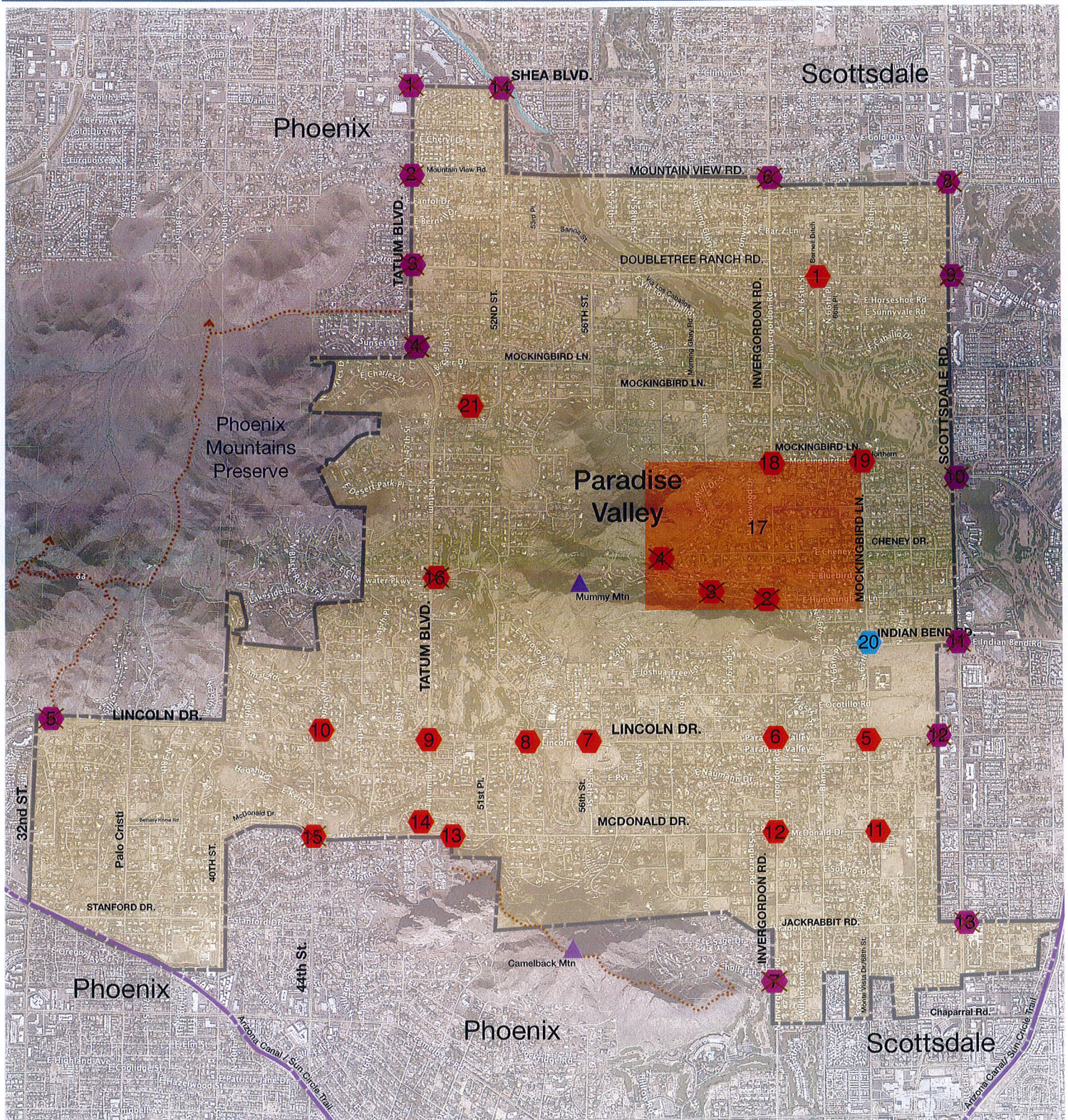


11.06.2017

Enhanced Intersections and Crossing Facilities Map



Legend:

Proposed Enhanced Intersection/Crossings



Proposed Traffic Study Area



Current Enhanced Intersection/Crossings in the CIP



Proposed Enhanced Intersection/Crossings in Conjunction with other entities



Town Hall



Resort



Peak



School



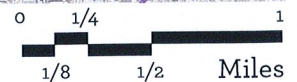
Trail



Canal



***See adjoining lists for descriptions of each enhanced intersection/crossing and a list of intersections to be accomplished in partnership with the cities neighboring Paradise Valley.



Proposed Enhanced Intersection/Crossing within Paradise Valley

1. Berneil Ditch and Doubletree Ranch Rd.
 - a. New at-grade striped crossing with crossing signage
 - i. ~~No crossing currently exists~~
 - ii. ~~Consider a stop sign~~
 - b. This crossing came from multiple request through the public outreach process and is a medium use corridor for pedestrians on STRAVA heatmaps
2. ~~Hummingbird Ln. and Quartz Mountain Rd.~~
 - a. ~~Enhancement of intersection/creation of intersection~~
 - b. ~~Use new intersection techniques from the intersection and crossing toolbox to increase safety at this 3-way intersection~~
 - i. ~~Currently only has stop signs in east bound on Hummingbird Ln. and on southbound Quartz Mountain Rd.~~
 - ii. ~~Consider traffic circle or rumble strips and stop signs in all directions~~
 - iii. ~~Intersection should to be realigned for improved safety~~
 - c. ~~This is a heavily used bicycle corridor according to residents, bicyclists and the STRAVA heatmaps~~
 - d. ~~This intersection has had reported incidents between cyclists/pedestrians/cars~~
3. ~~Hummingbird Ln. and 61st Pl.~~
 - a. ~~Enhancement of intersection/creation of intersection~~
 - b. ~~Use new intersection techniques from the intersection and crossing toolbox to increase safety at this 3-way intersection~~
 - i. ~~No stop or yield signs currently exist~~
 - ii. ~~Consider traffic circle or rumble strips and stop signs in all directions~~
 - iii. ~~Intersection should to be realigned for improved safety~~
 - c. ~~This is a heavily used bicycle corridor according to residents, bicyclists and the STRAVA heatmaps~~
 - d. ~~This intersection has had reported incidents between cyclists/pedestrians/cars~~
4. ~~Hummingbird Ln. and Quartz Mountain Rd.~~
 - a. ~~Enhancement of intersection/creation of intersection~~
 - b. ~~Use new intersection techniques from the intersection and crossing toolbox to increase safety at this 3-way intersection~~
 - i. ~~No stop or yield signs currently exist~~
 - ii. ~~Consider traffic circle or rumble strips and stop signs in all directions~~
 - iii. ~~Intersection should to be realigned for improved safety~~
 - iv. ~~Special care should be given to the wash crossing to the east of the intersection~~

- ~~c. This is a heavily used bicycle and pedestrian corridor according to residents, bicyclists and the STRAVA heatmaps~~
- ~~d. This intersection has had reported incidents between cyclists/pedestrians/cars~~

5. Lincoln Dr. and Mockingbird Ln.

- a. Enhance at-grade bicycle and pedestrian facilities
 - i. Crossings currently exist on all 4 sides
 - ii. Improvements at this intersection are already in CIP, including turn lanes and sidewalks
- b. Enhancements include:
 - i. Enhanced crosswalks with either pavers or thermoplastic to increase visibility and safety
 - ii. Longer crossing times to allow users of all levels to cross safely
 - iii. Include either bicycle crossing button or sensor
- c. The crossing was requested in public outreach for connectivity
- d. This intersection has had reported incidents between cyclists/pedestrians/cars
- e. This is a heavily used bicycle and pedestrian corridor according to residents, bicyclists and the STRAVA heatmaps
- f. The Visually Significant Corridor Master Plan proposes several aesthetic improvements at this intersection

6. Lincoln Dr. and Invergordon Rd.

- a. Enhance at-grade bicycle and pedestrian facilities
 - i. Crossings currently exist on 3 of the 4 sides
- b. Enhancements should include:
 - i. Enhanced crosswalks with either pavers or thermoplastic to increase visibility and safety
 - ii. Longer crossing times to allow users of all levels to cross safely
 - iii. Include either bicycle crossing button or sensor
- c. The crossing was heavily requested in public outreach for access across Lincoln Dr. to and/from Town Hall

~~d. Enhancements include:~~

- ~~i. Enhanced crosswalks with either pavers or thermoplastic to increase visibility and safety~~
- ~~ii. Longer crossing times to allow users of all levels to cross safely~~

~~e.d.~~ This is a heavily used bicycle and pedestrian corridor according to residents, bicyclists and the STRAVA heatmaps

~~f.e.~~ The Visually Significant Corridor Master Plan proposes several aesthetic improvements at this intersection

7. Lincoln Dr. and 56th St.

- a. Enhance at-grade bicycle and pedestrian facilities
 - i. Crossings currently exist on 2 of the 3 sides
 - ii. Enhanced crosswalks with either pavers or thermoplastic to increase visibility and safety

- iii. Longer crossing times to allow users of all levels to cross safely
 - b. The crossing was requested in public outreach for connectivity as well as a key piece to the Town Council Statement of Direction (SOD) "Resort Loop"
 - c. This is a heavily used bicycle and pedestrian corridor on the STRAVA heatmaps
- 8. Lincoln Dr. and Desert Fairways Dr./Camelback Manor Dr.
 - a. Enhance at-grade bicycle and pedestrian facilities
 - i. Crossings currently exist on all 4 of the 4 sides
 - b. Enhancements include:
 - i. Enhanced crosswalks with either pavers or thermoplastic to increase visibility and safety
 - ii. Longer crossing times to allow users of all levels to cross safely
 - iii. Include either bicycle crossing buttons or sensors
 - c. The crossing was requested in public outreach for connectivity as well as a key piece of the SOD "Resort Loop"
 - d. This is a heavily used bicycle corridor according to residents, bicyclists and the STRAVA heatmaps
 - e. Signage and/or pavement/curb modifications across Camelback Manor Dr. To direct southbound bicyclists onto Recreational Paths along Lincoln Dr. And away from Camelback Manor Dr.
- 9. Lincoln Dr. and Tatum Blvd.
 - a. Enhance at-grade bicycle and pedestrian facilities
 - i. Crossings currently exist on all 4 sides
 - b. Enhancements include:
 - i. Enhanced crosswalks with either pavers or thermoplastic to increase visibility and safety
 - ii. Longer crossing times to allow users of all levels to cross safely
 - c. The crossing was requested in public outreach for connectivity as well as a key piece to the SOD "Resort Loop"
 - d. This is a heavily used bicycle and pedestrian corridor on the STRAVA heatmaps
 - e. The Visually Significant Corridor Master Plan proposes several aesthetic improvements at this intersection
- 10. Lincoln Dr. and Hillside Dr.
 - a. New at-grade crossing
 - i. New crossings on all 3 sides
 - ii. No crossing currently exists
 - iii. Nearest marked crossing is located ½ mile east to Tatum Blvd and 1.1 miles west at Palo Cristi Dr.
 - b. Enhancements include:
 - i. Enhanced crosswalks with either pavers or thermoplastic to increase visibility and safety
 - ii. ~~Signalizing the intersection~~

- iii. Include crossing bicycle/pedestrian crossing buttons and/or sensors
 - c. Heavily requested through the public outreach process as it helps to connect the quadrant of Paradise Valley to the north
- 11. McDonald Dr. and Mockingbird Ln.
 - a. Enhance at-grade bicycle and pedestrian facilities
 - i. Crossings currently exist on all 3 of the 4 sides
 - b. Enhancements include:
 - i. Enhanced crosswalks with either pavers or thermoplastic to increase visibility and safety
 - ii. Retain the existing 4-way stop
 - c. The addition of bike lanes ~~and trail on the south side of~~ this corridor will require modifications at this intersection
 - d. This intersection is within a block of Kiva Elementary providing safe and convenient access to the school
 - e. Requested through the public outreach process
- 12. McDonald Dr. and Invergordon Rd.
 - a. Enhance at-grade bicycle and pedestrian facilities
 - i. Crossings currently exist on 2 of the 4 sides
 - b. Enhancements include:
 - i. Enhanced crosswalks with either pavers or thermoplastic to increase visibility and safety
 - ii. Retain the existing 4-way stop
 - c. Requested through the public outreach process, and is a key part of the SOD map
- 13. McDonald Dr. and Echo Canyon Trailhead
 - a. Enhance at-grade bicycle and pedestrian facilities
 - i. Crossings currently exist on 2 of the 4 sides
 - b. Enhancements include:
 - i. Enhanced crosswalks with either pavers or thermoplastic to increase visibility and safety
 - ii. Retain the existing round about
 - iii. Consider adding additional “watch for pedestrian crossing” signage
 - iv. Consider creating a dedicated space in the ~~roundabout inside the park alongside the trailhead~~ for drop-off/pick-up (via taxi and ride shares)
 - c. Requested through the public outreach process
 - d. With the Recreational Path/Resort Loop proposed for the north side of McDonald Dr., it is pertinent to improve safety in the connection between that and the Echo Canyon Trailhead
- 14. McDonald Dr. and Tatum Blvd.
 - a. Enhance at-grade bicycle and pedestrian facilities
 - i. Crossings currently exist on 2 of the 3 sides

- b. Enhancements include:
 - i. Enhanced crosswalks with either pavers or thermoplastic to increase visibility and safety
 - ii. Longer crossing times to allow users of all levels to cross safely
- c. The crossing was requested in public outreach for connectivity as well as a key connection point to the SOD "Resort Loop"
- d. This is a heavily used bicycle and pedestrian corridor on the STRAVA heatmaps
- e. This is currently a point of danger, as it is a high speed and curving road and would enhance user safety when crossing

~~15. McDonald Dr. and 44th St.~~

- ~~a. New at-grade bicycle and pedestrian facilities crossing~~
 - ~~i. No crossing currently exist~~
- ~~b. Facilities include:~~
 - ~~i. Possible HAWK signal~~
 - ~~ii. Enhanced crosswalks with either pavers or thermoplastic to increase visibility and safety~~
- ~~c. The crossing was requested in public outreach for connectivity as well as a key connection point to the SOD "Resort Loop"~~
- ~~d. This is a heavily used bicycle and pedestrian corridor on the STRAVA heatmaps~~
- ~~e. This is currently a point of danger, as it is a high speed and curving road and would enhance user safety when crossing~~

~~16. Tatum Blvd. and Clearwater Pkwy.~~

- ~~a. Enhance at-grade bicycle and pedestrian facilities~~
 - ~~i. Crossings currently exist on 2 of the 3 sides~~
- ~~b. Enhancements include:~~
 - ~~i. Enhanced crosswalks with either pavers or thermoplastic to increase visibility and safety~~
 - ~~ii. Longer crossing times to allow users of all levels to cross safely~~
- ~~c. This is a heavily used bicycle corridor according to residents, bicyclists and the STRAVA heatmaps~~
- ~~d. Requested through the public outreach process, helps to connect the quadrant of Paradise Valley which has limited connections to the remainder of the Town~~

17. Hummingbird Neighborhood Traffic Study

- a. This neighborhood traffic study will focus on addressing transportation concerns that most affect the everyday quality of life for residents such as discouraging speeding and stop sign running by bicyclists and motorists, increasing safety for all users, attempt at limiting non-local use, improving neighborhood access and circulation, and enhancing walkability, among others.

18. Invergordon Rd. and Mockingbird Ln.

- a. Enhanced at-grade bicycle and pedestrian facilities

- i. Pieces of the facilities currently exist on 3 of the 3 sides but are missing the actual cross walks on all 3 sides
 - b. Enhancements should include:
 - i. Enhanced crosswalks with either painted, or pavers or thermoplastic to increase visibility and safety
 - c. This is a heavily used bicycle and pedestrian corridor according to residents, bicyclists and the STRAVA heatmaps
- 19. Mockingbird Ln. and Mockingbird Ln.
 - a. Enhanced at-grade bicycle and pedestrian facilities
 - i. Crossings currently exist on 2 of the 4
 - b. Enhancements should include:
 - i. Enhanced crosswalks with either painted, or pavers or thermoplastic to increase visibility and safety
 - c. This is a heavily used bicycle and pedestrian corridor according to residents, bicyclists and the STRAVA heatmaps
- 20. Mockingbird Ln. and Indian Bend Rd.
 - a. Intersection to be improved with accordance to the current joint CIP project between the Town of Paradise Valley and the Ritz Carlton Development.
- 21. 50th St. and Mockingbird Ln.
 - a. Enhanced at-grade bicycle and pedestrian facilities
 - i. No crossings currently exists
 - b. Enhancements should include:
 - i. Crosswalk with either painted, or pavers or thermoplastic to increase visibility and safety and provide connection between the sidewalk that switches sides of the road

Proposed Enhanced Intersection/Crossing in Conjunction with other Entities

The Town of Paradise Valley will rely on partnerships with its surrounding neighbors, the City of Phoenix and the City of Scottsdale, to implement a holistic plan. This includes connections at the town's boundaries to facilities that may be of benefit to the residents and visitors of Paradise Valley as a whole. The following list is exemplary of the potential intersections that would serve to benefit the Town with enhanced bicycle and pedestrian facilities, but is not limited to such:

- Shea Blvd. and Tatum Blvd.
- Tatum Blvd. and Mountain View Rd.
- Tatum Blvd. and Doubletree Ranch Rd.
- Tatum Blvd. and Caida Del Sol Dr.
- Lincoln Dr. and 32nd St.
- Invergordon Rd. and Mountain View Rd.
- Invergordon Rd. and Cholla Ln.
- Scottsdale Rd. and Mountain View Rd.
- Scottsdale Rd. and Doubletree Ranch Rd.
- Scottsdale Rd. and McCormick Pkwy.
- Scottsdale Rd. and Indian Bend Rd.
- Lincoln Dr. and Quail Run Alignment
- Scottsdale Rd. and Jackrabbit Rd.
- Shea Blvd and 52nd St.

**more information on individual intersection improvements available in the appendix*

The following section is struck out and to be moved to the appendix:

- ~~1. Shea Blvd. and Tatum Blvd.

 - ~~a. Enhance at-grade bicycle and pedestrian facilities

 - ~~i. Crossings currently exist on all 4 sides~~~~
 - ~~b. Enhancements include:

 - ~~i. Enhanced crosswalks with either pavers or thermoplastic to increase visibility and safety~~
 - ~~ii. Longer crossing times to allow users of all levels to cross safely~~~~
 - ~~c. The crossing was requested in public outreach for connectivity to the shopping centers to the north and beyond~~
 - ~~d. This is a heavily used bicycle and pedestrian corridor on the STRAVA heatmaps~~
 - ~~e. This crossing is supported by the City of Phoenix~~~~
- ~~2. Tatum Blvd. and Mountain View Rd.

 - ~~a. Enhance at-grade bicycle and pedestrian facilities

 - ~~i. No crossings currently exist~~~~
 - ~~b. Enhancements include:

 - ~~i. 4-way signalized intersection~~~~~~

- ii. ~~Crosswalks all 4 directions~~
 - iii. ~~Longer crossing times to allow users of all levels to cross safely~~
 - iv. ~~Include crossing buttons or sensors for east-west bicycle traffic~~
- e. ~~The crossing was requested in public outreach for connectivity~~
- d. ~~This is a heavily used bicycle and pedestrian corridor on the STRAVA heatmaps~~
- e. ~~This crossing/intersection is supported by the City of Phoenix~~
- 3. ~~Tatum Blvd. and Doubletree Ranch Rd.~~
 - a. ~~Enhance at-grade bicycle and pedestrian facilities~~
 - i. ~~Crossings currently exist on 2 of the 3 sides~~
 - b. ~~Enhancements include:~~
 - i. ~~Enhanced crosswalks with either pavers or thermoplastic to increase visibility and safety at the entry point of the Town of Paradise Valley~~
 - ii. ~~Longer crossing times to allow users of all levels to cross safely~~
 - iii. ~~Include crossing button or sensor for west bound bicycle traffic~~
 - c. ~~This is a heavily used bicycle and pedestrian corridor on the STRAVA heatmaps~~
 - d. ~~The crossing was heavily requested in public outreach for access to the Trail 100 Trailhead @ the Tomahawk Trail alignment~~
 - i. ~~This is a heavily used recreational trail in Phoenix that is accessible only through Phoenix~~
 - e. ~~This crossing/intersection is supported by the City of Phoenix~~
- 4. ~~Tatum Blvd. and Caida Del Sol Dr.~~
 - a. ~~Enhance at-grade bicycle and pedestrian facilities~~
 - i. ~~Crossings currently exist on all 4 sides~~
 - b. ~~Enhancements include:~~
 - i. ~~Enhanced crosswalks with either pavers or thermoplastic to increase visibility and safety at the entry point of the Town of Paradise Valley~~
 - ii. ~~Longer crossing times to allow users of all levels to cross safely~~
 - iii. ~~Include crossing button and/or sensor for bicycle and pedestrian traffic~~
 - c. ~~This is a heavily used bicycle and pedestrian corridor on the STRAVA heatmaps~~
 - d. ~~The crossing was heavily requested in public outreach for access to the Trail 100 Trailhead~~
 - i. ~~This is a heavily used recreational trail in Phoenix that is accessible only through Phoenix~~
 - e. ~~This crossing/intersection is supported by the City of Phoenix~~
- 5. ~~Lincoln Dr. and 32nd St.~~
 - a. ~~Enhance at-grade bicycle and pedestrian facilities~~
 - i. ~~Crossings currently exist on 3 of the 4 sides~~
 - b. ~~Enhancements include:~~

- ~~i. Enhanced crosswalks with either pavers or thermoplastic to increase visibility and safety at the entry point of the Town of Paradise Valley~~
 - ~~ii. Longer crossing times to allow users of all levels to cross safely~~
 - ~~c. This is a heavily used bicycle and pedestrian corridor on the STRAVA heatmaps~~
 - ~~d. The crossing was heavily requested in public outreach for access to the trailhead~~
 - ~~i. This is a heavily used recreational trail in Phoenix that is accessible through Phoenix and Paradise Valley~~
 - ~~e. This crossing/intersection improvement is supported by the City of Phoenix~~
 - ~~f. The 32nd St. corridor provides access from the Arizona Canal/Sun Circle trail to the entire Phoenix Mountain Preserve~~
- ~~6. Invergordon Rd. and Mountain View Rd.~~
 - ~~a. Enhance at-grade pedestrian facilities~~
 - ~~i. Crossings do not currently exist. Place on all 3 sides~~
 - ~~ii. If crosswalks are installed, consider either a 3-way stop or warning crosswalk signage~~
 - ~~b. Enhancements include:~~
 - ~~i. Crosswalks may be painted, pavers or thermoplastic to increase visibility and safety at the entry point of the Town of Paradise Valley~~
 - ~~c. This is a heavily used bicycle and pedestrian corridor on the STRAVA heatmaps~~
- ~~7. Invergordon Rd. and Cholla Ln.~~
 - ~~a. Enhance at-grade pedestrian facilities~~
 - ~~i. Crossings do not currently exist, place on all 3 sides~~
 - ~~ii. If Crosswalks are installed, consider either a 3-way stop or warning crosswalk signage~~
 - ~~b. Enhancements include:~~
 - ~~i. Crosswalks may be painted, pavers or thermoplastic to increase visibility and safety at the entry point of the Town of Paradise Valley~~
 - ~~c. This is a heavily used bicycle and pedestrian corridor on the STRAVA heatmaps~~
 - ~~d. Additional studies need to be done to receive community buy in and approval~~
- ~~8. Scottsdale Rd. and Mountain View Rd.~~
 - ~~a. Enhance at-grade bicycle and pedestrian facilities~~
 - ~~i. Crossings currently exist on all 4 sides~~
 - ~~b. Enhancements include:~~
 - ~~i. Consider enhancement of crosswalks with either pavers or thermoplastic to increase visibility and safety~~

- ii. Longer crossing times to allow users of all levels to cross safely
 - c. The crossing was requested in public outreach for connectivity to Chaparral High School, Berneil Ditch trail, and the greater area
 - d. This is a heavily used pedestrian corridor on the STRAVA heatmaps
 - e. This crossing is supported by the City of Scottsdale
 - 9. Scottsdale Rd. and Doubletree Ranch Rd.
 - a. Enhance at-grade bicycle and pedestrian facilities
 - i. Crossings currently exist on all 4 sides
 - b. Enhancements include:
 - i. Consider enhanced crosswalks with either pavers or thermoplastic to increase visibility and safety
 - ii. Longer crossing times to allow users of all levels to cross safely
 - iii. Include buttons or sensors for east-west bicycle traffic
 - c. This is a heavily used bicycle and pedestrian corridor on the STRAVA heatmaps
 - d. The crossing was heavily requested in public outreach for access to the trailhead
 - e. This crossing/intersection improvement is supported by the City of Scottsdale
 - 10. Scottsdale Rd. and McCormick Pkwy.
 - a. Enhance at-grade pedestrian facilities
 - i. Crossings currently exist on 2 of the 4 sides
 - b. Enhancements include:
 - i. Enhanced crosswalks with thermoplastic to increase visibility and safety
 - ii. Longer crossing times to allow users of all levels to cross safely
 - c. This is a heavily used bicycle and pedestrian corridor on the STRAVA heatmaps
 - d. The crossing was heavily requested in public outreach for access to the trailhead
 - e. This crossing/intersection improvement is supported by the City of Scottsdale
 - 11. Scottsdale Rd. and Indian Bend Rd.
 - a. Enhance at-grade pedestrian facilities
 - i. Crossings currently exist on all 4 sides
 - b. Enhancements include:
 - i. Enhanced crosswalks with thermoplastic to increase visibility and safety
 - ii. Longer crossing times to allow users of all levels to cross safely
 - c. This is a heavily used bicycle and pedestrian corridor on the STRAVA heatmaps
 - d. The crossing was heavily requested in public outreach for access to the McCormick-Stillman Railroad Park, the shopping center on the east side of Scottsdale Rd., Indian Bend Wash, and the new Ritz development

- ~~e. This crossing/intersection improvement is supported by the City of Scottsdale~~
- ~~12. Lincoln Dr. and Quail Run Alignment~~
 - ~~a. Consider at-grade bicycle and pedestrian facilities~~
 - ~~i. No crossings currently exist~~
 - ~~ii. Include 1 crossing north-south~~
 - ~~b. Enhancements include:~~
 - ~~i. Enhanced crosswalk with either pavers or thermoplastic to increase visibility and safety and to mark the entry point of the Town of Paradise Valley~~
 - ~~ii. Crossing should be signalized with entry into the Ritz-Carlton development~~
- ~~13. Scottsdale Rd. and Jackrabbit Rd.~~
 - ~~a. Enhance at-grade bicycle and pedestrian facilities~~
 - ~~i. Crossings currently exist on all 4 sides~~
 - ~~b. Enhancements include:~~
 - ~~i. Enhanced crosswalks with either pavers or thermoplastic to increase visibility and safety~~
 - ~~ii. Longer crossing times to allow users of all levels to cross safely~~
 - ~~c. Provide access to the Arizona Canal/Sun Circle Trail. New improvements have been made at the canal corridor to allow better access to both sides of the canal~~
 - ~~d. This crossing/intersection improvement is supported by the City of Scottsdale~~
- ~~14. Shea Blvd and 52nd St.~~
 - ~~a. Enhance at-grade bicycle and pedestrian facilities~~
 - ~~i. No crossing currently exists~~
 - ~~ii. This crossing provides a ½ mile crossing between Tatum Blvd. and 56th St. with the closest existing crossing 1/3 mile west to 50th St.~~
 - ~~b. Enhancements include:~~
 - ~~i. Enhanced crosswalks with either pavers or thermoplastic to increase visibility and safety~~
 - ~~ii. Longer crossing times to allow users of all levels to cross safely~~
 - ~~iii. Signalized pedestrian crossing, i.e.: HAWK, PELICAN, etc.~~
 - ~~c. Requested through the public outreach process to provide connection to the path along the greenbelt through Stone Creek Golf Club~~