

Paradise Valley Bicycle and Pedestrian Master Plan

-Statement of Direction- April 2017

The Town of Paradise Valley is preparing a Bicycle and Pedestrian Master Plan that is long-range in nature. This Master Plan will provide policy and guidance related to the topic of bicycles and pedestrians in the Town. This Master Plan will look to build upon the existing goals/policies in the 2012 General Plan, re-examine designated bicycle and pedestrian routes, and determine street design alternatives that work best for the Town.

As in any Statement of Direction, this direction to the Planning Commission is not a final decision of the Town Council and such matters addressed may differ from the actual adopted plan.

Therefore, the Town Council issues the following Statement of Direction for the Paradise Valley Bicycle and Pedestrian Master Plan:

- The General Plan includes an implementation measure to prepare a master plan that carries out the goals and policies of the General Plan related to non-motorized circulation. (General Plan Mobility Implementation Measure 9).
- The Planning Commission shall focus their review on the following:
 - An emphasis on connectivity of pedestrian facilities. These pedestrian facilities should be compatible to their street classification and in character with its surroundings. This is particularly important on the proposed Enhanced Local street classification. Planning Commission is asked to look at each individual location identified as new, enhanced or modified pedestrian facilities to determine which solution is most suitable. The Town Council preference is to avoid more urban elements (such as concrete, pavement, striping and signage) in favor of more rural or less intense facilities to provide safety of pedestrians and avoidance of conflicts with vehicles and bicycles.
 - Address mitigation of conflicts. This mitigation includes, and is not limited to, the following:
 - Bicycle facilities, policies, and enforcement measures that foster bicyclists following the rules of the road to improve safety and the creation of a non-confrontational environment. Of particular concern is addressing bicyclists that ride more than two abreast, bicyclists not stopping at signed intersections, and speeding.
 - Discouragement of cut-through travel, particularly on local streets.
 - Corridor design that eases unsafe conditions between different modes of travel, particularly where bicyclists share the same space as motorized vehicles. This design may include traffic calming

- measures, roadway pavement curb options, and other design enhancements.
- Abatement of unintended nuisances such as noise and designs that could increase crime.
- Accommodation of storm water passage without negatively impacting nearby development and the functioning of the roadway.
- Review all mapped bicycle routes to determine the enhancement or modification suitable for that stretch. Elimination or relocation of bicycle routes may be considered.
- Aim to avoid signage in an effort to maintain the semi-rural character and natural beauty of the Town's streetscapes, particularly along bicycle and pedestrian routes. Focus shall be on identifying sign guidelines.
 - Signage that may be required should be the minimum amount necessary and in character with the area;
 - Allowable signage may include wayside signs to provide interpretative information that is unique to Paradise Valley, informational signage located in pedestrian-concentrated spots like the Town Hall complex, and regulatory/warning signs necessary for safety; and
 - Signage dimensions, material, and color should blend into the background and be of a high quality; yet, consistent with federal and state regulations where applicable.
- Ensure that the Bicycle and Pedestrian Master Plan and the Visually Significant Corridors Plan complement each other. Further ensure that the Lincoln sidewalk corridor grant is consistent with recommended changes.
- Identify probable cost estimates for improvements that provide adequate detail to assess the nature of the improvement. Consider identifying these potential improvements over a short, medium, and long-range time frame.
- The visuals, such as maps, must be clear and legible. They should also highlight the desired end-result such as the specific material treatment.
- Where practicable, prioritization of non-motorized facility projects should first address existing deficiencies with motorized facilities such as traffic congestion and roadway repairs.
- At any time during the review process, the Planning Commission may request clarification and/or expansion of this Statement of Direction based on additional information that has evolved.

If, in the process of addressing the elements of this SOD, the Bicycle and Pedestrian Master Plan becomes inconsistent, contradictory or expansive of the 2012 General Plan, identify the goal, policy, roadway cross-section, and/or map that is at conflict as well as the proposed modification.