

A. LIST OF PROPOSED PATHWAYS

B. PUBLIC OPEN HOUSE RESULTS

C. WIKIMAP PUBLIC COMMENTS

Appendix A - Proposed Pathways

The following are the proposed pathways shown on the GO Plan maps. Implementation is dependant on willing landowners, feasibility, and funding. The type of pathways are "To Be Determined" (TBD). Bikeways are on-street, such as bike lanes or other improvements. See Pathway Designs (page 29) for examples. "Social trails" are user created, unofficial trails that are not managed or maintained.

| WEST SEDONA | | | | |
|-------------|----------------------|--|---------|---|
| | Name | Location | Type | Notes |
| 1 | Adobe Jack Link | Soldiers Pass Rd - USFS Adobe Jack Trail | Trail | Existing social trail (State Trust Land); alternate is lot to north |
| 2 | Airport Rd | USFS Airport TH - 89A - Soldiers Pass Rd | TBD | Link to Airport Trailhead |
| 3 | Andante Dr | 89A - Thunder Mt Rd | TBD | |
| 4 | Arroyo-Camino Rte | USFS - El Camino - Arroyo - Arroyo Pinon - 89A | Bikeway | Existing trail to Old Post Trail at City Wastewater site |
| 5 | Chimney Rock Link | Dry Creek Rd - Chimney Rock Trail | Trail | Social trail on vacant lot; alternate is Gringo Rd (driveway) |
| 6 | City Hall Rte | Library - City Hall - Fire Station - Andante | Bikeway | Roads except social trail on vacant lot - integrate with future development |
| 7 | Coffee Pot Dr | 89A - Mt Shadows | TBD | Bike Rte alternative is Coffee Pot - Grasshopper Ln - Sanborn |
| 8 | Contractors Rd | Rodeo - Bennett - Coffee Pot | TBD | Contingent on future development |
| 9 | Cultural Park Pl | Scheurman TH - High School - 89A - Girdner TH | TBD | Integrate with future development; CFA1 Plan; Western Gateway trail access |
| 10 | Dove Wing Rte | USFS - Dove Wing - Hohokam Dr | Bikeway | Utility easement at Hohokam (link to Kachina subdivision); gasline at USFS |
| 11 | Dry Creek Rd | 89A - City Limits | TBD | Northern 1/2 mile in design |
| 12 | Elks Link | Soldiers Pass Rd - Airport Rd | TBD | Potential redevelopment; CFA5 Plan |
| 13 | Golden Eagle | USFS Old Post Trail - Golden Eagle Dr | TBD | Social trail; potential development of 2 vacant lots |
| 14 | Grasshopper Ln | Coffeepot Dr - Sanborn Dr | Bikeway | North 350' private drive |
| 15 | Shelby-Northview Rte | Shelby - Sunset - Kallof - 89A - Northview | Bikeway | Commercial driveways/alleys; widen sidewalk on 89A from Kallof - Northview |
| 16 | Monte Verde Rte | Shelby - South Monte Verde - Sunset | Bikeway | |
| 17 | Mt Shadows Dr | 89A - Coffee Pot | Bikeway | |

| | | | | |
|----|---------------------------|---|----------|--|
| 18 | Mule Deer Rd | Andante - Rodeo | Bikeway | |
| 19 | Navoti Dr | Cultural Park - Calle del Sol - Library | Bikeway | Section of Navoti Dr is private road right-of-way (Summit) and State Trust Land |
| 20 | Northview Park | Sierra - 89A | TBD | Alternate to Northview Rd; existing HOA trail + private drainage; |
| 21 | Northview-Airport Trl | USFS - Panorama - Sierra - Northview - 89A | Bikeway | Private driveway at Oak Creek Blvd links to USFS Airport Trail (social trail) |
| 22 | Payne Rte | 89A - Bashas - Payne - Mt Shadows | TBD | Commercial alley, behind hotels |
| 23 | Posse Gr. Park-Carruth | Zane Grey - Carruth - Soldiers Pass Rd | TBD | Partial sidewalk and path now |
| 24 | Posse Gr. Park Loop NW | Zane Grey Dr - Soldiers Pass Rd | TBD | Create a loop around Posse Grounds Park; section west and north of school |
| 25 | Posse Gr. Park Loop South | Posse Grounds Rd -Soldiers Pass Rd | TBD | Create a loop around park, section south of bike park |
| 26 | Posse Grounds Rd | 89A - Park - Carruth | TBD | Partial sidewalk now |
| 27 | Pinon Link | Pinon Dr - Arroyo Pinon Dr | TBD | Partial drainage easement across private land |
| 28 | Rodeo Rd | 89A - Thunder Mt Rd | TBD | Partial sidewalk now |
| 29 | Ruby Rte | USFS - Bristlecone - Ruby- Rimstone - Navoti | Bikeway | Link to USFS at proposed Hillside Vista subdivision |
| 30 | Saddlerock | Valley View Dr - 89A - Soldiers Pass Rd - Elks | Sidewalk | Contingent on future development; CFA5 |
| 31 | Shelby | Stanley Steamer - 89A | Bikeway | Partial sidewalks now; no bike lane; links to USFS Carroll Canyon Trails |
| 32 | Soldiers Pass Rd | 89A - Posse Grounds Park - Shadow Rock Dr | TBD | Section north of park in design |
| 33 | St John Vianney | Soldiers Pass Rd - USFS Adobe Jack Trl - Airport Rd | TBD | Link Posse Grounds Park to USFS; propose shared parking with church (alternate to Adobe Jack TH) |
| 34 | Stupa Link | Pueblo Dr - USFS | Trail | Social trail(s) between Stupa and USFS Chimney Rock trails |
| 35 | Stutz Bearcat Dr | Whippet Way - 89A - Andante | Bikeway | Bike Rte to cross 89A at Andante stoplight |
| 36 | Sugarloaf Loop | USFS Teacup - Sugarloaf Trails - Stations West | Trail | Social trails loop around Sugarloaf hill with link to Stations West Dr |
| 37 | Sugarloaf-Farmers | Farmer Bros Dr - Sugarloaf TH | Trail | Social trail on City land |

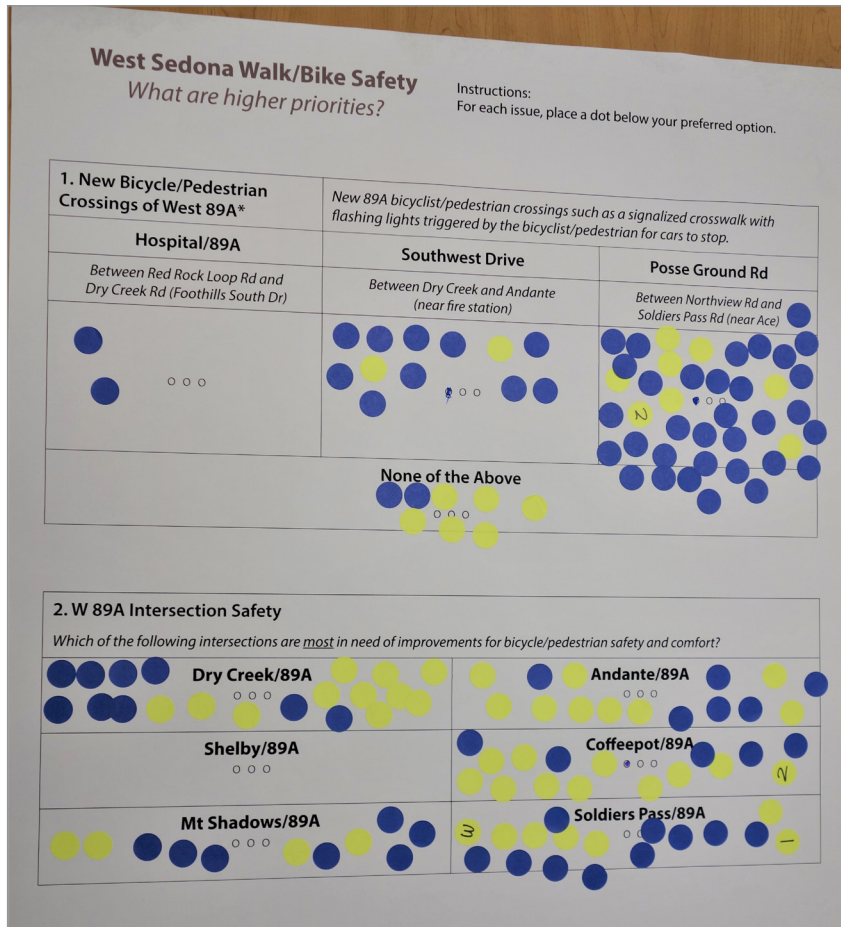
| | | | | |
|---------------|------------------------|---|----------|--|
| 38 | Sunset-Airport Trail | Sunset Park - USFS Airport Trail | Trail | Private, potential redevelopment; social trail |
| 39 | Sunset Dr at 89A | 89A intersection | Bikeway | Propose bike safety improvements 500' south of 89A |
| 40 | Sunset Dr South | S Monte Verde - Shelby | Sidewalk | Extend sidewalk; integrate with stormwater/bridge project |
| 41 | Sunset-AAA | Shelby Dr - Sunset Park | TBD | Along drainage; contingent on future development; CFA12 Plan |
| 42 | Sunshine-Andante Trail | Sunshine Ln - USFS Andante Trail | Trail | Social trail links to USFS |
| 43 | Sunshine-Mule Deer | Sanborn Dr - Mule Deer Rd | TBD | Social trail on City right-of-way |
| 44 | Thunder Mt Rd West | Dry Creek Rd - Rhapsody Rd | TBD | |
| 45 | Tranquil Rte | Andante Dr - Tranquil - Safeway - Rodeo | TBD | Redevelopment potential |
| 46 | View Link | Northview Rd - View Dr | Bikeway | |
| 47 | Vista Montana Rd | Posse Grounds Rd - Soldiers Pass Rd | Bikeway | Private road |
| 48 | West 89A | Red Rock Loop Rd/High School - Dry Creek Rd | TBD | Widen sidewalk to shared-use path; no bike lane now |
| 49 | Whippet Rte | Arroyo Pinon - Thunderbird - Shelby | Bikeway | West of Thunderbird crosses private lots |
| 50 | Yule Link | Birch - Panorama | TBD | Social trail |
| 51 | Zane Grey Rte | Coffee Pot - Gun Fury - Zane Grey - Park/School | Bikeway | |
| UPTOWN | | | | |
| 52 | Amara Rd | Resort - N 89A | TBD | Private road |
| 53 | Apache Trail | USFS Jordan Trail - Power station - Park Ridge Dr | Trail | Social trails and APS access road |
| 54 | Apple Ave | Van Deren - N 89A | Sidewalk | |
| 55 | Arroyo Roble Rd | N 89A - Art Barn Lane | TBD | Private road |
| 56 | Art Barn Lane | Oak Creek - Art Barn | TBD | Contingent on future development |
| 57 | Art Barn Road | Art Barn Lane - N 89A | Sidewalk | Private road; contingent on future development |
| 58 | Bear Wallow Ln | Oak Creek - Schnebly Hill Rd | TBD | Contingent on future development; CFA9 Plan |

| | | | | |
|----|----------------------|---|----------|---|
| 59 | Brewer Rd | USFS Brewer TH - 89A | TBD | Contingent on future development |
| 60 | Cedar St | Apple Ave - Schnebly Rd | Sidewalk | Link to City parking lot |
| 61 | Cooks Hill | Airport Rd - Brewer Rd | TBD | W 89A: expand north sidewalk into shared-use path |
| 62 | Creekwalk East | 179 - Burrus Ln | TBD | Contingent on future development; CFA9 Plan |
| 63 | Creekwalk Uptown | Art Barn Lane - N 89A | TBD | Contingent on future development |
| 64 | Creekwalk West | 179 - L'Auberge | TBD | CFA9 Plan |
| 65 | Forest Rd | W 89A - N 89A | TBD | Proposed extension of Forest Road |
| 66 | Huckaby Link | Burrus - USFS Huckaby Trail | Trail | Contingent on future development; CFA9 Plan |
| 67 | Jordan Historic Park | Yavapai - Jordan Heritage Park - Jordan Rd | Trail | |
| 68 | Jordan Rd | N 89A - Park Ridge Dr - USFS | TBD | Partial sidewalks now; link to USFS Jordan Trail |
| 69 | Los Abrigados | Brewer Rd - Oak Creek | TBD | Link to Tlaquepaque and 179 |
| 70 | Manzanita Dr | USFS Manzanita Trl - Smith | Bikeway | |
| 71 | Mesquite Ave | Smith - Jordan | TBD | |
| 72 | Mormon Canyon | N 89A - Jordan Heritage Park - USFS | Trail | ADOT historic tunnel + private + City open space |
| 73 | Mt View Dr | Apple Ave - Schnebly Rd | Sidewalk | |
| 74 | Peach Ln | Schnebly Rd - Peach Ln - Sunset Ln | Sidewalk | City parking lot perimeter sidewalk |
| 75 | Ranger Rd | Brewer Rd - 179 | TBD | |
| 76 | Rolling Hills Rte | 89A - Rolling Hills - Mormon Hill Rd - Brewer | Bikeway | Easements through subdivisions (Rolling Hills and Skyridge) |
| 77 | Roundabouts | Brewer/89A -The Y | TBD | Improve roundabouts for bike safety |
| 78 | Schnebly Hill Rd | 179 - USFS Huckaby TH | TBD | |
| 79 | Schnebly Rd | Van Deren - Mt View | Sidewalk | |
| 80 | Smith Rd | Forest - Mesquite | TBD | |

| | | | | |
|--------------------|------------------|--|----------|--|
| 81 | Tlaquepaque | Brewer Rd - Soldiers Wash - Oak Creek - 179 | TBD | Along Soldiers Wash and Oak Creek |
| 82 | Twin Tubes | Brewer Rd - USFS Adobe Jack Trails | TBD | Social trail; need ADOT OK for underpass; mix private/public |
| 83 | Uptown Link | 179 - N 89A - Jordan | TBD | |
| 84 | Van Deren | Forest - Navahopi | Sidewalk | |
| 85 | Wilson Canyon Rd | Jordan Rd - Wilson Canyon Rd - Mormon Canyon | TBD | Vacant lots; contingent on future development |
| 86 | Wilson Rd | Mesquite - Forest | Sidewalk | |
| CHAPEL AREA | | | | |
| 87 | Chapel Trail | Chapel Rd - Chapel Tr | Trail | Trail off-road, from entry gate to USFS Chapel Tr |
| 88 | Little Horse-179 | USFS TH - Indian Cliffs Rd | Trail | Signed, singletrack social trail links to 179 shared-use path |
| 89 | Lynx Rte | USFS - Lynx Dr - Antelope Dr - Chapel Rd - Mystic TH | Bikeway | USFS social trail from Little Horse Trail to Lynx Dr; replace existing signed bike route |
| 90 | Mystic Trail | Chapel Rd - Pine Knolls Dr | TBD | USFS trail - contingent on feasibility/approval of a more urban style trail |

Appendix B - 2020 Public Open House

On February 6, 2020 there was an open house for the public to review the proposed pathways and weigh in on priority projects. There was a brief introduction to the project with City staff and Work Group members available to answer questions. The public was invited to review the draft maps of Pathway Network (see pages 12-14). People were also encouraged to write down their comments and ideas on sticky notes and place them on the easels for others to read. They were also asked to prioritize a series of projects, in which each person received one dot per question to place next to their preferred option (as shown in the photo below). The tables on the following pages list the results. All of this input helped to refine the maps and confirm what were thought to be the higher priority projects.



The following are the results of the number of dots placed on each option (as shown in photo on previous page).
 Instructions to participants: For each issue, place a dot below your preferred option.

West Sedona Walk/Bike Safety *What are higher priorities?*

1. New Bicycle/Pedestrian Crossings of West 89A

New 89A bicyclist/pedestrian crossings such as a signalized crosswalk with flashing lights triggered by the bicyclist/pedestrian for cars to stop.

| | | |
|--|--|---|
| <u>Hospital/89A</u> Between Red Rock Loop Rd and Dry Creek Rd (Foothills South Dr) # of dots: 2 | <u>Southwest Drive</u> Between Dry Creek and Andante (near fire station) 12 | <u>Posse Ground Rd</u> Between Northview Rd and Soldiers Pass Rd (near Ace) 41 |
|--|--|---|

2. W 89A Intersection Safety

Which of the following intersections are most in need of improvements for bicycle/pedestrian safety and comfort?

| | | | | | |
|---------------------|-------------------------|---------------------|-------------------|----------------------|-----------------|
| Dry Creek/89A 20 | Soldiers Pass/89A 19 | Coffeepot/89A 17 | Andante/89A 15 | Mt Shadows/89A 11 | Shelby/89A 0 |
|---------------------|-------------------------|---------------------|-------------------|----------------------|-----------------|

Community Connections *What are higher priorities?*

3. Multimodal, Complete Streets

| | | |
|---|--|---|
| <u>Dry Creek Road</u> Shared use path from 89A to city limits (northern-most portion in design now) 41 | <u>Cooks Hill</u> Airport to Brewer - Alternative to the existing bike lane and sidewalk that improves the safety and experience for walking/biking 30 | <u>Jordan Road</u> 89 to the Jordan Heritage Museum - create boulevard with sidewalks and bike lanes on both sides of streets 1 |
|---|--|---|

4. Neighborhood Streets <—> 89A *Currently people walk along edge of road; add sidewalks or shared-use paths.*

| | |
|---|--|
| <u>Andante</u> (Thunder Mt to 89A) 33 | <u>Coffeepot</u> (Sanborn to 89A) 46 |
|---|--|

Trails *What are higher priorities?*

5. New Recreational Trails

| | | |
|--|--|--|
| <p><u>Mormon Canyon</u> New trail through natural area from Jordan Heritage Museum southeast to 89A/Oak Creek, just north of Art Barn 10</p> | <p><u>Oak Creek Creekwalk</u> New path along the creek, near Uptown and Gallery Row 39</p> | <p><u>Posse Grounds Park Loop</u> Create a continuous, 1.5 mile urban trail loop around the perimeter of Posse Grounds Park 21</p> |
|--|--|--|

6. Connections to National Forest Trails

Secure public access across private or State land. Without this, existing, unofficial routes could be closed at any time, when development happens and/or fences go up. These would be for trail access only, no parking

| | |
|--|---|
| <p><u>Dry Creek Road to Chimney Rock Trails</u> There have been social trails across private land, but these connections could be lost if not secured with easements. 34</p> | <p><u>Soldiers Pass Road to Adobe Jack Trails</u> Link Posse Grounds Park to the Adobe Jack Trails Network 26</p> |
|--|---|

Trailheads *What are higher priorities?*

7. Improved Trailheads Improve or expand parking lots on National Forest

| | | |
|--|--|--|
| <p><u>Mescal/Long Canyon Trailhead</u> Build a new parking lot on Long Canyon Rd to supplement roadside parking 24</p> | <p><u>Scheurman Mt Trailhead</u> Expand and improve the trailhead next to Red Rock High School 4</p> | <p><u>Western Gateway</u> Build a large new gateway trailhead with visitor maps and information kiosks and restrooms north of the Cultural Park 22</p> |
|--|--|--|

8. New Trailheads New parking lots, will need public/private partnerships or to acquire land.

| | |
|---|---|
| <p><u>Adobe Jack Trailhead - Alternative</u> New, larger parking lot for Adobe Jack Trails Network. Locations t.b.d, near St John Vianney Catholic Church/Sky Rock Inn 33</p> | <p><u>Shelby Trailhead</u> New, larger parking lot to access the Carroll Canyon Trails Network. Locations t.b.d., at south end of Shelby Rd, in industrial park near Recycle Center. 19</p> |
|---|---|

2020 Public Open House - Written Comments

Attendees of the February 6, 2020 open house were provided sticky notes that they could write comments on and place on easels. Some people chose to place dots on the comments.

| What are your highest priorities? | | |
|---|---|-------------|
| <i>Instructions: Please write your comment on a sticky note and place on the easel.</i> | | |
| <i>Topic/Location</i> | <i>Comment</i> | <i>Dots</i> |
| West Sedona | | |
| <i>Adobe Jack CX</i> | Adobe Jack connector | |
| <i>Andante</i> | Sidewalk up Andante or Harmony | 3 dots |
| <i>Coffee Pot</i> | Sidewalks on Coffeepot Dr | 6 dots |
| <i>Coffee Pot</i> | Walking/biking up Coffeepot is hazardous. I live near and have had 2 close calls with pedestrians at night on the curved portion | |
| <i>Dry Creek Rd</i> | Dry Creek Rd | |
| <i>Dry Creek Rd</i> | Dry Creek Rd bike path walk path | |
| <i>Dry Creek Rd</i> | Dry Creek Rd connector | |
| <i>Dry Creek Rd</i> | Dry Creek run/walk/bike path asap | |
| <i>Dry Creek Rd</i> | Make Dry Creek safer for cyclists | |
| <i>Posse Ground Rd</i> | Crossing at Posse Grounds | |
| <i>Posse Ground Rd</i> | Crossing Posse Grounds | |
| <i>Rodeo</i> | Ped safety Rodeo from T.M. to 89A | |
| <i>Soldiers Pass</i> | Solving traffic/parking problems on Soldiers Pass Rd | |
| <i>Sunset CX</i> | Connect Airport Rd to Sunset Rd along Airport Loop Trail | 2 dots |
| <i>Sunset CX</i> | Link Northview Rd w/Sunset Rd | |
| <i>Thunder Mt Rd</i> | Crosswalk at Thunder Mt Trailhead | |
| <i>Thunder Mt Rd</i> | Highest priority: bike lane, multi-use path on Thunder Mt rd/Sanborn, from Thunder Mt trailheads to Coffeepot Rd | |
| <i>Thunder Mt Rd</i> | I support the upgrade on Thunder Mt Rd from Dry Creek Rd to the park | |
| <i>Thunder Mt Rd</i> | Speed bumps on Thunder Mt Rd from Thunder Mt trailhead to Dry Creek Rd speed bumps on Sanborn slows down traffic. Cars speed up once they reach Thunder Mt Rd | |
| <i>W 89A</i> | Bike and walk trail that is parallel to 89A - access to stores & neighborhoods | |
| <i>W 89A</i> | Bike path & walk path parallel to Hwy 89A | |
| <i>W 89A</i> | Bike trail along 89A with buffer | |
| <i>W 89A</i> | I want improved 89A bike lanes - smoother, wider, cleaned, cutouts - curb where bike lane ends | |

| | | |
|---------------------------------|---|---------------|
| <i>W 89A</i> | Roundabouts on West Sedona hwy | |
| <i>W 89A</i> | The most important asset, hurdle, and opportunity is to create a safe, delineated, separated, beautiful, and enjoyable walk & bike path all along west 89A. Please please please... | |
| <i>Yule</i> | Bike/walk connection b/t Yule & Panorama | |
| <i>Yule</i> | Connection between Yule and Panorama (lot for sale) | |
| <i>Yule</i> | Route between Yule & Panorama | |
| | Also from Dry Creek to Airport Rd on southside of 89A {Connected multi-use paths} | |
| | Connected multi-use paths from Dry Creek to Uptown north of 89A | |
| | Sidewalks up Mt Shadows, Sanborn, Coffeepot etc at least on one side. They do not need to be fancy bicycle lanes simple sidewalks are enough | |
| | Walking and biking paths: 1) Coffeepot Dr, 2) Mt Shadows, 3) Posse Ground, 4) Soldiers Pass, 5) Rodeo - 89A from Sanborn, 6) Hozoni | |
| Uptown & Chapel Area | | |
| <i>Brewer Rd</i> | Brewer Rd - All | |
| <i>Cooks Hill</i> | Safe access from/to West Sedona & Uptown >Cooks Hill improvement | <i>1 dot</i> |
| <i>Cooks Hill</i> | Safe trail at Cook's Hill | <i>3 dots</i> |
| <i>Cooks Hill</i> | Safe walk/bike on Cooks Hill | <i>2 dots</i> |
| <i>Mystic CX</i> | Mystic connector | |
| <i>Roundabouts</i> | Better signage at the roundabouts re: cyclists taking the whole lane | |
| <i>Roundabouts</i> | Bike/car merge signs on 179 circles | <i>2 dots</i> |
| <i>Uptown</i> | Bypass Uptown | <i>1 dot</i> |
| Other Comments | | |
| <i>Amenities: Benches</i> | Benches/seat for pedestrians in West Sedona/Cooks Hill | |
| | Benches with shade along 89A | |
| <i>Bike Racks</i> | Need bike racks everywhere including at trailheads | |
| | More parking/lockup areas for bikes. Businesses need to offer more lockups to accommodate additional bike traffic | |
| | Parking for bikes on trailheads | |
| | Bike racks at trailheads | <i>1 dot</i> |

| | | |
|----------------------|--|--------|
| <i>Signs</i> | "3' to pass" signs along roads. Great education tool!! I like the "3' to pass" signs Sedona has installed along Dry Creek Rd | |
| <i>Rumble Strips</i> | Rumble strips on bike routes on 179 and 89A | |
| <i>E-Bikes</i> | Bike paths/trails that ebikes can use | |
| | Electric bike share companies | |
| | Let Ebikes on! (what would rationale be to restrict) Please let them on city bike paths. Thx | 2 dots |
| | Charging stations for e-bikes! Solar? | |
| | E-bike regulation - on sidewalks? - on bike lanes? | 1 dot |
| <i>General</i> | Building neighborhoods and connectivity | |
| | Making safe walking and bike paths safe for our children | |
| | Bike paths separate from Hwy | |
| | Use of water ditches for bike paths to cross under Hwy | |
| | Bike paths other than highways that are designated | |
| | A safe way to bicycle all over town with the kids. Able to bike from neighborhoods to easy bike trailheads | |
| | Bike paths & walkways separate from hwy | |
| | Shared use side path | |
| | Shared use path, urban trail | |
| | Creating a walking/biking plan that compliments a public transit system, so it is possible to get another town using public transit and/or walking, biking | |
| | Buffered space or physical away from car traffic. It has a lot of research to show that increases ridership | |
| | Planning bike/walk routes connection with future public transportation plans in mind - overlap/double team power to discourage cars & encourage alt modes of transport | |
| | Making a "town center" on Coffeepot/89A/Sunset | |
| | Placemaking | |
| | Please start the process of talking the the county and F.S. etc and plan for a bypass from 89A in canyon. Only solution to traffic. | |
| | Landscape mitigation for properties bordering the trails | |

| What do you NOT want to see and why? | |
|---|---|
| | <i>Instructions: Please write your comment on a sticky note and place on the easel.</i> |
| Topic/Location | Comment |
| Design | Don't want hard surface trails no gravel on bike trails, keep it natural (as possible) |
| | No hard surfaces |
| | Unmaintained pathways |
| E-Bike | Do not want to see anything motorized on pathways or hear ebikes etc |
| | Unregulated e-bike use on trails, ebikes need rules |
| Specific Locations | |
| Lynx | No on Lynx bike trail, unsafe through winding streets, use new Chapel Rd bike path |
| Pinon CX | Pinon CX violates the agreed upon natural buffer between Pinon Lofts project and adjacent neighborhood. It is not needed due to proposed pathway along 89A from Pinon to Arroyo Pinon Dr |
| Posse Gr Loop | No park loop northwest at Posse Ground Park, invasive to existing homes |
| Sunset CX | No link from Northview Rd to Sunset Rd, Northview would become raceway to Sunset |
| Zane Grey CX | No ATV access Zane Grey Dr & Carruth Dr trail, gate was removed and now ATV's are going through neighborhood access |
| General Comments | Disconnected neighborhoods due to NIMBY attitudes |
| | NIMBY mindset that does not promote community enhancement |
| | Vocal minority should <u>Not</u> have final say in individual trails. NIMBY mindset can/will ruin planned trails that will benefit many! |
| | [Want] Keeping Sedona as small as possible & rural. Maintain privacy & peace & quiet. Minimizing impact of tourism on neighborhoods. Minimizing intrusion into neighborhoods. Keeping recreation on hiking trails in Natl Forest. Keeping strangers/homeless out of neighborhoods |
| | [Want] Minimalize! Encroachment on private property |
| | Do not want to see pathways into neighborhoods it will bring stranger & homeless & negative tourism impacts in to quiet neighborhoods, less safe, crime up, trash up, graffiti up |
| | Do not want to see sidewalks into neighborhoods we enjoy our quiet neighborhoods & people/strangers walk dogs and don't pick up poop |
| | Do not want to see trash cans in pathways its unsightly |
| | Do not want to see walk/bike paths separate from Hwy; sidewalks, walking and biking paths should be along 89A - Not in neighborhoods |
| | More cars through neighborhoods No cut throughs |
| | We should not expose every single solitary access point to the forest. Is there any place protected, undeveloped and left to be sacred? |

Appendix C - Wikimap Public Comments

One method for collecting public input during the GO planning process was the on-line, interactive Wikimapping program during August 2019. The publicly accessible webpage was a Google base map of the city, and the public could add lines or points (Good or Improve) with descriptions to the map. Other users could then agree or disagree, and add their own comments. There were 311 users, with 525 comments submitted. Below are screenshots of: Fig. B1, webpage; Fig. B2, Welcome page; Fig. B3, Instructions; and Fig. B4-5, final Great or Improve points submitted. The tables on the following pages list the written comments with a street or location noted. Not listed are those comments outside of city limits.



Figure B1. Screenshot of the Wikimap main page.

GO Sedona! Walk/Bike Planning Community Feedback

The City is looking for your input to create a Master Plan that will guide future walking and biking improvements. Get Outside (GO) Sedona is the master planning effort, and this first phase aims to answer the questions:

Do you have a great route for a ride across town? Is there a route you wish existed to connect you with where you want to go? Is there an intersection that is difficult or unsafe? Are there specific barriers to walking and bicycling? What are important destinations for walking/biking routes?

Add your ideas to the map! First login with email address (or select "Continue as Guest"), then choose to add lines or add points (appears in the bar above the map once logged in). See what others have to say! Under View Options (stacked layer icon) select "Turn On/Off Others Responses", then agree/disagree or enter your own comment.

😊 **Great spot!**
😞 **Problem spot.**
— **Where would you like an improved route?**
 Specify trail/path, sidewalk, or bikeway.

More Information

Go to About & Help (listed in bar above map) for the following options:

- 1) Select Instructions for step-by-step instructions on how to use this mapping tool.
- 2) Select GO Sedona Website for the City of Sedona project website.
- 3) Select "Contact Project Team" to submit general comments and to reach out to Citizen Engagement Coordinator Lauren Browne.

Use your email address to login and make comments, and to receive project notifications.

Email Address

[Continue as Guest \(no email necessary\)](#)

Figure B2. Screenshot of the Wikimap welcome message

x

Add your ideas to the map:

The two options are listed across the bar above the map.

1) Add Points: a) select "Add Point," b) choose Good Spot J or Bad Spot L (you may zoom in) c) click the exact location on the map, d) enter your description/comment, e) click Submit.

2) Add Routes: a) Select "Add lines", b) click on "My desired route" option, c) click at start point, click for points along the route, double click to end line, d) enter your description/comment, e) click submit to save.

The "Drawing Option" pop-up box will appear while drawing, to follow a road check "Snap to route", otherwise uncheck, there is an option to "Undo last point" to correct a mistake.

View or Comment on Others Ideas:

To see or comment on other people's suggestions. a) check the box to turn on comments (click the stacked layers icon, top right), b) select an existing point or route, c) agree or disagree, d) enter your own comment.

Figure B3. Screenshot of the Wikimap instructions

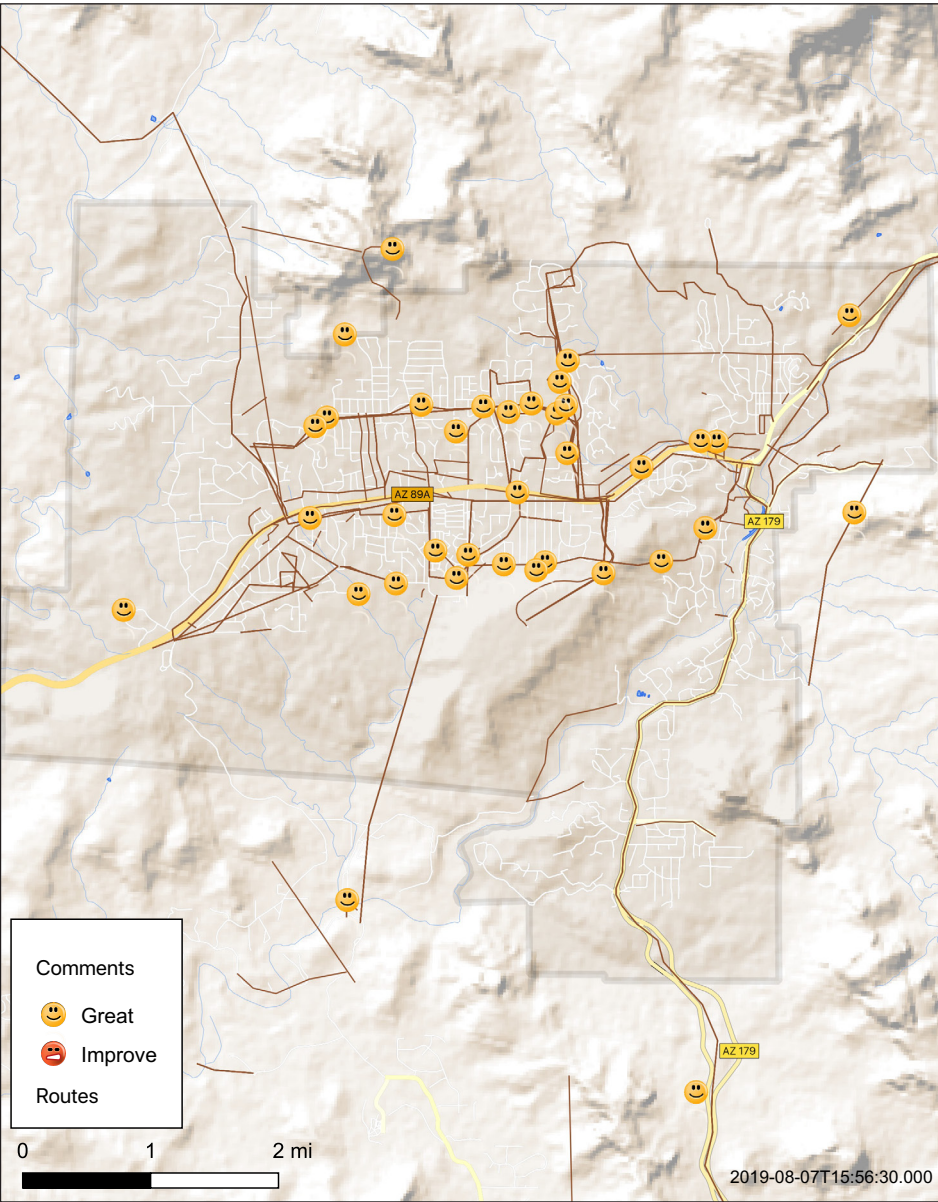


Figure B4. Example of final results showing all the submitted "Great" points (yellow faces).

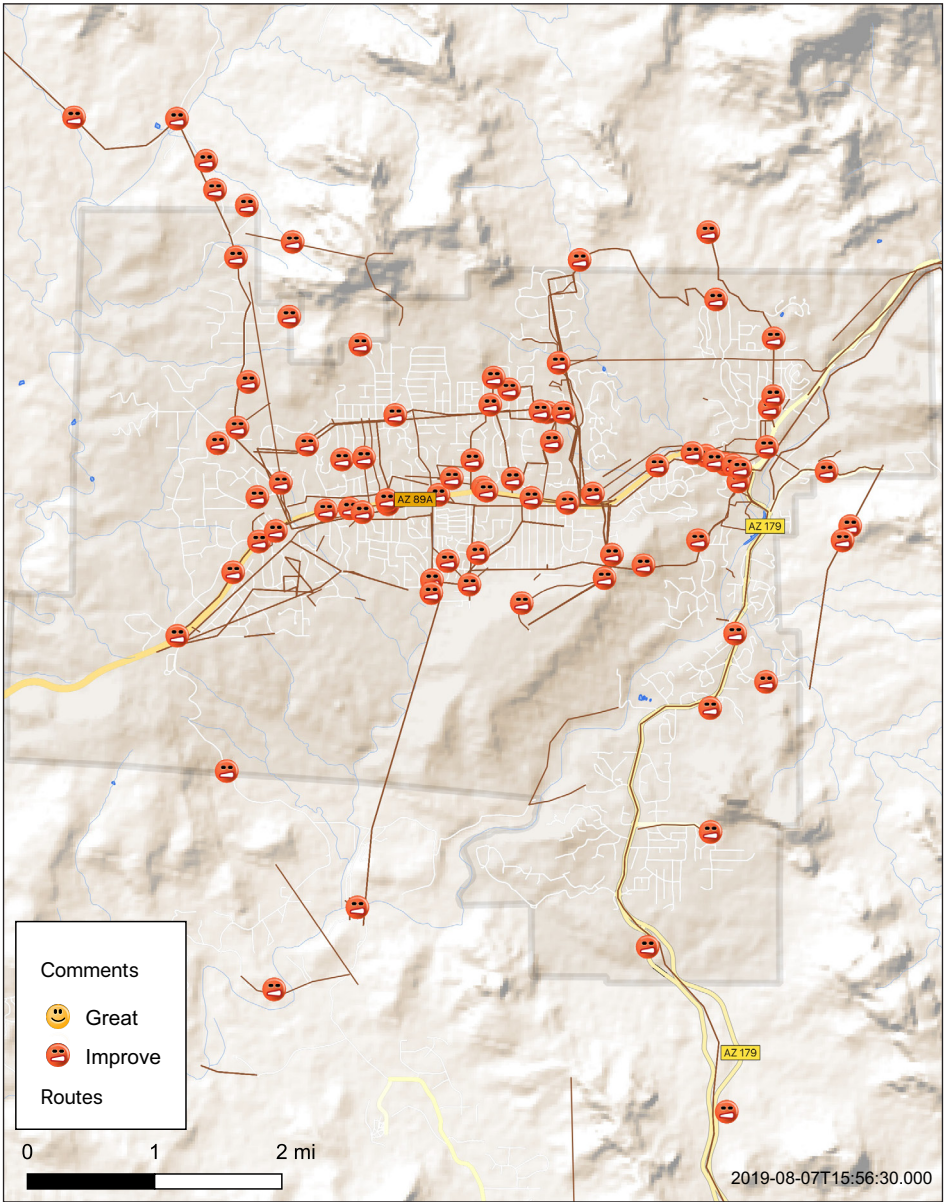


Figure B5. Example of final results showing all the submitted "Improve" points (red faces).

| Street/ Location | Original Comment/Initial Description | Additional Comment {Type: Point or Line Comment} | Type |
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| <i>Adobe Jack West (State Land)</i> | This would be a great place for a trailhead onto the Soldier's Wash trail system, and a great long term investment for the citizens of Sedona. First, it takes hikers off the road system and residential neighborhoods. Second, it allows for continuous Sedona park system connectivity from Posse Grounds to Uptown. | I Agree. This is a great idea. Also would be great to include a map system at trailhead. --This route puts bikers in residential areas on a road with no outlet causing twice the traffic because of the return trips. Soldiers pass is NOT a good bike route! | <i>Pt</i> |
| <i>Adobe Jack West (State Land)</i> | Route to Adobe Jack from Posse Ground to ease congestion at Soldiers Pass Trailhead | It would be a great help to get into Adobe Jack using this route. 07/22/2019 | <i>Ln</i> |
| <i>Airport Rd</i> | protected lane from traffic for bike and peds | | <i>Pt</i> |
| <i>Airport Rd</i> | Very minimal shoulder for bikes. Heavy traffic and high speed make biking up to Airport Mesa unsafe. | --I Agree 07/31/2019 --There is no path or shoulder on airport road and as a result very dangerous for walkers due to the heavy car traffic, I live in Les springs and would love it if they added a path for walkers 07/31/2019 --I Disagree | <i>Pt</i> |
| <i>Airport Rd</i> | Add Walking/bike path up this road all the way to the top. Can be built into the mountain by clearing rock trail. Locals and tourists alike would appreciate it, especially since parking is limited at the lower parking level (airport parking vortex) | Create sidewalk/bikeway for better safety. Currently, there's no way for pedestrians to walk up the hill w/o being in traffic on a very narrow drive up the hill. And pedestrians aren't allowed after a certain point. While it would be expensive to carve out more room to create a sidewalk/bike lane, in the long run, it would be a great green option for tourists and locals alike. Others have said there's no more space, but you can take certainly dig out more space from the downhill side of the road. | <i>Ln</i> |
| <i>Airport Rd</i> | Connect Adobe Jack up Airport Road to Airport Saddle. A dangerous walk along Airport Road, inadequate parking at Saddle | | <i>Ln</i> |
| <i>Airport Rd</i> | Signs going up to airport Mesa saying share the road, as there is no shoulder, and way to many tourists. | I Agree 07/18/2019 | <i>Ln</i> |
| <i>Andante Dr</i> | Improve Andante to trailhead for walkers/bikers. When I drive to trailhead there are always people walking on the road and seems it could be improved for walkers esp. Cars drive kind of fast | | <i>Pt</i> |
| <i>Andante Dr</i> | Add a sidewalk and bike path from Thunder Mountain to 89A | --I Strongly agree. 07/18/2019, --I strongly agree 07/18/2019, --I Agree 08/10/2019 --I Agree. I walk to and from work on 89a every day down Andante and wish that there was a sidewalk to keep me safe from traffic 07/22/2019 --Andantes is very narrow. A walking/ biking bath is required for safety. 08/01/2019 --This is one of the few lights to safely cross 89 yet Andante is very narrow and not safe for a biker but you are forced to use it if you want to cross at a light - please improve. Also I've just about been hit by cars turning right here when I'm trying to cross, all around not safe 08/10/2019 | <i>Ln</i> |

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| <i>Andante TH</i> | These are really nice neighborhood trails that only get overly crowded on holidays or in the spring. Thankfully, the area parking lots set some upper limits on the crowds and they stay nice. | | <i>Pt</i> |
| <i>Cline Rd</i> | Connect Sunrise trail to Sugarloaf | | <i>Ln</i> |
| <i>Coffee Pot Dr</i> | A sidewalk connecting the newly proposed path on Sandborn Drive to 89A is a necessity. It is already used heavily by pedestrians and without much of a shoulder to walk on, it is extremely dangerous (especially at night). | --I Agree. I would prefer to walk but find this way too dangerous. 08/02/2019 --I Agree 08/04/2019, --I Agree 08/04/2019 | <i>Pt</i> |
| <i>Coffee Pot Dr</i> | Additional Bike Path/Route signage is necessary here | | <i>Pt</i> |
| <i>Coffee Pot Dr</i> | Coming up Coffee Pot at Mountain Shadows. Visibility to the right, to view oncoming Mt Shadows traffic is obscured by brush. Needs to be cleared for a clear view. | | <i>Pt</i> |
| <i>Coffee Pot Dr</i> | Add a sidewalk and bike lane from Thunder Mountain to 89A. Residents need access to the businesses. | --We were promised a sidewalk from 89A up Coffee Pot Drive twenty years ago. This is a treacherous road for pedestrians. Will take it a fatality to get it done? 07/17/2019 --I Agree 07/18/2019 --This would make a huge difference in our neighborhood to be able to use a sidewalk instead of being awkwardly placed on the road. 07/23/2019 --Coffee pot Drive is very narrow and has many curves. This is a dangerous and there is no place to safely walk or ride a bike. Very important to get this road widened to accommodate a walking/ bike path. 08/01/2019 | <i>Ln</i> |
| <i>Concord Dr</i> | This is a nice pleasant, wider street than Andante or Harmony, maybe it could be used as a bike/walk route with minor improvements (even though it doesn't go all the way down to 89, maybe you crossover to And. or Harm. | | <i>Ln</i> |
| <i>Contractors Rd</i> | A connector between Rodeo and Coffee Pot would be a huge benefit to those wanting to avoid the highway altogether. City owned property and/or right of way may make this connection more feasible than others. | | <i>Pt</i> |
| <i>Contractors Rd</i> | Public works owns some of the land needed, think of shopping for locals as Safeway, and Bashes tie together | | <i>Ln</i> |
| <i>Cultural Park Pl</i> | Great spot for more parking to access and promote these trails that are less crowded. There is plenty of space. Don't know who owns it. Also, more City Park area and perhaps recreation center for Sedona Citizens, who are neglected. | | <i>Pt</i> |
| <i>Dry Creek Rd</i> | Add bike lanes. | --Adding a dedicated bike lane would be perfect on this road. If there was some sort of barrier between the car lanes and bike lane, it would be much safer than riding when cars are parked all over the road. 08/04/2019 --I agree this is a popular for road cyclists so dedicated bike lanes are necessary | <i>Pt</i> |
| <i>Dry Creek Rd</i> | Add Route to Dry Creek and 89A. | I Agree 08/08/2019 | <i>Pt</i> |
| <i>Dry Creek Rd</i> | Add Route to Dry Creek Rd. and 89A | | <i>Pt</i> |
| <i>Dry Creek Rd</i> | Add routes to Bear trailhead. | | <i>Pt</i> |

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| Dry Creek Rd | Bike lane ends abruptly, no shoulder, traffic speeding, no place for bikes to go. | <p>--I agree 07/17/2019, --I Agree 07/18/2019</p> <p>--This area gets so much traffic between hikers, mountain bikers, road cyclists and keep tours it sure would be ideal if pedestrians and cyclists had a safe area on the road. Cars whipping past at 40mph can make for an uneasy environment for both motorist and people enjoying nature.</p> <p>--I Agree. The 1996 Trail Plan suggested a bike lane here. Signs saying "Share the Road" do not a bike lane make. Joggers, runners, Sedona Marathoners, and pedestrians would much rather doge bikes than cars racing to Enchantment.</p> <p>--I agree. A dedicated lane that has a barrier between the car lane and bike lane would be ideal.</p> <p>--Tourists go way to fast on this road! They consistently speed and create a dangerous environment. One of the best things that the City of Sedona do is to create Signage for Tourists to obey the traffic laws and generally be good guests. Usually there are 1 of 3 things that many tourists do: 1. Go 10-30 miles under the speed limit as they sightsee from the car 2. Go way too fast through our residential neighborhoods 3. Come to a complete stop on the road whilst they gawk at the Red Rocks. It would be great if the City and Chamber would invest money in Signage for Tourists to be better guests in our town.</p> | Pt |
| Dry Creek Rd | Enforce speed limit and noise ordinance. High volume road through a neighborhood yet traffic does not obey rules. | <p>--I Agree 07/17/2019, --I Agree 07/17/2019</p> <p>--Dry Creek Road needs a bike lane (at least) until mountain biking trails at Dry Creek Vista 07/17/2019</p> <p>--I agree. ATV rental owners should either be required only to rent vehicles conforming within the Sedona Noise Ordinance, or they should pay a tax to those residents subjected to their piercing roar.</p> <p>--I Agree. Or maybe the city/county needs to require these obnoxious ATV rentals to re-locate out-of-town to near Boynton Pass or to the Forest Road 525 entrance along 89A. That way, tourists can start their exciting "off road" adventure right away on the dirt roads that they find so exhilarating. Meanwhile the rest of us just use them as "roads".</p> <p>--ATV's should be eliminated in Sedona...period. They do not fit the once serene area known as Sedona. They are so loud and bring up so much dust even when they're on the dirt trails. A dedicated bike lane from 89A to Doe Mtn trail head (with places to lock bikes at all trail heads/parking lots) would be ideal.</p> <p>--I cannot imagine a legal way to ban ATVS from public roads, or require existing businesses to move outside of city limits. Can you imagine the lawsuits. Yes they can be irritating at times, but let's be realistic here.</p> <p>--I Disagree because it is not an access through private properties. No outlet.</p> | Pt |

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| Dry Creek Rd | Official trail connection through to dry creek would be awesome! | <p>--I Agree 07/17/2019, --I Agree 07/17/2019, --I Agree 07/17/2019, --I Agree 07/18/2019, --I Agree 07/22/2019</p> <p>--I Agree, biggest disconnect in trail system 07/26/2019</p> <p>--I Agree-totally. Would be a huge improvement. Might also decrease vehicle traffic with one more connection for mtn biking/hiking</p> <p>--I Disagree, there are only three or four remaining vacant parcels where such a trail could be put through. One is on the market now for 1.5 million. Better to have a general use bike lane on Dry Creek.</p> | Pt |
| Dry Creek Rd | This is the busiest tourist area. Parking on the roadside is very unsafe! Eliminate on parking on the road or build more parking away from the road. | <p>--Parking on the roadside is so unsafe (I think most park there to avoid the nominal Red Rock parking pass fee)...for other cars driving as parked ones pull out and even more so for bikers riding by. 08/04/2019</p> <p>--Increase and enforce higher Red Rock Pass fees for any parked cars.</p> <p>--Eliminate ATV usage on all paved roads and hiking/biking trails. Can still allow them on unpaved roads but required them to have mufflers for sound limitation. They are the exact opposite of what Sedona is all about - they are noisy, stinky, and tear up the environment.</p> | Pt |
| Dry Creek Rd | We need bike lanes to trails and places lock bikes at trailheads. | <p>--I agree with places to lock bikes at trailheads. 08/04/2019</p> <p>--I Agree 08/05/2019</p> | Pt |
| Dry Creek Rd | Path down Dry Creek between 89A and Long Canyon Road. A sidewalk would destroy the rural feeling of the road, but a decent path is needed for bikers, walkers, hikers, runners. | Not acceptable, Too close to private residence. 08/07/2019 | Ln |
| Dry Creek Rd | Safe place along side of road for bicycles, walkers and runners. | <p>--I Agree. Would love bike lanes down Dry Creek Rd to the dirt USFS Road 07/17/2019</p> <p>--I Agree 07/17/2019, --I Agree 08/02/2019</p> <p>--I Agree, or else take down the "Bike Friendly Community Signs" the irony of nearly getting run off the road by a Jeep tour in front of one of them is too intense. 07/17/2019</p> <p>--We need a bike/walking path down Dry Creek Road from 89A to Long Canyon Rd. The drivers there are more focused on the view than the road. Lots of ATVs which drive erratically and Jeeps which constantly pull on and off the road. Its unsafe now to bike/walk on the road because drivers aren't paying attention. People living in the communities along Dry Creek would bike/walk to town if it were safer.</p> <p>The parking area at the trailhead MUST be enlarged, and there's plenty of room between the road and the current parking lot. The road near the trailhead is a disaster. Vehicles parked on both sides. People leave their car doors open, blocking the road further. Kids/dogs running into the road. It's an accident waiting to happen. 07/26/2019</p> | Ln |

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| <i>Dry Creek Rd</i> | Safe place along side of road for bicycles, walkers and runners. | <i>Continued:</i> --A separate, multi-use path (not just a bike lane on the road) along this route is an important distinction, imperative if the goal is to encourage active transport as a legit alternative. In other words, this route is high priority and needs to be done well, a mediocre attempt would seem irresponsible in many respects...consider the trajectory of Devils Bridge popularity. Perhaps path could extend to Mescal TH 07/29/2019 --I Agree. Ped/bike lanes all along the paved road. 08/02/2019 --I would agree. The popularity of the Devil's Bridge trail needs to expand the current trailhead parking lot significantly. Things are getting as dangerous as the Slide Rock highway parking situation. If we can get all the cars parking off Dry Creek then we improve the safety for bicyclists and drivers. 08/10/2019 | <i>Ln</i> |
| <i>Dry Creek Rd</i> | Safe place to run, walk, or bicycle to get to popular trailheads. | --Totally agree. This is so overdue. 07/23/2019 --I Agree 07/26/2019 | <i>Ln</i> |
| <i>El Camino Grande</i> | Connection from Juniper Knolls to Arrow Pinon | | <i>Ln</i> |
| <i>El Camino-Old Post Trail</i> | Being able to legally connect to this trail system and have it be signed would be great. | | <i>Ln</i> |
| <i>Grasshopper Ln</i> | Lots of walkers/bikers already use Grasshopper Lane to bypass having to walk or ride up Coffee Pot Drive. | Yes, please make sure this stays or is marked as a biking/walking route. | <i>Pt</i> |
| <i>Gringo Rd</i> | It would be great to have a connection from the trail to Dry Creek | Gringo road is a private road / driveway. An access from Dry Creek makes sense. This is not the place to do it. 08/04/2019 | <i>Ln</i> |
| <i>Harmony</i> | the street is too busy to be considered for a sidewalk, plus people use the side of the road for parking cars or part of their driveway to park vehicles. My suggestion is if the plans of the city is to still consider a sidewalk from 89A to thunder mountain | | <i>Pt</i> |
| <i>Harmony</i> | Dangerously tight shoulders - people out walking/biking have to be in the road in order to access. Need sidewalk at least | | <i>Ln</i> |
| <i>Last Wagon</i> | Busy dog walking area. Many off leash, long leash, walking with back to traffic, with uncontrolled dogs. A dog could easily run in front of a moving bike causing an accident. Need better patrol of dog walkers in this entire area. Bikers are just trying to share the road. How about informational signs? | | <i>Pt</i> |
| <i>Linda Vista</i> | | --I Disagree. This is steep terrain 08/02/2019 --I Agree -connector is needed here 08/10/2019, --I Agree 08/10/2019, --I Agree 08/10/2019 | <i>Ln</i> |
| <i>Lizard Head Ln</i> | Perfect location to connect between existing trails south of Chimney Rock to Boynton Pass Road. The lot is even for sale! It will never be safe for building as SUV-sized boulders peel off the mountain regularly. | | <i>Pt</i> |
| <i>Lizardhead Trail</i> | This trail is extremely dangerous. I am an experienced hiker and have up there two times. It is too risky for the general public. | | <i>Pt</i> |

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| <i>Melody +</i> | North paths to keep you off 89a | --This would be a much more attractive 89A alternative for biking than having to ride further north to Thunder Mountain-Sanborn, which is also busier and would be more dangerous. 07/30/2019 --I Agree 08/10/2019 | <i>Ln</i> |
| <i>Moki</i> | Neighborhoods need sidewalks. Encourage private development of residential sidewalks if City can't afford it. | --I Disagree. Many residential areas in Sedona have single lane roads and no room for sidewalks. Be careful and enjoy the rural environment. It's cruel to place this unneeded burden on the homeowners or public. 07/17/2019 --I Disagree old subdivision | <i>Pt</i> |
| <i>Monte Verde South</i> | Monte Verde Dr is in terrible condition. Very rough, with large cracks and potholes. | --I Disagree 08/08/2019 --I Agree 08/10/2019, --I Agree 08/10/2019 --as one of few (only) thru routes it should be higher priority to improve for bikes 08/10/2019 | <i>Pt</i> |
| <i>Mt Shadows</i> | I would VERY much like to see a sidewalk up Mountain Shadows. There is a start of one but would be terrific if it could keep going. Traffic and fast drivers make the road unsafe for us dog walking people. | --I Agree 07/18/2019, --I Agree 07/18/2019 --I Agree. Walking down Coffee Pot is way more dangerous than skydiving. 08/02/2019 --I disagree 08/08/2019 | <i>Pt</i> |
| <i>Mt Shadows</i> | Tight nearly 180 right-hand turn from Mountain Shadows to Copper Canyon. Cars park just out of view. Dog walkers just out of sight. Pedestrians same. Many times there has been a surprise obstacle just as you round the turn. Need warning signs, markings, | I agree and I live off Copper Canyon. Maybe a stop sign is necessary for the right hand turn onto Copper Canyon. I too have been surprised many times driving by pedestrians, bicyclists at this sharp turn. Certainly Bike Path/Route signage would be necessary here too. | <i>Pt</i> |
| <i>Mt Shadows +</i> | 2 miles through pleasant residential area with connection to commercial corridor. Makes use of the areas around Posse Grounds Park. | --I Agree 07/18/2019, --I Agree 07/18/2019, --I Agree 08/10/2019, --I Agree 08/10/2019, --I Agree 08/10/2019, --I Agree 08/10/2019 --why not improve somehow a bike/walk route from Mt Shad. to park, signage, maybe stripes for bike/walk lane, etc. 08/10/2019 | <i>Ln</i> |
| <i>Navoti - White Bear</i> | Walking path to get to library | --Since there is not a bike lane on 89A from Dry Creek to Upper Red Rock Loop Rd it would be nice to have a way to get through that section and stay off the main hwy. If this could connect from Navoti to White Bear it would be a huge safety win! 07/23/2019 --I Agree. But the description just says walking path; be sure it's for biking as well as walking. 07/30/2019 | <i>Ln</i> |

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| <i>Northview</i> | No connection to get from one neighborhood to the other for bikes or pedestrians. | <p>--I Agree, would love to see a connection. 07/17/2019</p> <p>--I Agree, this is a problem throughout town. Too many neighborhoods are isolated loops. Need more routes for public safety (fire, etc.) and resident access to the rest of town. 07/17/2019</p> <p>--I Agree, a walking/bike path would be awesome.</p> <p>--It sure would be nice to have a connection across the south side neighborhoods for being to traverse town without having to deal with 89A</p> <p>--I Agree. I would love to see a walking path connecting Northview to Sunset. Absolute no on putting a road there. Thankfully that idea was squashed. But as a mother of two who lives on Ross, I would like to aew a walking connection to Sunset so I can walk my kids to the park instead of driving them all the way around.</p> <p>--I Agree. A pedestrian/bicycle path between neighborhoods would be great.</p> <p>--Our neighborhoods like our isolated loops. It's why we chose it. No more routes needed for public safety, that's a rouse created in response to strong pushback from residents. We don't want connector roads period... not for autos, biking nor walking.</p> | <i>Pt</i> |
| <i>Northview - Sunset</i> | Route to connect to Sunset park | <p>--I Disagree 07/30/2019</p> <p>--This proposal goes through private property 07/30/2019</p> <p>--This proposed route goes through private property 07/30/2019</p> <p>--I Agree. We need a WALKING/ BIKE ONLY path connecting Sunset to Northview</p> <p>--I Disagree. No connectors period!</p> | <i>Ln</i> |
| <i>Oak Creek Blvd/ Panorama</i> | Great neighborhood connector - need to make it legit | | <i>Pt</i> |
| <i>Panorama +</i> | Connect Sunset CFA with existing community centers without encouraging more vehicle traffic through neighborhoods. / Alternate connection to Sunset CFA. | <p>--I Agree, don't get excited about a new CFA that is going to be isolated and force more people drive between places... integrate the community with things other than 89A. 07/17/2019</p> <p>--I Disagree 07/20/2019</p> <p>--This would be an amazing connection for families to get to the park. Yes please! 07/23/2019</p> <p>--I Agree 08/05/2019</p> | <i>Ln</i> |
| <i>Panorama +</i> | To give people access from adjacent neighborhood to sunset park. Will also address the "camping" that been set up and used for years at the base of the church (<i>also #199</i>) | | <i>Ln</i> |
| <i>Posse Ground Park</i> | Love the little trail along the ridge - but- its not maintained, not signed well and has a few odd alignment/turns that are confusing, steep, and eroded. Please make some minor improvements and this is a fabulous little loop around the dog park | | <i>Pt</i> |

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| <i>Posse Ground Park</i> | The connetion near the park office to the neighborhood is too narrow. | --I Agree 07/17/2019, --I Agree 08/04/2019 --I don't necessarily agree with this comment. Sidewalks/bike paths can always be wider. It is at least 8' wide at this great neighborhood connector. I've never encountered a problem with pedestrians on my bike here and I live in the neighborhood and use this connector frequently with my kids to get to Posse Grounds, Soldiers Wash and Uptown. | <i>Pt</i> |
| <i>Posse Ground Park</i> | with bike park in, why not have a nice path up Posse Grounds so you can safely ride there without being in the road, esp since it is a park | | <i>Pt</i> |
| <i>Posse Ground Park</i> | Possible protected connector route from Soldiers Wash area to Posses Grounds and Sedona West Subdivision | | <i>Ln</i> |
| <i>Posse Ground Park</i> | Potential hike/bike route from Posse Grounds park to Soldiers Pass Road | | <i>Ln</i> |
| <i>Posse Ground Park, East of pool</i> | what a wonderful little picnic ramada and trail that no one ever uses because they don't know its here, to me this and the trail are the best parts of the park, beautiful, but kind of neglected | I agree this is a wonderful picnic spot and I come here often with my wife and kids since nobody seems to know about it. This is a great potential beginner MTB area (not currently developed) and is where I taught my kids how to ride the Sedona trail conditions. It needs to be connected with Carruth and Sunset Trails. Possibly a new trailhead location to hike/bike all the way to Soldier Wash trailhead and beyond? | <i>Pt</i> |
| <i>Posse Ground Park, road to pool</i> | This is terribly not safe for kids walking or biking up to the pool, make it safer for them please | | <i>Pt</i> |
| <i>Posse Ground Park/Carruth</i> | protected lane from traffic for bike and peds at 10 feet wide would be perfect here | | <i>Pt</i> |
| <i>Posse Ground Park/Zane Grey</i> | The new(er) link to neighborhood is great but it is ridiculous that it just weirdly ends. There really needs to be a nice wide (for bikes/walkers) curvy (no right angles) path from the neighborhood over to Soldiers Pass. This would serve neighbors going to the pool or dog park and thru-bikers trying to get across (part of) town. | | <i>Pt</i> |
| <i>Rodeo</i> | Complete the sidewalk and add a bike lane on Rodeo from Thunder Mountain to 89A | --I Agree 07/18/2019, --I Agree 08/01/2019 | <i>Ln</i> |
| <i>Sanborn</i> | protected lane from traffic for bike and peds at 10 feet wide would be perfect here | | <i>Pt</i> |
| <i>Sanborn</i> | protected lane from traffic for bike and peds at 10 feet wide would be perfect here | | <i>Pt</i> |
| <i>Sanborn</i> | Multi-use path | --I Agree, yes, totally! 07/17/2019 --I Agree 07/18/2019, --I Agree 08/10/2019 --We already have a beautiful sidewalk in Thunder mountain subdivision and do not need a bike route, thank you. 08/07/2019 --It is private land. You cannot force access through the peoples yards. Thunder Mountain and Dry Creek already have bike lanes/sidewalks for bikers/hikers. 08/07/2019 | <i>Ln</i> |

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| <i>Sanborn/Sunshine</i> | Steep hill with narrow road. Cars try and pass bikes going uphill, give bikes an alternate to riding in traffic. | --I Disagree. this is a route for a bike path and walking lane - seperate from cars 07/17/2019 --I Agree 07/17/2019, --I Agree 07/18/2019, --I Agree 07/18/2019, --I Agree 08/04/2019, --I Agree 08/04/2019, --I Agree --the tree at the intersection of sunshine and sanborn should be at least thinned if not removed to straighten out this intersection and make it safer | <i>Pt</i> |
| <i>Shelby - Old Post Trail</i> | Trail head needs better sign and kiosk at entrance. | --I Agree 07/26/2019 | <i>Ln</i> |
| <i>Shelby - Sunset</i> | behind the theaters would be a nice path close to 89a | --I Agree 07/22/2019, --I Agree 07/22/2019 | <i>Ln</i> |
| <i>Shelby/Stanley Steamer</i> | need real parking lot for the trail, plus better signs and way of getting to it | Not sure there is any available land for additional parking but it is one of my go to quick trail rides. There is signage on the trail but I agree additional signage along Sunset Dr. is necessary. 08/10/2019 | <i>Pt</i> |
| <i>Shelby/Stanley Steamer</i> | Need sign to Bandit trail | I Disagree 08/06/2019, I Disagree 08/08/2019 | <i>Pt</i> |
| <i>Soldiers Pass Rd</i> | Hikers or Bikers attempting to travel from Posse Ground to Soldiers Pass Trailhead abruptly have very minimal shoulder to use. Need a ped/bike lane from here to Soldiers Pass Trailhead | --I Agree 07/17/2019 --Yes, please extend the path instead of spitting you out right into traffic 07/23/2019 --I agree there should be a shoulder for pedestrian traffic. It is currently a major safety issue. Most pedestrian traffic is going to the Soldiers Pass TH, so a solution for most traffic would be to not extend the USFS trail system through our residential neighborhoods. | <i>Pt</i> |
| <i>Soldiers Pass Rd</i> | This path is great but not well maintained south of the dog park, and I've seen people walk on road because they don't know its here. It has so much potential if not neglected. why not continue it all the way up and down Soldiers Pass and through the park | | <i>Pt</i> |
| <i>Soldiers Pass Rd</i> | A sidewalk would be amazing to help relieve some of the traffic | --I Agree 07/22/2019, --This would be nice to have an improved bike lane on Soldiers Pass so that residents and tourists could walk/bike to 7 Pools instead of creating the current parking dilemma 07/23/2019 --Create a better bike/walk pathway on Soldiers Pass Road to the devils kitchen. Parking along the street is just dangerous for everyone. 07/30/2019 --Continue the walking path to Soldiers Pass trailhead. 07/30/2019 --Add walking path to Soldiers Pass Trailhead. Visitors are walking and parking on curvy streets. Keep them safe. 07/30/2019 --I Disagree 07/31/2019 | <i>Ln</i> |
| <i>Soldiers Pass Rd</i> | Possible protected pedestrian/bike route from Soldier Wash area to Soldiers Pass trailhead | | <i>Ln</i> |

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| <i>Soldiers Pass TH</i> | Volume of Jeep traffic makes it unsafe to hike at some times of the day. It's like walking on a highway where the cars have a tendency to slide sideways at you. | --I Disagree 07/17/2019, --I Disagree 08/09/19 The permit system is working great at reducing the safety and noise issues that used to be a problem. The hiking trail is separate from the Jeep trail. Jeep trail operators, who are the majority users of the Jeep trail are considerate and safety conscious. The bigger safety issue is cars with hikers trying to find a parking spot in the small trailhead parking area, not finding a spot, then having to turn around in a tight area with hikers walking through the same tight space. 07/26/2019 | <i>Pt</i> |
| <i>Sunset - Northview-Saddlerock</i> | Hoping to see use of the drainages in the area to be for multi-use path connections. It would be a huge improvement for neighborhood connections, improved drainages and would take away spaces that homeless use for urban camping. | --Connecting neighborhood streets will provide a helpful alternative to riding on congested 89A. If additional car traffic is a concern, size the connectors for pedestrians and bikes only. 07/17/2019 --I Agree, but would expand the concept to all the drainages throughout town. 07/17/2019 --I Agree 07/19/2019 --Neighborhood Busting! Sedona residents/neighbors impacted have spoken loudly, we do not want these connector roads South of 89A! They would make our walk/bikable neighborhoods unsafe, increase traffic, crime, reduce property values, hurt wildlife and enviro. City poorly maintains the roads it already has. Cities across America are trying to solve the problem of traffic on connector roads created by navigational apps, yet City wants to invite the problem into our quiet, safe neighborhoods not designed for the use. Once it's broken it can't be fixed. Our neighborhood's CC&Rs allow for single family homes only-no roads or paths. We don't want random strangers, tourists & homeless roaming our neighborhood. It's problematic for city to make decisions based on input from this app by people who aren't residents. Problematic that the main demographic of the city doesn't understand how to use this technology and it's not ADA compliant or friendly for the visually impaired. Irresponsible. 07/20/2019 | <i>Ln</i> |
| <i>Sunset - Northview-Saddlerock</i> | Hoping to see use of the drainages in the area to be for multi-use path connections. It would be a huge improvement for neighborhood connections, improved drainages and would take away spaces that homeless use for urban camping. | <i>Continued</i> --This would be an amazing connection for families to get to the park. Yes please! 07/23/2019 --I can't tell you how big of an asset this would be for the Grasshopper Flats community to be able to access the park without having to go to 89A. 07/23/2019 --I agree! Connecting neighborhoods via walk and bike trails is a great idea and helps to foster community as well as a healthy city. Also recommend to keep these narrow and in keeping with the surrounding vegetation. 07/23/2019 | <i>Ln</i> |
| <i>Sunset Dr/ North Rd</i> | Need sign directing you to Sunset Trail | --I Disagree 08/08/2019 --I Agree 08/10/2019, --I Agree 08/10/2019, --I Agree 08/10/2019 --trail and just getting to it needs to be improved 08/10/2019 | <i>Pt</i> |
| <i>Sunset Park</i> | Absolutely LOVE this new path through the park - big improvement for this little park - thank you! Need more of this type of path around town. | | <i>Pt</i> |

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| <i>Tabletop Rd - Blue Jay Dr</i> | Connect Table Top Rd. To neighborhoods farther east. Need to avoid 89A. | I Disagree We already have hiker trespassing, looking in our windows and pissing off the dogs. I don't want to have to fence myself in! But I would if I have to 08/15/2019 | <i>Ln</i> |
| <i>Tabletop Rd - Golden Eagle</i> | | --I Disagree. This is private property. Trespassing would not be permitted under Law. Free for all Biking or Hiking across privately owned property is a ridiculous idea.... 08/04/2019 --agree, because of all the private land is exactly why a legal public route is needed 08/10/2019 --This seems designed to just piss off anyone who has a private residence. You should really put out something that show all the private yards you intend to trespass through. Looks like your just creating trouble 08/15/2019 | <i>Ln</i> |
| <i>Tabletop Rd - Stanley Steamer</i> | | --I Agree - connections like this are needed on this side of 89a 08/10/2019 --I disagree --I don't want strangers on foot or on bikes crossing my garden and pissing off my large unfriendly dog. What is Sedona thinking? 08/15/2019 | <i>Ln</i> |
| <i>Thunder Mt Rd</i> | Great start of a per/bike path separate from the road. Speed needs to be enforced, and public will benefit if it connects to other well designed ped and bike ways to connect neighborhoods and businesses. | | <i>Pt</i> |
| <i>Thunder Mt Rd</i> | Vehicle speeds through neighborhood do not reflect posted signs nor the fact this is signed as a "Bike Route". | --I Agree 07/17/2019, --I Agree 08/05/2019 --I Disagree 07/18/2019 --this is already a well known and used bike trail. 07/18/2019 | <i>Pt</i> |
| <i>Thunder Mt Rd</i> | End of Raven Rd blocked off by wall and gate. | Easy access to/from Thunder Mountain if there was no gate/wall here | <i>Ln</i> |
| <i>Thunderbird Dr</i> | Need alternate to 89. I can get from Sunset to here then I'm forced to cross 89 here and it doesn't even have a cross street so then I am forced onto 89 until Southwest | | <i>Pt</i> |
| <i>Topkie</i> | A bike path cross tie in this area that would allow bikes to avoid the Dry Creek-89A intersection would be a nice, inexpensive route to connect Dry Creek road with 89A southbound. | | <i>Pt</i> |
| <i>Upper Red Rock Loop Rd</i> | Bike and pedestrian crossing Oak Creek | | <i>Pt</i> |
| <i>Upper Red Rock Loop Rd</i> | Share the road signs!!!! So much tourist traffic has made this road dangerous and theres NO shoulder or bike lane and this is a popular road bike ride. | I Agree 08/08/2019 | <i>Pt</i> |
| <i>W 89A</i> | Density restrictions discourage walk-able development. Encourage businesses to develop closer to each other to reduce the amount of short car hop trips between them. | --I Agree 07/17/2019, --I Agree 07/17/2019, --I Agree 07/22/2019 --I Disagree 08/08/2019 | <i>Pt</i> |
| <i>W 89A</i> | protected lane from traffic for bike and peds | | <i>Pt</i> |

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| <i>W 89A</i> | Riding a bike on 89A, anywhere from the Hospital to Uptown, is extremely dangerous. The bike lane is too narrow. That forces cyclists onto the sidewalk, even in the wrong direction, because crossing 89A is also difficult. Adding parallel routes on side streets is a great idea, but there will still be cyclists on 89A. | I Disagree 08/08/2019 | <i>Pt</i> |
| <i>W 89A</i> | Very dangerous for walkers, bikers, and cars - no sidewalks and no shoulder | | <i>Pt</i> |
| <i>W 89A</i> | We need safe bike lanes that are well marked. | I Agree 08/05/2019 | <i>Pt</i> |
| <i>W 89A</i> | We need safe bike lanes. | I Agree 08/05/2019 | <i>Pt</i> |
| <i>W 89A</i> | I ride my bike from my house to the gym once every other day and have almost been hit 1-2 times each week I have no idea what needs to happen to make people more aware but I think there needs to be a hybrid sidewalk bike path or larger it truly is a problem and i no longer enjoy riding my bike and absolutely do not feel safe riding my bike in this town at all. it isn't worth the risk. | | <i>Ln</i> |
| <i>W 89A</i> | we need for the the locals to be able to bypass the highway going to the high school and connecting the neighborhoods - less traffic for bikes and walkers and an alternative walking or biking route to Safeway than walking or biking on the highway. | --I Agree 08/02/2019 --I Agree. Looks like a great direct route off the highway. I'm familiar with Flagstaff's Urban Trail system and find it very usable, non intrusive as it goes through neighborhoods. 08/10/2019 --A highway bypass would be great. 08/11/2019 --I Disagree 08/15/2019 | <i>Ln</i> |
| <i>W 89A at Sedona Real</i> | Extremely long turn lane down this hill leads cars to drive indecisively in the bike lane. Creates hazard for cyclists trying to maintain momentum up the small hill at the McD's. | --I Agree 07/18/2019, --I Agree 08/05/2019 --I Disagree 08/08/2019 | <i>Pt</i> |
| <i>W 89A at Whole Foods</i> | I wish there was a safer way to enter this shopping plaza on foot. | --I Agree, the sidewalk just ends and you are fending for yourself with all the cars. 07/17/2019 --I Agree 07/17/2019 --I Agree. What if instead of building massive parking lots in front of all our buildings we could encourage pedestrian access to businesses. | <i>Pt</i> |
| <i>W 89A, Coffee Pot to Airport</i> | It would be great if the sidewalk was improved | I Agree 07/17/2019 | <i>Ln</i> |

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| <i>W 89A, Cultural Park to Dry Creek</i> | Can we have a biking and walking path to get to the high school? The bike lane just ends and cars are going too fast. Maybe make it so we can bike on the sidewalk? | --This route would necessitate coordination with ADOT and their budget, and it would not be as safe as leaving 89A at Calle del Sol, connecting immediately onto Navoti and taking that all the way to Cultural Park. That route already exists and is on 25 mph residential streets that have sidewalks and do not need additional bike lane striping. 07/30/2019 --why not a wide path like on 179 (widen sidewalk) for bikes/walkers 08/10/2019 --I Agree 08/10/2019, --I Agree 08/10/2019 --The bike path along 89A is not wide enough for protection. Move landscape from road edge for visibility, create bike, pedestrian lanes on raised pathway protected from traffic by barrier where possible. As it is, riding on the HS from dry creek along the sidewalk feels safer. 08/10/2019 | <i>Ln</i> |
| <i>W 89A/Andante</i> | not safe road or intersection for bikes | | <i>Pt</i> |
| <i>W 89A/Calle del Sol</i> | Bike lane begins and ends unsafely. | --I Agree 07/30/2019, --I Agree 08/05/2019, --I Agree 08/08/2019 | <i>Pt</i> |
| <i>W 89A/Inspirational</i> | no place to cross | --I Agree, there needs to be a pedestrian crossing between northview and Soldiers Pass. It is a long distance between these two intersection, and many already try to dangerously cross the highway regardless. 07/31/2019 --I Disagree | <i>Pt</i> |
| <i>W 89A/Posse Ground</i> | As one of few lights for safe crossing of 89, on a bike I have to ride behind restaurant thru parking lot to get to right - thats not very safe. Stupid that one of the few lights just dumps you into this hotel/restaurant. | | <i>Pt</i> |
| <i>W 89A/Southwest</i> | another place to cross | All bike lanes have small cinders and trash, its like the street sweep sweeps all glass, cinders and trash into the bike lanes which is insanely dangerous! 07/30/2019 | <i>Pt</i> |
| <i>W 89A/Deer Trail</i> | Need a safe way for pedestrians to cross 89A. Signalized intersections are too far apart throughout West Sedona. | --I Agree 07/17/2019, --I Agree 07/19/2019, --I Agree 07/22/2019, --I Agree 08/08/2019 --Needs a separate lane from the road. I've almost been hit several times. 07/17/2019 | <i>Pt</i> |
| <i>Whippet</i> | protected lane from traffic for bike and peds | | <i>Pt</i> |
| <i>Whippet+</i> | Sedona needs a viable bike alternative to 89A. It is plainly too dangerous 9 months out of the year. | --I Agree, but try too dangerous 12 months out of the year. 07/17/2019 --I Disagree, don't ruin our quiet, safe neighborhoods - not to mention all the environment it will pave over, impacting our waterways and wildlife. 07/20/2019 --I Agree 08/10/2019 | <i>Ln</i> |
| <i>Yavapai + Yule</i> | we need a good path along the North close to 89a! {Great} | --PLEASE make this connection legitimate for neighbors to cross into the other area of this neighborhood. --This neighborhood doesn't want other neighborhoods and strangers coming through. Leave your traffic, tourists, trash and crime on 89A or the trails. Sedona stop the madness. No one even understands how to use this tool. And this tool should be restricted to full-time residents only, not open to the world to comment. Don't destroy our quality of life for the benefit of a few who don't even reside here. --To the naysayer - I live here and that's not a very neighborly attitude, that kind of attitude is what ruins a community's 'quality of life' | <i>Ln</i> <i>Pt</i> |

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| Yule | Connecting this short section between Yule and Panorama will provide neighborhood access for Birch and Willow to Sunset Park and other newly proposed trails. For years, residents have created a small footpath here to walk their dogs (and themselves), so this is an ideal and much needed trail for neighborhood connection. The more variety we have in talking walks/bikes the more fun and opportunity we have to meet our neighbors. | --I Agree, I walk this path every day, sometimes twice a day. It would be great to make it permanent and horrible to lose this path due to housing construction. 07/20/2019 --Yes! This path (between lots) is used all the time and would be terrible to lose due to future home construction. Please add. 07/23/2019 --I Agree 07/23/2019, --I Agree 07/23/2019 | Ln |
| Zane Grey | Getting to Zane Grey from the park/school needs to be better signed for better utilization. | Agreed additional Bike Path signage is necessary here. | Pt |
| Zane Grey | Need bikeway signage here to promote the route. It can be confusing until you hit Sanborn. | Agreed additional Bike Path signage is necessary. | Pt |
| | we need ped crossings all over town | I Disagree 08/08/2019 | Pt |
| | Multi use path like a greenbelt for bikes, skateboards, walking, roller skating etc. | -- I Disagree, terrible idea 07/20/2019 --I Agree. I'd love to have a way to ride my bike to Posse Grounds and the school through residential areas without having to go down 89a 07/22/2019 --Great idea! Having a safe parallel walk/bike path to 89a is needed. I would love to ride my bike to get groceries and to access other parks & neighborhoods to avoid driving. Doesn't have to be super wide - keep it small, green and safe for neighboring properties. Would be great for people rehabilitating from injuries to walk as well. 07/23/2019 --This is a great idea. Currently the sidewalk just ends on Thunder Mountain and you have to fend for yourself against the cars! 07/23/2019 --I Agree 08/02/2019 --Yes to Green belt starting at Thunder Mountain trailhead to the posse grounds. Green belt needs to be organic fruit trees to feed our community! No spraying chemicals like we have seen the City do! 08/07/2019 | Ln |

| Street/ Location | Original Comment/Initial Description | Additional Comment {Type: Point or Line Comment} | Type |
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| <i>Apache Trail (road)/USFS</i> | This is an important wildlife trail that needs to be preserved for the wildlife who are struggling in their habitat in the entire Soldiers Wash area. Also this abuts too closely to a private development/private property where there is already a problem with trespassing. | --I Agree. Proper access and parking should established 07/19/2019 --I Agree 07/19/2019 --I Disagree 07/23/2019 --I would prefer this be legitimized for the neighbors to use so we don't have to trespass. 07/23/2019 | <i>Pt</i> |
| <i>Apple Ave</i> | No bike racks in Uptown? Why aren't businesses encouraged to support bike and pedestrian customers, why do they all have such big parking lots? | --I Disagree.The Uptown terrain is very hilly and steep in areas. Recreational or shopping by bicycle would be quite an endeavor. Also, treacherous with all the tourist and pass through traffic. Not a good idea. 07/17/2019 --I Agree --I agree that there should be a few bike racks in Uptown. Each bike (or group of bikes) ridden is a car not driven into this congested area, so this should be encouraged and supported. --I agree that bike racks in uptown would be great. A lot of tourists rent bicycles (and locals have them, too). --I disagree that there are too many parking lots; there is a problem with parking now and taking away spots is a bit silly. But having bike racks is a great idea and might help employees greatly. | <i>Pt</i> |
| <i>Bear Wallow</i> | Wouldn't it be interesting to have a parking lot off Schnebly Hill with a pedestrian path across the creek and up to Uptown to relieve some of the traffic backing up at the Tlaquepaque pedestrain crossing and down 179? This would allow some of that traffic to veer off at the circle to park and relieve some of the congestion at the Y. | Interesting idea to offload traffic from Uptown and provide a short but scenic walk 08/06/2019 | <i>Ln</i> |
| <i>Blackhawk Ln - 179</i> | Provide pedestrian and bike access into central Sedona via Brewer Rd., bypassing the most congested sections of 179 and 89A. The bridge would provide a rare opportunity to cross Oak Creek and give an alternate route between the 179 commercial stretch and Airport Mesa trail. | --I Agree 07/17/2019, --I Agree 07/23/2019, --I Agree 07/31/2019 --This would be incredible, especially traveling towards 179 since Brewer is mostly down hill. 07/23/2019 | <i>Ln</i> |
| <i>Brewer - Portal Ln</i> | When there is a City Part it would be really nice to have a path to connect to Los Ab and Tlaquepaque to help promote walking from the park to the shops and restaurants that is not on the road by cars. | I Agree 08/10/2019 | <i>Ln</i> |
| <i>Brewer Rd</i> | Road is narrow and busy with no pedestrian / bike lane | --Path under 89A would give access to trail system from neighborhood. Even better if there was parking nearby. 06/19/2019 --I Agree 07/17/2019, --I Agree 07/17/2019, --I Agree 07/17/2019, --I Agree 07/18/2019, --I Agree by 08/05/2019 | <i>Pt</i> |
| <i>Brewer Rd</i> | protected lane from traffic for bike and peds | | <i>Pt</i> |

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| <i>Brewer Rd</i> | Needs sidewalk along length of Brewer Road. Very heavily traveled by pedestrians now that Brewer Road has so many short term rentals, and cars fly around the curves. There is currently not even a shoulder to walk on. There is going to be a fatal accident on this stretch if a pedestrian path is not added | --I Agree 08/05/2019 --I Disagree 08/08/2019 | <i>Pt</i> |
| <i>Brewer Rd</i> | It is very difficult to walk or ride to this trail head, Brewer Rd. is narrow and could use improvement | | <i>Ln</i> |
| <i>Brewer Trail</i> | Very dangerous trail. Bikes have no control flying down the hill. Close to all but hikers. | I Disagree 08/08/2019 | <i>Pt</i> |
| <i>Brewer Trail</i> | Keep the great mountain bike trail, Add a 10' wide bike path and ped path | I disagree. Trail is very steep and bikers have no control. More than once I have had to fling myself off the trail to avoid being run over. The Biker's recommendation for a second ped path will not work. There is no room. This is a beautiful trail with beautiful views. Why ruin such a gorgeous natural environment for a thrill trail? Put the thrill trails in an environment that is not so popular with hikers. This would be safer for everyone, and healthy for the natural environment. | <i>Pt</i> |
| <i>Burrus Ln</i> | let's have a neighborhood connector over to Huckaby here. | I Agree 07/26/2019 | <i>Ln</i> |
| <i>Forest Rd</i> | Great place for a separate ped/bikeway along new connector to access uptown safely! | --I Agree. Rather than adding this later (and having it be more expensive), be sure to include pedestrian and bike paths down on this new connector road. --It is my understanding there will be an 8' wide multi use sidewalk along one side of the new Forest Road extension/connector to 89A. I agree this would be a nice beginning connection in Uptown to some protected bike/walk path paralleling Cooks Hill along the north side of 89A. | <i>Pt</i> |
| <i>Forest Rd</i> | Multi-use path along future Forest Road connector. Opportunity to connect a potential improved/separated bikeway West as well as something to the proposed site for a public transit hub. | | <i>Ln</i> |
| <i>Forest Rd</i> | Multi-use bypass for roundabouts. Divert bikes and pedestrians partially away from the situation that is the roundabouts. | Anyway to bike commute to Uptown without having to go through the Y roundabouts would be amazing! 07/23/2019 | <i>Ln</i> |
| <i>Jordan Rd</i> | Open blocked off parking area at Jim Thompson trailhead. Parking is often tight and this would double the spaces. | I Agree 08/09/2019 | <i>Pt</i> |
| <i>Jordan Rd</i> | Allow alternate access to Jordan Trailhead, create consistent sidewalks and/or bike lane all the way out to reduce cars and traffic through neighborhoods. | -- I Agree 07/18/2019, --I Agree 07/26/2019, --I Agree 07/30/2019 --absolutely agree. if not alternate access, just improve Jordan for walking/biking 08/10/2019 | <i>Ln</i> |
| <i>Jordan Rd/ Historical Park</i> | Sidewalk abruptly ends, pedestrians are forced into the street on their way to Jordan Trailhead from Uptown. | --I Agree 07/17/2019, --I Agree 07/18/2019, --I Agree 07/18/2019 | <i>Pt</i> |
| <i>Jordan Rd/ Schnebly</i> | Road narrows and forces bikes into traffic on an uphill section. | --I Agree 07/18/2019 --I Disagree 08/04/2019, --I Disagree 08/04/2019 | <i>Pt</i> |

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| <i>Jordan Trail</i> | Alternate Connection from W. Sedona to Uptown. Not Cook's Hill / 89A death trap. | --I Agree 07/18/2019 --I Disagree. I think a better approach that does not push more traffic through the residential neighborhoods would be to build a connector at Moonlight Dr. to Manzanita Trail (or possibly connecting to the new Forest Road extension). 07/26/2019 --I agree, but connect to forest road, not residential street. 07/30/2019 --Need a connection across Soldier's Wash that isn't 89A for bikes and pedestrians. Either that or enforce the traffic laws on Cook's Hill. | <i>Ln</i> |
| <i>Manzanita Dr - Trail</i> | Can we legitimize this connector? | | <i>Ln</i> |
| <i>Mt View Rd</i> | Add sidewalk on NW side of Mountain View to connect existing sidewalk/landing pad. As is, people walk in the middle of the road. | I Agree 08/10/2019 | <i>Ln</i> |
| <i>N 89A/ Forest Rd</i> | Need a bike friendly exit from Uptown. Cars do not respect speed limits or bike users in normal traffic lanes. | --I Agree 07/17/2019, --I Agree 07/18/2019, --I Agree 07/19/2019 --I Disagree 08/02/2019 --I Agree. With the Forest Road connector from Uptown to Cook's Hill there should also be a bike and hike trail please. | <i>Pt</i> |
| <i>Navahopi - N 89A</i> | Alternate neighborhood connection between Soldier's Wash trails and Canyon recreation areas. | I couldn't agree more. People use this trail to access the creek through the tunnel underneath 89A. It would be great if this was made official. 07/23/2019 | <i>Ln</i> |
| <i>Newcastle - Copper Cliffs</i> | It would be awesome to make connectivity between these neighborhoods. | This would be an alternative to the suggested route just south of here. 08/06/2019 | <i>Ln</i> |
| <i>Oak Creek</i> | | --I Agree 07/26/2019, --I Agree 08/10/2019, --I Agree 08/11/2019 --It would be a treasure if Sedona could create a pathway along Oak Creek. 07/26/2019 --Create a bikeway and pathway along Oak Creek Canyon. I implore The City of Sedona to work with ADOT to stop this public safety nightmare that happens every single day. Tourists walk in the highway all the time. Someone is going to get killed by a car. Create a safe place for tourists or ban foot traffic on 89A in the canyon. The current state is truly insane. 08/11/2019 | <i>Ln</i> |
| <i>Prochnow Rd - Portal Ln - 179</i> | I understand that this path goes through Los Abrigados, but if there was some way to communicate to them how much it would mean to the Brewer Rd Community to be able to access Tlaquepaque and Hillside without walking on the road, it was just wonderful when there was pedestrian access at that location. | I Agree 08/10/2019 | <i>Ln</i> |
| <i>Ranger - Brewer</i> | This is a very frequented but dangerous section of road for pedestrians and cyclist it needs a dedicated bike lane. Thank you! | | <i>Ln</i> |
| <i>Schnebly Hill Rd</i> | Need a sidewalk on Schnebly Hill Rd to Huckably trailhead. It is very unsafe to walk on the road. | I Agree. At night, many people are on the roadway and it's quite dangerous. 08/09/2019 | <i>Pt</i> |
| <i>Schnebly Hill Rd</i> | It would be great to have a pathway next to this roadway to get pedestrians and bicyclists to and from the trailhead. | --I Agree 08/10/2019, --I Agree 08/10/2019 --especially unsafe to ride up to Huckaby, I don't think walkers dare to attempt it 08/10/2019 | <i>Ln</i> |

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| <i>St John Vianney - Adobe Jack Trails</i> | Potential public private partnership parking lot at St John Vianney with connected trail into AJ to alleviate parking situation at Soldiers Pass. Close SP parking lot altogether to appease neighborhood and alleviate cluster@#\$ parking. | --I Agree 07/26/2019, --I Agree 08/10/2019, --I Agree 08/10/2019, --I Agree 08/10/2019 --Great idea, hope church would consider it. what a waste of a big parking lot that sits empty, why not share it and help solve a huge problem of lack of parking to access AJ trails 08/10/2019 | <i>Ln</i> |
| <i>Van Deren - Wilson - Mesquite</i> | Sidewalks for peds/people parking on these streets/this area that connect to the sidewalk on Jordan via Mesquite. Restrict parking to one side of the street only (same side as proposed sidewalk) on both Van Deren St and Wilson. Make Wilson a one way (southbound) street. Keep Smith a two way "slow street" for bike/vehicle traffic with no parking allowed between Forest & Mesquite. | --I Agree 07/29/2019, --I Agree 08/10/2019 | <i>Ln</i> |
| <i>W 89A Cooks Hill</i> | Wider multi use path connecting Uptown and West Sedona. Right now this route feels unsafe and gets little use. | --I Agree. It more than feels unsafe: Cook's Hill is actively dangerous to ride on as a biker. The thrill of taking one's life in their hands wears out if you do it on your daily commute... 07/17/2019 --Agreed. Make this more appealing : wider, benches, etc. 07/23/2019 --I Agree. Completely separated multi-use path, paved or well-packed for bikes, jogger, stroller, walkers alongside 89a from airport road to the Y is one of the single biggest improvements that could be made to make Sedona more connected. 08/05/2019 | <i>Ln</i> |
| <i>W 89A Cooks Hill</i> | We need parallel E-W routes to take traffic off of 89A | I Agree 08/10/2019 | <i>Ln</i> |
| <i>W 89A Cooks Hill</i> | Tree is hanging in the trail | | <i>Pt</i> |
| <i>W 89A Cooks Hill</i> | Through traffic speeds and Mariposa access endangers uphill bikers and pedestrians on the north side of the road. | --I Agree 07/17/2019 --I Disagree. Wear bright and/or reflective clothing and be visible. Ride on the sidewalk if you are worried about your safety. Don't shut down traffic!!! 07/17/2019 --I Agree, riding on the sidewalk is not only illegal, but unsafe --I Disagree. Wear bright and/or reflective clothing and be visible. riding on the sidewalk endangers the walkers, is illegal and that is the reason bike lanes are marked on the roadway --I Agree that people love to speed through this area. Suggest lowering speed to 35, like elsewhere through town. Not sure that Mariposa adds danger to this. Suggest adding turn lane for Les Springs, as well (Like Rolling Hills has.) The new hotel that's going up West of Mariposa also suggests that the speed limit should drop through here. | <i>Pt</i> |
| <i>W 89A Cooks Hill</i> | protected lane from traffic for bike and peds always increases use in all studies | | <i>Pt</i> |
| <i>W 89A Cooks Hill</i> | Possible protected hike/bike route through the forest to connect the multi use sidewalk of the Forest Road extension to up/down Cooks Hill to West Sedona and other bike/pedestrian connectors. | | <i>Ln</i> |
| <i>W 89A Cooks Hill</i> | Need break in curb after Post Office to get in bike lane | | <i>Pt</i> |

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| <p>W 89A Cooks Hill</p> | <p>I haven't tried to ride from W Sedona to Uptown because I'm afraid to ride 1) down Cooks Hill and 2) thru the roundabouts. any alternative?</p> | | <p>Pt</p> |
| <p>W 89A Cooks Hill</p> | <p>Grand Central Trail to Coldwell Banker parking lot via Soldiers Wash. Pass under 89A through existing drainage pipes.</p> | <p>--This will help allow bikes to avoid 89A at a point where speeds can be fast and congestion often occurs. 07/17/2019 --I Agree 07/18/2019 --All bikers use the Brewer Rd cut through so this would help reduce conflicts at the first roundabout 07/23/2019 --I Agree, having this signed and legitimate would be a huge benefit for connectivity. 07/23/2019 --thinking long term, it's a nice bike/ped connection/opportunity with the (proposed) public transit hub. 07/29/2019 --I Agree. A must! 08/05/2019</p> | <p>Ln</p> |
| <p>W 89A Cooks Hill</p> | <p>Feels unsafe in bike lane going down cook's hill</p> | <p>The higher speed of cars and bikes down this hill make it a dangerous area, and then the bike lane disappears as you approach the often busy traffic circle. 07/24/2019 I Agree 07/30/2019, I Agree 08/05/2019</p> | <p>Pt</p> |
| <p>W 89A Cooks Hill</p> | <p>Cars drive (and park) in bike lanes, break speed limits, and disregard other users safety. Need to either get bike and pedestrian traffic away from 89A on Cook's Hill or slow down and break up traffic flow.</p> | <p>I Agree 07/17/2019, I Agree 07/17/2019, I Agree 07/18/2019, I Agree 07/30/2019</p> | <p>Pt</p> |
| <p>W 89A Cooks Hill</p> | <p>Add trail signage. The USFS has an entry point onto the Soldier's Wash trail system right here, only a few hundred yards from the roundabouts. However, there is no signage for Sedona guests to find the trail entrance. This is one ideal way to take pressure off the Soldier's Pass TH and allow Uptown hotel guests to leave their cars in the hotel parking lot and easily walk to the trail head.</p> | <p>I would agree that additional trail signage is necessary here. I do also agree it would be more greatly utilized by tourists staying in Uptown to walk to a hike rather than drive/park to the Adobe Jack, Soldiers Wash and even Jordan and Tea Cup trail heads. Good suggestion.</p> | <p>Pt</p> |
| <p>W 89A/Brewer</p> | <p>No safe bike route through roundabouts along 89A.</p> | <p>--I Agree 07/17/2019, --I Agree 07/18/2019, --I Agree 07/31/2019, --I Agree 8/05/2019, --I Agree 08/05/2019 --I agree. Cars are so focused on just getting into and out of the roundabouts that pedestrian and bikers are at risk crossing, and biking through is always sketchy. 07/26/2019</p> | <p>Pt</p> |

| Street/ Location | Original Comment/Initial Description | Additional Comment {Type: Point or Line Comment} | Type |
|---------------------|--|---|------|
| 179 | Cars drive in bike lanes and over speed limit between Sedona and the Village. Protect one of the few potentially bike friendly routes we have. | <p>--I Agree 07/17/2019</p> <p>--I Disagree. It is unfair to make accusations of drivers in this area. There is bike lane and if you are visible to the cars I've noticed they make every effort to give bikes the room they need.</p> <p>07/17/2019</p> <p>--I Agree People would utilize the 179 bike lane so much more if it was protected. There is no way it will ever be safe given average car speed between uptown and VOC. It would be a beautiful and well-used route, but currently it is only safe a low-traffic times.</p> <p>--I Agree. Cars drive in the bike lane all the time. It scares me to ride that route. Also cars often fail to yield going into the roundabouts when the bike lane merges with the car lane just prior to the roundabout. We need better signage and rumble strips</p> | Pt |
| 179 | Cars drive in bike lanes and over speed limit between Sedona and the Village. Protect one of the few potentially bike friendly routes we have. | <p><i>Continued:</i></p> <p>--I would like to see a paved multi-use trail through here for runners, walkers, cyclists, and families. I'm afraid to ride the highway here on my bike.</p> <p>--I Agree - I would also love to see a multi-use trail the length of 179 between VOC and Sedona. If it were available, I think more people would use it and it would potentially cut down on car traffic</p> <p>--Having a few "share the road" signs along 179, starting at the VOC and all the way to the 'Y' could help remind drivers about staying in their lane. Also more surveillance of speeding might slow folks down. And placing one of those electronic signs showing "your speed" vs the speed limit in the section were people frequently reach 50+mph, between VOC and Indian Cliffs.</p> | Pt |
| 179 | Cars drive in bike lanes and over speed limit between Sedona and the Village. Protect one of the few potentially bike friendly routes we have. | <p><i>Continued:</i></p> <p>--I am afraid to ride on 179 from VOC to Y after witnessing speeds and caution of people driving this stretch. The "bike lane" just gives the car driver more space to swerve as they're taking in views and/or texting. A dedicated lane with some separation from the driving lanes is needed...some pylons, rumble strips or some type of curb separating the lanes is needed to make it safe for though who want to use the "bike lane".</p> <p>--I Agree. It is clear that the bike lane from The Village to Sedona is grossly underused. I suspect it is not because there are a lack of hikers or bikers. I imagine it is because the infrastructure of the bike lane is not very appealing. I love love love the idea of a multi-use trail from the Village to Sedona. It would be great to have a trail (not pavement) for residents and visitors to use and enjoy. Better signage on the roads would be awesome. Could we have some signage that would educate visitors on how to be good guests?</p> | Pt |

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| 179 | A dedicated bike lane with a barrier between bikes and cars along 179 would be appreciated. My wife and I were hit in the 179 bike lane last year. | I Disagree. Perhaps better signage and painted roadways noting bike paths. 08/09/2019 | Pt |
| Chapel Rd | This is a dangerous road without a sidewalk. Tourists walk in the road. Segways travel at slow speeds down road (double yellow line, no passing). Please put in a sidewalk. | | Ln |
| Chapel Rd | There are bare ground "parking" spots on the side of Chapel Rd. When it rains they turn into mud pits. The city should either post them as no parking or put gravel down. | | Pt |
| Chavez Ranch Rd - Cathedral Rock Trl (road) | A bike path/foot bridge connecting Chavez Ranch Road across Oak Creek would provide a nice in-town loop when used in conjunction with the Red Rock loop, 89A and 179, or other existing trails. | Pedestrian and bike access from Oak Creek Cliffs Dr to Chavez Ranch Road. Sedona has too many dead end roads and subdivisions that lead nowhere. [#236] | Ln |
| Margs Draw Trail | This is already a narrow and beautiful HIKING TRAIL. There are plenty of designated bike trails throughout Sedona. Please don't congest this area!!!! | | Pt |
| Margs Draw Trail | This is a wilderness area and one of the few remaining trail areas without bikes. Please leave it alone. | --I agree 08/04/2019, --I Agree 08/09/2019 --I would generally agree with this sentiment, however, this is truly a safety issue with bikers having to ride the busy hwy 179. Perhaps the USFS can leave the current trail hikers only and add a separate bikers only trail. | Pt |
| Margs Draw Trail | Marg's Draw is over used. This trail is in wilderness yet social trails proliferate from Marg's Draw. I have seen as many as three busses drop hundreds of inexperienced hikers at Sombart Lane without guides and pick them up on Schnebly Hill Road. | | Pt |
| Morgan Rd | ATV traffic on Morgan Road is a serious problem for the neighborhood. ATVs also negatively impact the Broken Arrow trails. Sedona needs to restrict ATVs within the city limits. There are too many. They are too noisy. They stink. And very few businesses benefit from them. | --I Agree 100% with everything the initial comment says. 08/04/2019 --The ATV's should be outlawed. They are a horrible degradation of our town. The noise pollution kills any sense of peace that we have. 08/06/2019 | Pt |
| Pine Knolls Dr | Add Car Parking | --I Agree, More parking for this area would be helpful. 07/30/2019 --I Disagree. We need few cars on the road and adding more parking spaces will only mean more cars. We need a trailhead shuttle system that takes people to their hikes without using the cars. --I Disagree 08/04/2019 --Shuttle system sounds good for the tourists but not great for locals. Maybe locals could get a permit and be allowed to park at the trailheads if a shuttle system were implemented. | Pt |