

SUMMARY OF PUBLIC INPUT

2-21-17

DATE	EVENT	DESCRIPTION	No. Attendees
06/30/2016 thru 08/22/2016'	Online Opinion Survey	Various questions on biking and walking	253 persons took survey; 171 in 85253
08/13/2016	Bike-Walk	Bike-walk on streets, with follow up discussion at Town Hall	21
08/16/2016	Presentation/Discussion	Follow-up to 8/13/2016 event	5
09/07/2016	Presentation/Group Activity	Presentation on existing conditions; Group activity on vision/goals; Group activity on users, connectivity, routes, and safety	8
09/14/2016	Presentation/Group Activity	Repeat of 9/07/2016 Event	19
10/03/2016 thru 10/18/2016	Online Opinion Survey	Survey to solicit opinion on factors to use when selecting projects for funding	32 persons took survey; 27 from 85253
10/19/2016	Presentation/Open House	Open house format to get input on possible projects, route alternatives, corridor designs, and wayfinding	8
10/01/2016	Resort Interviews	Interviewed local resort and nearby resort concierges	8
10/31/2016 thru 11/29/2016	Online Opinion Survey	Survey to solicit opinions on cross-sections for road types and routes	98 persons took survey; 88 from 85253
11/12/2016	Car Show	Open house format to answer questions and get input on possible route alternatives and corridor designs	~60
12/07/2016	Presentation/Open House	Open house format to get input on revised routes/facilities/projects, corridor designs and street classifications, and wayfinding/technology	19
12/14/2016	Presentation/Open House	Repeat of 12/07/2016 Event	7
02/11/2017	Safety Fair	Open house format	~45

- Available documents on the Bicycle and Pedestrian Master Plan, including comments received during the various public events and correspondence sent to the Town are available at www.paradisevalleyaz.gov/555/Bicycle-Pedestrian-Master-Plan.

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WHAT WE HEARD

Beginning in the summer of 2016 and continuing into December, and following a 'Public Engagement Plan' developed at the beginning of the project, (See Appendix), the Consultant Team, working closely with Town staff, led numerous events and activities to solicit ideas and gain feedback on the existing and potential of an improved bicycling and walking network in Paradise Valley. Hundreds of people participated in meetings, walks, interviews, rides, and surveys. The Planning Commission and Town Council provided review and input starting in November 2016 and continuing into the Spring of 2017. Throughout the five phases of the planning process, thoughtful participation drove the types of alternative concepts that were prepared and ultimately affected the refinement of the bicycle and pedestrian routes, street classifications, street and wash cross sections, goals, policies and implementation measures recommended in this plan. (See Chapter 2, The Plan). A description of the planning process and public involvement documentation can be found in the Appendix. The greatest takeaways heard through this process can be summarized as:

Safety

- Safety for bicyclists, walkers, and drivers is critical
- Improve crossings
- Extend signal times for pedestrians
- Provide bike lanes with proper widths
- Balance bicyclists needs with traffic needs
- Provide buffers between bicyclists and motor vehicles on heavily traveled roadways
- Maintain left turn lanes
- Lincoln is very difficult for bicyclists and walkers due to noise, traffic speed, lack of bike lanes and inconsistent sidewalks
- Bicyclists speed down mountain streets without concern for pedestrians
- Doubletree Ranch Road attracts large pelotons that block the entire street lane
- Explore traffic calming techniques that calm cars and bicycles

Education and Enforcement

- Need for enforcement of existing laws
- Need for education about bicycle and driver etiquette and laws (many residents experience negative impacts associated with aggressive riding of some bicyclists)
- Provide proper signage/wayfinding without clutter complimented by technology

Site Sensitivity

- People are drawn to the area by beauty, architecture, topography, landscape and a sense of safety
- Respect the existing low density, quiet, rural desert character of the Town
- Protect neighborhoods from large groups of bicyclists and pedestrians
- Minimize signs and pavement markings
- Maintain landscape medians

Connectivity

- Provide connectivity between systems and to desired destinations within and adjacent to the Town
- Link resorts rather than municipalities
- Provide east/west connectivity along Lincoln & McDonald Drives
- Recognize the existing lack of right of way for some needed improvements
- Provide loops, not just out and back that primarily benefit residents
- Fix existing bicycle and sidewalk gaps
- Provide a path along the Berneil Wash
- Improve connections to Phoenix Mountains at Tatum Boulevard/Tomahawk Trail and at 32nd Street/Lincoln Drive

Wayfinding

- Keep it simple
- Provide signs/pavement markings on the street instead of signs on poles
- Use technology for less signs, less paper
- Use desert colors
- Place along arterial and collector streets
- Signing/interpretation is important to keep people safe and direct them where they should be

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Responsiveness

- Balance the walking and bicycling needs of property owners/residents, resorts, and guests
- Bikers and pedestrians come in many shapes, sizes, and levels of expertise and want different facilities and destinations
- Biking and walking is popular
- Surveys of PV Residents:
 - o Most walk and ride bicycles for general health and exercise
 - o Resident bicyclists use a variety of facilities including on street bike lanes and sharing the road with motorized vehicles.
 - o Half of all cyclists also use sidewalks
 - o 1/3 of cyclists use shared use recreation paths (unpaved outside of roadway)
 - o Mummy Mountain area was the most mentioned area for cycling
 - o Safer bike routes are the most important improvement that would cause people to walk and bike more
 - o Almost 2/3rd of PV respondents would like changes to the Major Arterial Road cross sections that improve bicycle and pedestrian accommodations
 - o Almost 60% of PV respondents chose proposed changes to the Minor Arterial Road cross section including bicycle lanes on both sides of the street and a center turn lane
 - o Just over 60% of PV respondents chose proposed changes to McDonald Drive including bicycle lanes on both sides of the street and removal of the center turn lane
 - o More than half of all PV respondents did not want changes to Local Street cross sections
- Resorts often provide their own bicycles or connect guests to rental bicycles
- Resort guests want to be in the desert for a couple of hours for fitness and leisurely walks
- Many resorts provide their own walking and bicycling maps with safety information included

Responsibility

- Provide for fiscally responsible funding, implementation, and operations
- Safety, closing a gap, and link to destinations are the three most important criteria for prioritizing the implementation of a bicycle and/or pedestrian improvement project
- Resorts would like to partner with the Town (or Phoenix) to help alleviate trailhead parking problems at Camelback Mountain
- An early morning 'Hiking Trolley' was widely supported by resorts