

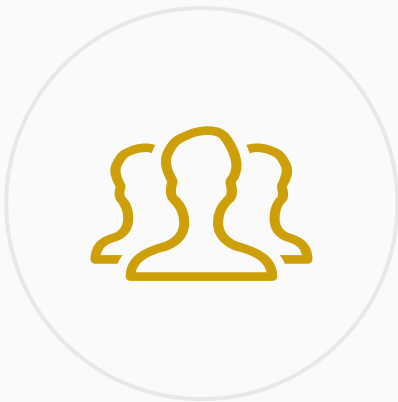
TOWN OF PARADISE VALLEY

WALK & BIKE PARADISE VALLEY

The Paradise Valley Bicycle & Pedestrian Master Plan



Planning Commission
November 21, 2017



Purpose of Today's Meeting

- Continued discussion of SOD routes
 - Resort Loop
 - Mockingbird Ln south of Lincoln Dr
 - McDonald Dr east of Invergordon
- Update on resort loop input from local resorts
- Review revised pedestrian – bike facilities map
- Review enhanced intersections

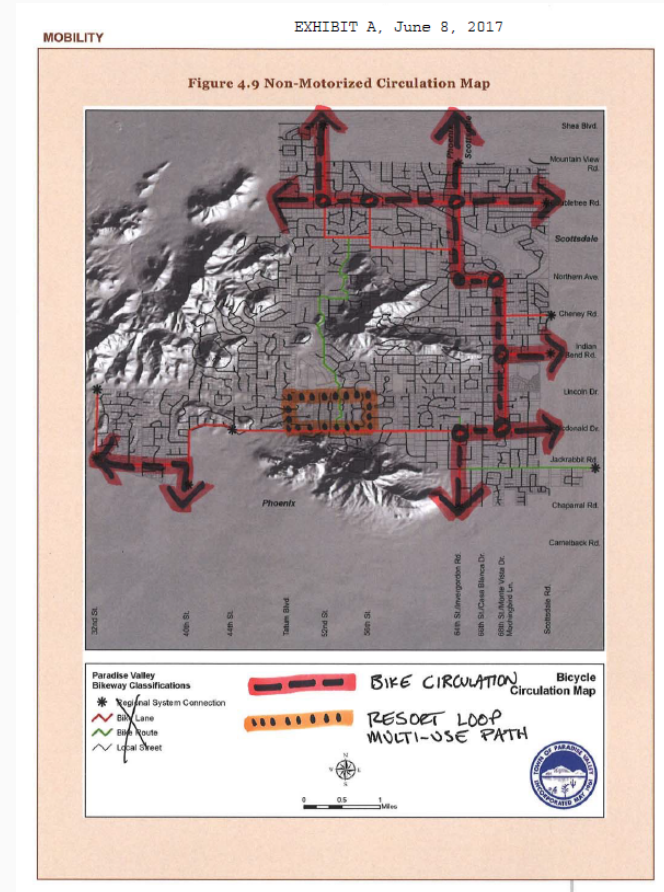
RESORT LOOP



RESORT LOOP Direction Heard

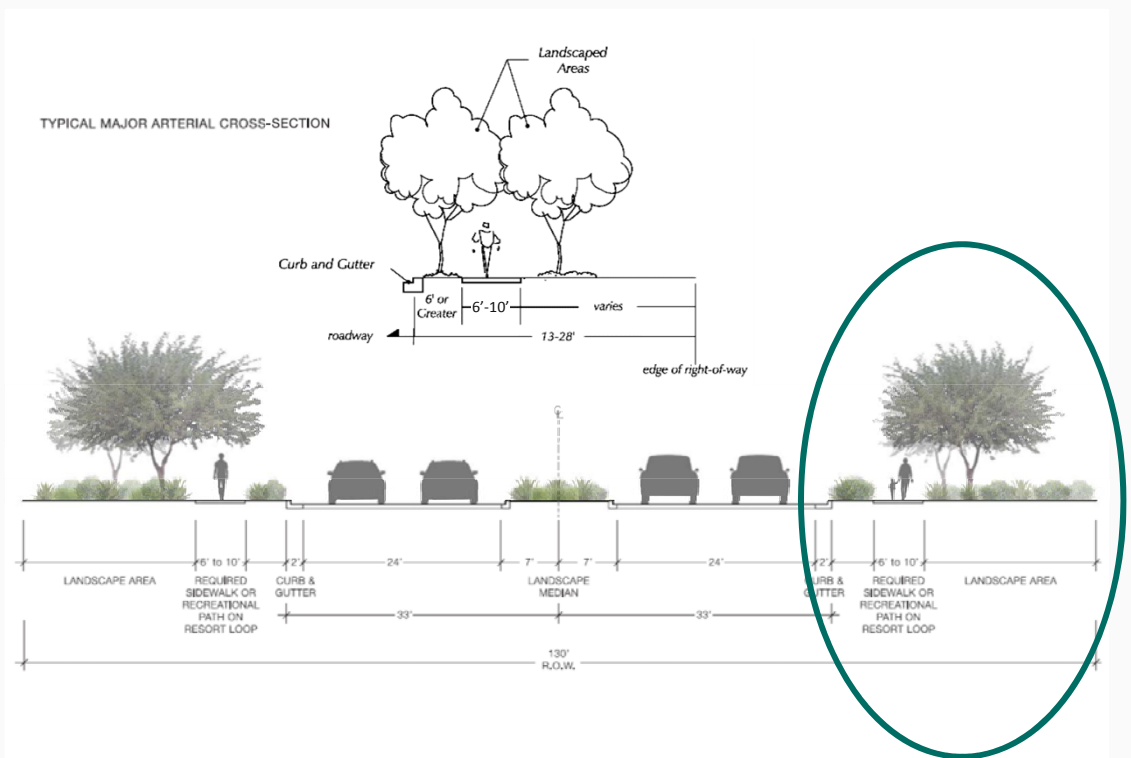
- SOD identifies Lincoln Dr to 56th St to McDonald Dr to Tatum Dr as a safe shared use ped-bike connection

EMPHASIZE RESORT LOOP: An emphasis should be placed on providing safe and shared-use pedestrian and bicycle connectivity along the identified “Resort Loop” depicted on the attached Revised Bicycle Circulation Map, Exhibit ‘A’ dated June 8, 2017. Bicycle connectivity should be provided through shared-use recreational paths or facilities separated from the vehicular travel lane.



RESORT LOOP DESIGN

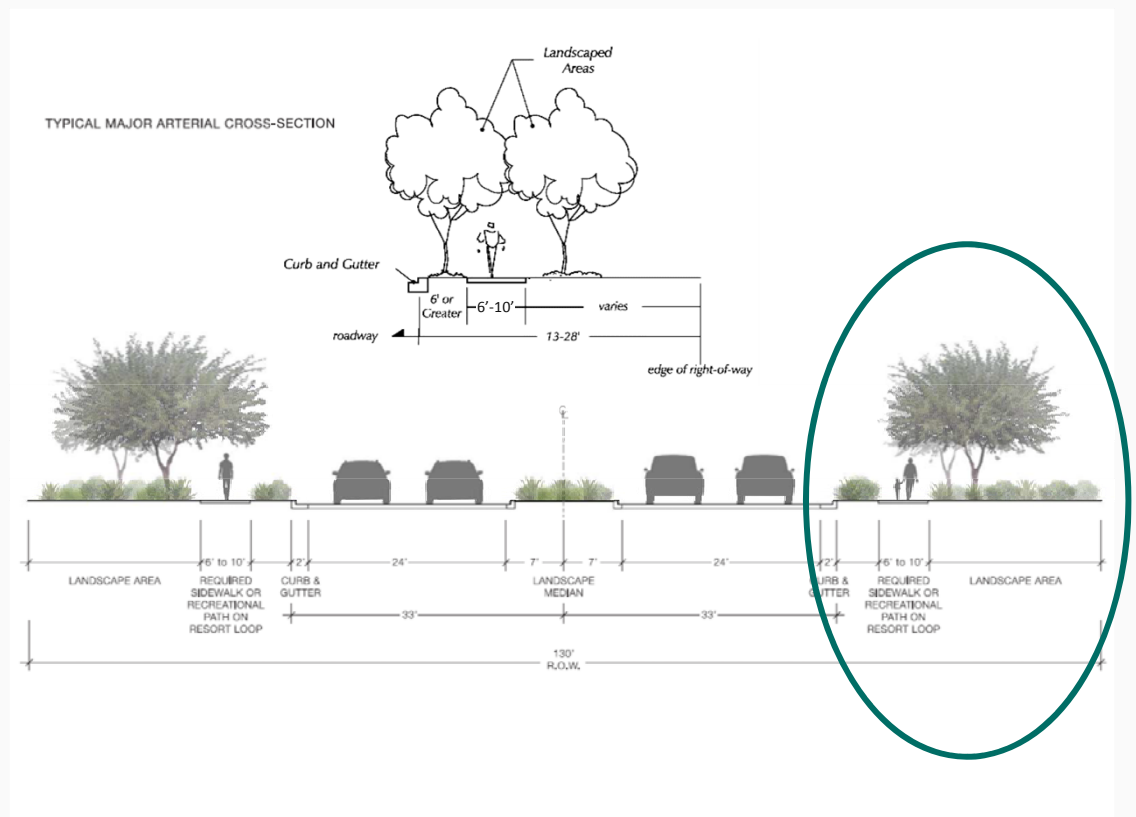
- Bike-Ped Plan would include typical cross sections based on street type and typical recreation path detail
- Get engineered plans at time the project is approved
 - CIP
 - Part of an SUP approval



- Resort Loop path would have the same design as the Town's sidewalk
 - Meandering
 - San Diego Buff color
- Unless directed otherwise or needed for safety, no plans to sign path or use pavement markings

RESORT LOOP DESIGN

- Resort Loop would be a recreation path that varies between 6'-10' in width to allow flexibility as loop gets built out over time
 - (e.g.) Montelucia does a Major Remodel 10 years from now and this plan would allow the Town the ability to have the resort redesign their adjoining ROW with a 10' path
 - (e.g.) the Town decides to improve the sidewalk along part of the loop and runs into ROW or drainage constraints and keeps the loop at 6' wide since the cost to widen the section is too high



RESORT LOOP Summary

- **Lincoln Drive**

- Possible to get 10' along 2 resorts in future
 - Resorts have 65' half width ROW, but landscaping/sidewalk in good shape
- May be cost prohibitive for 10' elsewhere
 - Not at typical 130' ROW /65' Half ROW requiring ROW dedication/easement
 - Residential lots on south side only ~ $\frac{3}{4}$ acre or less; ROW from them will impact these residents
 - Accommodate existing drainage swales

- **56th Street**

- Likely no need for changes as existing design works as well as 10' path
 - Existing 4' trail and 6' sidewalk
 - Finished in 2015

- **McDonald Drive**

- Possible to get 10' wide path on north side
- Have the full 80' ROW
- At least 22' back of curb to accommodate 10' wide path
- Some limited retaining walls needed along one or two lots
- Candidate for future CIP

- **Tatum Blvd**

- Possible to get 10' along 2 resorts in future
 - Resorts have 65', but landscaping/sidewalk in good shape
- Without additional ROW and retaining walls could get 10' path for ~ 600 lineal feet south of Montelucia
- There is ~ 700 lineal feet with only 12' back of curb, which may be cost prohibitive to have 10' path

LINCOLN DRIVE Existing Condition

Tatum Blvd to east end Montelucia

- Major Arterial
- Full 65' Half ROW along Montelucia – ROW & Easement
- No retaining walls likely required
- Amble ROW to make 10' wide path, but may want to wait until resort does major SUP remodel



LINCOLN DRIVE Existing Condition

East end Montelucia to Camelback Manor Dr

- Lack full 65' Half ROW – 40' ROW and 33' ROW
- Drainage swales along most of the south at the NWC of entry into Camelback Inn
- All the lots along the south are under one acre in size
- To widen sidewalk beyond 6' would require obtaining ROW and some amount of retaining wall



LINCOLN DRIVE Existing Condition

Camelback Manor Dr to Mtn Shadows Resort

- Lack full 65' Half ROW up to Mtn Shadows Resort – 33' ROW
 - Lots are less than one acre
 - Need ROW to make 10' wide path
- Have full 65' Half ROW along Mtn Shadows Resort - ROW & Easement
 - Recently completed
 - Might consider at some future time Major SUP remodel



LINCOLN DRIVE Existing Condition

Mtn Shadows Resort to 56th St

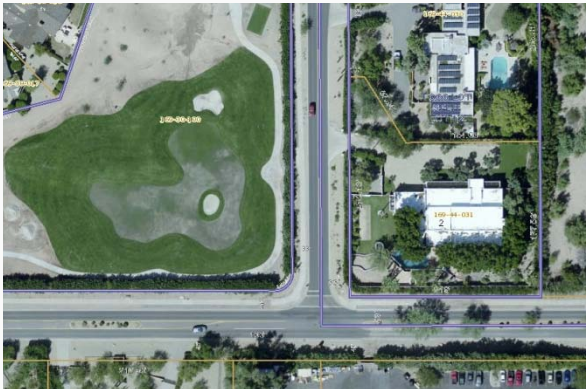
- Lack full 65' Half ROW east to Mtn Shadows Resort – 33' ROW
 - Lots are less than one acre
 - Need ROW to make 10' wide path
- Have full 65' Half ROW along Mtn Shadows Resort - ROW & Easement
 - Recently completed
 - Might consider at some future time Major SUP remodel



56th STREET Existing Condition

Lincoln Dr to McDonald Dr

- Collector Street
- Exceeds the 60' full ROW @ 66'
- Improved with 6' wide sidewalk and a 4' trail on west side in 2015
- Not worth modifying
 - Combo trail and sidewalk would accommodate the need for people to pass or use different path
 - Recently improved



MCDONALD DRIVE Existing Condition

56th St to 52nd Pl

- Minor Arterial street with medians
- Meets the 80' Full ROW
- Existing 6' wide sidewalk on north side
- 22' ROW back of curb you could accommodate 10' wide path & landscaping



MCDONALD DRIVE Existing Condition

52nd Pl to Tatum Blvd

- Meets the 80' Full ROW
- Existing 6' wide sidewalk on north
- 22' ROW back of curb you could accommodate 10' wide path & landscaping
- Near 51st Street to roundabout grade drop off that will require some retaining walls



TATUM BLVD Existing Condition

McDonald Dr at Tatum Blvd

- Major Arterial
- Exceeds 130' Full ROW @ 200' +



TATUM BLVD Existing Condition

Rovey Ave to Valley Vista Ln

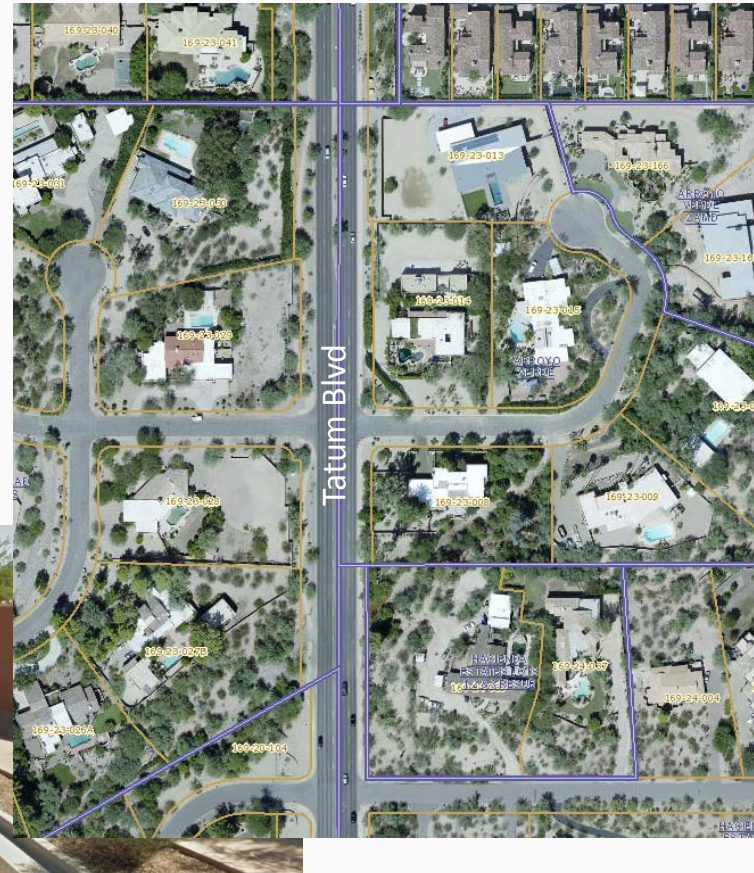
- Major Arterial
- Exceeds 130' Full ROW @ 133'
- Pavement is skewed eastward
 - Limits back of curb to ~11'
 - Likely need to reconstruct portion of Rovey wall



TATUM BLVD Existing Condition

Valley Vista Ln to south end Montelucia

- Less than 130' Full ROW and half width ROW on east side varies from 40', 43', and 50'
- Back of curb varies 12' and 18'
- Large wash between Valley Vista and Arroyo Verde



TATUM BLVD Existing Condition

South end Montelucia to Lincoln Dr

- Have 130' Full ROW
- Full 65' Half ROW along Montelucia – ROW & Easement
- No retaining walls likely required
- Amble ROW to make 10' wide path, but may want to wait until resort does major SUP remodel



RESORT LOOP Probable Cost

- Assumes 10' path, except on 56th St
- Need approximately 5' x 1,800' ROW
 - Lincoln (1,200'), McDonald (300'), Tatum (300')
- Offset cost by wait SUP amendment and/or leave at 6' width where need ROW

Town of Paradise Valley

Bike and Pedestrian Master Plan

Opinion of Probable Costs

Section Resort Loop -

Item	Description	Unit	QTY.	Unit Cost	Extended Amount
1	General Conditions (Mobilization, Traffic Control, SWPP, Staking) (12%)	LS	1	\$ 123,600.00	\$ 120,000.00
2	6' Sidewalk (6" concrete)	LF		\$ 36.00	\$ -
3	10' Shared Use Path (6" concrete))	LF	11,780	\$ 60.00	\$ 710,000.00
4	Landscape, DG and Irrigation Restoration	SF	105,600	\$ 3.00	\$ 320,000.00
5	White Traffic Paint Stripe	LF		\$ 0.60	\$ -
6	Bike Lane Marking Symbol	EA		\$ 250.00	\$ -
7	Removal of Concrete	SF	70,680	\$ 3.00	\$ 210,000.00
8	Retaining Wall (3' ht.)	LF	1,180	\$ 200.00	\$ 240,000.00
9	Stucco Wall Relocation (6' ht.)	LF	900	\$ 160.00	\$ 140,000.00
10	Enhanced Intersections	EA	4	\$ 282,000	\$ 1,130,000.00
11	Modified Round-a-bout Intersection	EA	1	\$ 56,959	\$ 60,000.00
12	Right-of-Way Acquisition	SF	9,000	\$ 20.00	\$ 180,000.00
Subtotal					\$ 3,110,000.00
Project Contingency (20%)					\$ 620,000.00
Design Fee (10%)					\$ 310,000.00
Construction Admin (14%)					\$ 440,000.00
TOTAL					\$ 4,500,000.00

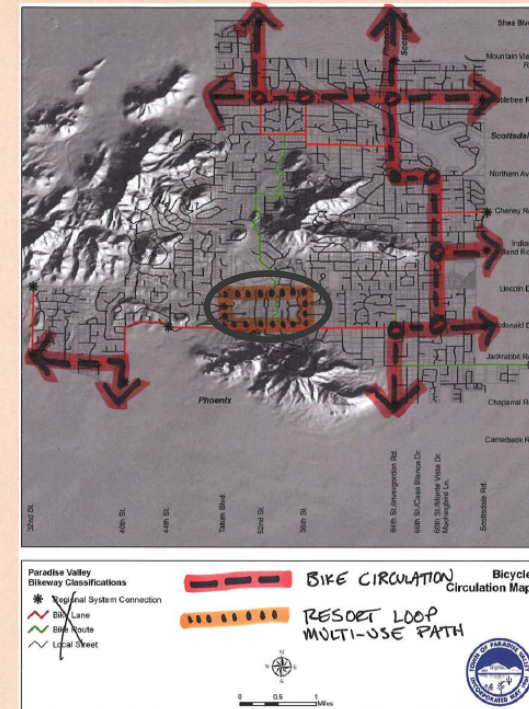
Assumptions:

- COST FOR TOTAL RESORT LOOP AT 10' MINUS 56TH STREET
- Cost per mile. Costs rounded to nearest \$10,000. Total rounded to nearest \$100,000
- Does not include retaining wall or buffer wall costs. \$120 LF assumed at 3' high
- Does include retaining wall and buffer wall costs.
- Cost assumes existing lights and traffic signals remain in place.
- Does not include existing pavement maintenance, mill/overlay, micro-seal, etc.

EXHIBIT A, June 8, 2017

MOBILITY

Figure 4.9 Non-Motorized Circulation Map



WALK & BIKE PARADISE VALLEY

The Paradise Valley Bicycle and Pedestrian Master Plan

MCDONALD DRIVE EAST OF INVERGORDON

MOCKINGBIRD LANE BETWEEN LINCOLN/MCDONALD

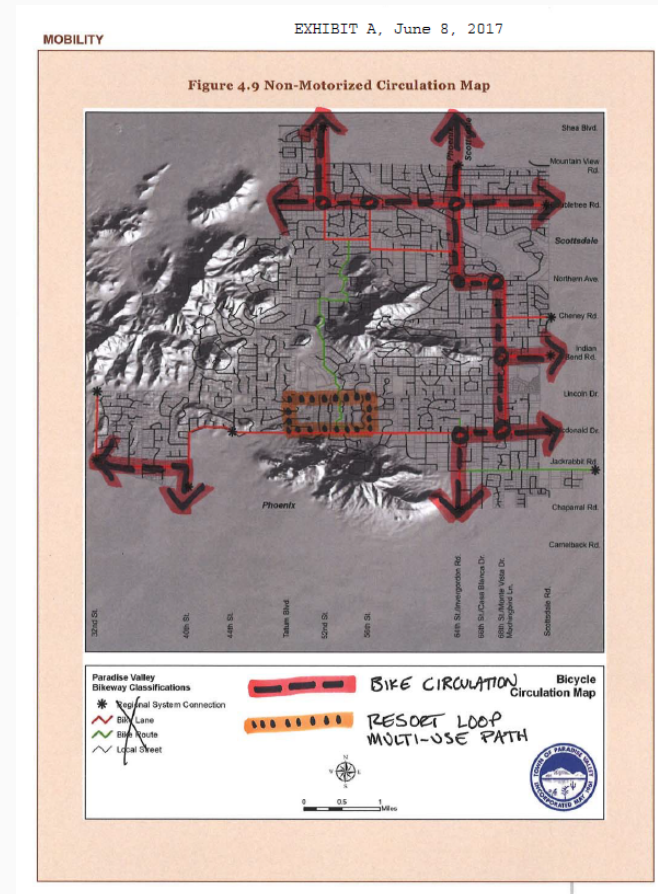


McDonald Direction Heard

- No facilities west of Invergordon Rd
- Bike and ped facilities east of Invergordon Rd

MOCKINGBIRD Direction Heard

- Bike and ped facilities east of Invergordon Rd
- Leave any existing facilities as-is west of Invergordon, but existing CIP is re-constructing sidewalk on west side



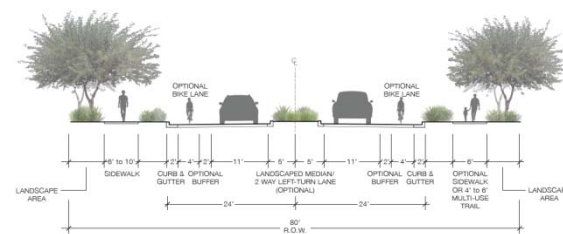
McDonald/Mockingbird SOD Summary

- McDonald Drive

- ROW exists to construct bike lanes without medians, although direction is clear that medians are to remain
- To design a full Minor Arterial cross-section with landscape buffering to adjoining lots, meandering sidewalk, landscaping between sidewalk and curb, curbs, bike lanes, bike lane buffer, travel lanes, and center landscape medians requires additional ROW dedication to typical 80' @ 66' with spots at 73' and 98'
- Because of drainage swales on south side, trail or sidewalk not recommended on south side

- Mockingbird Lane

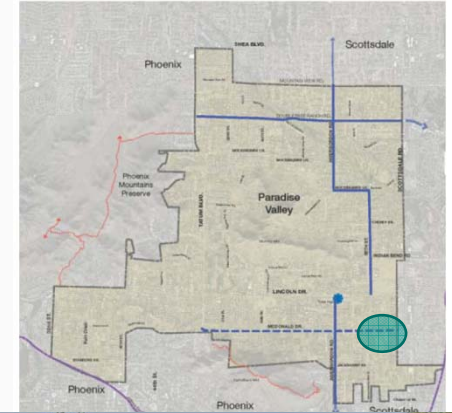
- Need more ROW at Mockingbird/Lincoln
- Need ROW in places to get full 80'
- Options to work within existing ROW
 - Not install sidewalk on east side
 - Limit meander of sidewalk
- To accommodate bike lanes and sidewalk looking at full reconstruction of this ½ mile stretch of road
- Do not expect any retaining walls



MCDONALD DRIVE Existing Condition

Scottsdale Rd to Mockingbird Ln

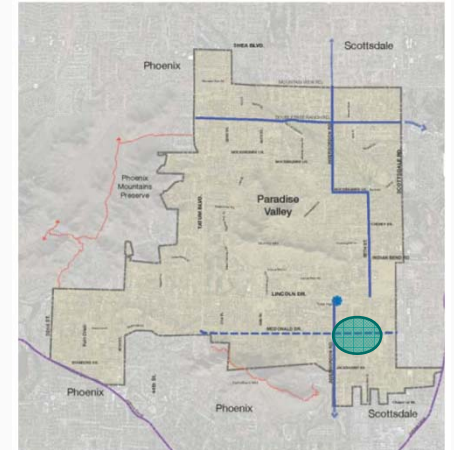
- 66' ROW
- 4' extra lane/median width, with no extra ROW
- Existing sidewalk on north side and small portion on south side
- Private walls close to ROW
- Back of curb: 6'/12'/15' on north and 12'/15' south



MCDONALD DRIVE Existing Condition

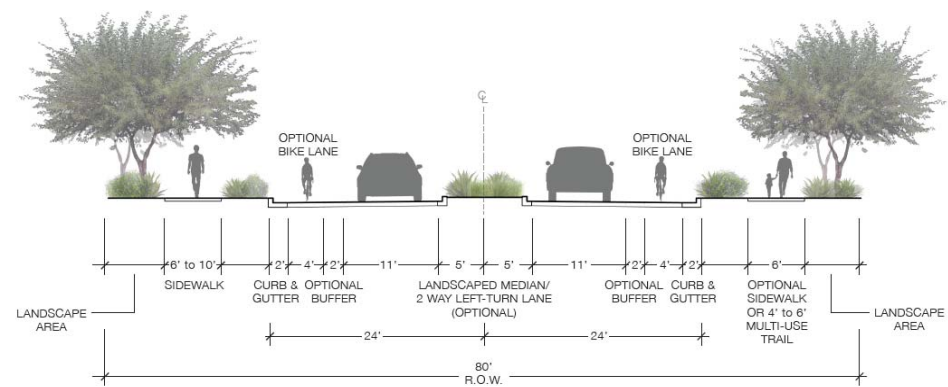
Mockingbird Ln to Invergordon Rd

- 66' ROW, 73' ROW and 98' ROW
- 4' extra lane/median width, places with 0' to 18' extra ROW
- Existing sidewalk on north side only
- Drainage ditch on south side
- Back of curb: 6'/12'/15' on north and 12'/15' on south



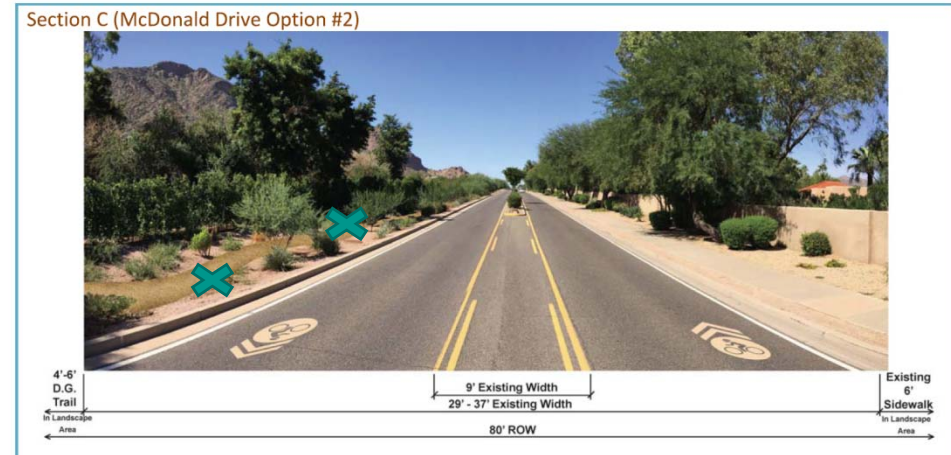
MCDONALD

- Minor Arterial
- Bike-Ped Plan would include a typical cross section for McDonald east of Invergordon
- Engineered plans come at the time the project is approved
 - CIP
 - Part of an SUP approval



MCDONALD OPTION 1 - Sharrow

- Place sharrow symbol at 8 median locations
- Option to reconstruct crossing in front of Kiva School to make safer
 - Existing crossing on cemetery driveway
- Sharrow option was not desired during the 2016 public outreach



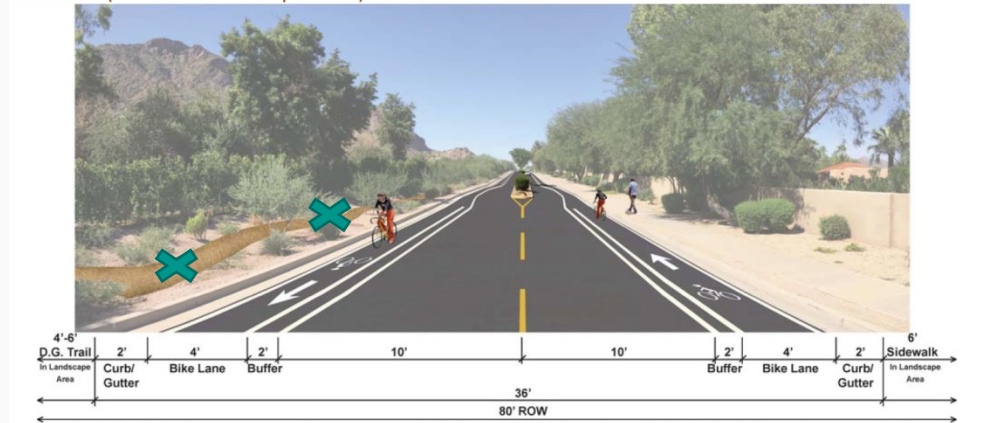
MCDONALD OPTIONS - Sharrow



MCDONALD OPTION 2 - Bike Lanes within Curbs

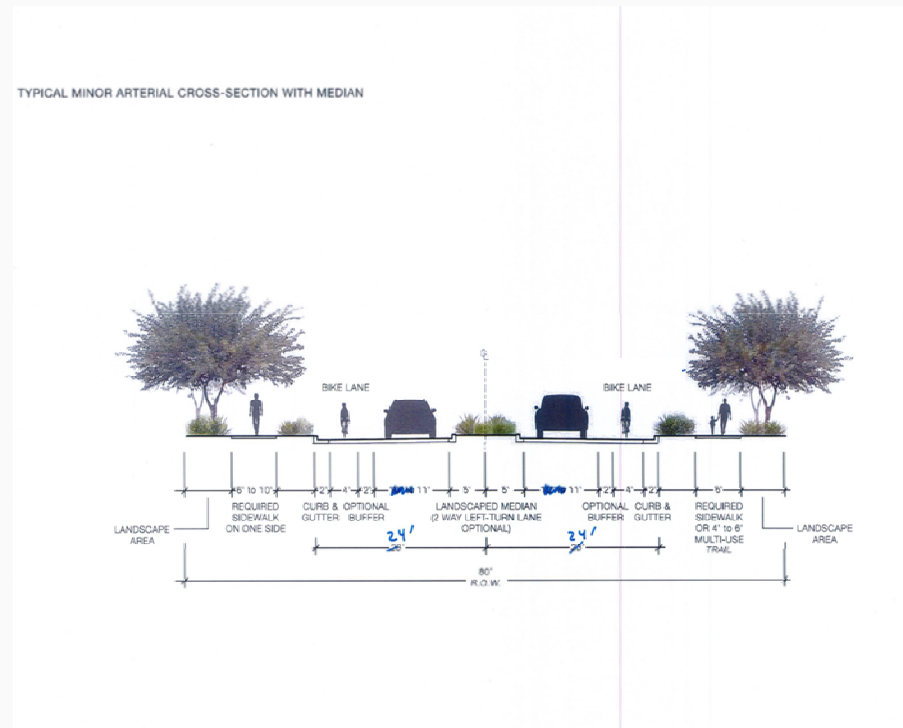
- Goal is to avoid seeking additional ROW and modifying existing curbs
 - Widen pavement to accommodate shared lane at medians or widen further for bike lanes
 - Trade off is to remove the center lanes to accommodate bike lanes
- Removal of turn lanes not desired during the 2016 public outreach

Section B (McDonald Drive Option #1)



MCDONALD OPTION 3 - Full Design

- Goal is to match cross-section with bicycle facilities in SOD
 - Places will need ROW
 - Pipe and/or redesign south side drainage swale
 - Reconstruct existing street to fit in bike, ped, medians, etc.
 - Of the 3 options the most costly



MCDONALD Costs

- Option 1 - Sharrow
 - \$8,000 (depend on # sharrows needed)
- Option 2 - Bike Lanes within Curbs
 - \$320,000
 - Trade off is lose turn lane/shared lane at medians
- Option 3 - Full Design
 - \$3,450,000
 - Reconstruct street and address south side

Town of Paradise Valley

Bike and Pedestrian Master Plan

Opinion of Probable Costs

Section McDonald Opt 2 - w.in Curbs

Item	Description	Unit	QTY.	Unit Cost	Extended Amount
1	General Conditions (Mobilization, Traffic Control, SWPP, Staking) (12%)	LS	1	\$ 5,880.00	\$ 6,000.00
2	6' Sidewalk (6" concrete) <i>Assume adding only to south side along school frontage</i>	LF	500	\$ 36.00	\$ 18,000.00
3	10' Shared Use Path (6" concrete))	LF	0	\$ 60.00	\$ -
4	Landscape, DG and Irrigation Restoration	SF	5,000	\$ 3.00	\$ 15,000.00
5	White Traffic Paint Stripe	LF	12,000	\$ 0.50	\$ 6,000.00
6	Bike Lane Marking Symbol	EA	40	\$ 250.00	\$ 10,000.00
7	Minor demolition/driveway work	LS	1	\$ 4,000.00	\$ 4,000.00
8	Enhanced Crosswalk with Median	EA	1	\$ 159,624.00	\$ 160,000.00
Subtotal					\$ 219,000.00
Assumptions:					
1. Cost per mile. Costs rounded to nearest \$1,000. Total rounded to nearest \$10,000					
2. Does not include retaining wall or buffer wall costs. \$120 LF assumed at 3' high					
3. Does not include additional ROW costs. ROW acquisition cost varies. \$20 sf assumed					
4. Cost assumes existing lights and traffic signals remain in place.					
5. Does not include existing pavement maintenance, mill/overlay, micro-seal, etc.					
Project Contingency (20%)					\$ 44,000.00
Design Fee (10%)					\$ 22,000.00
Construction Admin (14%)					\$ 31,000.00
TOTAL					\$ 320,000.00

Costs are rough estimates and rounded

Town of Paradise Valley Bike and Pedestrian Master Plan Opinion of Probable Costs

Section McDonald Opt 1 - Sharrow

Item	Description	Unit	QTY.	Unit Cost	Extended Amount
1	General Conditions (Mobilization, Traffic Control, SWPP, Staking) (12%)	LS	1	\$ 600.00	\$ 600.00
2	6' Sidewalk (6" concrete) <i>Assume adding only to south side along school frontage</i>	LF	0	\$ 36.00	\$ -
3	10' Shared Use Path (6" concrete))	LF	0	\$ 60.00	\$ -
4	Landscape, DG and Irrigation Restoration	SF	0	\$ 3.00	\$ -
5	White Traffic Paint Stripe	LF	0	\$ 0.50	\$ -
6	Bike Lane Marking Symbol	EA	20	\$ 250.00	\$ 5,000.00
7	Enhanced Crosswalk	EA	0	\$ 159,624.00	\$ -
Subtotal					\$ 5,000.00
Assumptions:					
1. Cost per mile. Costs rounded to nearest \$100. Total rounded to nearest \$1,000					
2. Does not include retaining wall or buffer wall costs. \$120 LF assumed at 3' high					
3. Does not include additional ROW costs. ROW acquisition cost varies. \$20 sf assumed					
4. Cost assumes existing lights and traffic signals remain in place					
5. Does not include existing pavement maintenance, mill/overlay, micro-seal, etc.					
Project Contingency (20%)					\$ 1,100.00
Design Fee (10%)					\$ 600.00
Construction Admin (14%)					\$ 800.00
TOTAL					\$ 8,000.00

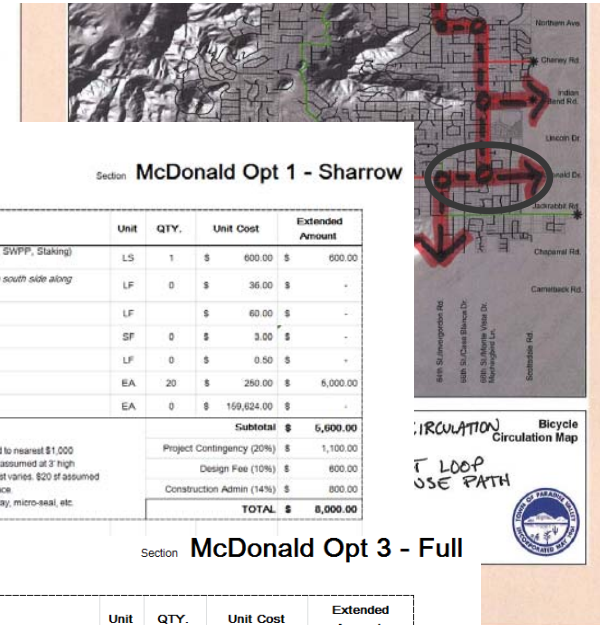
Town of Paradise

Bike and Pedestrian Master Plan

Opinion of Probable Costs

Section McDonald Opt 3 - Full

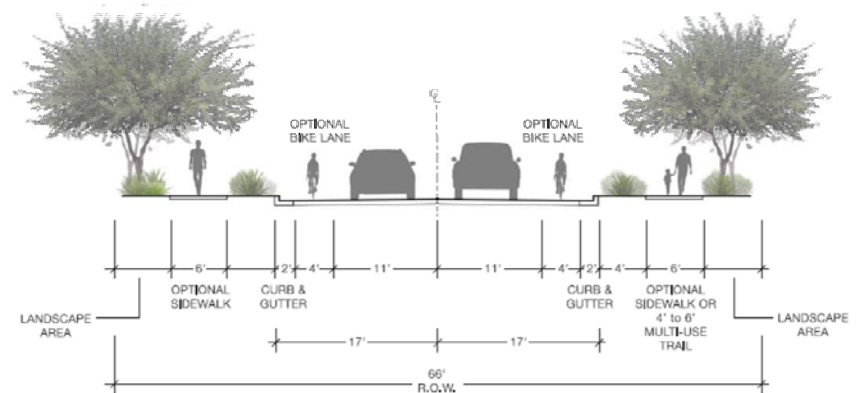
Item	Description	Unit	QTY.	Unit Cost	Extended Amount
1	General Conditions (Mobilization, Traffic Control, SWPP, Staking) (12%)	LS	1	\$ 56,430.00	\$ 56,000.00
2	6' Sidewalk (6" concrete) <i>Assume adding only to south side along school frontage</i>	LF	7,920	\$ 36.00	\$ 285,000.00
3	10' Shared Use Path (6" concrete))	LF	0	\$ 60.00	\$ -
4	Landscape, DG and Irrigation Restoration	SF	105,600	\$ 3.00	\$ 317,000.00
5	White Traffic Paint Stripe	LF	30,000	\$ 0.50	\$ 15,000.00
6	Bike Lane Marking Symbol	EA	40	\$ 250.00	\$ 10,000.00
7	Enhanced Crosswalk with Median	EA	1	\$ 159,624.00	\$ 160,000.00
8	Right-of-Way Acquisition	SF	37,740	\$ 20.00	\$ 755,000.00
9	Rework of Existing Medians	EA	7	\$ 55,000.00	\$ 385,000.00
10	Remove curbs, asphalt, medians, and related hardscape	SF	138,000	\$ 3.00	\$ 414,000.00
Subtotal					\$ 2,397,000.00
Assumptions:					
1. Cost per mile. Costs rounded to nearest \$1,000. Total rounded to nearest \$10,000					
2. Does not include retaining wall or buffer wall costs. \$120 LF assumed at 3' high					
3. Does not include additional ROW costs. ROW acquisition cost varies. \$20 sf assumed					
4. Cost assumes existing lights and traffic signals remain in place					
5. Does not include existing pavement maintenance, mill/overlay, micro-seal, etc.					
Project Contingency (20%)					\$ 479,000.00
Design Fee (10%)					\$ 240,000.00
Construction Admin (14%)					\$ 336,000.00
TOTAL					\$ 3,450,000.00



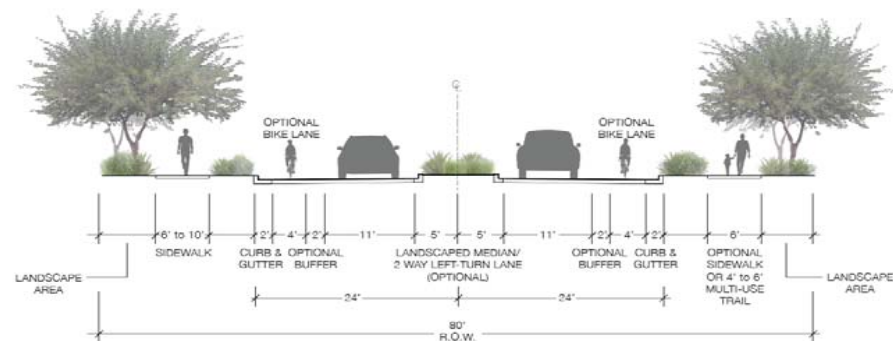
Mockingbird

- Minor Arterial
- Bike-Ped Plan would include a typical cross section for Minor Arterial
- Engineered plans come at the time the project is approved
 - CIP
 - Part of an SUP approval

TYPICAL MINOR ARTERIAL CROSS-SECTION WITHOUT MEDIAN



TYPICAL MINOR ARTERIAL CROSS-SECTION WITH MEDIAN



MOCKINGBIRD Existing Condition

Lincoln Dr to McDonald Dr

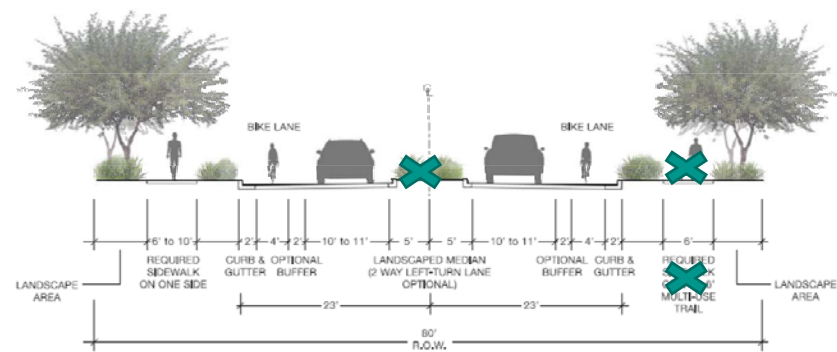
- 66' ROW north of Solcito Ln
- Mostly 73' and 80' ROW
- Existing sidewalk on west
- No medians
- Existing street is 16'-20' from back of curb to back of curb on east side
- Existing street is 14'-30' from back of curb to back of curb on west side
- 2018 CIP to do curb & sidewalk on west side



MOCKINGBIRD OPTION 1 - Modified Full

- Goal is to match Mockingbird cross-section north of Lincoln Drive
 - Reconstruction of ½ mile between Lincoln & McDonald
 - Delete sidewalk on east side of street
 - May need to reduce median width in places
 - May need to meander road in places

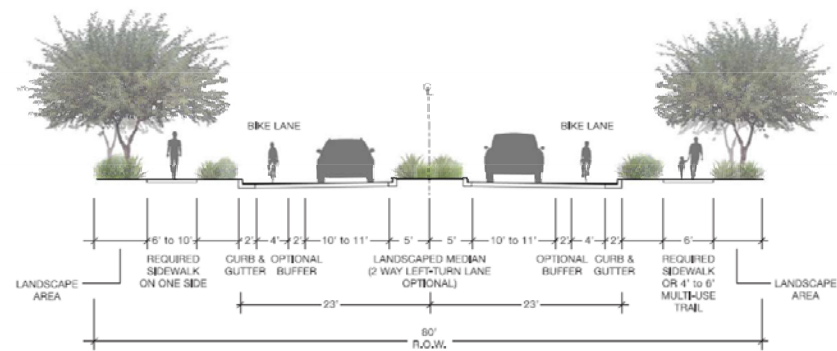
TYPICAL MINOR ARTERIAL CROSS-SECTION WITH MEDIAN



MOCKINGBIRD OPTION 2 - Full Design

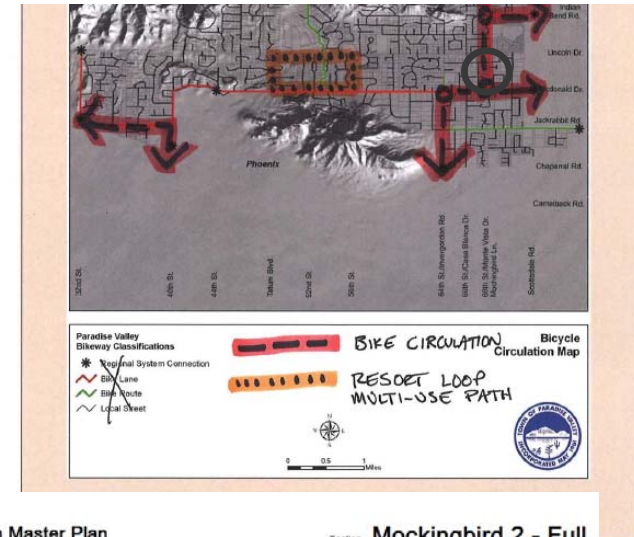
- Goal is to match Mockingbird cross-section north of Lincoln Drive
- Reconstruction of ½ mile between Lincoln & McDonald
- Need 7' of ROW for approximately 1,785'

TYPICAL MINOR ARTERIAL CROSS-SECTION WITH MEDIAN



MOCKINGBIRD Costs

- Mockingbird Option 1 – Modified Full
 - \$800,000 - \$200,000 in CIP = \$600,000
 - Trade off is no ped facility on east side
- Mockingbird Option 2 - Full Design
 - \$1,700,000 - \$200,000 in CIP = \$1,500,000
 - Reconstruct entire street
 - Need 12,500 sf of ROW



Town of Paradise Valley

Bike and Pedestrian Master Plan

Template of Probable Costs Per Mile

Section Mockingbird 1 - Modified Full

Item	Description	Unit	QTY.	Unit Cost	Extended Amount
1	General Conditions (Mobilization, Traffic Control, SWPP, Staking) (12%)	LS	1	\$ 32,850.00	\$ 30,000.00
2	6" Sidewalk (6" concrete)	LF	2,640	\$ 36.00	\$ 100,000.00
3	10' Shared Use Path (6" concrete))	LF	0	\$ 60.00	\$ -
4	Landscape, DG and Irrigation Restoration	SF	52,800	\$ 3.00	\$ 160,000.00
5	White Traffic Paint Stripe	LF	15,000	\$ 0.50	\$ 7,500.00
6	Landscaped Medians	EA	5	\$ 55,000.00	\$ 275,000.00
7	Bike Lane Marking Symbol	EA	20	\$ 250.00	\$ 5,000.00
Subtotal					\$ 577,500.00
Project Contingency (20%)					\$ 120,000.00
Design Fee (10%)					\$ 60,000.00
Construction Admin (14%)					\$ 80,000.00
TOTAL					\$ 800,000.00

Assumptions:

- Cost per mile. Costs rounded to nearest \$10,000. Total rounded to nearest \$100,000
- Does not include retaining wall or buffer wall costs. \$120 LF assumed at 3' high
- Does not include additional ROW costs. ROW acquisition cost varies. \$20 sf assumed
- Cost assumes existing lights and traffic signals remain in place.
- Does not include existing pavement maintenance, mill/overlay, micro-seal, etc.

Town of Paradise Valley

Bike and Pedestrian Master Plan

Template of Probable Costs Per Mile

Section Mockingbird 2 - Full

Item	Description	Unit	QTY.	Unit Cost	Extended Amount
1	General Conditions (Mobilization, Traffic Control, SWPP, Staking) (12%)	LS	1	\$ 66,690.00	\$ 70,000.00
2	6" Sidewalk (6" concrete)	LF	5,280	\$ 36.00	\$ 190,000.00
3	10' Shared Use Path (6" concrete))	LF	0	\$ 60.00	\$ -
4	Landscape, DG and Irrigation Restoration	SF	52,800	\$ 3.00	\$ 160,000.00
5	White Traffic Paint Stripe	LF	15,000	\$ 0.50	\$ 7,500.00
6	Bike Lane Marking Symbol	EA	20	\$ 250.00	\$ 5,000.00
7	Right-of-Way Acquisition	SF	12,500	\$ 20.00	\$ 250,000.00
8	Landscaped Medians	EA	5	\$ 55,000.00	\$ 275,000.00
9	Remove curbs, asphalt, medians, and related hardscape	SF	74,500	\$ 3.00	\$ 224,000.00
Subtotal					\$ 1,181,500.00
Project Contingency (20%)					\$ 240,000.00
Design Fee (10%)					\$ 120,000.00
Construction Admin (14%)					\$ 170,000.00
TOTAL					\$ 1,700,000.00

Assumptions:

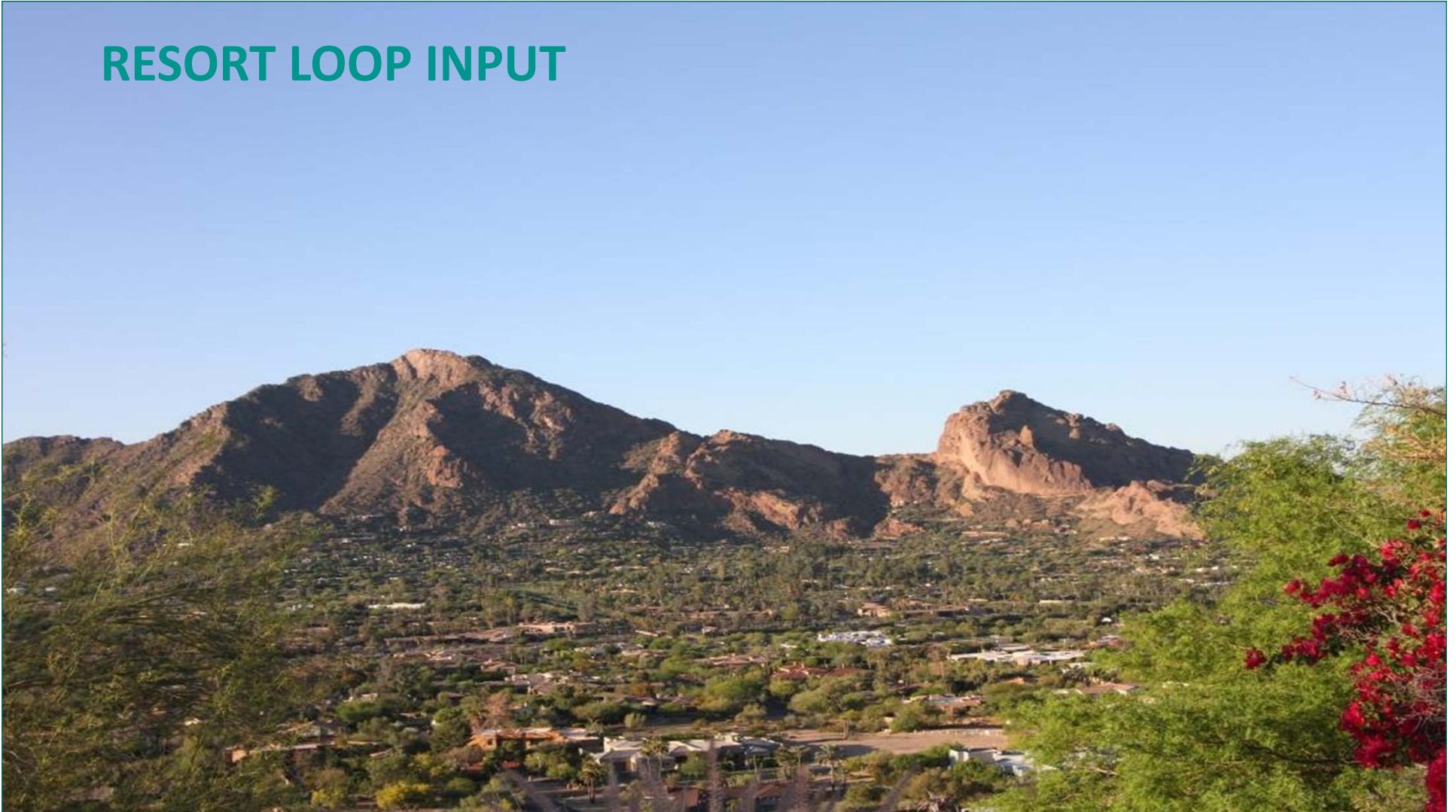
- Cost per mile. Costs rounded to nearest \$10,000. Total rounded to nearest \$100,000
- Does not include retaining wall or buffer wall costs. \$120 LF assumed at 3' high
- Does not include additional ROW costs. ROW acquisition cost varies. \$20 sf assumed
- Cost assumes existing lights and traffic signals remain in place.
- Does not include existing pavement maintenance, mill/overlay, micro-seal, etc.

Costs are rough estimates and rounded

WALK & BIKE PARADISE VALLEY

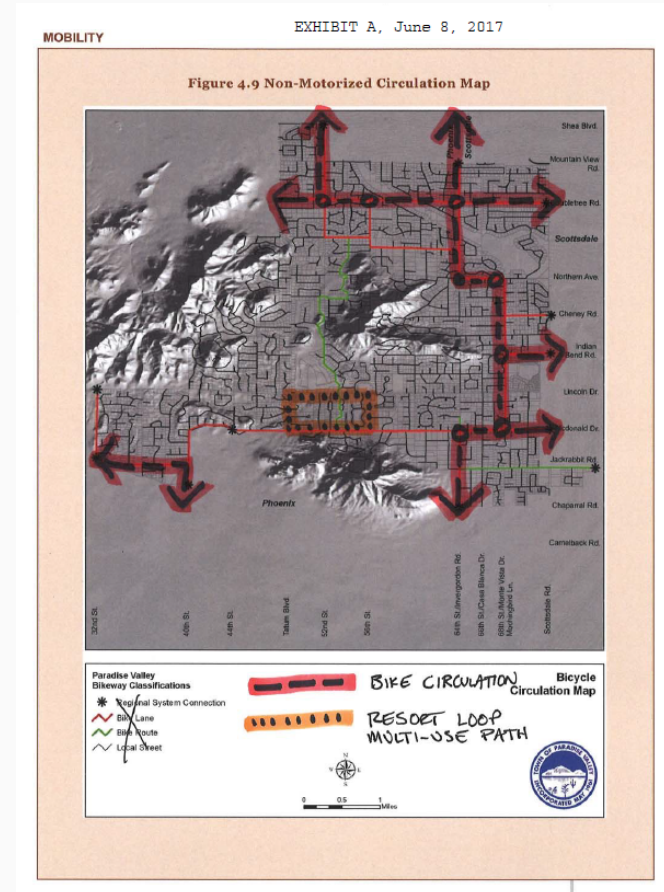
The Paradise Valley Bicycle and Pedestrian Master Plan

RESORT LOOP INPUT



RESOSRT LOOP Input

Resort	Input
Camelback Inn	11 adult bikes and 5 child bikes on site; Guests bike/hike regularly; Support loop
Sanctuary	10 bikes on site; Mostly weekend use; Provide racks, locks, helmets, and valet; Support loop
Montelucia	Partner with Bike Emporium to rent bikes; Guests bike/hike regularly; Support loop
Mountain Shadows	Plan on 8 on-site bikes; Have a bike rack at gym entry; Will offer bike/yoga program; Support loop

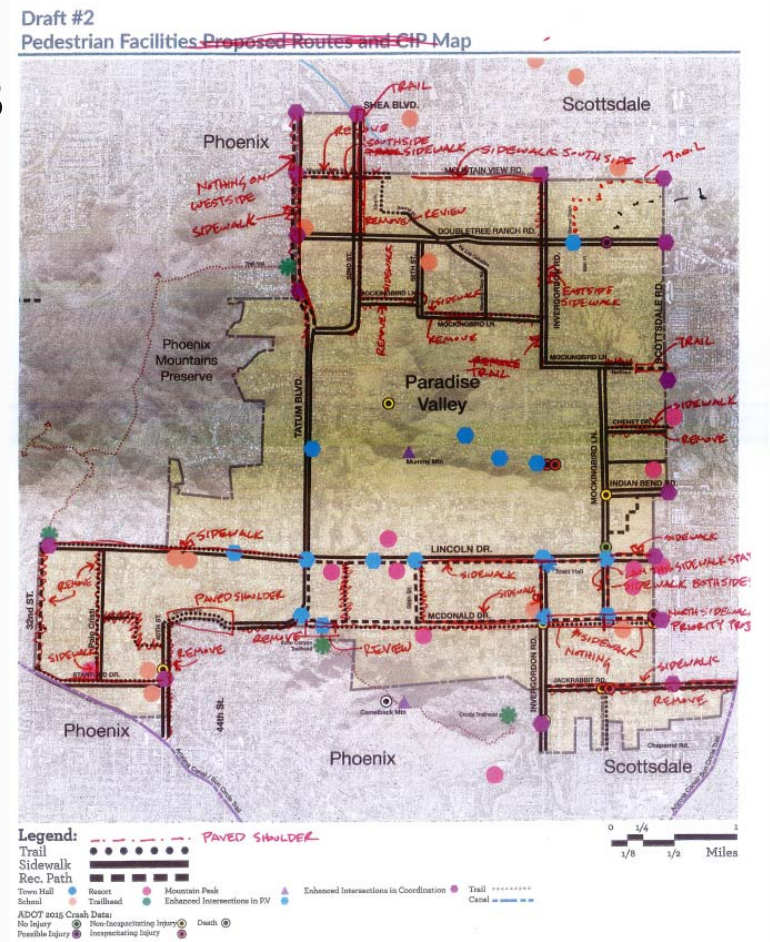


PEDESTRIAN FACILITIES



PEDESTRIAN FACILITIES Updates

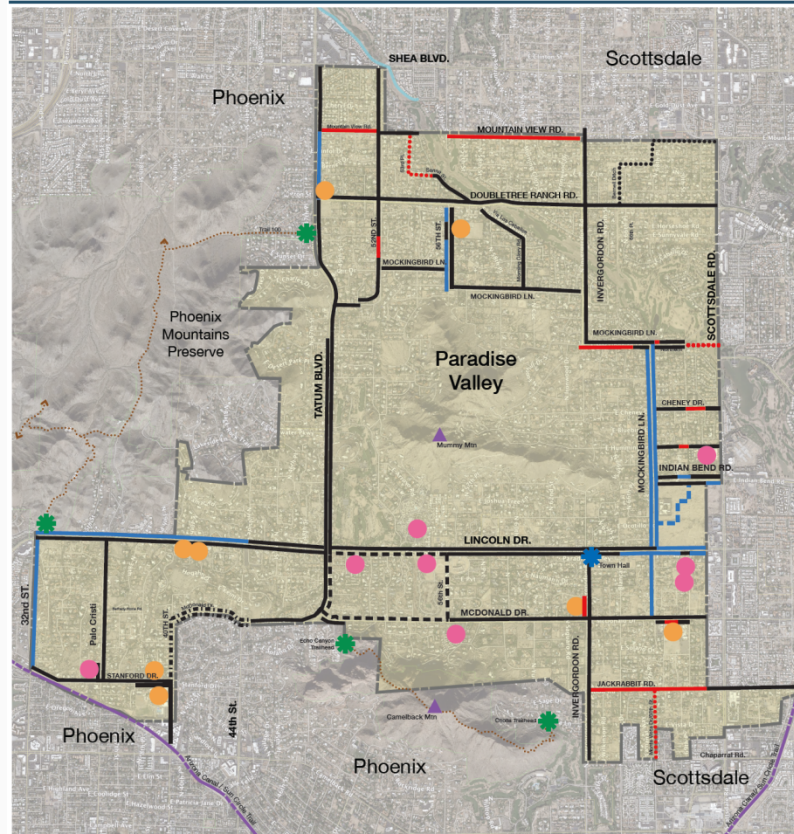
- Provide a recreation path only on Resort Loop and approved path at Ritz
- Revise map to only show facilities on Town ROW
- Address adjoining city facilities via plan text - Town to coordinate via their processes
- Emphasize ped facility on one street side, except where possible on identified bike SOD streets
- Identify existing paved shoulder as a ped type



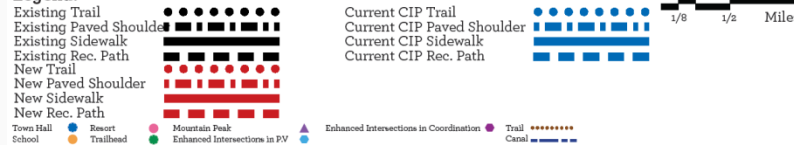
PEDESTRIAN FACILITIES Updates

11.09.2017

Pedestrian Facilities Map



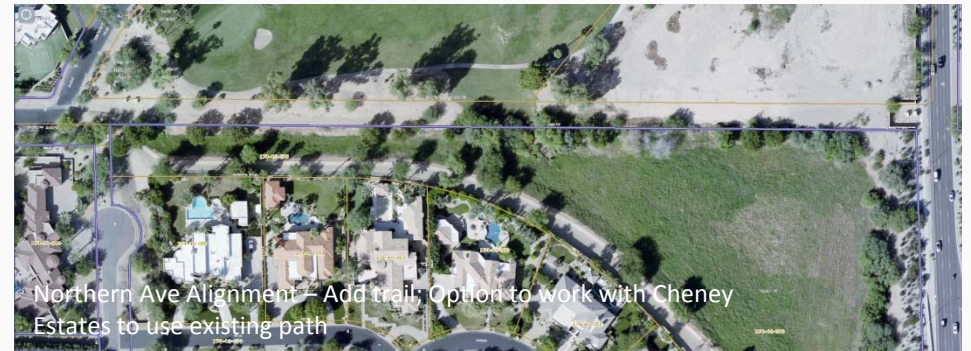
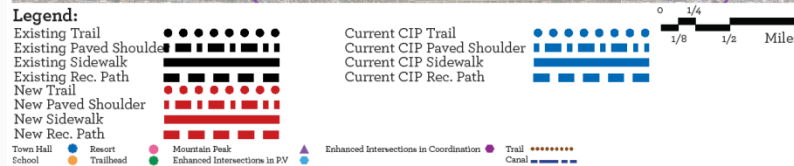
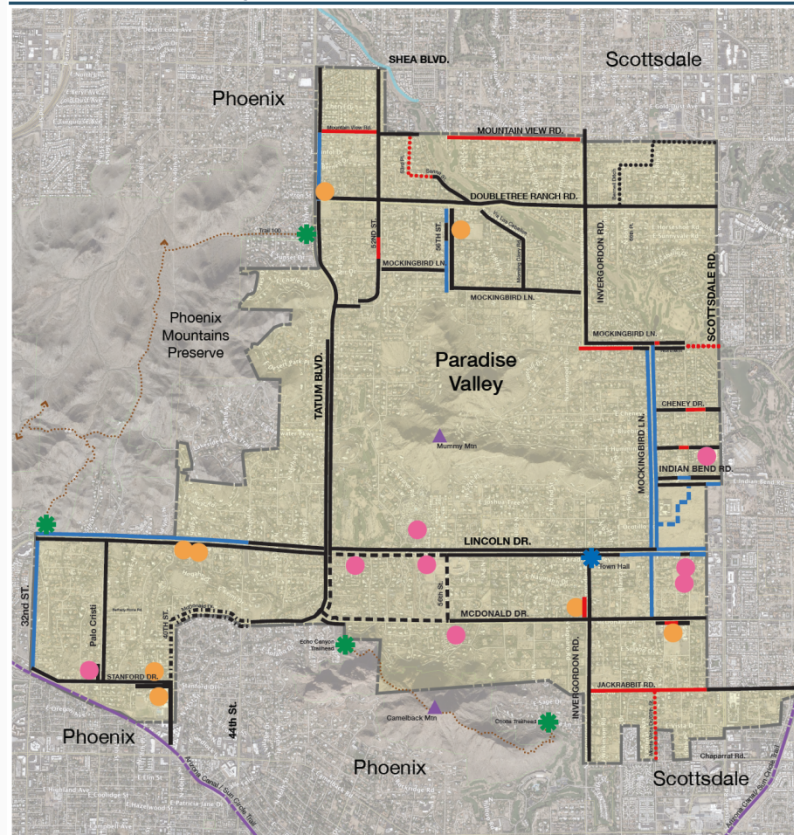
Legend:



WALK & BIKE PARADISE VALLEY
The Paradise Valley Bicycle and Pedestrian Master Plan

PEDESTRIAN FACILITIES Updates

11.09.2017
Pedestrian Facilities Map



WALK & BIKE PARADISE VALLEY
The Paradise Valley Bicycle and Pedestrian Master Plan

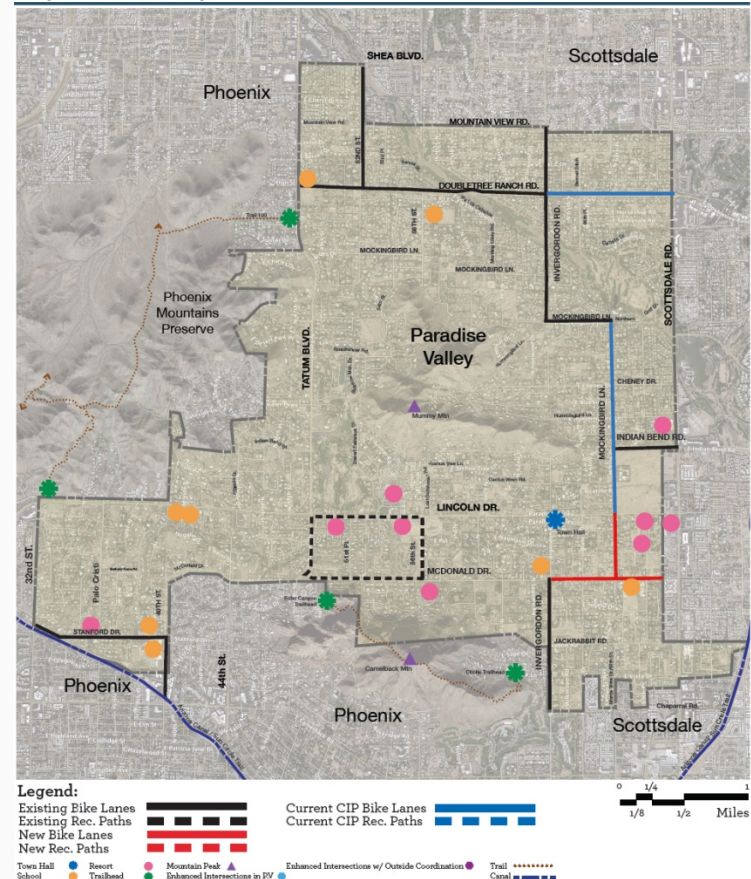
BICYCLE FACILITIES



BICYCLE FACILITIES Updates

- Put SOD map into plan format

11.06.2017
Bicycle Facilities Map



WALK & BIKE PARADISE VALLEY

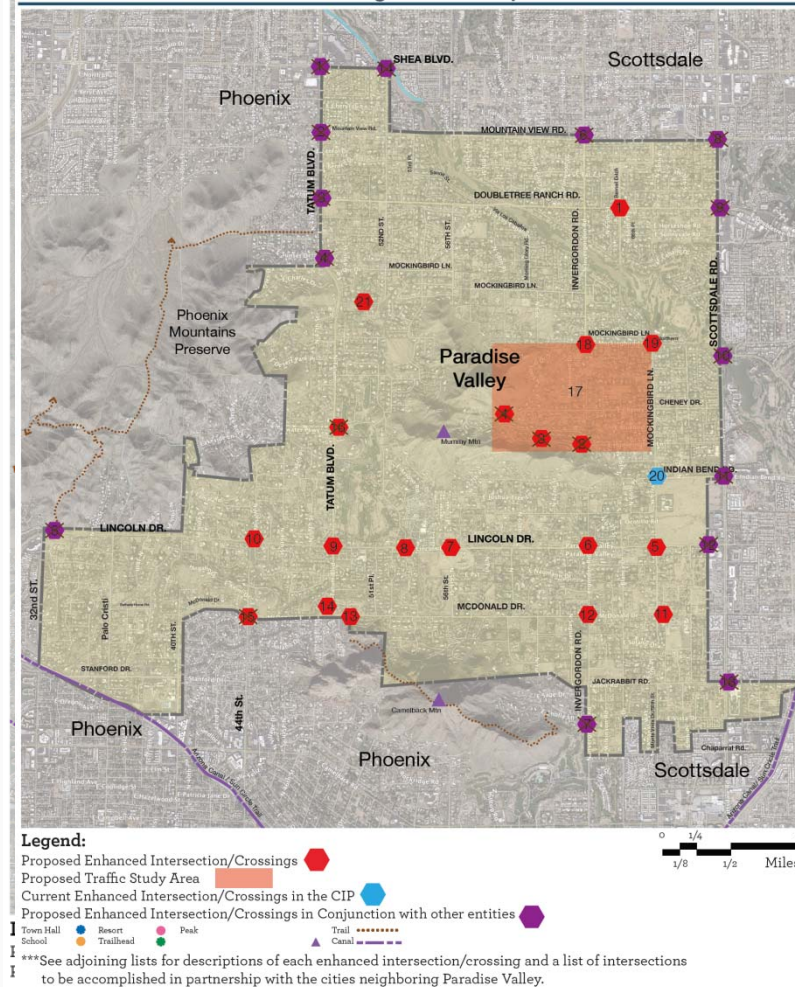
The Paradise Valley Bicycle and Pedestrian Master Plan

ENHANCED INTERSECTIONS



11.06.2017

Enhanced Intersections and Crossing Facilities Map



ENHANCED INTERSECTIONS

Re-evaluated Locations

- 16 identified within Town limits
- 14 identified at Town border – summarized into coordination statement
- Reconsider others to comply with SOD
- Enhancements may include items such as:
 - Longer crossing signal timing
 - Crosswalk striping
 - Pavement surface treatment
 - Signage (e.g. stop sign)

Proposed Enhanced Intersection/Crossing in Conjunction with other Entities

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

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

17. Hummingbird Neighborhood Traffic Study

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

*more information on individual intersection improvements available in the appendix

QUESTIONS?

WALK & BIKE PARADISE VALLEY

The Paradise Valley Bicycle & Pedestrian Master Plan

