

**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 61<sup>st</sup> 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. 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
- 7. Lincoln Dr. and 56<sup>th</sup> 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 for drop-off/pick-up
  - 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 44<sup>th</sup> 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

**Proposed Enhanced Intersection/Crossing in Conjunction with other Entities**

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
  - c. 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 32<sup>nd</sup> 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 32<sup>nd</sup> 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 52<sup>nd</sup> 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 56<sup>th</sup> St. with the closest existing crossing 1/3-mile west to 50<sup>th</sup> 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