentum: speed needed on the approach to get up a kicker without losing cadence and having to mash. Riders on a descent that is followed by a kicker will go "full gas" to create momentum, a high cadence and enable the hill to be climbed without mashing and doing the paperboy.

Mountain bike ("MTB"): bike with wide knobby tires used to ride on dirt trails and roads. Goes slower on roads than road bikes.

MTB riders in Paradise Valley often needs to make a "suicide crossing" on Tatum since there is no safe crossing anywhere nearby to reach the trailhead for trail 100, which is a popular MTB destination.

Off-camber corner: A turn in the road in which the roadway is banked in the opposite direction of the turn such that it falls away rather than being banked into the turn.

Dangerous for cyclist at speed who are unprepared and/or have weak handling skills to mind the centerline in an off-camber corner. Moreover, such corners are prone to a rider washing out if there is any sand or gravel on the roadway.

Off the back: riders dropped from and unable to keep up with the group. When fast group rides hit the kickers riders will be off the back in ones and twos. Momentum can help prevent going off the back on short kickers.

Out and Back: a route that retraces itself from its destination on the return portion of the ride

Pace line: Group of cyclists riding in single or double file.

The vehicle code allows for riders to ride double file in the roadway, though that is not always the most intelligent thing to do from a self-preservation standpoint.

When that pace line passes other riders, those riders being passed are not being "added" as an additional line of riders. Thus, though a double file pace line may often appear to be three riders wide; when passing another rider that is a legal "formation", though not always the safest or most intelligent.

Also, as geese when flying, the lead must rotate off the front of a pace line as fatigue sets in. As riders are rotating off the front, and as mentioned above, they will legally add one more line to the width of riders, as they are being passed.

How and where these riders must ride vis a vis the bike lane/shoulder is a matter of the width of the shoulder and if it is a proper bike lane or not....very tricky stuff when out on the road. The best safety measure for cyclists is to stay as far to the right as is safe.

Importantly however, staying to the right does not mean on the rightmost edge of the road. Riding on the extreme right edge of the road is truly unsafe as a hole or obstacle will require the cyclist to swerve left into the road/traffic...best to leave a bit of room on the right/shoulder.

Point of interest policy wise: how the road is marked is controversial in bike safety and traffic management circles that is, which is safer? A lane with a "legally too narrow" shoulder that is marked by a white line or no white line and sharrow markings?

Pack: group of riders riding in a bunch, typically used in a context in which they are racing or riding fast. English synonym for Peloton. "The pack was a short distance behind the small group of leaders who had broken away."

Paperboy: zig zagging to manage to get up a very steep climb. Unsafe on a busy street as it requires the rider to weave from one side of the road to the centerline and back.

Peloton: the pack/main group of riders in a race. In cycling speak bit of a faux pas in a recreational context ("group ride" would be the typical usage or "fast group ride" for something like the Tuesday 5:30 Gaineys ride) Nonetheless, Peloton certainly does the job of conveying the image of racers in a pack

Picking a line: planning and anticipating the path to take through a corner or through obstacles on the road. It is particularly important to pick a good line through an off-camber corner to stay to the right of the centerline.

Pinch flat: flat tires caused by an obstruction or hard object that is ridden over. Rocks or steel plates in the road can cause pinch flats if ridden over. Consequently, riders are often forced to bunny hop over such plates or other roadway construction.

Pitch: A short section. "The last pitch before the summit on Hummingbird is a kicker".

Practicable: Capable of being put into practice in the judgement of the practitioner. When going slower than the prevailing speed of traffic, cyclists are required by the vehicle code to ride as close to the right side of the roadway as "practicable"; i.e. as the rider believe is safely possible.

Road bike: Bicycle that has narrow tires, light weight frame and designed for riding on paved roadways.

Roadway: means that portion of a highway that is improved, designed or ordinarily used for vehicular travel, *exclusive of the berm or shoulder*. Cyclists may not ride more than two abreast

on the roadway. Which isn't to say that riding two or more abreast as legally permitted is the smart or safe thing to do, which really should be the guiding principle.

An excerpt from one handbook on traffic controls includes the following:

In locations where the curbside lane width is less than 11 ft. (3.3m), bicyclists and motor vehicle will usually occupy the same lane width, as the lane is perceived as being insufficiently wide for side-by-side passing. In locations where the lane width is between 11 and 14 ft. (3.3 and 4.3m), the perception of "shareable" width may be ambiguous, and bicyclists may ride to the extreme right of the travel lane to politely accommodate faster traffic.

This can create two operational and safety problems. First, the bicyclist may be riding in the gutter pan, next to a vertical curb, or near posts and other roadside objects, creating the risk of a fixed-object crash. Second, this can create the misleading impression the remaining unoccupied travel lane width is adequate for an overtaking maneuver, resulting in too-close passing inconsistent with good operating procedure or law, and may result in sideswipe-type crash if the motorist misjudges separation distance. In locations with 11 to 14 ft. (3.3 to 4.3m) lanes, it may be advisable, based on engineering judgement, to install additional devices, such as shared lane marking and BICYCLE S MAY USE FULL LANE (R4-11) signs, or if practicable, reallocate lane widths to reduce the ambiguity.

Sharrow markings: Roadway signage indicating the lane is a shared bike/vehicle lane. Such lane markings may be an added safety measure to inform motorist of the need to accommodate cyclists.

Strafe: the aggressive action by a motorist to swoop/swerve towards cyclist(s) and veer away at the last second. Though occurring less often in Paradise Valley than elsewhere, strafing occurs regularly. It is at a minimum an assault and probably qualifies as an aggravated assault.

Law enforcement seldom, if ever, enforces such Assaults or less egregious Endangerment clearance violations.

However, a few citations and prosecutions that are publicized go a long way to making a statement about acceptable motorists behavior and can be significant.

Importantly making a record of the past behavior of such motorists has been crucial in the few prosecutions that have taken place: <http://latimesblogs.latimes.com/lanow/2010/01/cyclist-sentenced.html>

Suicide crossing: a place where a street on which cyclists frequently travel may need to cross a very busy major thoroughfare and have to stop sign, traffic light or marked crosswalk for an extended distance in either direction, there by requiring a "suicide crossing" of the busy street. Tatum is one such street for both MTB and road riders.

Track stand: Balancing and standing on the pedals at a full stop without clipping out of the pedals, such as at a stop sign.

Tuck: Riding “in the drops” with lowered back, tucked arms in an aero position. Though riders definitely are in the drops going down hummingbird for stability and safety, seldom are riders descending there in a tuck.

Assault: An assault has been committed merely by “intentionally placing another person in reasonable apprehension of imminent physical injury”.

Thus, a motorist that strafes a cyclist has committed an assault and most likely an aggravated assault given the use of a motor vehicle, which is, without a doubt, a dangerous instrument; the qualifier for an aggravated assault.

Aggravated assault: An assault committed with some listed factors; in cases involving a motor vehicle “if the person uses a deadly weapon or dangerous instrument”, or if the victim is seriously injured regardless of how.

Also see [§13-1201](#), and [§13-1202](#) which are the crimes of “Endangerment”, and “Threatening or intimidating”, respectively. These all sort of play together, note the statute numbering: 1201,2,3,4]. They are in rough-order of escalating seriousness:

- [§13-1201](#) Endangerment
- [§13-1202](#) Threatening or intimidating
- [§13-1203](#) Assault
- [§13-1204](#) Aggravated Assault

Also, in case you were wondering:

[28-3304](#). Mandatory revocation of license; definition

A. In addition to the grounds for mandatory revocation provided.. the department shall immediately revoke the license of a driver...

Washout: losing front tire traction and falling. Typically, in an off-camber corner and/or one with sand or gravel; especially if the rider attempts to put on the brakes in the middle of the corner. After monsoon rains it is wonderful that the town puts out the street sweeper to clean up much of the debris as that helps prevent washouts by cyclists in the corners.

Paul Michaud

From: Council Member Julie Pace
Sent: Saturday, June 10, 2017 8:21 PM
To: Kevin Burke; Andrew Miller; Eva Cutro; Paul Michaud
Subject: Fwd: RE: FOLLOW UP TO PARADISE VALLEY INDEPENDENT ARTICLE ("A VICIOUS CYCLE") – 05/16/17

Julie Pace
Council Member
Town of Paradise Valley
6401 E. Lincoln Drive
Paradise Valley, Arizona 85253
jpace@paradisevalleyaz.gov
Work: 480.348.3690
Cell: 480.985.2613

Paradise Valley is residences and resorts with no commercial business and no property tax

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

From: Council Member Julie Pace <jpace@paradisevalleyaz.gov>
Date: Jun 10, 2017 8:10 PM
Subject: RE: FOLLOW UP TO PARADISE VALLEY INDEPENDENT ARTICLE ("A VICIOUS CYCLE") – 05/16/17
To: rbg@olympiaaz.com
Cc:

- > Hi Brett. Thanks for your email. I was out of town and flew in Tuesday so catching up. My apologies for the delay. I would be happy to talk further about ideas and to deescalate tensions and focus on constructive solutions for all
- >
- > I think it might be helpful to find one or two reasonable bikers to potentially help with education outreach on biker to biker level. Maybe the right temperament of people would want to help with that effort. We obviously would appreciate some volunteer bike patrols to help with safety
- >
- > There are real issues with the bike and pedestrian encounter on our roads. So it would be good to work on solutions. Anger and divided groups on the town is not a good approach so maybe we can develop some constructive solutions. Thx
- > Julie Pace

> Council Member
> Town of Paradise Valley
> 6401 E. Lincoln Drive
> Paradise Valley, Arizona 85253
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> On May 23, 2017 4:03 PM, "R. Brett Goett" <rbg@olympiaaz.com> wrote:

> Council Member Pace, as you know the meeting on the 25th has been shelved. I am reaching directly out to you (i.e. no others on this thread) to see if you and I could meet to briefly discuss the "Hummingbird hill issues" and thereafter, perhaps armed with a better sense of a voice that has been nonexistent, or misheard, foster a discussion about bicycle safety in that area. It has nothing to do with the Bike Initiative, and I personally believe that until the 2 sides have a sane discussion, the issues and frustration (on both sides) will persist. What is the proper way to facilitate such a discussion with the two of us, and thereafter the neighbors? Your thoughts and assistance would be greatly appreciated.

> R. Brett Goett, Esq.

> Chief Legal Officer/General Counsel

> Olympia Group of Companies

> R. Brett Goett, P.C.

> 6929 N. Hayden Road, Ste. C4-612

> Scottsdale, AZ 85250

> (480) 951-3301 | (480) 300-5992

> E-Mail: agraham@olympiacompanies.com

> rbg@olympiaaz.com

> From: R. Brett Goett

> Sent: Thursday, May 18, 2017 5:22 PM

Paul Michaud

From: Council Member Julie Pace
Sent: Saturday, June 10, 2017 8:01 PM
To: Paul Michaud; Kevin Burke
Subject: Fwd: Bile Path

Julie Pace
Council Member
Town of Paradise Valley
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----- Forwarded message -----
From: "J. David Hann" <JDavidH@msn.com>
Date: May 31, 2017 10:40 AM
Subject: Bile Path
To: Council Member Julie Pace <jpace@paradisevalleyaz.gov>
Cc:

I would like your support in opposing the proposed bike trail through the town. The trail will benefit only a minority of the Town residents and if implemented will create even more bike traffic. "Build it and they will come." Call me if you have any questions – we live on a street that currently gets considerable bike traffic.

David Hann

Sent from Mail for Windows 10

Paul Michaud

From: Council Member Julie Pace
Sent: Saturday, June 10, 2017 7:31 PM
To: Kevin Burke; Peter Wingert; Paul Michaud; Eva Cutro
Subject: Fwd: Bikers on Hummingbird
Attachments: ATT00001.txt; ATT00002.txt; ATT00003.txt; ATT00004.txt; ATT00005.txt; ATT00006.txt; ATT00007.txt; IMG_0111.PNG; ATT00008.txt; IMG_0112.PNG; ATT00009.txt; IMG_0113.PNG; ATT00010.txt; IMG_0114.PNG; ATT00011.txt; IMG_0115.PNG; ATT00012.txt; IMG_0116.PNG; ATT00013.txt; IMG_0117.PNG; ATT00014.txt; IMG_0118.PNG; ATT00015.txt; IMG_0119.PNG; ATT00016.txt

Fyi

Julie Pace
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----- Forwarded message -----

From: Heidi Denton <heidildenton@msn.com>
Date: May 23, 2017 10:04 AM
Subject: Bikers on Hummingbird
To: Council Member Julie Pace <jpace@paradisevalleyaz.gov>
Cc:

Hi Julie

Thought I'd share these posts on the Hummingbird bikers that started After the crash on Saturday. I'm not sure if you are a part of this neighborhood group. Lots of crazy thoughts on all of this



John, I ride Hummingbird at least once a week. We're talking the downhill back to Mockingbird, yes? Is the issue that cyclist ride faster than the posted speed limit? If so, can I assume you don't speed? Or is the issue that cyclist bike on that road at all, and you've almost hit some (maybe because you were not paying attention)? 90% of cyclist break the law? I'm assuming that's an opinion. I'd venture to say that 100% of cyclist break the law: slowly ride through a stop sign, blow through a stop sign, fail to use hand signals, speed, ride three abreast, etc. if that's the case, let's let law enforcement do its job. But to ask cyclists to NOT ride one of the most scenic (and safe) bike routes in the city proper smells like NIMBY.

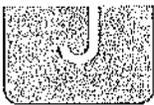
 1 Thank



Jeff Kellum, Piestewa Peak · 1d ago

Tim, you do realize it's safer to stay off the brakes descending then using them, don't you? If I was a betting man, I'd venture to say those who have crashed did so because they did not properly brake. When I ride done Hummingbird, my max speed is usually around 30, and I typically don't touch the brake. Does my going 30 upset you?





ago
Jeff,

You are, as I stated, clueless. Your last comment proves it. One of the most dangerous streets in the city. Your other comments are very off point as well. This is a real danger for everyone, not just cyclists. Your experience of the challenge (the hills) and your excitement (the hills) on Hummingbird is exactly the opposite for all those who have experienced it. I get it, you're a cyclist, what do we know. I've experienced way too much on this route as have every single neighbor who lives on Hummingbird. You should reconsider your position on this. It's factually a very unsafe route.

John

😊 3 Thanks



Jeff Kellum, Piestewa Peak · 1d ago

John, most dangerous street in the city? Let's not over exaggerate. It's obvious you see cyclists as an issue. I'm sorry to hear that, but please don't ask or assume we will stop riding Hummingbird. As I said earlier, let law enforcement do their job. (And if anybody has any crazy ideas about taking the law into your own hands. think twice.)





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Robbie Peterson, Santa Fe 2 · 1d ago

My husband rides that area, very close to our house, a lot. He says he's sympathetic to issues on both sides, that speeds are too high, and suggests the only thing that will stop the speeding and injuries will be placing rumble strips on that hill. Closing it to bicyclists would violate a state law, which the town of PV can't do (bicyclists have access to such roads).



2 Thanks



Dwayne Hunter, McCormick Ranch · 1d ago

As someone who rides this area regularly by myself and in the groups, the downhill by Hummingbird is an issue for all. Cyclists with a lack of control of their bike let go and run that stop sign at 20+ mph. Groups sometimes descend too fast knowing that if they tap the

myself and in the groups, the downhill by Hummingbird is an issue for all. Cyclists with a lack of control of their bike let go and run that stop sign at 20+ mph. Groups sometimes descend too fast knowing that if they tap the brakes there will be a pile-up or worse, chastisement from their peers. But drivers also blow through there, barely looking and probably not seeing the cyclist who just decided to blow through as well. A rumble strip is a solution that will work....for most. As far as the other incidents, everyone is guilty - all cyclists and all motorists. The biggest problem is a lack of understanding (or remembering) the laws of the road. Bikes shouldn't be riding three abreast....but in big groups, they feel empowered to do so. Not even those big trucks will stop and confront an angry mob of road cyclists (despite the fact that their walking around like ducks and sporting tiny arms barely capable of opening a jar of pickles). Drivers sometimes feel they have right of way regardless of the situation....yet others wave me through at 4-way stops "to be nice"....which still isn't correct. It's definitely nice but not necessary. If everyone takes responsibility for their actions, we could solve these issues. Cyclists will crash again but let's hope it was because they were dodging a gila monster....because that would be awesome to



Crime & Safety

Reply

**Leston Nay**, Gainey Ranch · 22h ago

I too ride this area both directions ;-) am a very experienced road cyclist, and I drive so am sympathetic to most perspectives on this issue. I recommend PV request extra police surveillance of the area since that's sounding like what it will take for all parties to respect the law and each other's rights. For what it's worth, I think rumble strips could be dangerous to less experienced cyclists and I know many group riders exhibit dangerous cyclist behaviors.



1 Thank

**Bert te Velde**, Old Town Scottsdale North · 16h ago

The area around these roads is about the only sanctuary for cyclists. One of the only places one can do some climbing. Where I am from (Europe that is) being able to ride your bike is a sign of quality of life. Any area where you can ride for pleasure, not polluting and not creating much of a safety hazard (it's never the driver in the big car that gets hurt when something happens) should be seen as an opportunity to enhance the quality of the community. Guess what, gravity accelerates a bike. For some, it's the thrill of going down hill. Personally, I prefer the climb. I brake at 30 mph going down. Any cyclist choosing to ride there, acts like many of the motor cycle riders who ride around without helmets; they take a risk. Except cyclist here do not pollute with obnoxious loud engines. But I digress.





Crime & Safety

Reply

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Chill, relax, it's not like you are behind packs of riders every day, now is it? Try a trip to France or Italy. If you decide to live on a hill, the side effect of your view is that gravity impacts bicycles. And you attract them because climbing is just more fun! Just like you like to see forever, we like to climb or descend. And enjoy that view that we earned with heart rates of 170.

As for breaking the rules, I do so very often. Let me explain. In my experience, a cyclist is safer if (s)he can keep control. I try to cross intersections ahead of the light turning green, not to be obnoxious, but to alert drivers who very often are on their phone, finishing that text or Facebook page (really??) as they pull up. By being out there, I increase the chances of being seen once the drivers are back at driving. There are many situations like these. I wave nervous drivers to pass me (McDonald is a good example). Think of the argument of speeding in your car but "going with the flow of traffic." Very similar.

I recommend that residents try to look at cyclists with this perspective. Of course,





Crime & Safety

Reply

example). Think of the argument of speeding in your car but "going with the flow of traffic." Very similar.

I recommend that residents try to look at cyclists with this perspective. Of course, running stop signs is not smart and should not be acceptable. No rider will do so in her/his right mind as the outcome of a collision is always going to hurt.

So, what is the issue here? Maybe residents would like to ban anyone who could potentially irritate? "My heart sinks every time I hear those screams..." That happens every day, week? The impression is pretty strong that residents consider the roads to be their back yard and they do not want the riffraff to enjoy the views and the quiet roads. Unless you get to make your neighborhood one big gated "community", these are public roads. Simple advise: treat the cyclists like you'd treat wildlife; you look out for them when you turn a corner. You may want to drop that cell phone that just about every driver has in their hands. Cyclists are not harming anyone. Most are courteous and in general gentle people. They elect a harmless way to work out. As for the Tour de France wannabees.. well that's Darwinism at work. I do not ride in packs for that reason.

Finally, thank you to the residents of this area who somehow seem to get their roads resurfaced way more often than us mortals in the valley. It makes for smooth riding. Maybe someone should consider letting the potholes sit. Watch how quickly the cyclists

disappear. Thanks for reading. Brevity is not





Crime & Safety

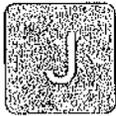
Reply



Kimberly Lustig, McCormick Ranch · 11h ago



L



Jerry Andriessen, McCormick Ranch · 3h ago



Cyclists tend to think they are above the law when on streets, cant tell you how many times I almost hit one who was not yielding to traffic signals, or didnt want to break their stride and ran a red light. In my opinion, when you get on a bike you are taking your own risks and if you are not responsible falling off a mountain or turning in to oncoming traffic is not others job to remind you of the risks.



Leston Nay, Gainey Ranch · 1h ago



While accepting personal responsibility is one thing, flaunting the law and placing fear and uncertainty in residents that they'll pull out in front of a speeding bicycle (or any other vehicle) or brace for the trauma they'll hear or witness a crash, is not acceptable. I can get a great workout while respecting traffic rules and neighborhood tranquility.



1 Thank



peter hogan, Piestewa Peak · 16m ago



I'm just crying for these poor residents and all the fear and horror they endure in this cruel,





Crime & Safety

Reply

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peter hogan, Piestewa Peak · 16m ago



I'm just crying for these poor residents and all the fear and horror they endure in this cruel, pitiless world that treats them so unfairly. Yes, let's certainly divert all available police resources to this threat to the Paradise Valley way of life.



Add a reply

