

TOWN OF PARADISE VALLEY

WALK & BIKE PLAN

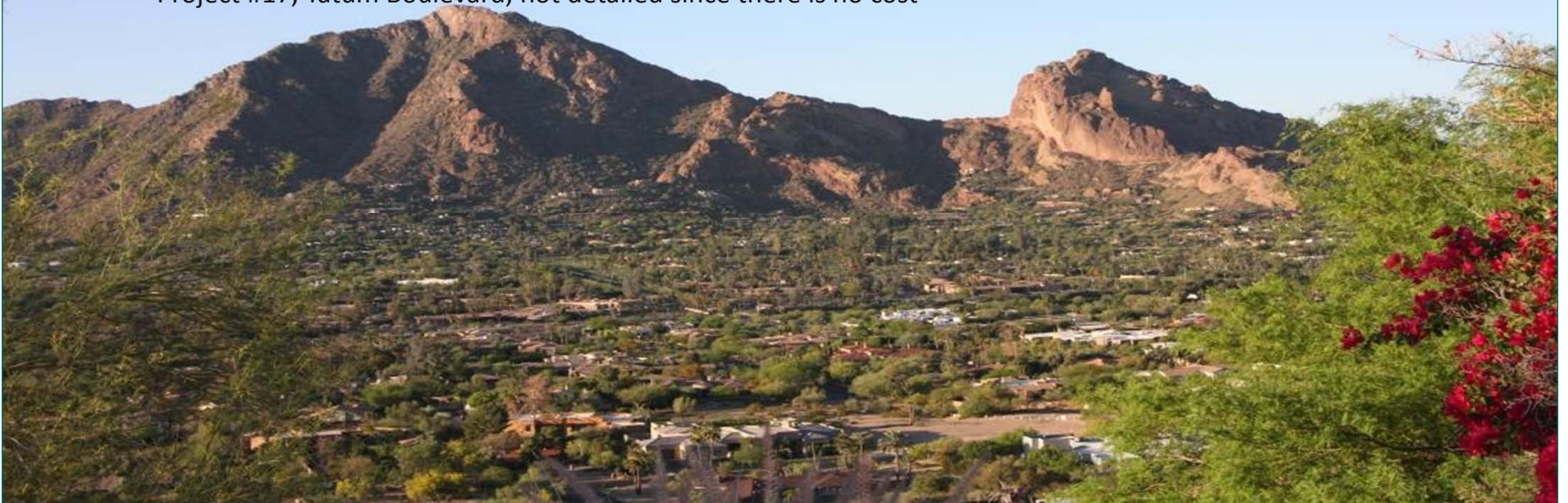
The Paradise Valley Pedestrian & Bicycle Master Plan



Town Council Work Session
Detailed Project
September 13, 2018

PROJECTS

- Projects ordered from Resort Loop and McDonald Dr first, then highest to lowest cost
- Presentations focus on proposed improvements, not existing or projects in current CIP
- The presentation for each project covers direction heard, what is in the draft plan, the design, condition-feasibility, how the project mitigates conflict, and possible options for Council consideration
- Project #17, Tatum Boulevard, not detailed since there is no cost



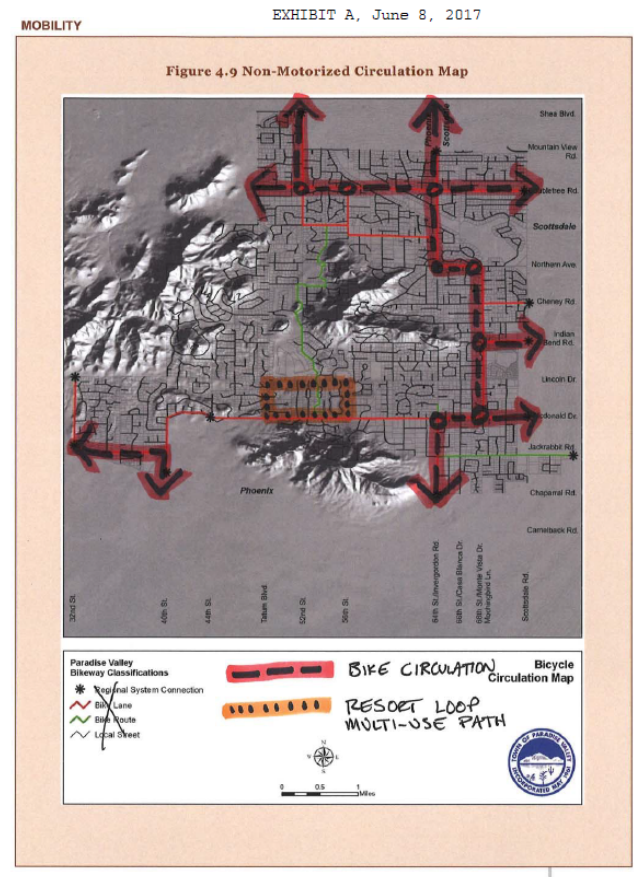
PROJECT #13 – RESORT LOOP



PROJECT # 13

RESORT LOOP Direction Heard

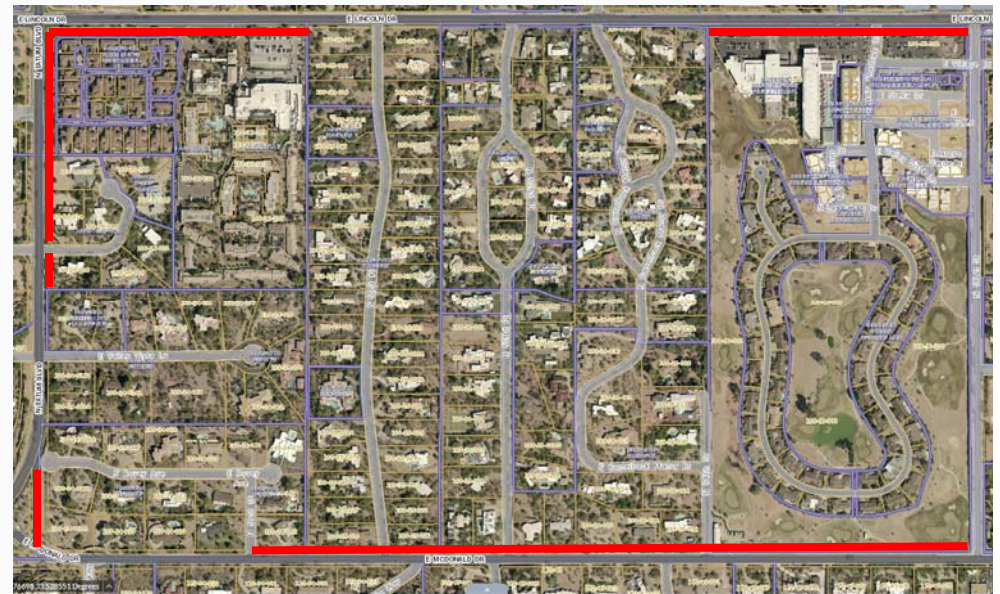
- SOD identifies 2.8 miles for recreational path
- Direction during SOD
 - Consider where adding a 10' wide path was possible
 - Exclude areas need ROW, interfere with drainage, and/or needs retaining walls (criteria used to determine feasibility for 10' wide)
 - Provide cost estimate
- Resorts supportive (see attached)



RESORT LOOP Draft Plan

- Draft Plan identifies 1.5 miles of 2.8 mile loop with potential to be 10' wide – not required to be 10' wide
- Definition of recreational path allows 6' wide, where necessary
- **Decision point: Keep, Modify to 6' wide, Remove Resort Loop**

— Resort Loop possible 10' wide



RESORT LOOP Design

- 6' to 10' wide
- Same design as the Town's sidewalk
 - Gently meandering, where possible
 - San Diego Buff color
- Provides option for pavement marker (design determined with future CIP)
- Require CIP approval
 - Engineered plans
 - Possible grant project
 - Adjoining property owner involvement
- 1 mile of 1.5 miles could be part SUP amendment

Typical Recreational Pathway

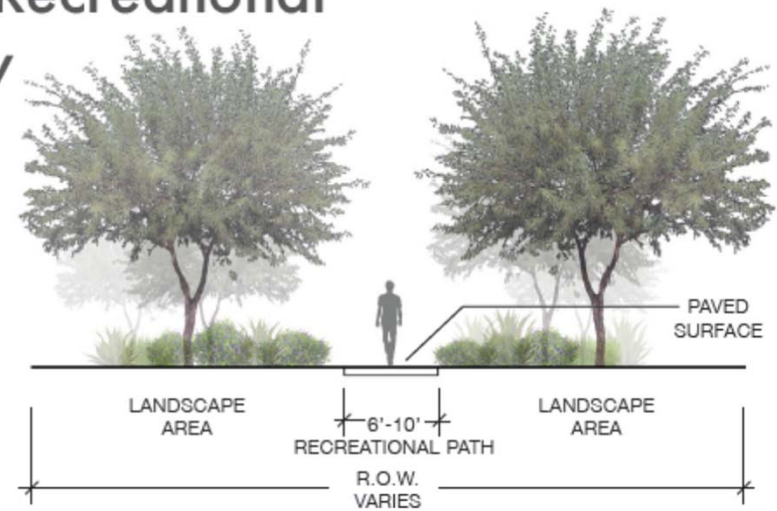


Figure 2-13 Recreational Pathway Cross Section

Pavement Marking



WALK & BIKE PARADISE VALLEY

The Paradise Valley Bicycle and Pedestrian Master Plan

LINCOLN DRIVE Condition – Feasibility

Tatum Blvd to east end Montelucia

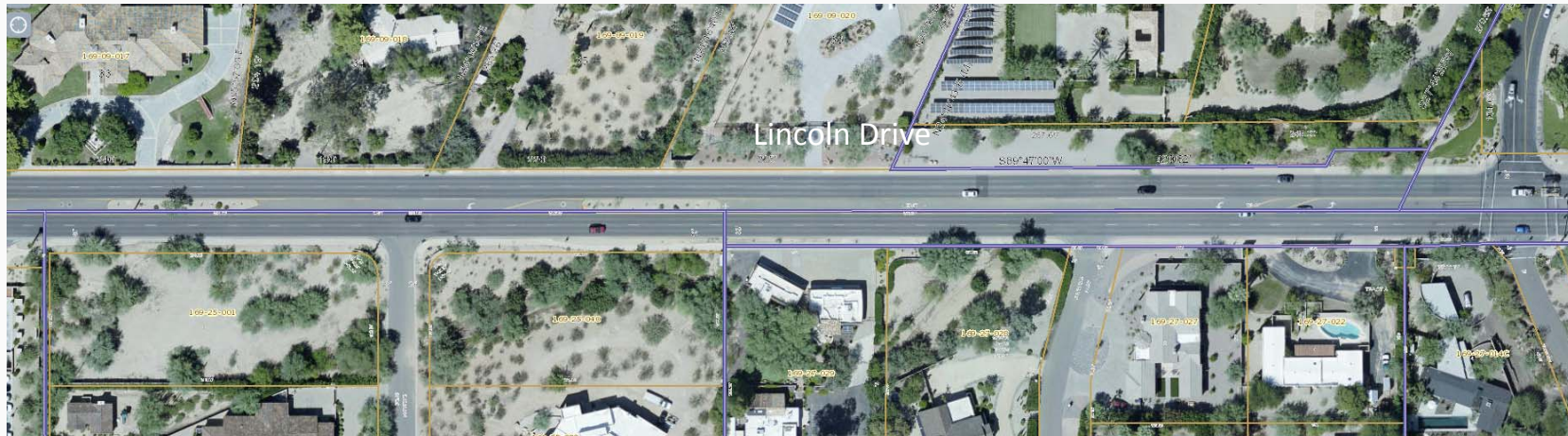
- Major Arterial, 130' typical ROW width
- ROW at 105' & 130'
- Full 65' Half ROW along Montelucia – ROW & Easement
- No retaining walls required
- **Feasibility** - ROW to make 10' wide path, but may want to wait until resort does major SUP remodel. Plan shows 10' wide path. Is it desirable to keep in plan?



LINCOLN DRIVE Condition – Feasibility

East end Montelucia to Camelback Manor Dr

- Major Arterial, 130' typical ROW width
- ROW at 73' & 80'
- 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
- **Feasibility** - *To widen sidewalk beyond 6' would require obtaining ROW and some amount of retaining wall. Based on criteria, not feasible. Retain existing 6' width – leave as-is*



LINCOLN DRIVE Condition – Feasibility

Camelback Manor Dr to Mtn Shadows Resort

- Major Arterial, 130' typical ROW width
- ROW varies between 88' & 120'
- 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
- **Feasibility** - *Based on criteria, not feasible adjoining R-43 lot. Retain existing 6' width – leave as-is. ROW to make 10' wide path, but may want to wait until resort does major SUP remodel. Plan shows 10' wide path. Is it desirable to keep in plan?*



LINCOLN DRIVE Condition – Feasibility

Mtn Shadows Resort to 56th St

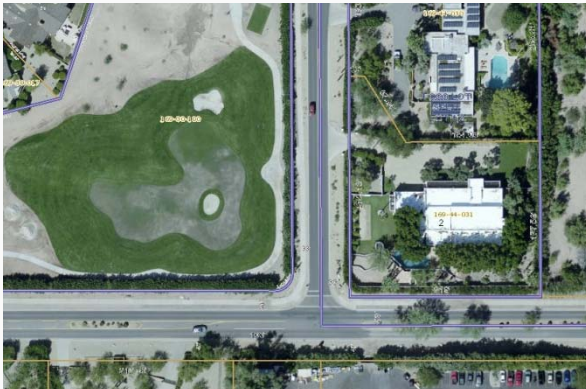
- Major Arterial, 130' typical ROW width
- ROW at 115'
- Have full 65' Half ROW along Mtn Shadows Resort - ROW & Easement
 - Recently completed
- **Feasibility** - *ROW to make 10' wide path, but may want to wait until resort does major SUP remodel. Plan shows 10' wide path. Is it desirable to keep in plan?*



56th STREET Condition – Feasibility

Lincoln Dr to McDonald Dr

- Collector Street, 60' ROW typical
- ROW varies 66' to 73'
- Improved with 6' wide sidewalk and a 4' trail on west side in 2015
- **Feasibility** – Leave as-is
 - Combo trail and sidewalk would accommodate the need for people to pass or use different path
 - Recently improved



MCDONALD DRIVE Condition – Feasibility

56th St to 52nd Pl

- Minor Arterial street with medians
- Meets the 80' full typical ROW
- Existing 6' wide sidewalk on north side
- **Feasibility** – 22' ROW back of curb could accommodate 10' wide path & landscaping – no or minor meander.
Is it desirable to keep in plan?



MCDONALD DRIVE Condition – Feasibility

56th St to 52nd Pl



MCDONALD DRIVE Condition – Feasibility

52nd Pl to Tatum Blvd

- Minor Arterial street with medians
- Meets the 80' full typical ROW
- Existing 6' wide sidewalk on north
- **Feasibility** – 22' ROW back of curb could accommodate 10' wide path & landscaping – no or minor meander.
 - East of 51st St 10' wide path feasible
 - West of 51st St grade changes – retain existing



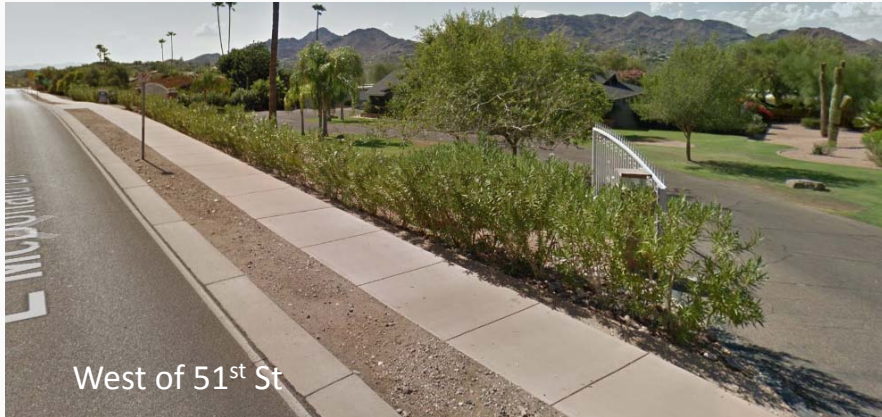
MCDONALD DRIVE Condition – Feasibility

52nd Pl to 51st St – Feasible for 10' wide path



MCDONALD DRIVE Condition – Feasibility

51st St to Tatum Blvd – Not feasible for 10' wide path



TATUM BLVD Condition – Feasibility

McDonald Dr at Tatum Blvd

- Major Arterial, 130' typical ROW
- Exceeds 130' Full ROW @ 200' +
- **Feasibility** - 10' wide path *feasible*



TATUM BLVD Condition – Feasibility

Rovey Ave to Valley Vista Ln

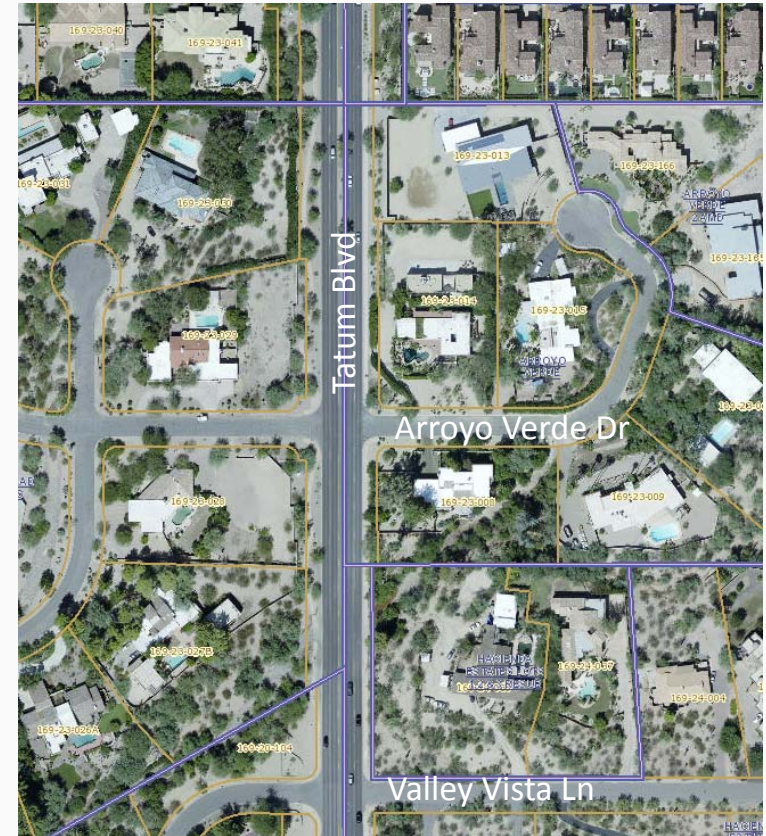
- Major Arterial
- Exceeds 130' Full ROW @ 133'
- Pavement is skewed eastward
 - Limits back of curb to ~11'
 - Likely need to reconstruct portion of Rovey wall
- **Feasibility** – *Not feasible , retain existing condition*



TATUM BLVD Condition – Feasibility

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
- **Feasibility** – 10' possible 150' south Rovey Ave north on Tatum Blvd



TATUM BLVD Condition – Feasibility

Valley Vista Ln to south end Montelucia



TATUM BLVD Condition – Feasibility

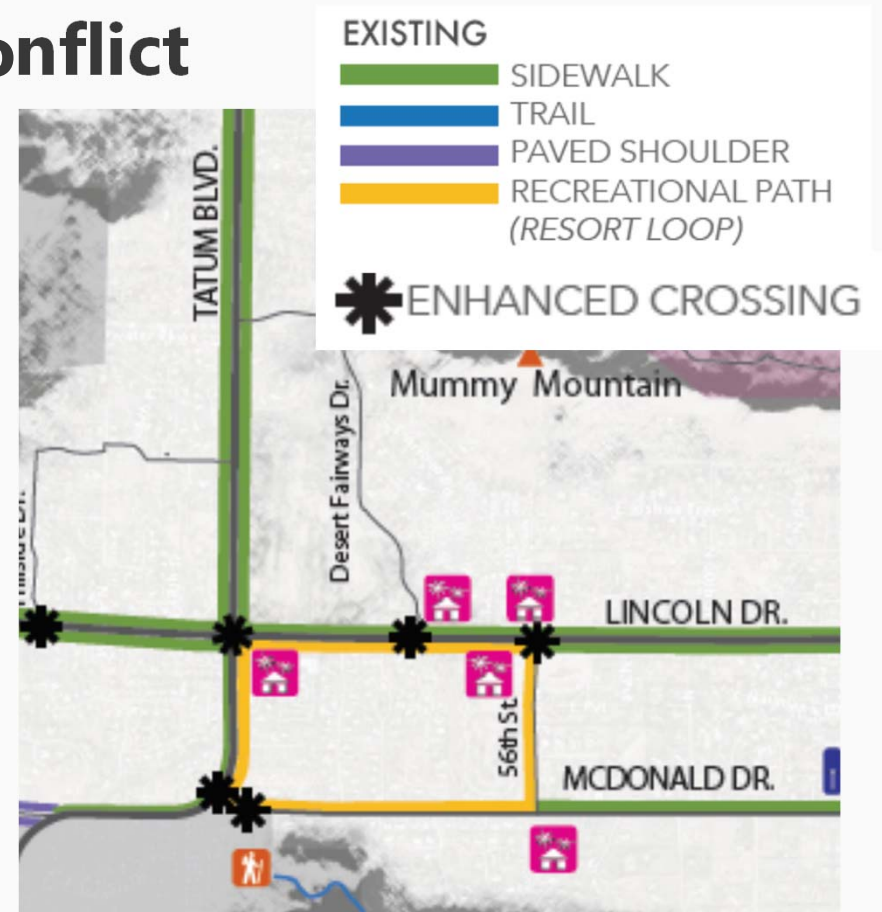
South end Montelucia to Lincoln Dr

- Have typical 130' Full ROW
- Full 65' Half ROW along Montelucia – ROW & Easement
- No retaining walls required
- **Feasibility** - ROW for 10' wide path, but may want to wait until resort does major SUP remodel. Plan shows 10' wide path



RESORT LOOP Mitigates Conflict

- Identifies a separated facility from vehicles to walk and bike for nearby resort guests whether 6' wide and/or 10' wide path
- Designates a path resorts can inform guests to use to help discourage use of internal local streets
- Adds missing crosswalks and/or bike sensors at enhanced crossing locations that will improve safety

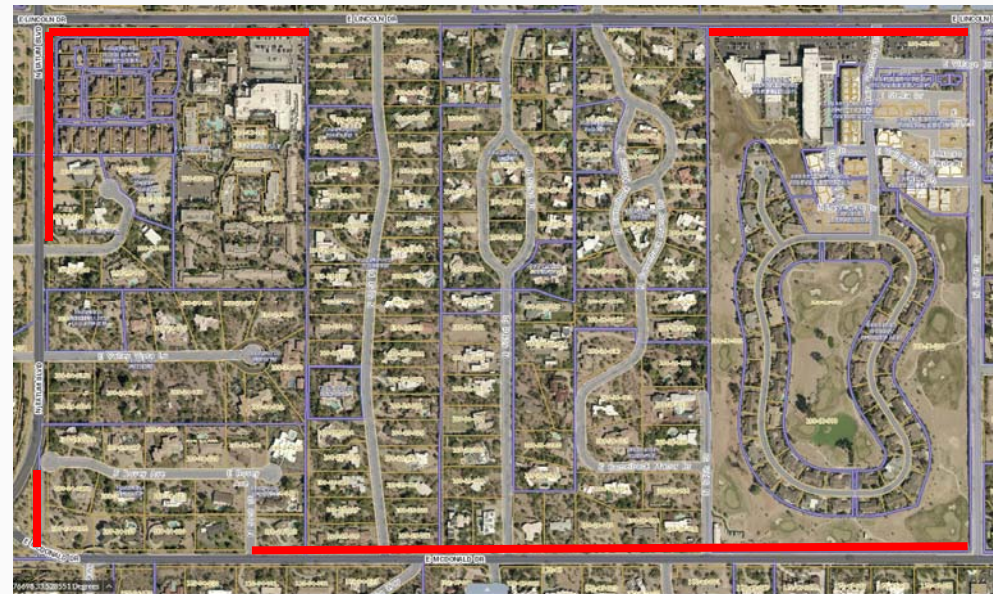


RESORT LOOP Options

- Remove Resort Loop concept
- Leave Resort Loop concept and modify recreational path design to 6' wide, no 10' wide option
- Leave Resort Loop concept and build out path to 10' wide in future
 - 1.5 miles of 2.8 mile loop
 - Estimated cost \$1,830,000
 - Reduce cost
 - Seek grant
 - Wait until resorts need a major SUP (1 mile of 1.5 miles)
- Other?

➤ Decision point: Keep, Modify, Remove

— Resort Loop possible 10' wide



PROJECT #10 – MCDONALD DRIVE



PROJECT # 10

MCDONALD DR Direction Heard

- SOD identifies focusing bicycle facilities on non-local streets per SOD map
- SOD states to look at safety, this is an area of known bike-ped-auto crashes
- 2012 General Plan proposes bike lanes on McDonald Drive

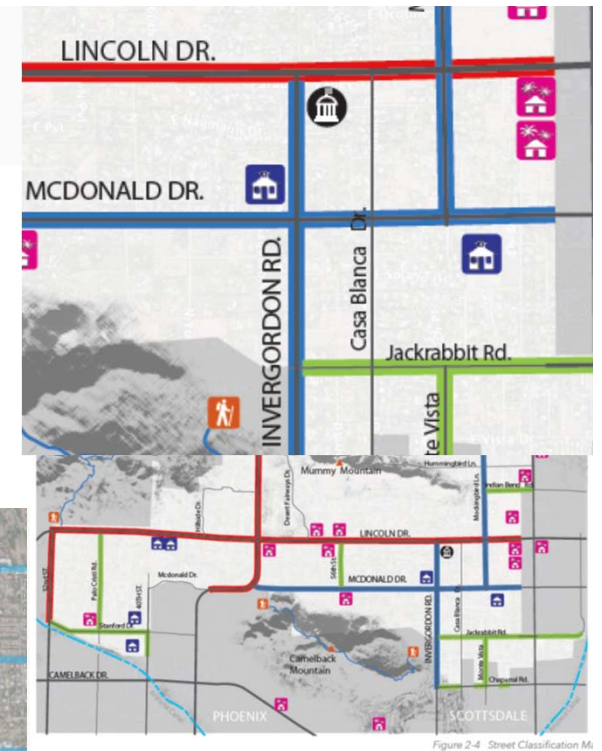
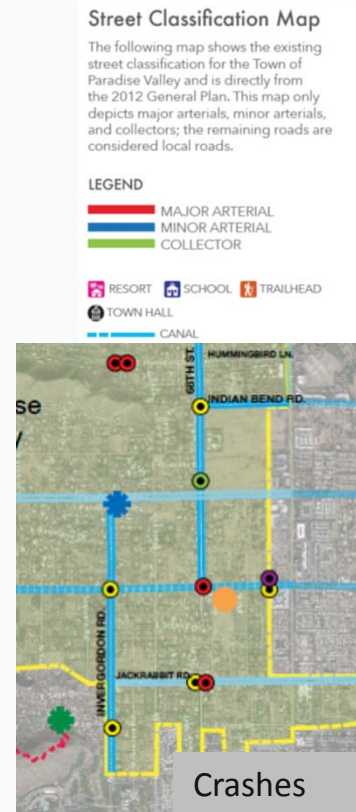
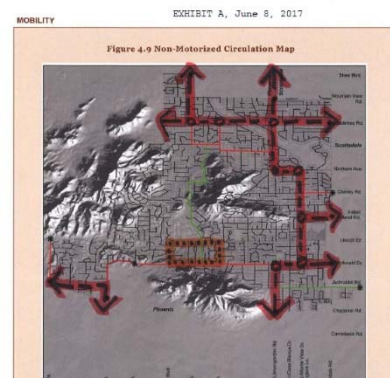


Figure 2-4 Street Classification Map

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

MCDONALD DR Draft Plan

- Draft Plan removes bike lanes and sidewalk on south side of street west of Invergordon
- Per SOD & 2012 General Plan, retains bike accommodation east of Invergordon Rd
- Commission recommendation is for pavement sharrows and no change to existing road east of Invergordon Road
- Typical cross-section has option for 10' wide sidewalk on north side and option sidewalk/trail south side
 - Cost not included, not preferred (retain 6' sidewalk north side of street)
 - Left in since SOD had bike lanes
- Plan includes a suggested landscape median at Kiva school crosswalk



MCDONALD DR Design

- Sharrow
 - Sharrow design can be modified
 - Design in Walk & Bike Plan is an illustration
- Require CIP approval
 - Engineered plans
 - Possible grant project

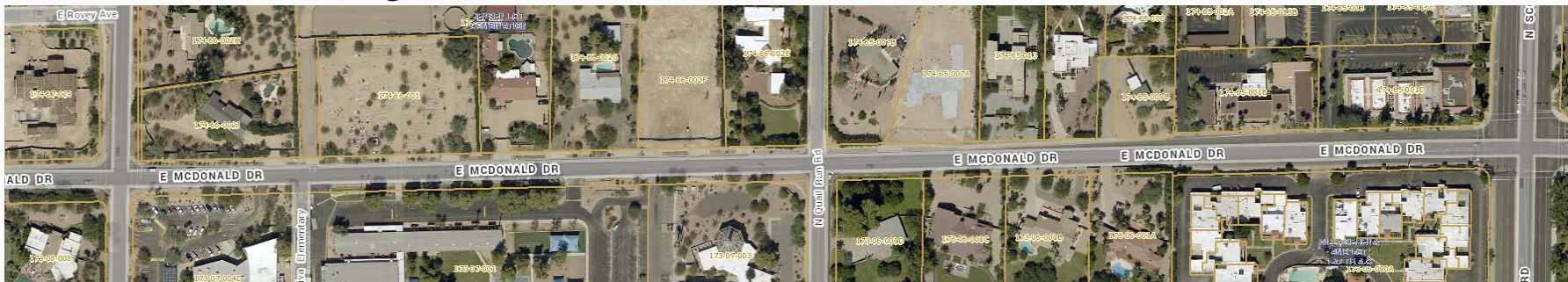


MCDONALD DR Condition – Feasibility

Scottsdale Rd to Mockingbird Ln

- Minor Arterial, 80' typical with medians
- ROW at 66' in width
- Existing sidewalk on north side and small portion on south side
- Private walls close to ROW
- Back of curb varies 0'-15'
- **Feasibility** – *Limited ROW to add bike lanes.*

Suggestion is add sharrows and add median at Kiva crossing



MCDONALD DRIVE Condition – Feasibility

Mockingbird Ln to Invergordon Rd

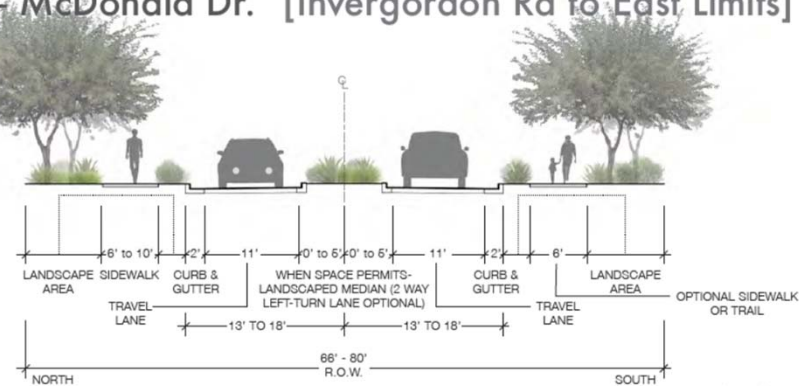
- Minor Arterial, 80' typical with medians
- 66' ROW, 73' ROW and 98' ROW
- Existing sidewalk on north side only
- Drainage ditch on south side
- Back of curb varies 6'-10'
- **Feasibility** – *Limited ROW to add bike lanes. Suggestion is add sharrows*



MCDONALD DRIVE Mitigates Conflict

- Retains sidewalk along the north side of street which provides separated facility from vehicles
- Separated bike lanes of the SOD and 2012 General Plan would better mitigate conflict, but sharrows will be a visual that bikes and vehicles share this portion of McDonald Dr

Minor Arterial - McDonald Dr. [Invergordon Rd to East Limits]



➤ **Decision point: Keep, Modify, Remove**

MCDONALD DR Options

- 3 options in cost estimates
 - Option 1
 - Add sharrows and median at Kiva
 - \$10,000
 - Preferred option by Commission
 - Option 2
 - Remove turn lane, keep medians, add bike lanes, and median at Kiva
 - 2nd option by Commission
 - \$300,000
 - Option 3
 - Full reconstruction with turn lanes, medians, bike lanes
 - \$2,320,000
- Options exist to reduce cost
 - Seek grant money

PROJECT #12 – MOUNTAIN VIEW ROAD



PROJECT # 12

MOUNTAIN VIEW RD Direction Heard

- SOD identifies focusing pedestrian facilities on primarily non-local streets that serve resort destination areas, provide access to nearby trailheads, and/or complete missing gaps
- Contacted by few residents on Mtn View about adding bike lanes/ sidewalks west of wash
- Many cyclists requesting crossing at Tatum/bike lanes west of 56th St
- Mtn View Road (parts) is collector street, not local street

Street Classification Map

The following map shows the existing street classification for the Town of Paradise Valley and is directly from the 2012 General Plan. This map only depicts major arterials, minor arterials, and collectors; the remaining roads are considered local roads.

LEGEND

- MAJOR ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- RESORT
- SCHOOL
- TRAILHEAD
- TOWN HALL
- CANAL



WALK & BIKE PARADISE VALLEY

The Paradise Valley Bicycle and Pedestrian Master Plan

MOUNTAIN VIEW RD Draft Plan

- Leaves the roadway as-is
- Considers sidewalk on one side
 - North side west of 56th St
 - South side east of wash
 - Sensitive since sidewalk runs along front yards within ROW
- Crosswalks
 - Excludes crossing at Tatum – Phx ROW
 - 1 at Invergordon, addresses need to cross to get to sidewalk on east side
 - 1 at 53rd Pl, suggested if trail on 53rd Pl
- Estimate of \$1,080,000 to reconstruct 1.3 miles if Town pays
- Options exist to reduce cost
 - Seek grant money



LEGEND

- SIDEWALK
- TRAIL
- BIKE LANE
- PAVED SHOULDER
- RECREATIONAL PATH (RESORT LOOP)

WALK & BIKE PARADISE VALLEY

The Paradise Valley Bicycle and Pedestrian Master Plan

MOUNTAIN VIEW RD Design

- 6' wide
- Gently meandering, where possible
- San Diego Buff color
- Crosswalk to meet ADA/MAG standards
- Require CIP approval
 - Engineered plans
 - Possible grant project
 - Adjoining property owner involvement



Typical Sidewalk

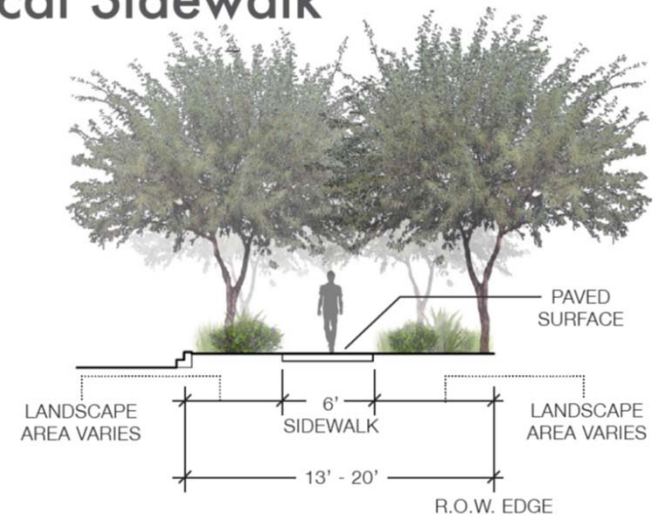


Figure 2-14 Sidewalk Cross Section

MOUNTAIN VIEW RD Condition – Feasibility

Tatum Blvd to 50th St

- Collector
- 80' existing ROW, 60' ROW typical
- Existing striping as if it was a bike lane with buffer
- 15' back of curb ROW could add 6' wide sidewalk
- Plan suggests adding sidewalk to north side to connect to sidewalk going in on Tatum Blvd and existing on 56th St
- **Feasibility** – ROW exists, could consider to remove sidewalk on north since existing pavement north of striping



MOUNTAIN VIEW RD Condition – Feasibility

50th St to 52nd St

- Collector
- 80' existing ROW, 60' ROW typical
- Existing striping as if it was a bike lane with buffer
- 15' back of curb ROW could add 6' wide sidewalk
- Plan suggests adding sidewalk to north side to connect to sidewalk going in on Tatum Blvd and existing on 56th St
- **Feasibility** – ROW exists, could consider to remove sidewalk on north since existing pavement north of striping



MOUNTAIN VIEW RD Condition – Feasibility

52nd St to 53rd Pl

- Local
- 80' existing ROW, 50' ROW typical
- North side lots in City of Phoenix
- Existing sidewalk on north side, sidewalk would connect with proposed sidewalk on north side west of 56th St and existing sidewalk on east side of 52nd St
- With Project #14 of 53rd Pl/Sanna St, suggestion is to add 1 crosswalk
- **Feasibility** – ROW exists, new portion is crosswalk at 53rd Pl if sidewalk/trail goes in on 53rd Pl



MOUNTAIN VIEW RD Condition – Feasibility

56th St to 58th St

- Collector
- 80' existing ROW, 60' ROW typical
- Lots on north side in City of Phoenix
- Existing sidewalk on south (part)
- Varies 15'/20' back of curb ROW could add 6' wide sidewalk
- Plan suggests adding sidewalk to south side to connect to existing sidewalk on 56th St and Invergordon Rd
- **Feasibility** – *ROW exists, adjoins City of Phoenix with more urban standards*



MOUNTAIN VIEW RD Condition – Feasibility

58th St to Fanfol Dr

- Collector
- 80' existing ROW, 60' ROW typical
- Lots on north side in City of Phoenix
- Varies 15'/20' back of curb ROW could add 6' wide sidewalk
- Plan suggests adding sidewalk to south side to connect to existing sidewalk on 56th St and Invergordon Rd



MOUNTAIN VIEW RD Condition – Feasibility

Fanfol Dr to Invergordon Rd

- Collector
- 80' existing ROW, 60' ROW typical
- Lots on north side in City of Phoenix
- Varies 15'/20' back of curb ROW could add 6' wide sidewalk
- Plan suggests adding sidewalk to south side to connect to existing sidewalk on 56th St and Invergordon Rd
- Proposed crossing on Invergordon to connect to existing sidewalk on east side of street
- **Feasibility** – ROW exists, adjoins City of Phoenix with more urban standards



MOUNTAIN VIEW RD Mitigates Conflict

- Adds sidewalk on one side of the street which provides separated facility from vehicles
- Adds a crosswalk to connect new sidewalk into the Phoenix and Paradise Valley sidewalk system



➤ Decision point: Keep, Modify, Remove

MOUNTAIN VIEW RD Options

- Keep as drafted
 - 6,750 lf of new sidewalk
 - New crosswalk at Mtn View Rd/Invergordon Rd
 - \$1,080,000
- Modify
 - Remove the 2,400 lf proposed sidewalk west of 52nd St since existing wide paved shoulder
 - \$750,000
- Remove
- Other options?

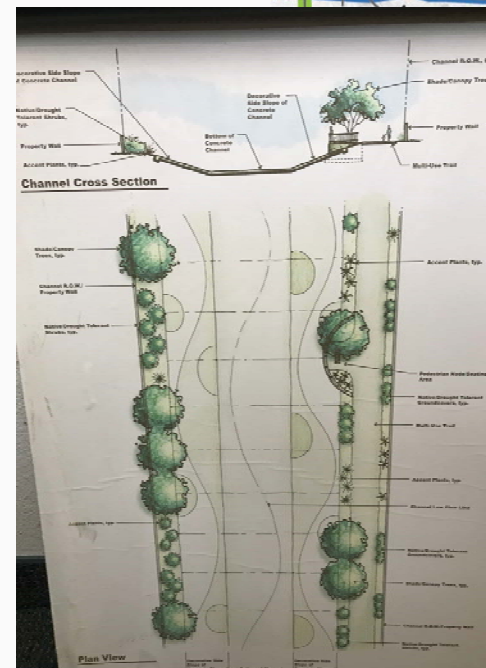
PROJECT #5 – BERNEIL DITCH



PROJECT # 5

BERNEIL DITCH Direction Heard

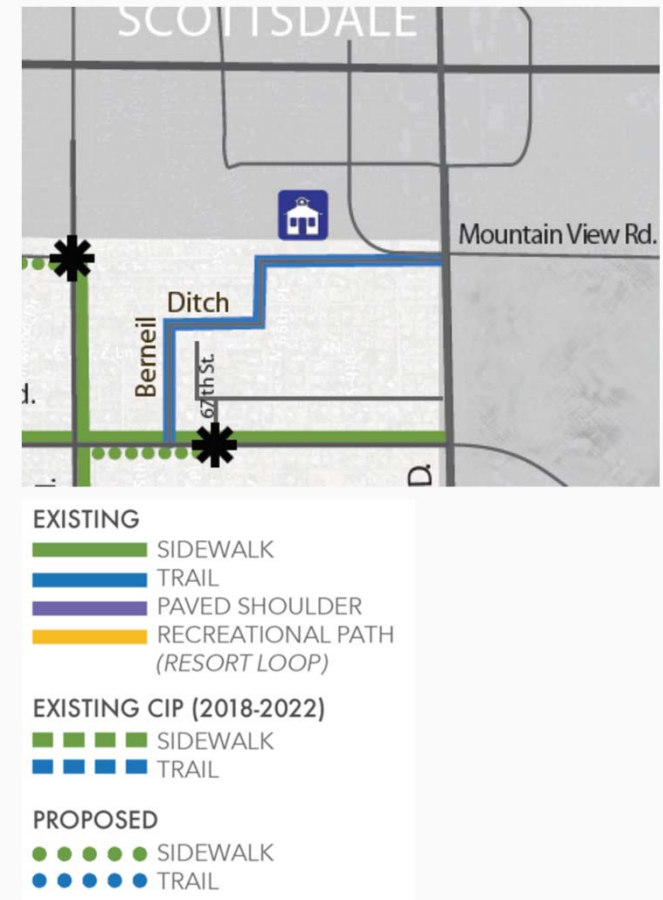
- SOD identifies focusing pedestrian facilities on primarily non-local streets that serve resort destination areas, provide access to nearby trailheads, and/or complete missing gaps
- Preliminary design work done in 2008 for improving ditch
- Prior existing CIP project for several years
- Town public works staff maintains the trail today



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

BERNEIL DITCH Draft Plan

- Leave the trail in place from Doubletree Ranch Rd to Scottsdale Rd
- Resurface the trail and add landscaping
- Estimate of \$450,000 if Town pays
- Options exist to reduce cost
 - Seek grant money



BERNEIL DITCH Design

- 4'-10' wide
- Gently meandering, where possible
- Natural stabilized surface
- Require CIP approval
 - Engineered plans
 - Possible grant project
 - Adjoining property owner involvement

Typical Trail

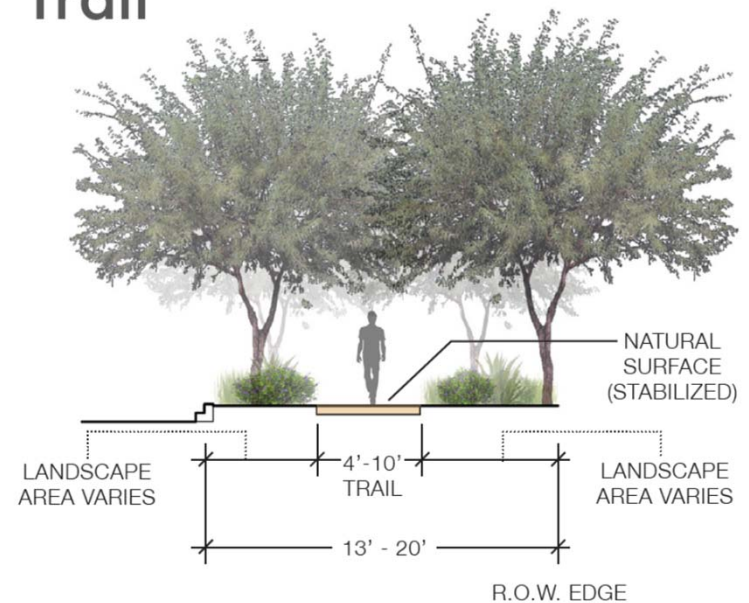
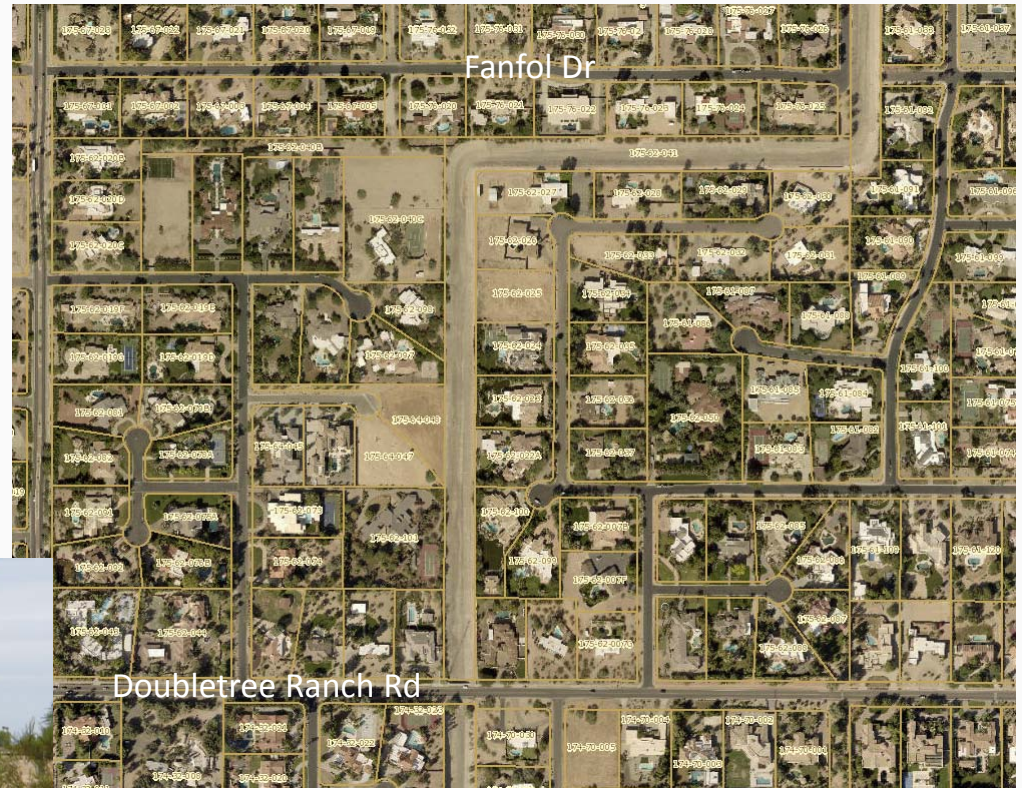


Figure 2-15 Trail Cross Section

BERNEIL DITCH Condition – Feasibility

Doubletree Ranch Rd to
Fanfol Dr

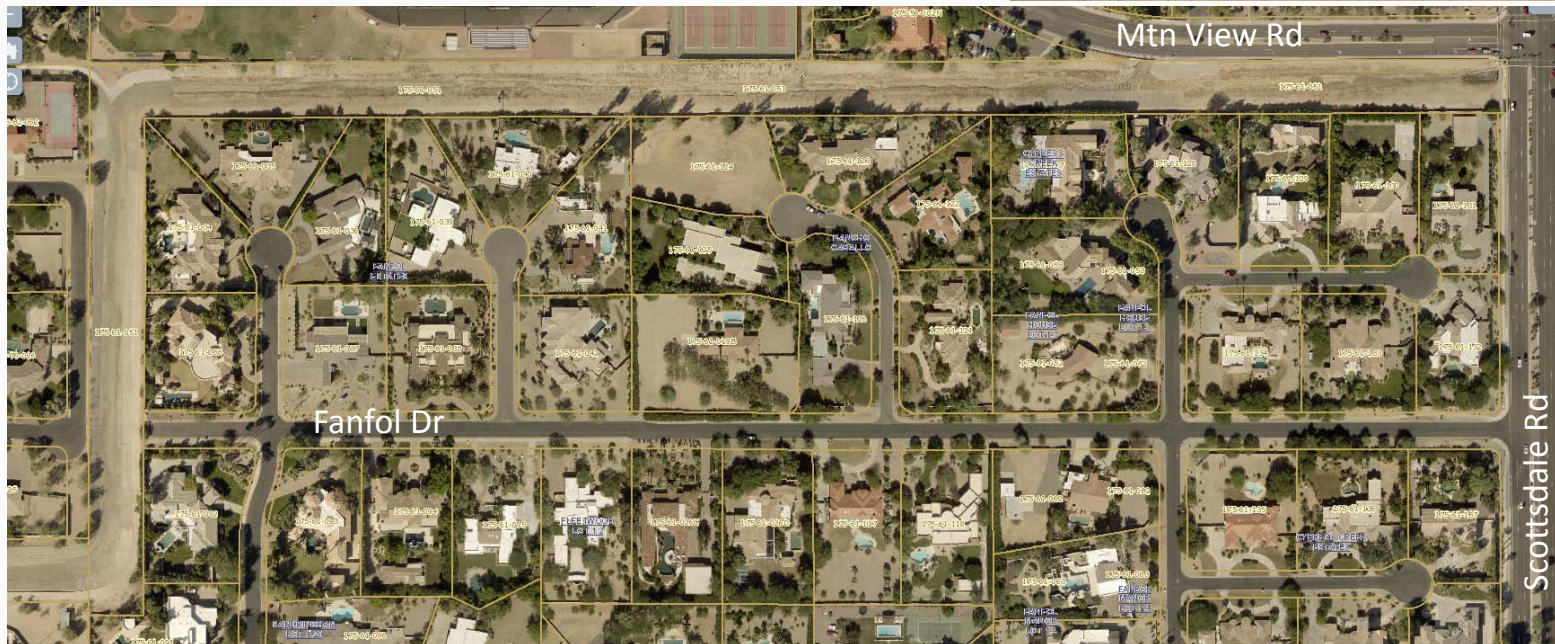
- Trail - Drainageway
- 100' existing width
- Devoid of much vegetation



BERNEIL DITCH Condition – Feasibility

Fanfol Dr to Scottsdale Rd

- Trail - Drainageway
- 100' existing width
- Devoid of much vegetation
- **Feasibility** – *ROW exists and was funded in past*



BERNEIL DITCH Mitigates Conflict

- Allows for a separated facility from vehicles
- Maintains an alternative location from Doubletree Ranch Rd to access Scottsdale Rd

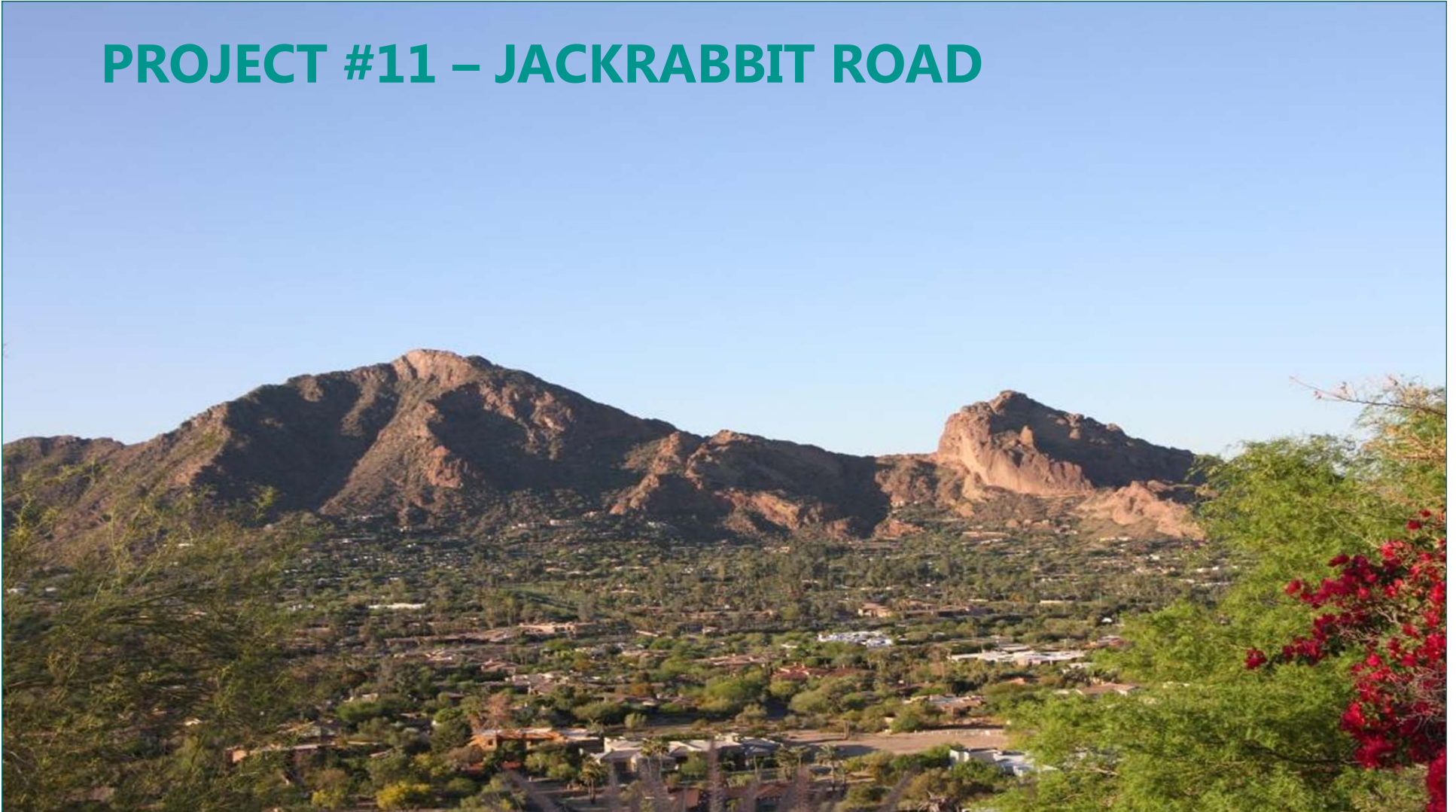


BERNEIL DITCH Options

- Keep as drafted
 - Improve trail and add landscaping
 - \$450,000
- Remove
- Other options?

➤ **Decision point: Keep, Modify, Remove**

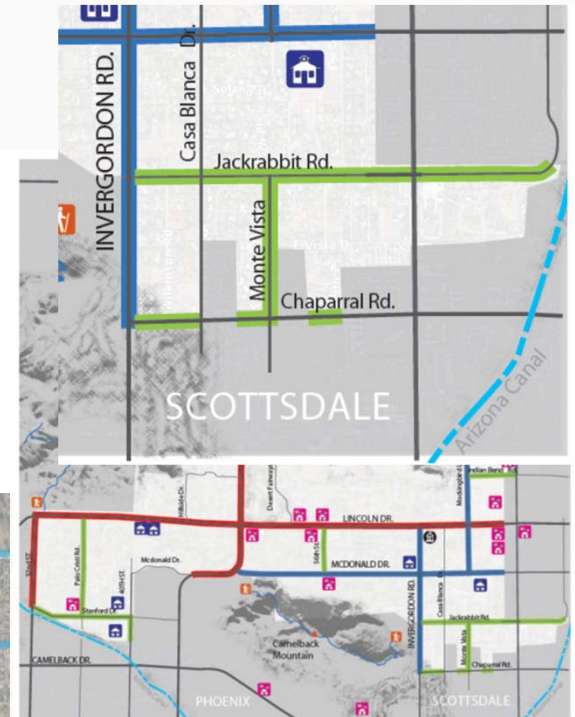
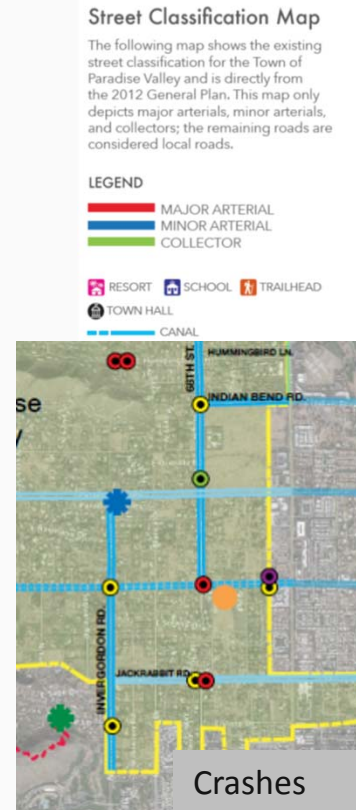
PROJECT #11 – JACKRABBIT ROAD



PROJECT # 11

JACKRABBIT RD Direction Heard

- SOD identifies focusing pedestrian facilities on primarily non-local streets that serve resort destination areas, provide access to nearby trailheads, and/or complete missing gaps
- Jackrabbit Rd leads directly into regional canal trail on east and near Cholla trail on west
- Jackrabbit Rd only road within Town across Scottsdale Rd
- Area of known bike-ped-auto crashes



JACKRABBIT RD Draft Plan

- Considers a 6' wide sidewalk on the north side from Invergordon Rd to connect with sidewalk on north side east of Scottsdale Rd
- Sensitive since sidewalk runs along front or side yards within ROW
- Estimate of \$400,000 if Town pays
- Options exist to reduce cost
 - Seek grant money

➤ **Decision point: Keep, Modify, Remove**



EXISTING	
	SIDEWALK
	TRAIL
	PAVED SHOULDER
	RECREATIONAL PATH (RESORT LOOP)
EXISTING CIP (2018-2022)	
	SIDEWALK
	TRAIL
PROPOSED	
	SIDEWALK
	TRAIL

WALK & BIKE PARADISE VALLEY

The Paradise Valley Bicycle and Pedestrian Master Plan

JACKRABBIT RD Design

- 6' wide
- Gently meandering, where possible
- San Diego Buff color
- Require CIP approval
 - Engineered plans
 - Possible grant project
 - Adjoining property owner involvement

Typical Sidewalk

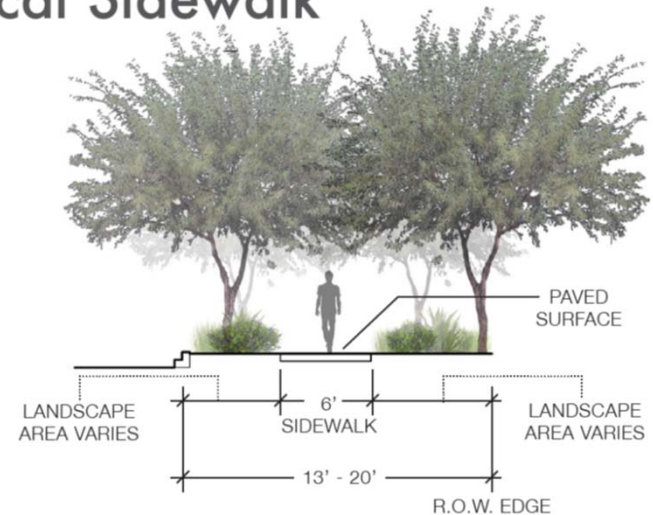
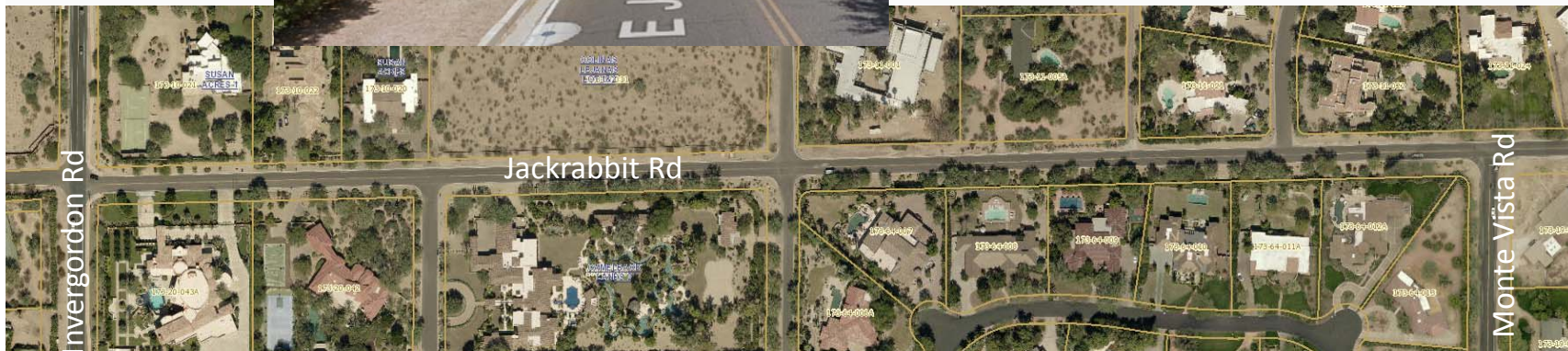


Figure 2-14 Sidewalk Cross Section

JACKRABBIT RD Condition – Feasibility

Invergordon Rd to Monte Vista Rd

- Collector
- Varies 65' and 80' existing ROW, 60' ROW typical
- Varies 15' back of curb ROW
- Plan suggests adding sidewalk to north side



JACKRABBIT RD Condition – Feasibility

Monte Vista Rd to Arizona Canal

- Collector
- Varies 65' and 80' existing ROW, 60' ROW typical
- Varies 15' back of curb ROW
- 4 SUPs at Scottsdale Rd/Jackrabbit Rd
- Plan suggests sidewalk on north side
- **Feasibility** – ROW exists and offers connections to regional trail system



JACKRABBIT RD Mitigates Conflict

- Allows for a separated facility from vehicles
- Safer place for people to walk currently



➤ **Decision point: Keep, Modify, Remove**

JACKRABBIT RD Options

- Keep as drafted
 - Adds 4,250 lf of sidewalk on north side of street
 - Sidewalk east of Scottsdale Rd exists on north side to the AZ Canal trailhead
 - \$400,000
- Remove
- Other options?

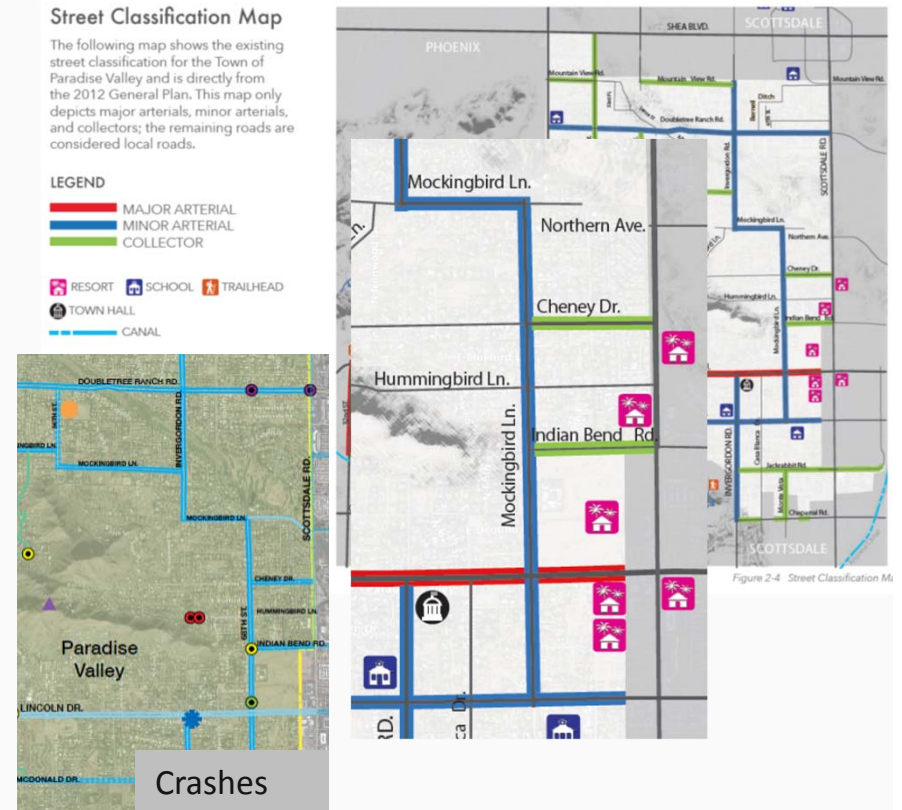
PROJECT #6 – INVERGORDON/MOCKINGBIRD



PROJECT # 6

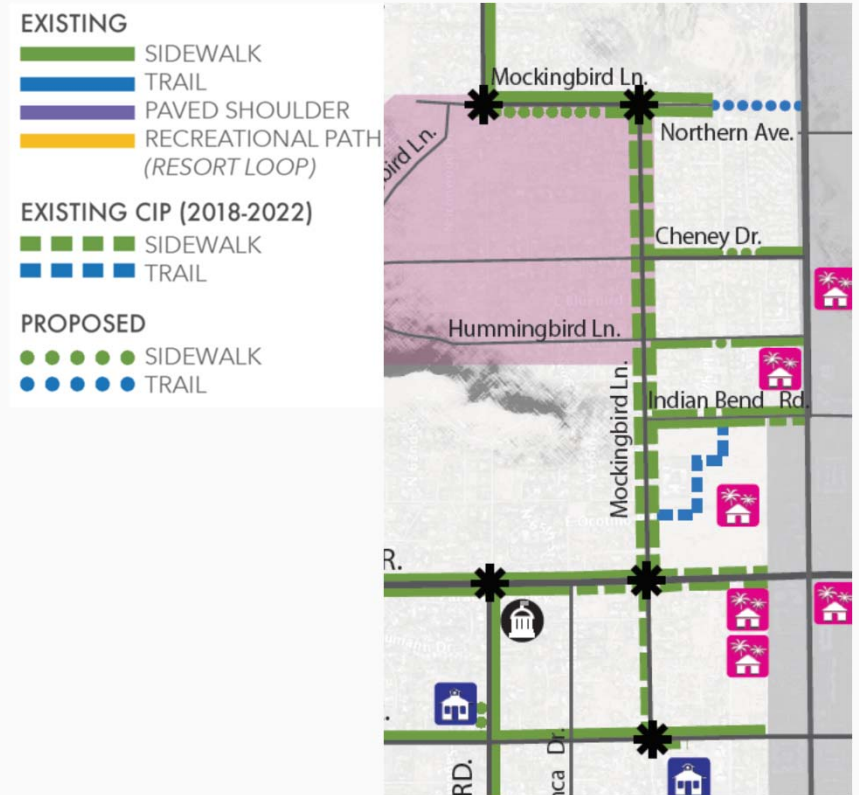
INVERGORDON/MOCKINGBIRD Direction Heard

- SOD identifies focusing pedestrian facilities on primarily non-local streets that serve resort destination areas, provide access to nearby trailheads, and/or complete missing gaps
- On main N-S bike lane route
- Area of known bike-ped-auto crashes



INVERGORDON/MOCKINGBIRD RD Draft Plan

- Considers completion of a 1/3 mile stretch of 6' wide sidewalk on the south side from Invergordon Rd to connect with sidewalk north of roundabout
- Crosswalks
 - Stripe crosswalks at roundabout
 - Add 2 missing crosswalks near Golf Club
 - Lincoln/Mockingbird – restriping 4 existing
 - Doubletree/Mockingbird add missing crosswalk on south side
- Estimate of \$400,000 if Town pays
- Options exist to reduce cost
 - Seek grant money



INVERGORDON/MOCKINGBIRD Design

- 6' wide
- Gently meandering, where possible
- San Diego Buff color
- Crosswalk to meet ADA/MAG standards
- Require CIP approval
 - Engineered plans
 - Possible grant project
 - Adjoining property owner involvement

Typical Sidewalk

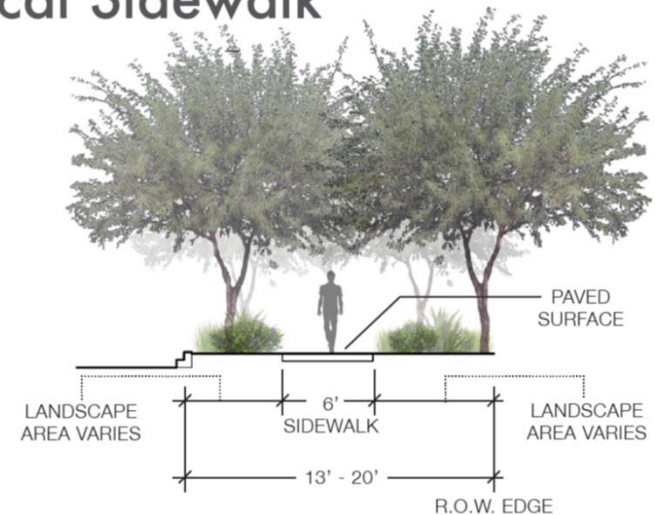
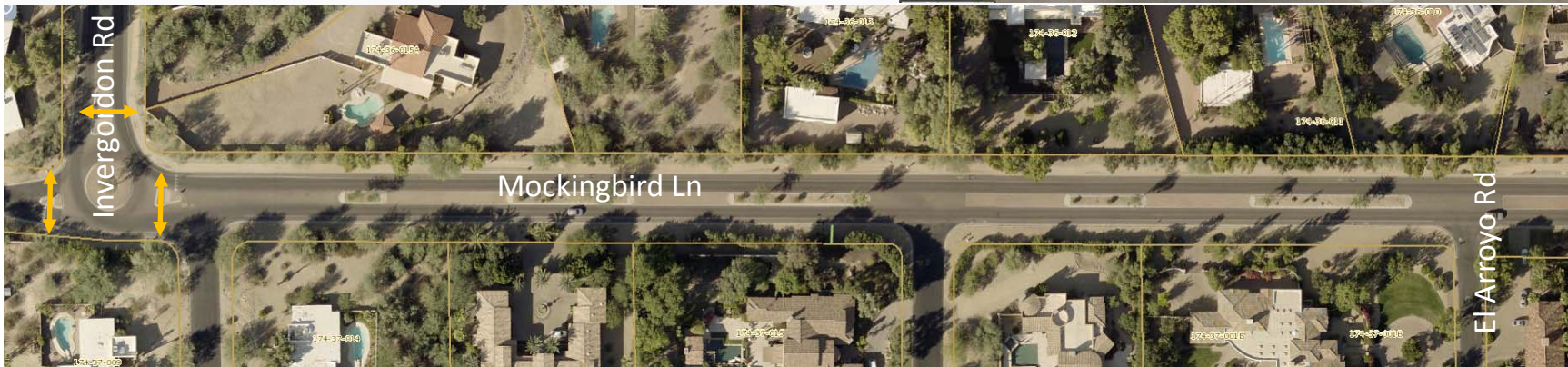


Figure 2-14 Sidewalk Cross Section

INVERGORDON/MOCKINGBIRD Condition – Feasibility

Roundabout to El Arroyo Rd

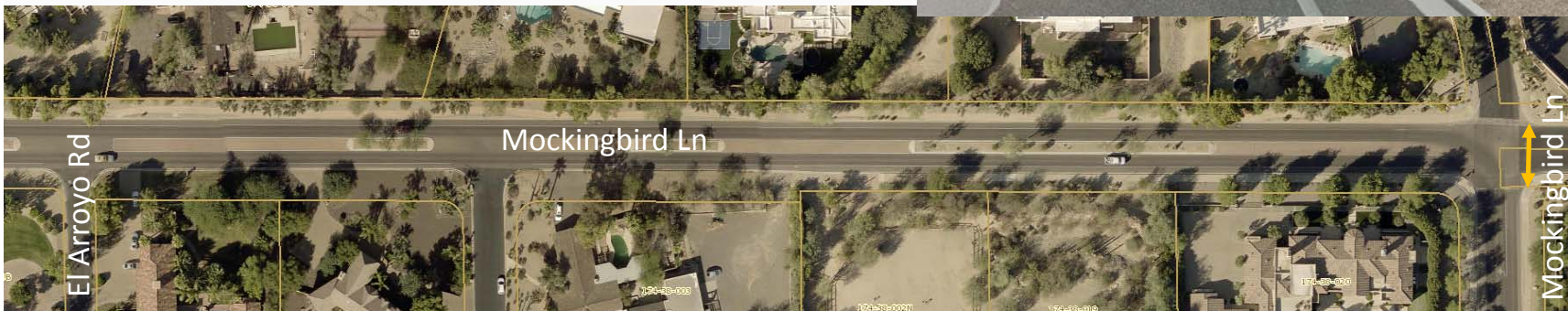
- Minor Arterial
- Varies 80' and 90' existing ROW, 80' ROW typical
- Varies 15' & 25' back of curb
- Plan suggests sidewalk south side
- Crosswalk improvement
- **Feasibility** – ROW and crosswalk areas exist – striping to emphasize crosswalks



INVERGORDON/MOCKINGBIRD Condition – Feasibility

El Arroyo Rd to Mockingbird Ln

- Minor Arterial
- Varies 80' and 90' existing ROW, 80' ROW typical
- Varies 15' & 25' back of curb
- Plan suggests sidewalk south side to connect to existing sidewalk
- Completing the sidewalk gap between roundabout and Mockingbird Ln
- **Feasibility** – ROW exists, but sidewalk is on north side of street if need to remove



INVERGORDON/MOCKINGBIRD Condition

Lincoln Dr and Doubletree Crossings

- Crosswalk improvements↕
- Lincoln/Mockingbird – factored in restriping of all existing crosswalks
- Doubletree/McDonald Dr – suggested adding south crosswalk to connect to existing sidewalk at Temple Solel



INVERGORDON/MOCKINGBIRD Mitigates Conflict

- Makes the crosswalks more visible at roundabout which is safer
- Allows for a separated facility from vehicles on the north and south side of this street



INVERGORDON/MOCKINGBIRD Options

- Keep as drafted
 - Adds 1,825 lf of sidewalk on south side of street to complete the missing gaps
 - Improving existing crosswalks
 - Roundabout at Invergordon Rd/Northern Ave
 - Lincoln Dr/Mockingbird Ln (Mostly in existing CIP)
 - Adding missing crosswalks
 - Mockingbird Ln/68th St at Camelback Golf Club
 - McDonald Dr/Mockingbird Ln at Temple Solel
 - \$400,000
- Option to remove the 1,825 lf sidewalk since existing sidewalk on north side bring cost down to \$250,000
- Other options?

PROJECT #3 – DOUBLETREE RANCH ROAD



PROJECT # 3

DOUBLETREE RANCH RD Direction Heard

- SOD identifies focusing pedestrian facilities on primarily non-local streets that serve resort destination areas, provide access to nearby trailheads, and/or complete missing gaps
- On main W-E bike lane route
- Existing CIP project to improve street east of Invergordon Rd
- Area of known bike-ped-auto crashes

Street Classification Map

The following map shows the existing street classification for the Town of Paradise Valley and is directly from the 2012 General Plan. This map only depicts major arterials, minor arterials, and collectors; the remaining roads are considered local roads.

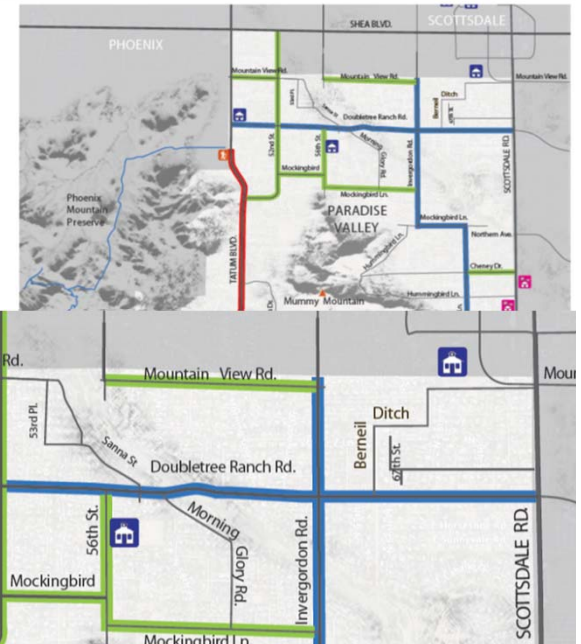
LEGEND

MAJOR ARTERIAL
MINOR ARTERIAL
COLLECTOR

RESORT SCHOOL TRAILHEAD
TOWN HALL
CANAL



Crashes



WALK & BIKE PARADISE VALLEY

The Paradise Valley Bicycle and Pedestrian Master Plan

DOUBLETREE RANCH RD Draft Plan

- Considers adding 1/3 mile of 6' sidewalk on south side between Invergordon Rd and 67th St
 - Connects to existing sidewalk on 67th St
 - Provides access along Soleri SUP
 - Sensitivity since along front yards in ROW
- Crosswalks
 - Aim provide closer marked crossings to north sidewalk for residents south of Doubletree Ranch Rd
 - Add crosswalk at 67th St & Via Los Caballos
 - Add 2 missing crosswalks at 52nd St
- Estimate of \$300,000 if Town pays
- Options exist to reduce cost
 - Seek grant money
 - Hold Soleri portion until SUP amendment



DOUBLETREE RANCH RD Design

- 6' wide
- Gently meandering, where possible
- San Diego Buff color
- Crosswalk to meet ADA/MAG standards
- Require CIP approval
 - Engineered plans
 - Possible grant project
 - Adjoining property owner involvement

Typical Sidewalk

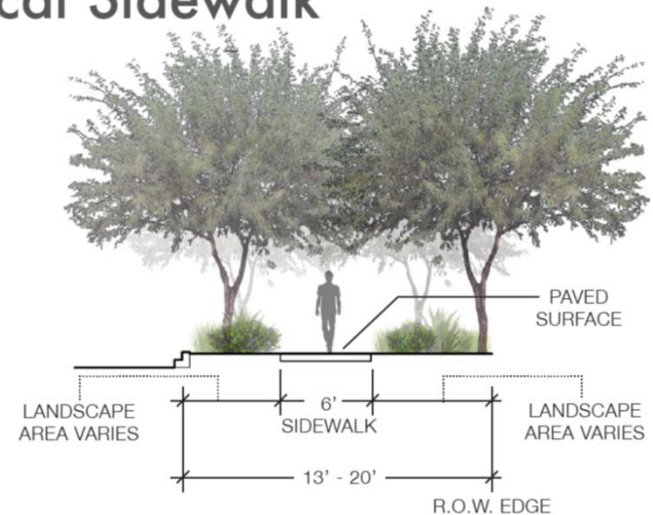


Figure 2-14 Sidewalk Cross Section

DOUBLETREE RANCH RD Condition – Feasibility

Invergordon Rd to 67th PI

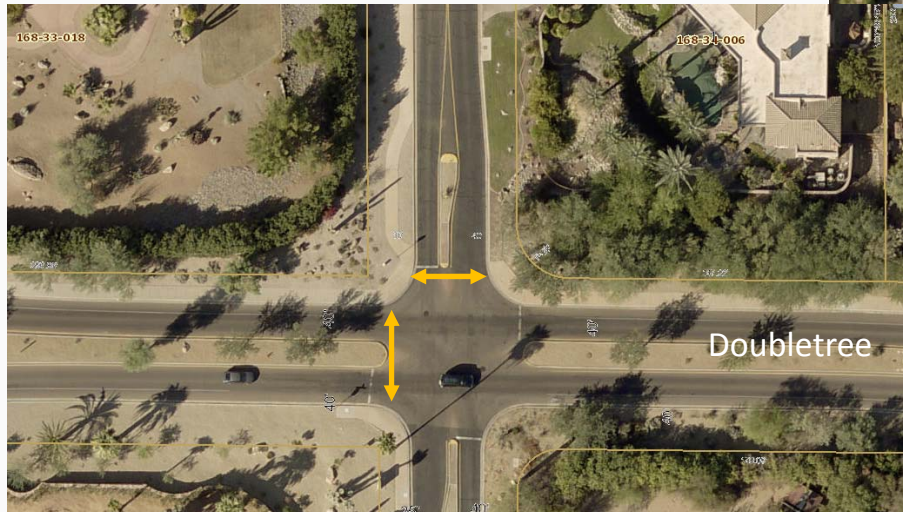
- Minor Arterial
- Varies 80' and 95' existing ROW '(except Soleri at 40'), 80' ROW typical
- Varies 20' & 36' back of curb
- Plan suggests sidewalk south side to 67th PI (consideration do at ditch)
- Crosswalk improvement ↕
- **Feasibility** – ROW exists and a CIP is in process now



DOUBLETREE RANCH RD Condition

Via Los Caballos and 52nd St Crossings

- Crosswalk improvements
- Via Los Caballos – add crosswalk connects existing sidewalks on Sanna & Via Los Caballos
- 52nd St – adds missing crosswalks to connect to existing sidewalk



DOUBLETREE RANCH RD Mitigates Conflict

- Provides sidewalk on the south side of street for residents south of Doubletree Ranch Rd to connect to the sidewalk on the north side
 - Vehicular traffic east of Invergordon Rd on this road viewed as more heavily traveled supporting sidewalk on the south side
 - Known ped/bike traffic headed north on 66th Place from Camelback County Club Estates developments
- Allows for a separated facility from vehicles and improved crosswalks for persons accessing the north sidewalk from homes south of Doubletree Ranch Rd

DOUBLETREE RANCH RD Options

- Keep as drafted
 - Adds 1,900 lf of sidewalk on south side of street from Invergordon Rd to 67th St – connects Soleri SUP with sidewalk
 - Adds crosswalks
 - Doubletree Ranch Rd/52nd St – 2 missing crosswalks
 - Doubletree Ranch Rd/Sanna St – connects to existing sidewalk on Sanna St
 - Doubletree Ranch Rd/67th St – new crosswalk if add sidewalk above
 - \$300,000
- Option to remove the 1,900 lf sidewalk and 67th St crosswalk if only want retain sidewalk on north street side that brings cost down to \$125,000
- Other options?

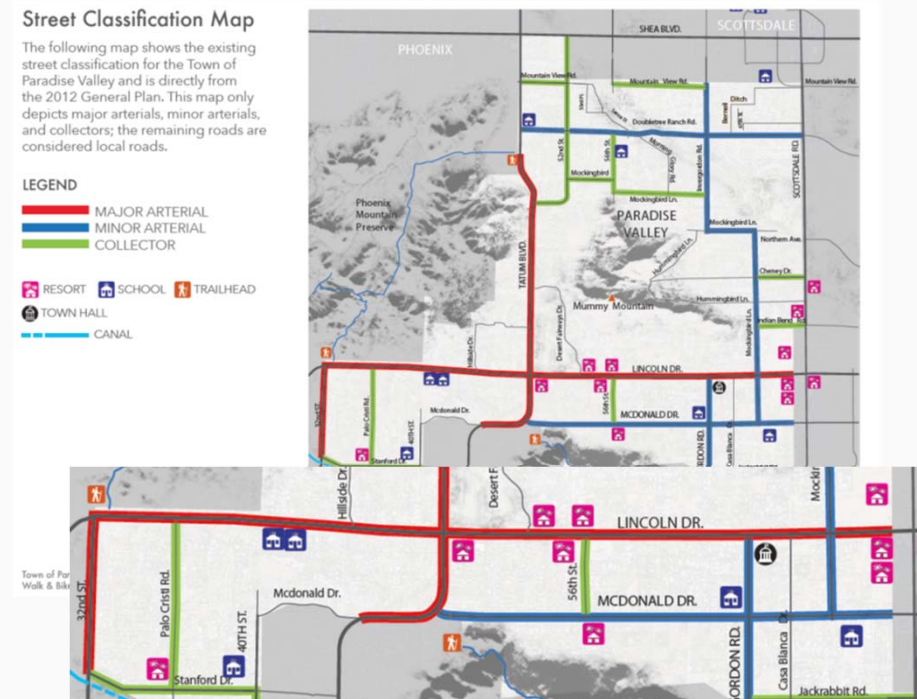
PROJECT #9 – LINCOLN DRIVE/32ND STREET



PROJECT # 9

Lincoln /32ND ST Direction Heard

- SOD identifies focusing pedestrian facilities on primarily non-local streets that serve resort destination areas, provide access to nearby trailheads, and/or complete missing gaps
- Existing CIP projects for sidewalks on Lincoln Dr and 32nd St
- Trailhead at Lincoln/32nd
- SUP properties along Lincoln Dr
- Heavily traveled roads



➤ **Decision point: Keep, Modify, Remove**

Lincoln /32ND ST Draft Plan

- CIP sidewalk projects on Lincoln Dr & 32nd St
- Crosswalks
 - At/Near Hillside Dr consider crossing
 - 1.75 mile gap between crosswalks
 - Hillside Dr primary route to Lincoln Dr
 - Design/vertical elements need to be evaluated
 - Consider median/pedestrian refuge area
 - Planning Commission concern on slowing vehicular traffic
 - Work with Phoenix to add missing crosswalk at Lincoln Dr/32nd St
- Estimate of \$170,000 if Town pays
- Options exist to reduce cost
 - Seek grant money

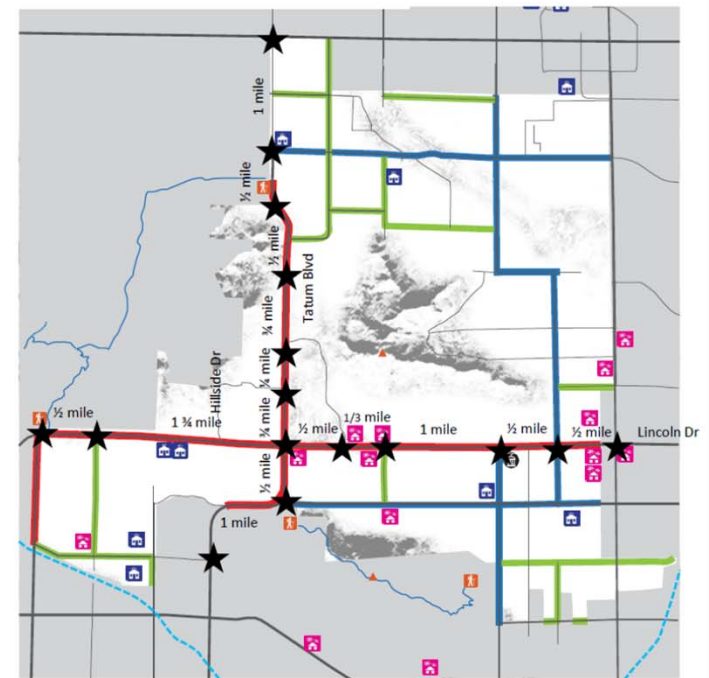


Lincoln /32ND ST Design

- Crosswalk to meet ADA/MAG standards
- Require CIP approval
 - Engineered plans
 - Possible grant project
 - Adjoining property owner involvement



Major Arterial Crossings



Textured Crosswalk



Figure 2-26 Textured Crosswalk

Mid-block Crossing



Figure 2-27 Mid-block Crossing

Lincoln /32ND ST Condition – Feasibility

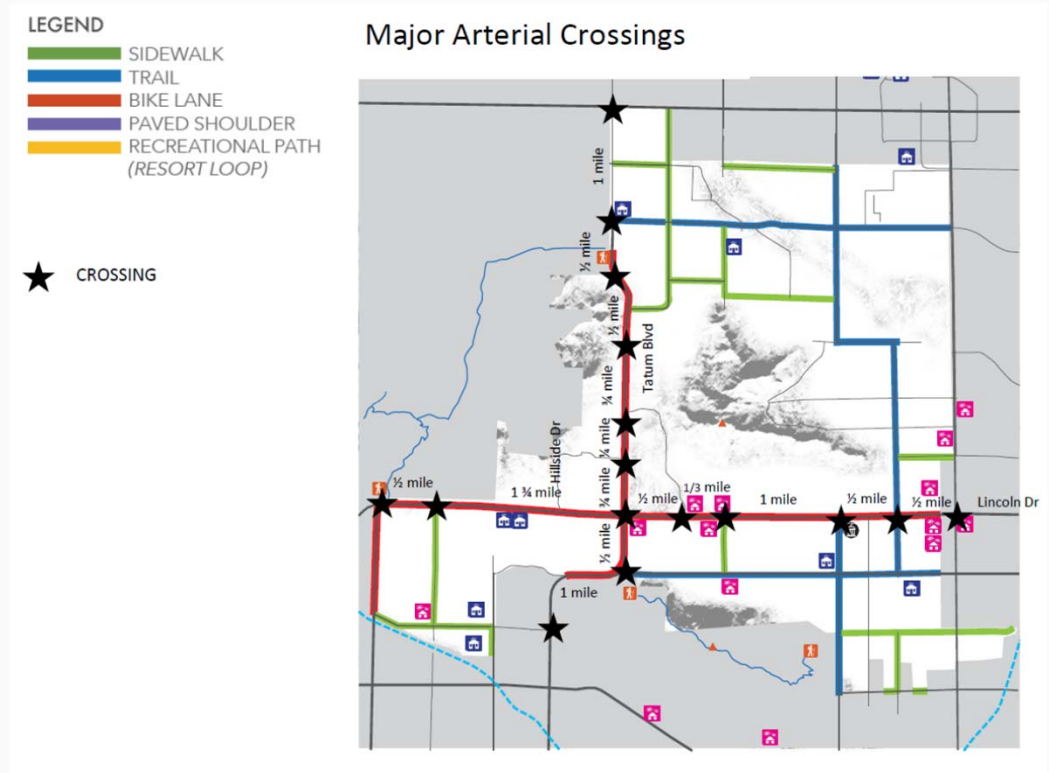
Invergordon Rd to 67th Pl

- Crosswalk improvement
- **Feasibility** – ROW exists



Lincoln /32ND ST Mitigates Conflict

- Adding the missing sidewalk at Lincoln/32nd St connects more directly to the existing trailhead and will allow for a direct crossing once sidewalk is on east side of 32nd St
- Adding a crosswalk at/near Hillside Drive on Lincoln Drive provides a safe crossing that is spaced similar to other crossings along Lincoln – brings spacing from 1.75 miles to 1 mile



Lincoln /32ND ST Options

- Keep as drafted
 - Sidewalks on 32nd St and Lincoln Drive already in existing CIP
 - Adds missing crosswalk at 32nd Street
 - Adds a crosswalk at/near Hillside Drive – neighborhood involvement is critical
 - \$170,000
- Option to remove the crosswalks
 - Usage of crosswalk may not warrant the expense
 - Visual concerns and/or stopping vehicular traffic with need to have beacon(s) to stop traffic on mid-block crossing
- Other options?

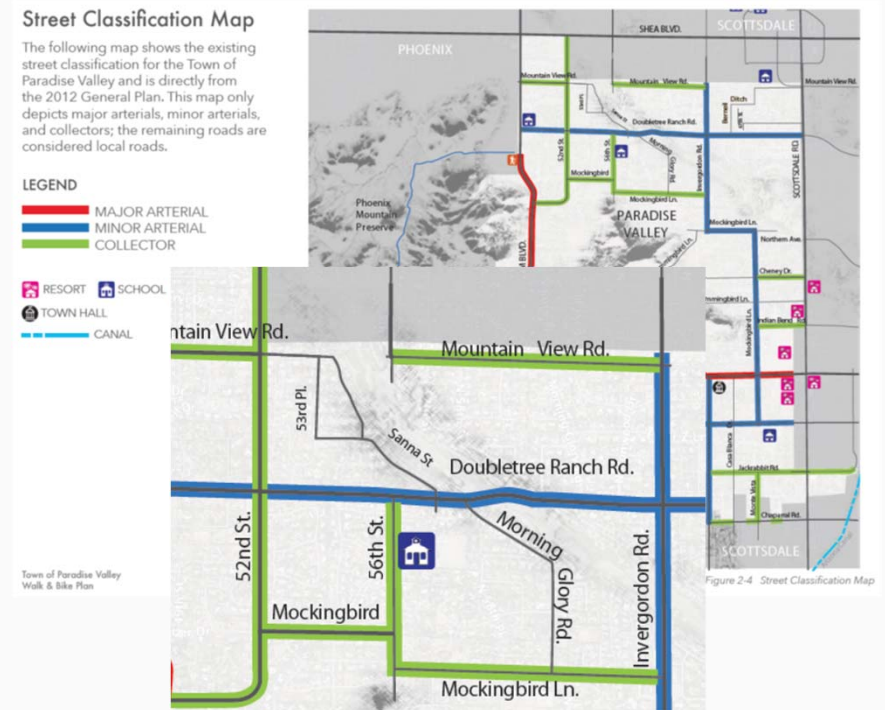
PROJECT #14 – 53rd PLACE/SANNA STREET



PROJECT # 14

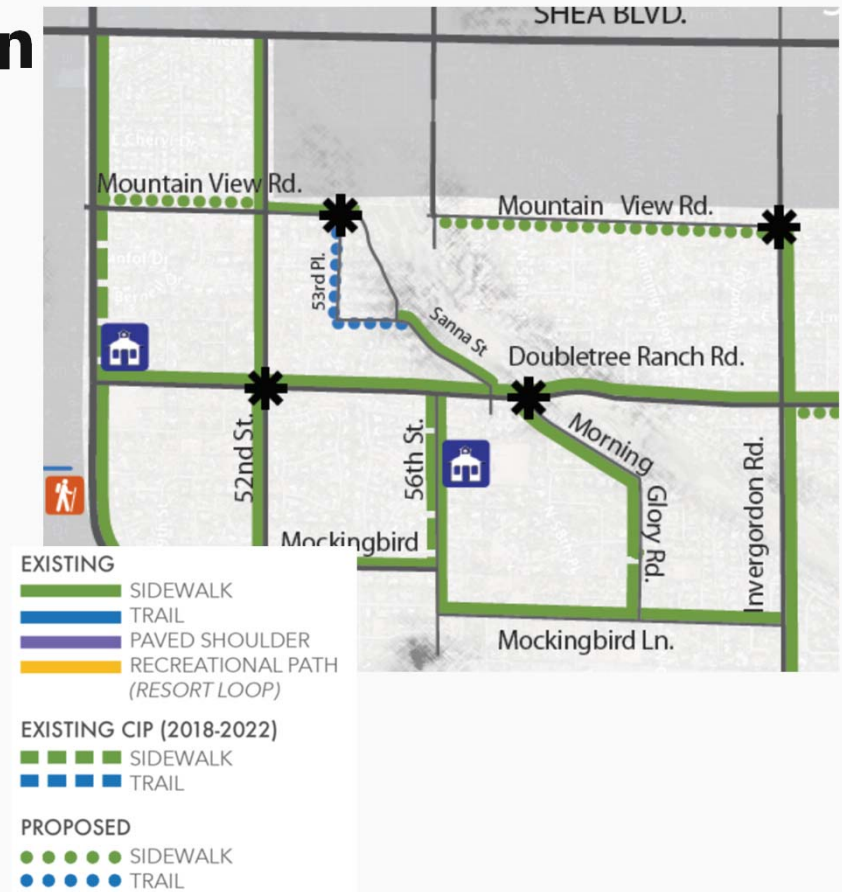
53rd PL/SANNA ST Direction Heard

- SOD identifies focusing pedestrian facilities on primarily non-local streets that serve resort destination areas, provide access to nearby trailheads, and/or complete missing gaps
- These are local streets but complete missing existing sidewalk connection from Mockingbird Ln to Mtn View Rd



53rd PL/SANNA ST Draft Plan

- Proposes ½ mile of trail or sidewalk on 53rd Pl/Sanna St
 - Completes connection to Mtn View Rd
 - Requires sensitivity/input adjoins front yards residential homes
- Crosswalks
 - Suggests crosswalk at Mtn View Rd/ 53rd Pl if complete ½ mile improvement
- Estimate of \$170,000 if Town pays
- Options exist to reduce cost
 - Seek grant money



53rd PL/SANNA ST Design

- 4' - 6' wide trail or sidewalk back of curb
- San Diego Buff color
- Crosswalk to meet ADA/MAG standards
- Require CIP approval
 - Engineered plans
 - Possible grant project
 - Adjoining property owner involvement



Typical Sidewalk

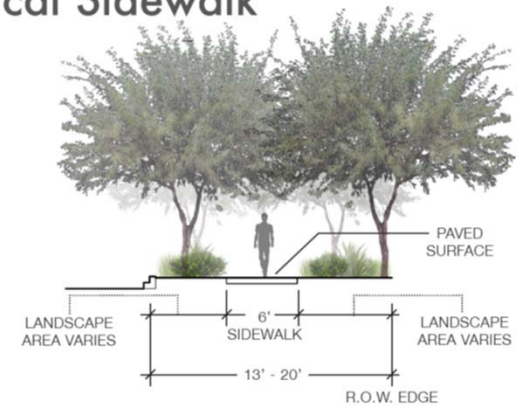


Figure 2-14 Sidewalk Cross Section

Typical Trail

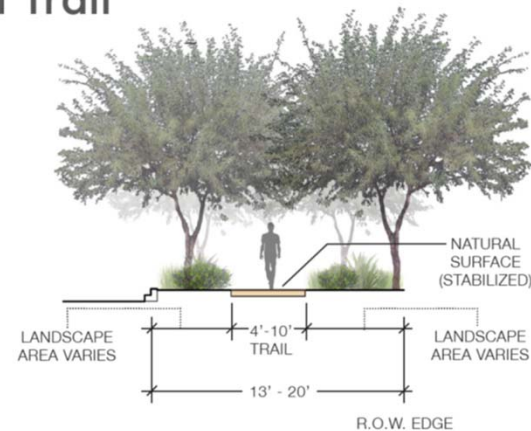


Figure 2-15 Trail Cross Section

WALK & BIKE PARADISE VALLEY

The Paradise Valley Bicycle and Pedestrian Master Plan

53rd PL/SANNA ST Condition – Feasibility

53rd Pl to Fanfol Dr

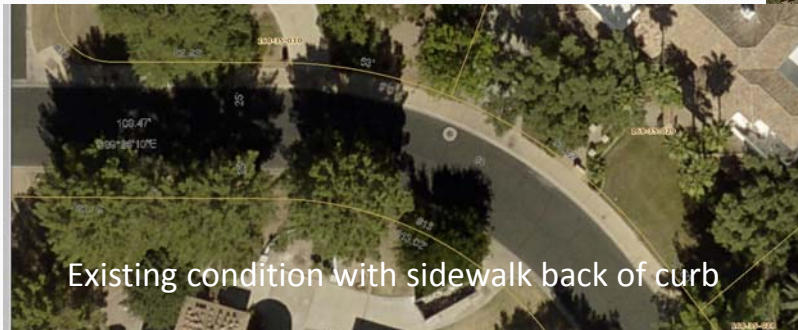
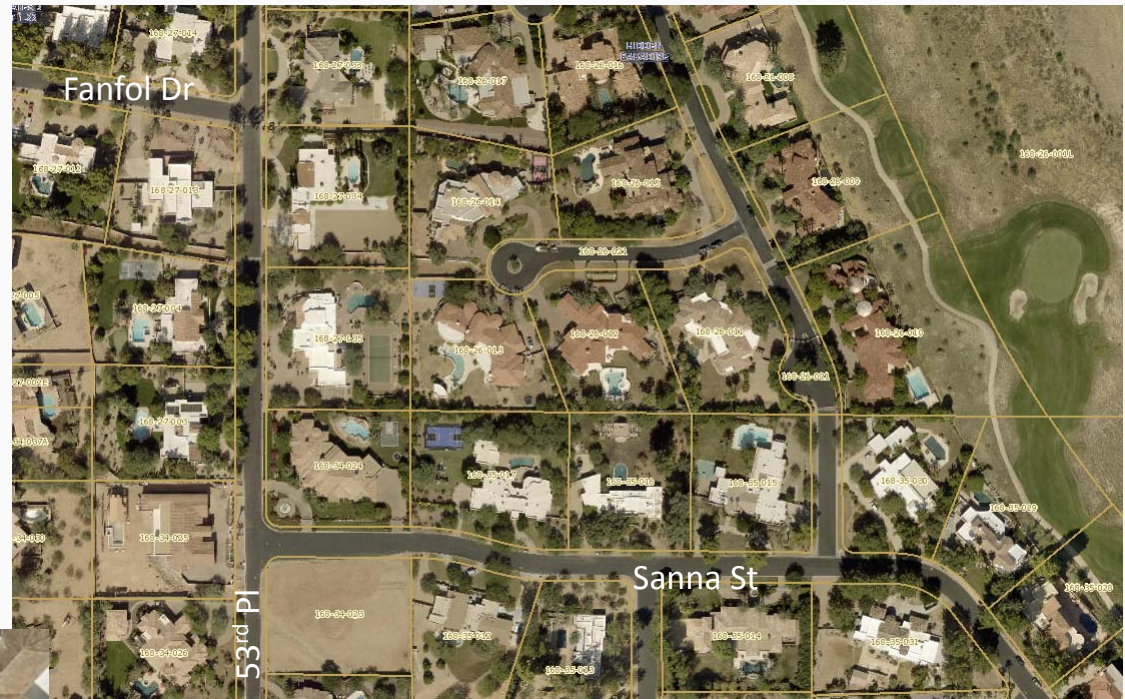
- Local Street
- 50' existing ROW , 50' ROW typical
- Approximately 7' back of curb
- Plan suggests sidewalk on east side 53rd Pl and north side Sanna St
- Crosswalk improvement
- **Feasibility** – ROW exists to place trail or sidewalk back of curb



53rd PL/SANNA ST Condition – Feasibility

53rd Pl to Fanfol Dr

- Local Streets
- 50' existing ROW ,
50' ROW typical
- Aprrox 7' back of curb
- Plan suggests sidewalk on east side 53rd Pl and north side Sanna St to match up with existing sidewalk
- **Feasibility** – *ROW exists to place trail or sidewalk back of curb*



53rd PL/SANNA ST Mitigates Conflict

- Completing the neighborhood sidewalk connection from Doubletree Ranch Rd to Mtn View Rd
- Allows for a separated facility from vehicles
- Mindful that adding 6' wide sidewalk or 4'-6' wide trail is along front yards of existing lots and may be seen negatively

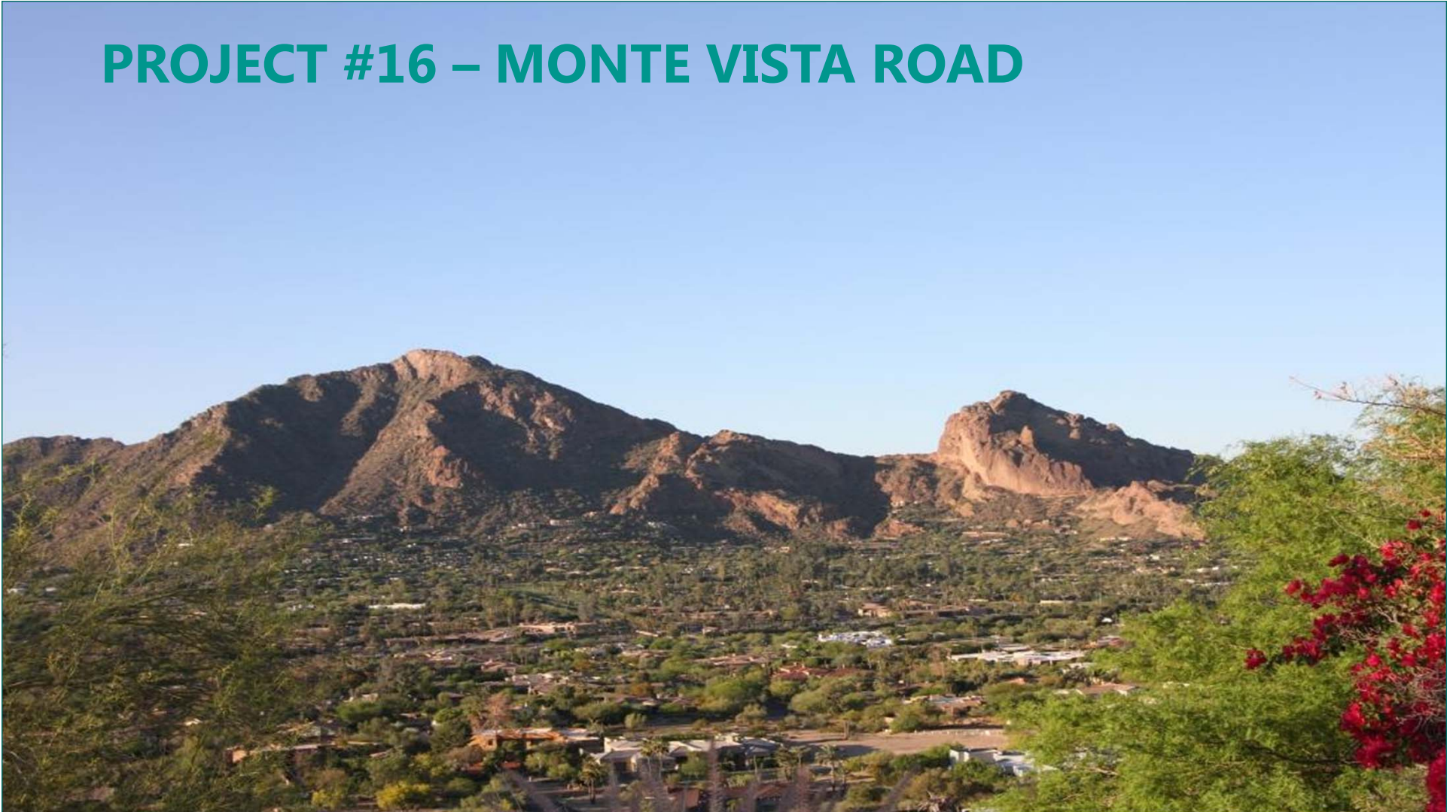


➤ **Decision point: Keep, Modify, Remove**

53rd PL/SANNA ST Options

- Keep as drafted
 - 2,325 lf of trail or sidewalk to match up with existing sidewalk
 - Crosswalk at 53rd Pl/Mtn View Rd
 - \$170,000
- Option to delete from the plan
 - Usage not warrant the expense
 - Local road and conflicts with vehicles should be minimal if do not finish the sidewalk
 - Lot owners may object since they landscaped the right-of-way area
- Other options?

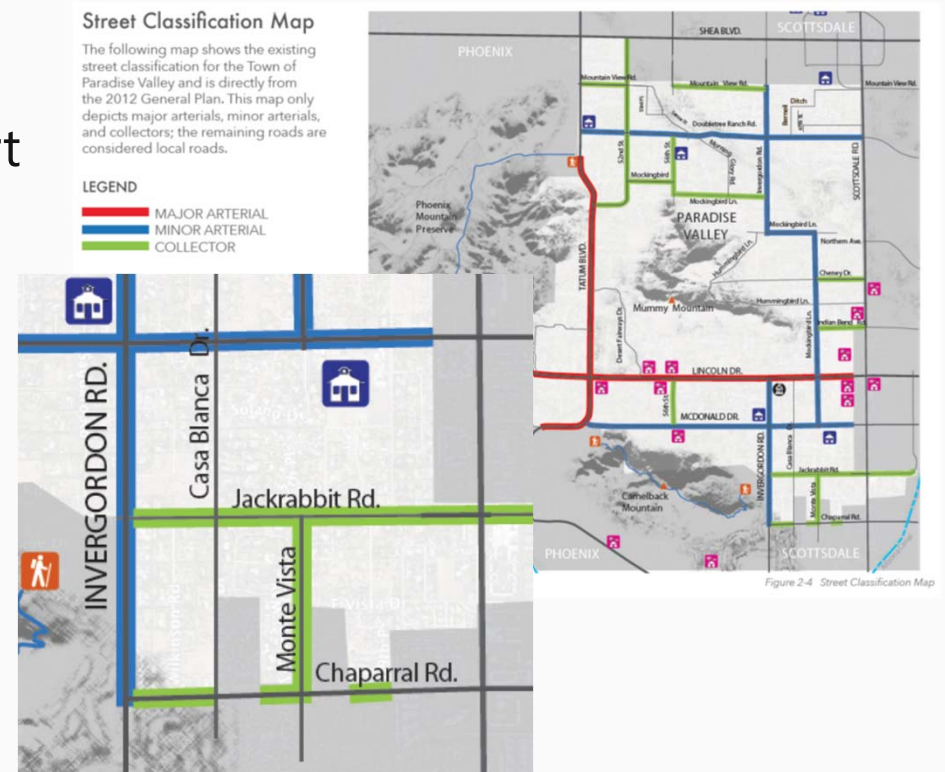
PROJECT #16 – MONTE VISTA ROAD



PROJECT # 16

MONTE VISTA RD Direction Heard

- SOD identifies focusing pedestrian facilities on primarily non-local streets that serve resort destination areas, provide access to nearby trailheads, and/or complete missing gaps
- Collector street part in PV and Scottsdale
- Connect to sidewalk south of Chaparral Rd and proposed sidewalk on Jackrabbit Rd



➤ **Decision point: Keep, Modify, Remove**

MONTE VISTA RD Draft Plan

- Proposes ~1/4 mile of trail (PV part), with option to consider paved shoulder or sidewalk
 - Completes connection to sidewalk south of Chaparral Rd and proposed sidewalk on Jackrabbit Rd
 - Requires sensitivity/input adjoins front/side yards residential homes
 - Requires coordination with Scottsdale
- Estimate of \$100,000 if Town pays
- Options exist to reduce cost
 - Seek grant money



MONTE VISTA RD Design

- 4' - 6' wide trail, option of sidewalk or paved shoulder
- San Diego Buff color
- Require CIP approval
 - Engineered plans
 - Possible grant project
 - Adjoining property owner involvement

Typical Sidewalk

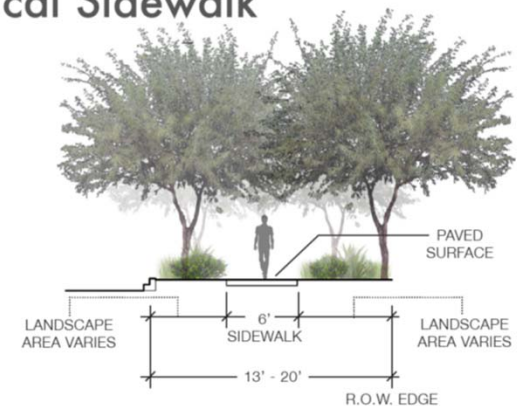


Figure 2-14 Sidewalk Cross Section

Typical Trail

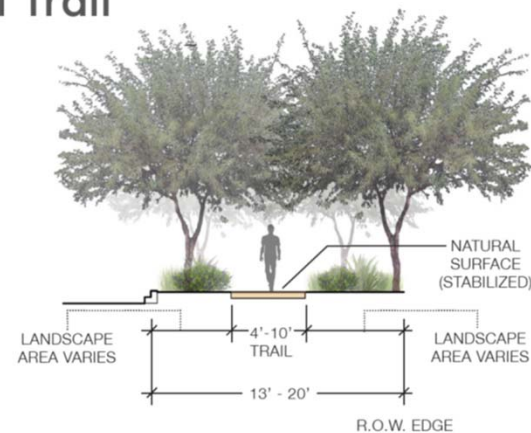


Figure 2-15 Trail Cross Section

MONTE VISTA RD Condition – Feasibility

Jackrabbit Rd to Vista Dr

- Collector Street
- 60' and 80' existing ROW ', 60' ROW typical
- 7' or 25' back of curb (25' in most of PV)
- **Feasibility** – ROW exists to place trail or sidewalk or paved shoulder



MONTE VISTA RD Mitigates Conflict

- Providing a separated north-south pedestrian facility to connect to the proposed sidewalk on Jackrabbit Rd and the existing sidewalks on Chaparral Rd



➤ **Decision point: Keep, Modify, Remove**

MONTE VISTA RD Options

- Keep as drafted
 - 1,950 lf of trail or sidewalk or paved shoulder
 - \$100,000
- Option to delete from the plan
- Other options?

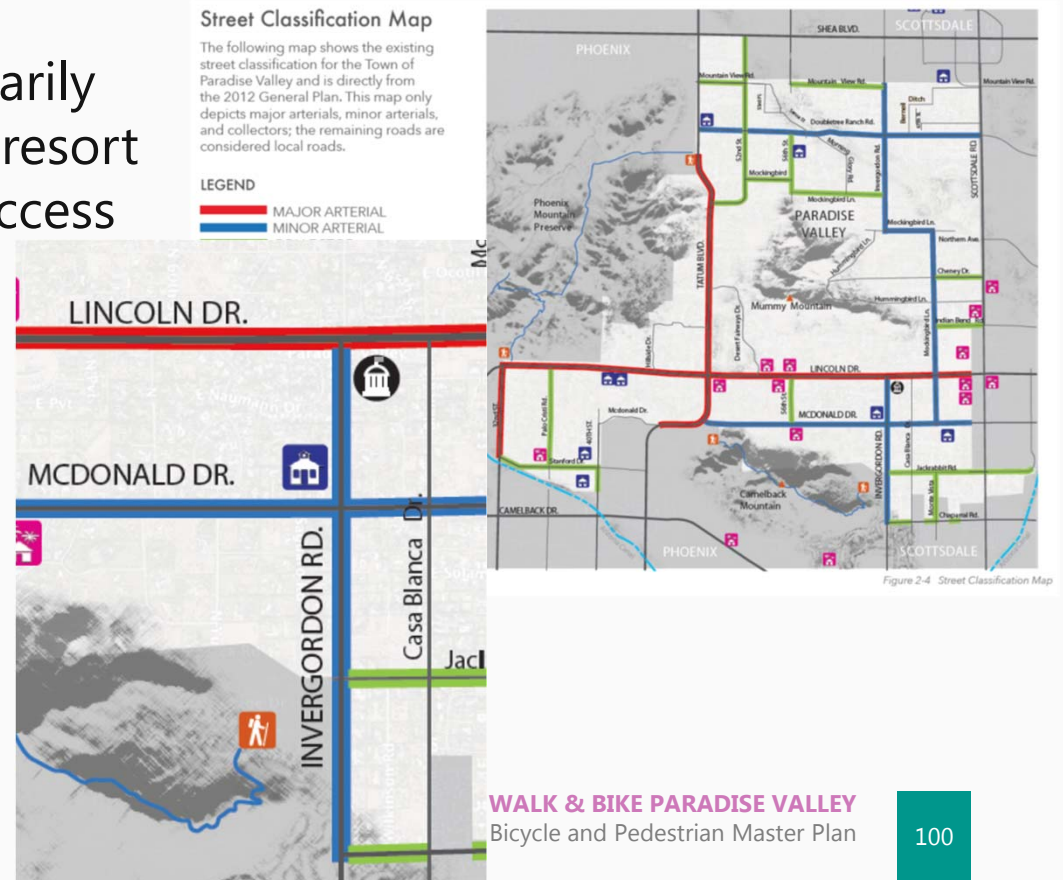
PROJECT #4 – INVERGORDON ROAD



PROJECT # 4

INVERGORDON RD Direction Heard

- SOD identifies focusing pedestrian facilities on primarily non-local streets that serve resort destination areas, provide access to nearby trailheads, and/or complete missing gaps
- Invergordon Rd is a minor arterial and connects to Town Hall and a private school



INVERGORDON RD Draft Plan

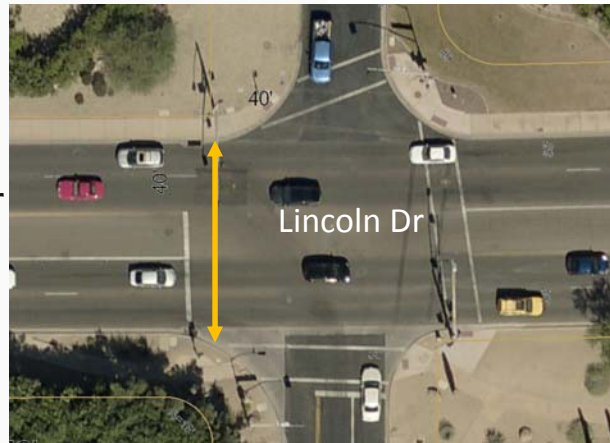
- Proposes 575 lineal feet of sidewalk to connect to Montessori school west side of Invergordon
- Existing 1996 SUP stipulation on Montessori requires school to install sidewalk on their site when sidewalk abuts their site
- Suggestion to add missing crosswalk at Lincoln/Invergordon
- Estimate of \$90,000 if Town pays
- Options exist to reduce cost
 - Seek grant money

➤ **Decision point: Keep, Modify, Remove**



INVERGORDON RD Design

- 6' wide
- Gently meandering, where possible
- San Diego Buff color
- Crosswalk to meet ADA/MAG standards
- Require CIP approval
 - Engineered plans
 - Possible grant project
 - Adjoining property owner involvement



Typical Sidewalk

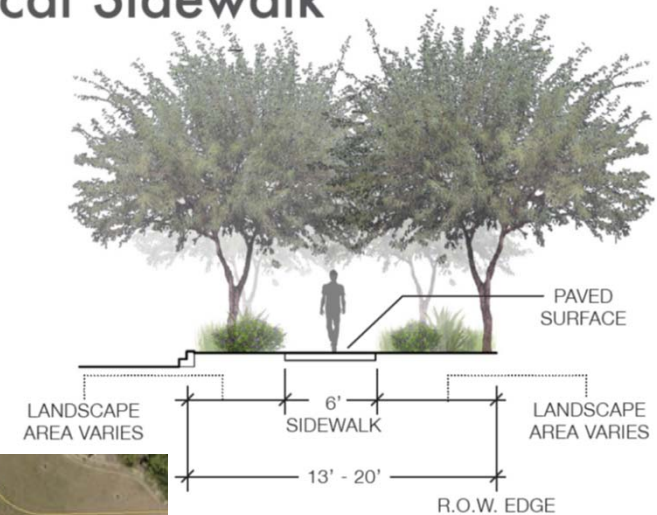


Figure 2-14 Sidewalk Cross Section

INVERGORDON RD Condition – Feasibility

McDonald Dr to Lincoln Dr

- Minor Arterial
- 73' and 80' existing ROW ',
80' ROW typical
- 15' or 22' back of curb
- Existing sidewalk on east
side of street to Town Hall
- **Feasibility** – ROW exists and
stipulation in school SUP to
add sidewalk



WALK & BIKE PARADISE VALLEY

The Paradise Valley Bicycle and Pedestrian Master Plan

INVERGORDON RD Mitigates Conflict

- Adds a crosswalk in a location Town has existing sidewalk
- Provides a safe connection for any children walking to the Montessori school



➤ Decision point: Keep, Modify, Remove

INVERGORDON RD Options

- Keep as drafted
 - Add crosswalk at Lincoln Dr/Invergordon Rd
 - Add 525' of sidewalk to Montessori school
 - \$90,000
- Option to delete crosswalk
 - Requires relocation of utility boxes
 - Can cross on east side of intersection.
 - \$50,000
- Other options?



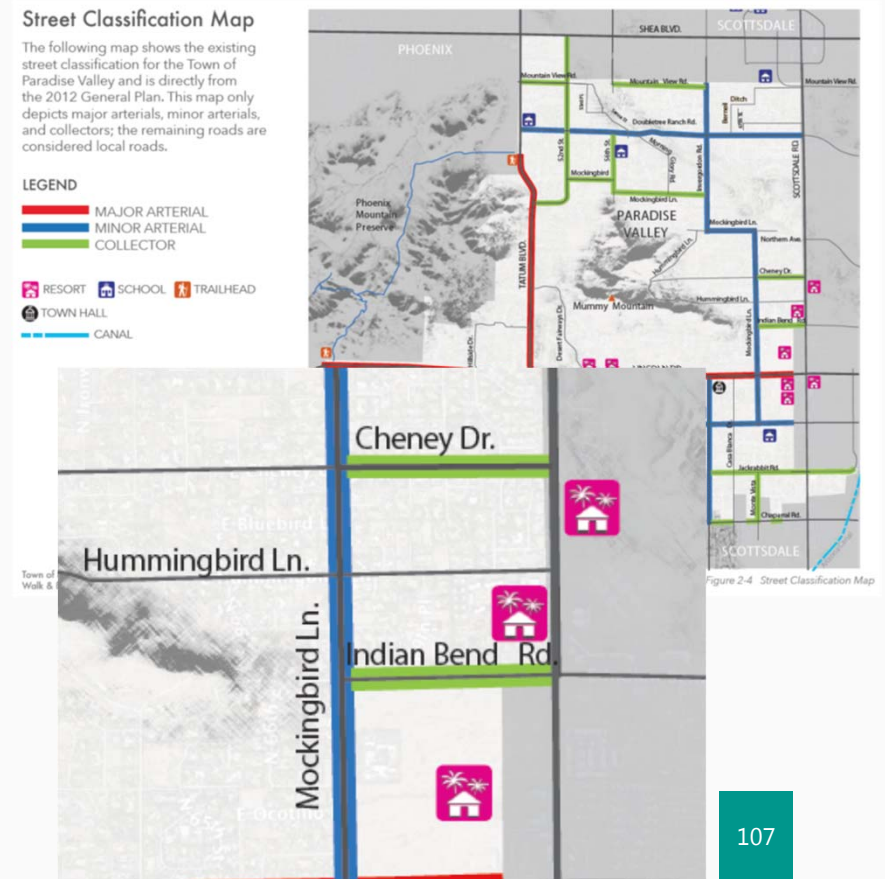
PROJECT #7 CHENEY DRIVE
PROJECT #8 HUMMINGBIRD LANE



PROJECTS # 7 & 8

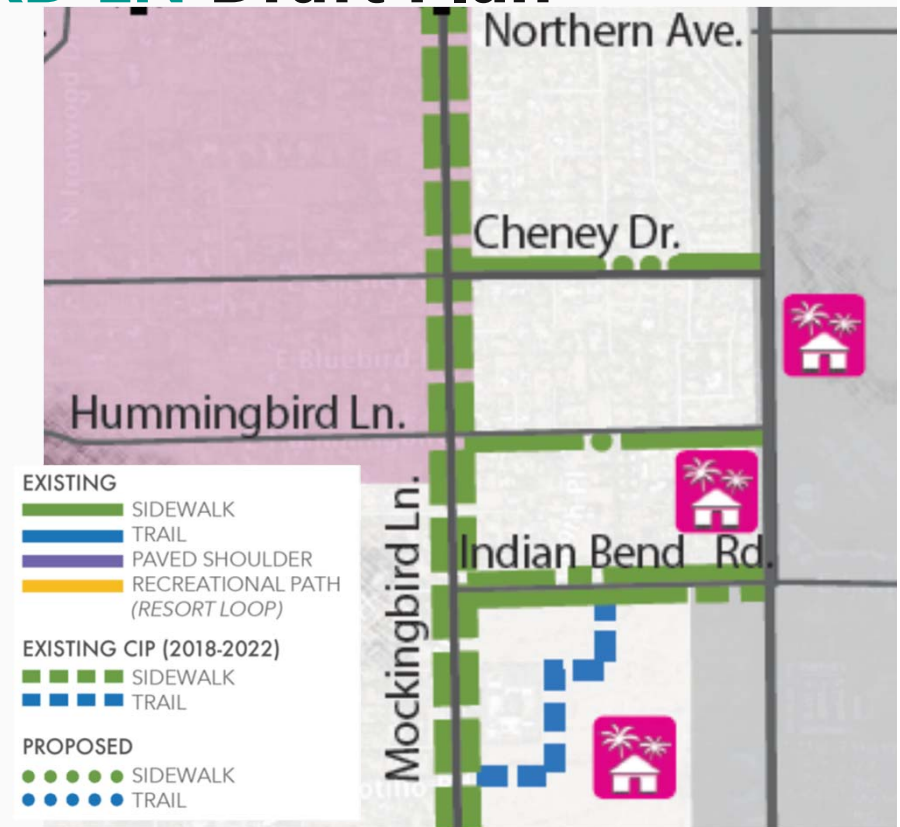
CHENEY DR/HUMMINGBIRD LN Direction Heard

- SOD identifies focusing pedestrian facilities on primarily non-local streets that serve resort destination areas, provide access to nearby trailheads, and/or complete missing gaps
- Local streets, but completing a sidewalk gap
- Hummingbird Ln & Indian Bend Rd provides sidewalk connection to Scottsdale Plaza



CHENEY DR/HUMMINGBIRD LN Draft Plan

- Proposes 650 lineal feet of sidewalk on north side Cheney Dr
- Proposes 300 lineal feet of sidewalk on south side of Hummingbird Ln
- Estimate of \$50,000 on Cheney and \$30,000 on Hummingbird if Town pays
- Options exist to reduce cost
 - Seek grant money



CHENEY DR/HUMMINGBIRD LN Design

- 6' wide
- San Diego Buff color
- Require CIP approval
 - Engineered plans
 - Possible grant project
 - Adjoining property owner involvement

Typical Sidewalk

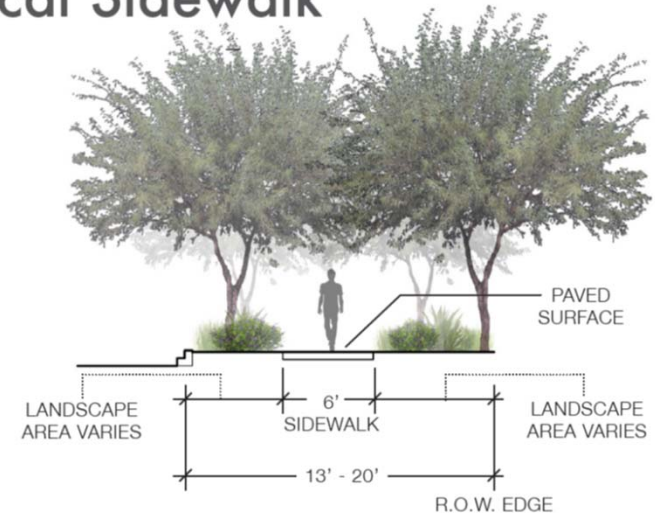


Figure 2-14 Sidewalk Cross Section

CHENEY DR Condition – Feasibility

Between Mockingbird Ln and Scottsdale Rd

- Local street
- 73' and 80' existing ROW, at 1 lot at 49', 50' ROW typical
- 11' back of curb
- 3 lots on north without sidewalk, west of Cheney Estates entrance
- **Feasibility** – *ROW exists*



HUMMINGBIRD LN Condition – Feasibility

Between Mockingbird Ln and Scottsdale Rd

- Local street
- 40' to 50' varies existing ROW, 50' ROW typical
- Have full 25' width on south side
- 6' back of curb
- 2 lots on south without sidewalk due west of Scottsdale Plaza Resort
- **Feasibility** – ROW exists



CHENEY DR/HUMMINGBIRD LN Mitigates Conflict

- Completes the neighborhood sidewalk connection from Mockingbird Ln to Scottsdale Rd
- Allows for a separated facility from vehicles
- Mindful that adding 6' wide sidewalk is along front yards of existing lots and may be seen negatively



➤ Decision point: Keep, Modify, Remove

CHENEY DR/HUMMINGBIRD LN Options

- Keep as drafted
 - Add 650 lf of sidewalk on north side of Cheney Dr to finish the total 2,600 lf sidewalk connection
 - Add 300 lf of sidewalk on south side of Hummingbird Ln to finish the total 2,600 lf sidewalk connection
 - \$50,000 and \$90,000
- Option to delete
- Other options?



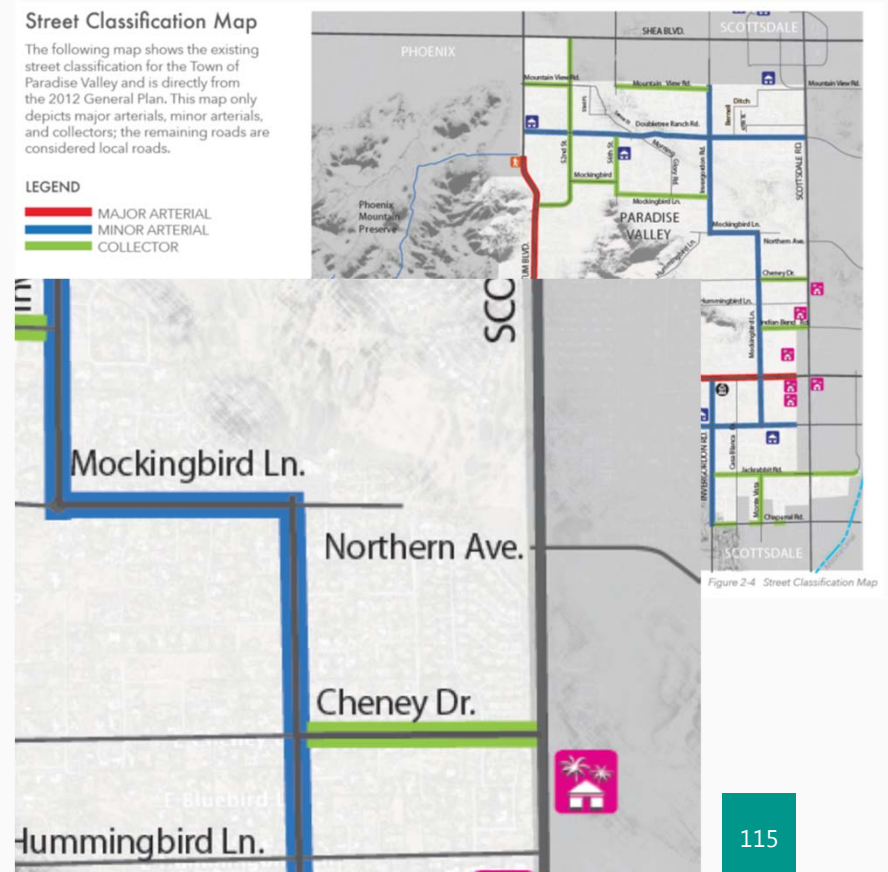
PROJECT #2 NORTHERN AVENUE



PROJECT # 2

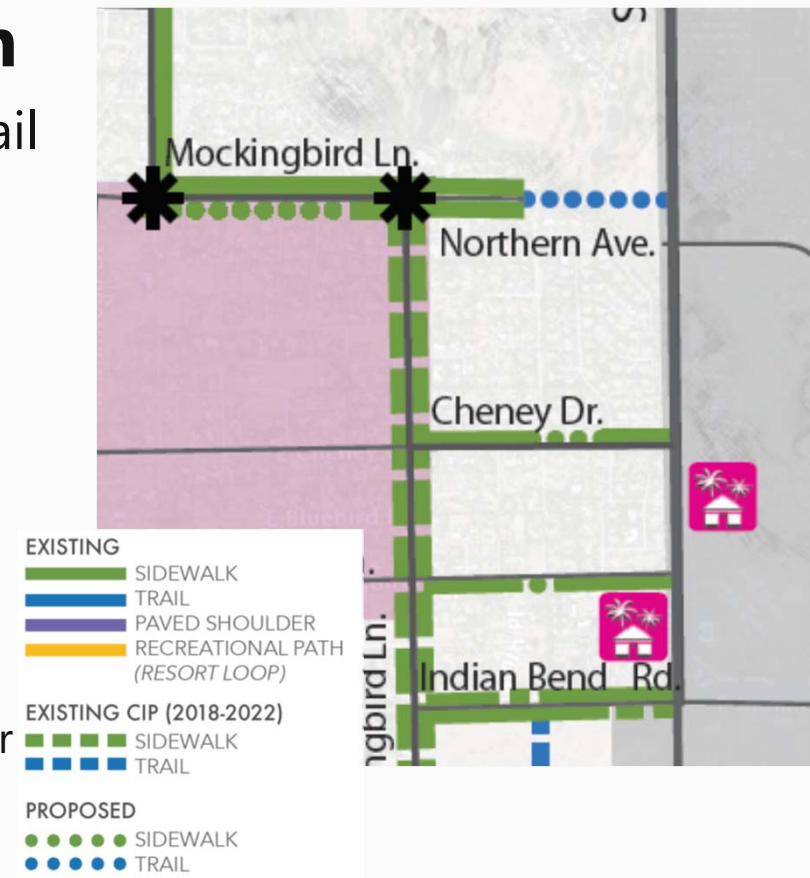
NORTHERN AVE Direction Heard

- SOD identifies focusing pedestrian facilities on primarily non-local streets that serve resort destination areas, provide access to nearby trailheads, and/or complete missing gaps
- This route was identified as a desired connection in opinion survey
- Villas at Cheney Estates has a stipulation to add path when Town installs similar path– expires 5 years after final plat approval



NORTHERN AVE Draft Plan

- Proposes 1,275 total lineal feet of trail along Northern Ave alignment
- Estimate of \$30,000 if Town pays
 - Includes 400 lineal feet
 - 875 lineal feet of trail paid by developer per the Villas rezoning stipulation
- Options exist to reduce cost
 - Seek grant money
 - Eliminate trail and secure public use easement with Cheney Estates to use their existing sidewalk out to Scottsdale Rd



NORTHERN AVE Design

- 6' – 10' wide
- Gently meandering, where possible
- San Diego Buff color
- Require CIP approval
 - Engineered plans
 - Possible grant project
 - Adjoining property owner involvement

Typical Trail

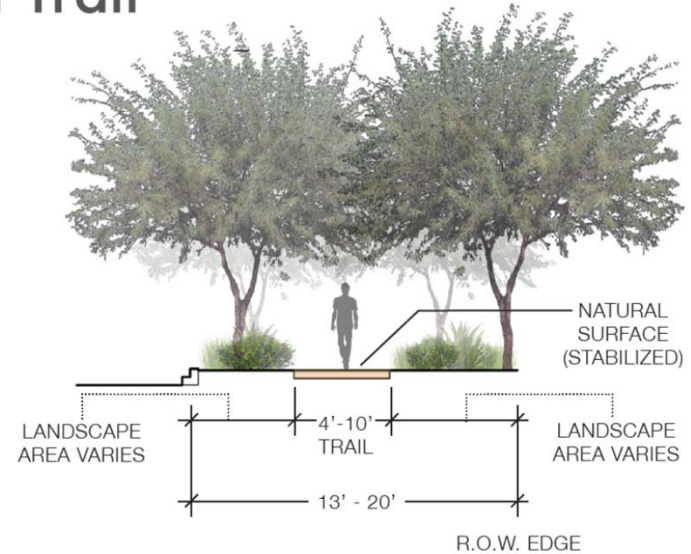
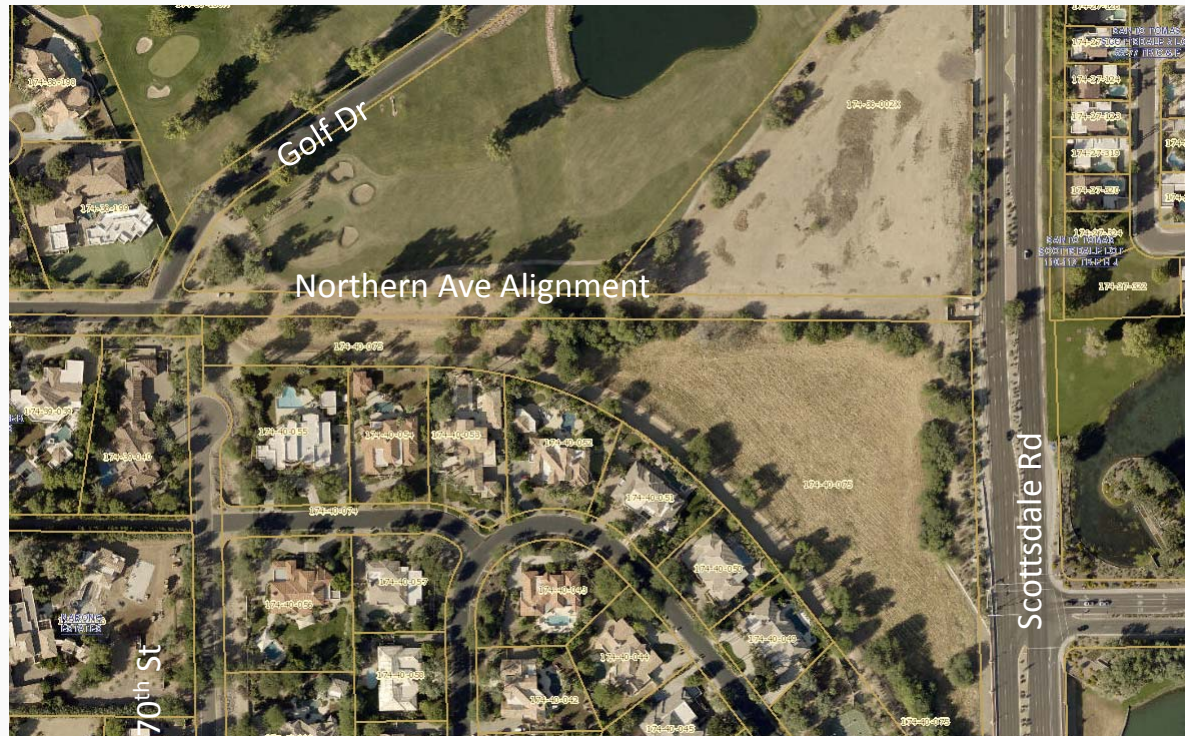


Figure 2-15 Trail Cross Section

NORTHERN AVE Condition – Feasibility

Northern Ave

- Local street
- 40' existing ROW, 50' ROW typical
- **Feasibility** – ROW exists and portion of trail part of stipulation with new plat



NORTHERN AVE Mitigates Conflict

- Provides an alternative path connection from Mockingbird Ln to Scottsdale Rd
- Allows for a separated facility from vehicles



NORTHERN AVE Options

➤ Decision point: Keep, Modify, Remove

- Keep as drafted
 - Add 400 lf of trail by Town and 875 lf trail by developer of new plat
 - \$30,000
- Option to pursue agreement with Cheney Estates for public use easement
- Other options?



PROJECT #15 MOCKINGBIRDLANE/52ND STREET



PROJECT # 15

MOCKINGBIRD/52ND Direction Heard

- SOD identifies focusing pedestrian facilities on primarily non-local streets that serve resort destination areas, provide access to nearby trailheads, and/or complete missing gaps
- Collector street – connecting sidewalk on north side with sidewalk on south side at 50th St to make safer

Street Classification Map

The following map shows the existing street classification for the Town of Paradise Valley and is directly from the 2012 General Plan. This map only depicts major arterials, minor arterials, and collectors; the remaining roads are considered local roads.

LEGEND

- MAJOR ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- RESORT
- SCHOOL
- TRAILHEAD
- TOWN HALL
- CANAL

Town of Paradise Valley
Walk & Bike Plan

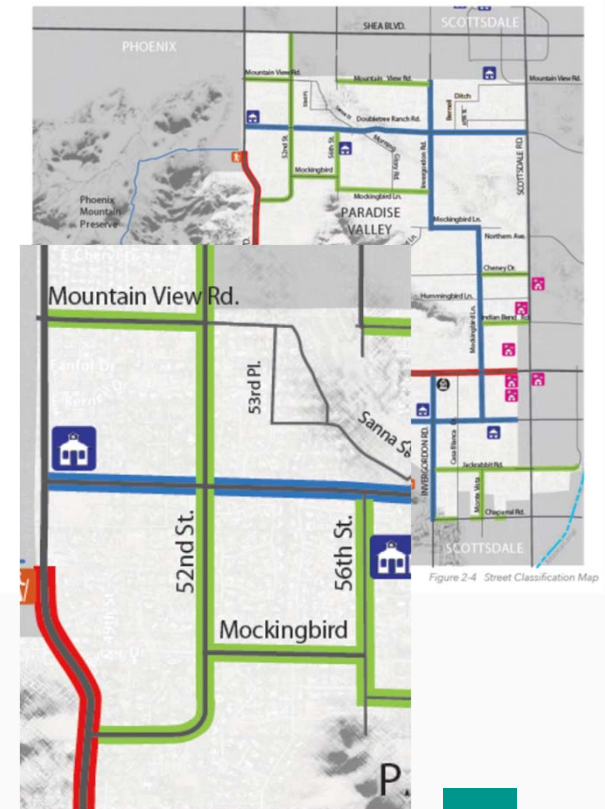


Figure 2-4 Street Classification Map

The Paradise Valley Bicycle and Pedestrian Master Plan

MOCKINGBIRD/52ND Draft Plan

- Proposes to add crosswalk at 50th St to connect north and south sidewalks
- Estimate of \$20,000 if Town pays
- Options exist to reduce cost
 - Seek grant money

➤ Decision point: Keep, Modify, Remove




MOCKINGBIRD/52ND Design

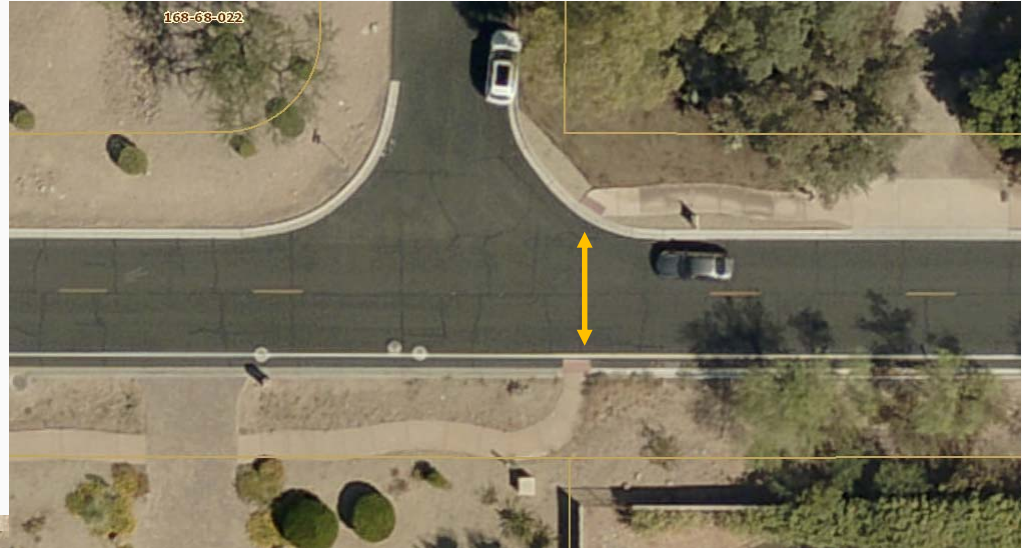
- Crosswalk to meet ADA/MAG standards
- Require CIP approval
 - Engineered plans
 - Possible grant project
 - Adjoining property owner involvement



MOCKINGBIRD/52ND Condition – Feasibility

Northern Ave

- Local street
- 40' existing ROW, 50' ROW typical
- Proposed crosswalk 
- **Feasibility** – ROW exists



MOCKINGBIRD/52ND Mitigates Conflict

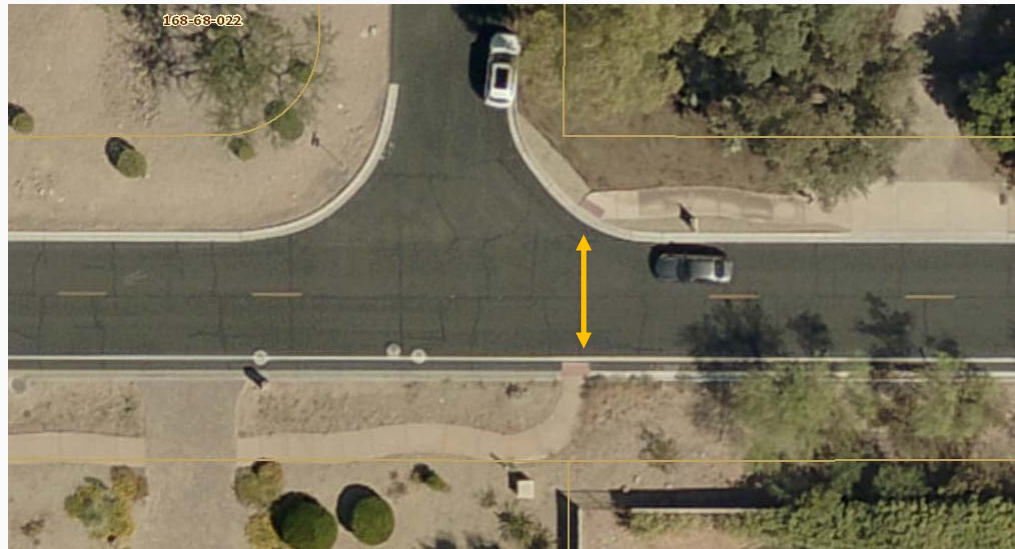
- Adding a crosswalk provides a safe crossing for where sidewalk changes from one side of the street to the other side of the street



➤ Decision point: Keep, Modify, Remove

MOCKINGBIRD/52ND Options

- Keep as drafted
 - Add a crosswalk at 50th St
 - \$20,000
- Option to delete
- Other options?



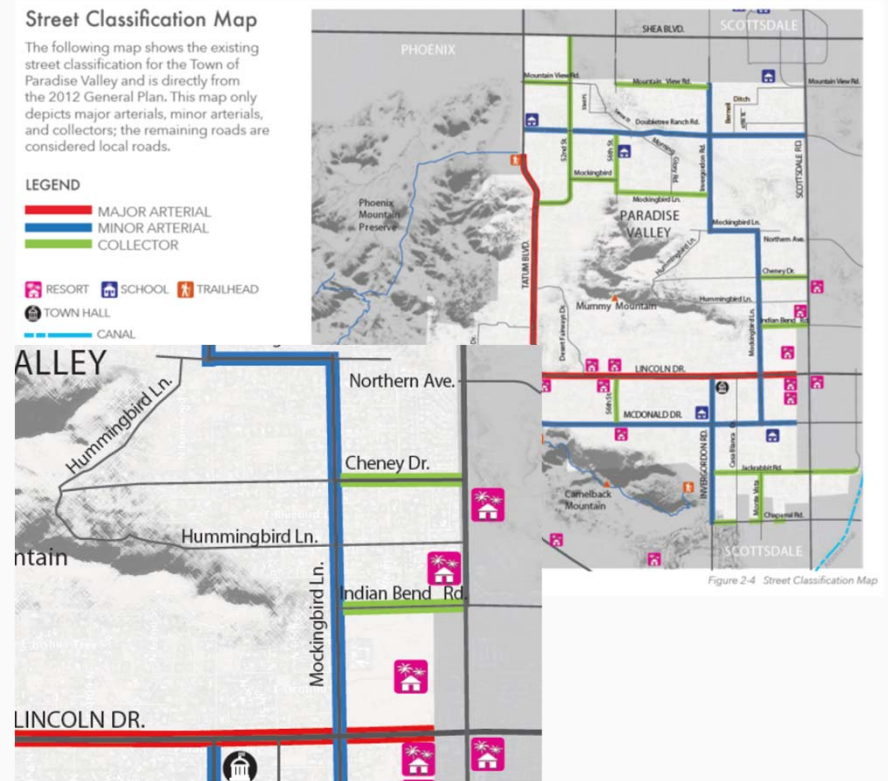
PROJECT #1 TRAFFIC STUDY AREA



PROJECT # 1

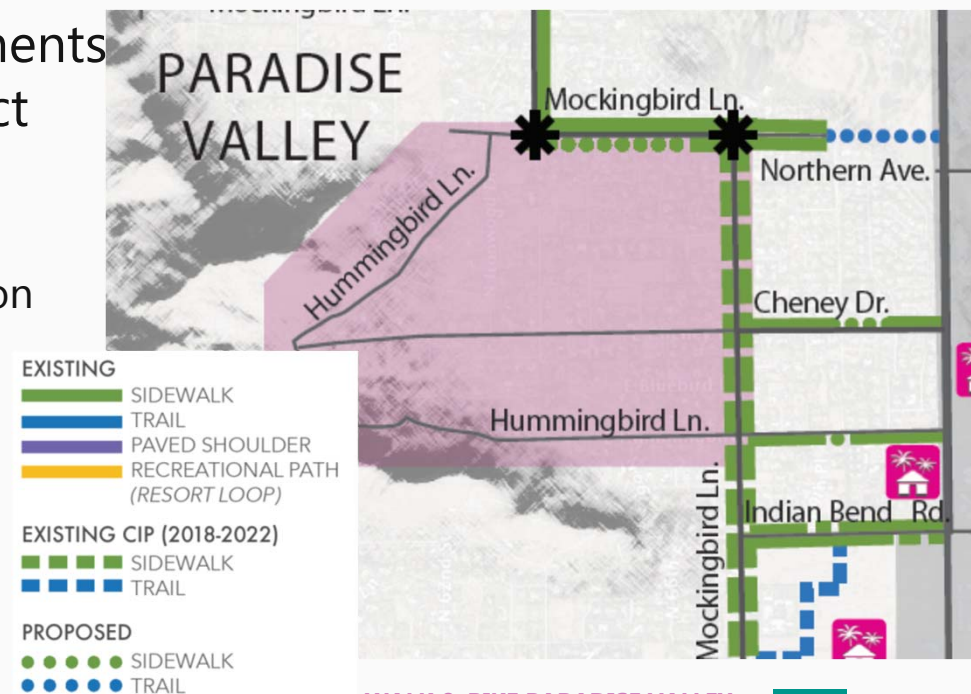
TRAFFIC STUDY Direction Heard

- SOD identifies addressing mitigation of conflicts, including corridor design that eases unsafe conditions between different modes of travel
- Hummingbird Ln area residents vocalized conflict concerns during plan process
- Considered design and enforcement options



TRAFFIC STUDY Draft Plan

- Proposes to do a traffic study area in Hummingbird Ln area
- Traffic study done with improvements at 2 intersections, separate project lead by Town Engineer
- Estimate of \$20,000
 - For study and limited improvements on Hummingbird Ln (part)

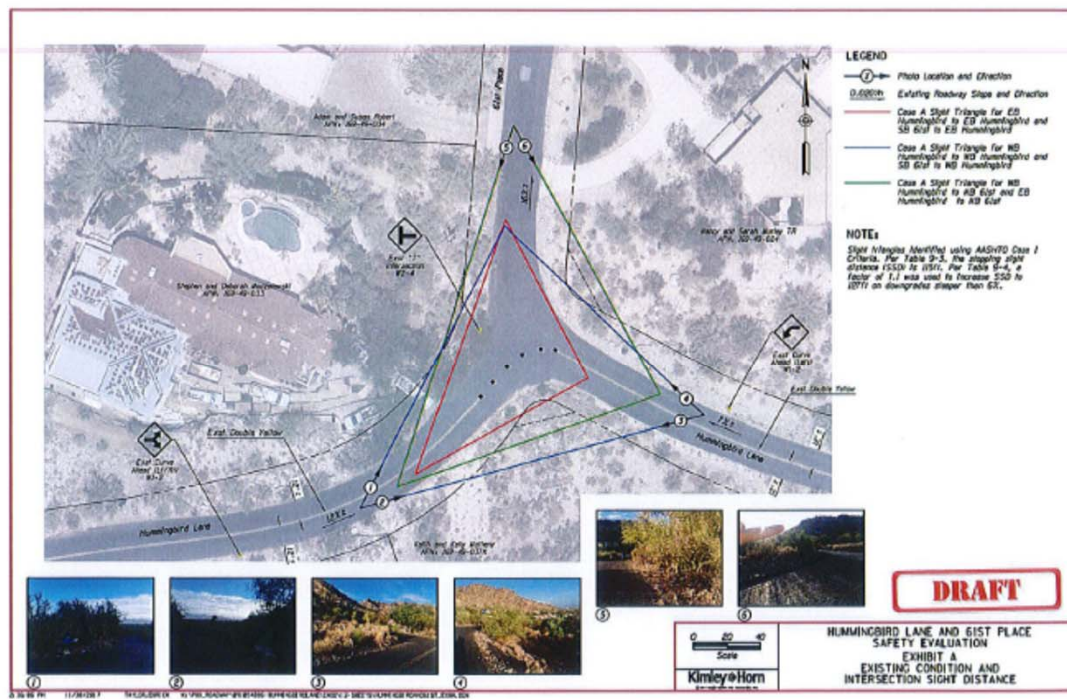


WALK & BIKE PARADISE VALLEY

The Paradise Valley Bicycle and Pedestrian Master Plan

TRAFFIC STUDY Design & Existing Conditions

- Refer to Town Engineer



WALK & BIKE PARADISE VALLEY

The Paradise Valley Bicycle and Pedestrian Master Plan

