

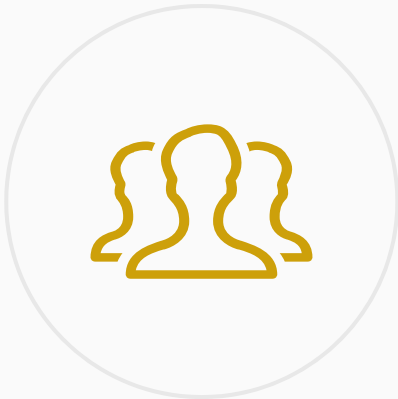
TOWN OF PARADISE VALLEY

WALK & BIKE PARADISE VALLEY

The Paradise Valley Bicycle & Pedestrian Master Plan



Town Council
October 12, 2017



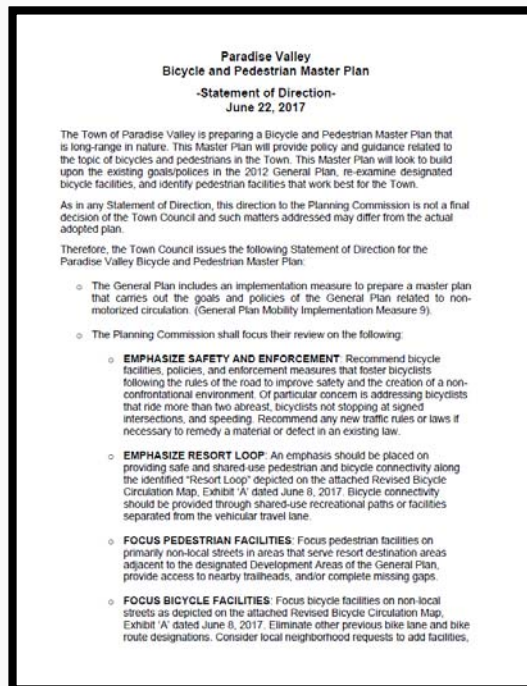
Purpose of Today's Meeting

- 1. Recap June 2017 SOD**
- 2. Summarize Planning Commission Discussion**
- 3. Discuss Deviations from SOD**
- 4. Review Project Timeline**
- 5. Action on SOD**

SOD



SOD



EMPHASIZE SAFETY AND ENFORCEMENT: Recommend 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. Recommend any new traffic rules or laws if necessary to remedy a material or defect in an existing law.

[Town Council verbally acknowledged additional general direction based on public input during their meeting. This general direction was to recommend bicycle facilities, policies, and program measures encouraging bicycling for people of all ages and bicycling abilities. Also, to formulate strategies to educate bicyclists, pedestrians, motorists and the general public promoting positive interaction between each user group.]

SOD

Paradise Valley Bicycle and Pedestrian Master Plan -Statement of Direction- June 22, 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 facilities, and identify pedestrian facilities 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:
 - **EMPHASIZE SAFETY AND ENFORCEMENT:** Recommend 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. Recommend any new traffic rules or laws if necessary to remedy a material or defect in an existing law.
 - **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.
 - **FOCUS PEDESTRIAN FACILITIES:** Focus pedestrian facilities on primarily non-local streets in areas that serve resort destination areas adjacent to the designated Development Areas of the General Plan, provide access to nearby trailheads, and/or complete missing gaps.
 - **FOCUS BICYCLE FACILITIES:** Focus bicycle facilities on non-local streets as depicted on the attached Revised Bicycle Circulation Map, Exhibit 'A' dated June 8, 2017. Eliminate other previous bike lane and bike route designations. Consider local neighborhood requests to add facilities,

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.

FOCUS PEDESTRIAN FACILITIES: Focus pedestrian facilities on primarily non-local streets in areas that serve resort destination areas adjacent to the designated Development Areas of the General Plan, provide access to nearby trailheads, and/or complete missing gaps.

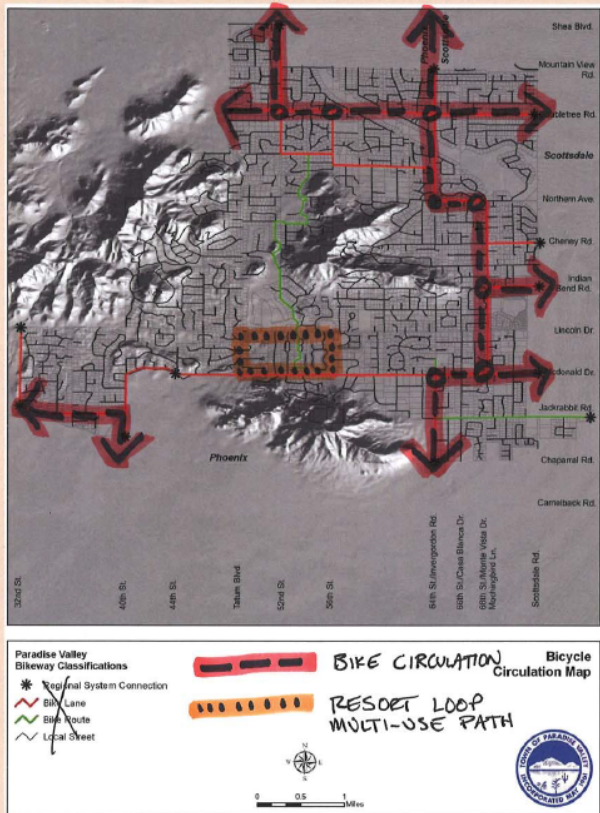
FOCUS BICYCLE FACILITIES: Focus bicycle facilities on non-local streets as depicted on the attached Revised Bicycle Circulation Map, Exhibit 'A' dated June 8, 2017. Eliminate other previous bike lane and bike route designations. Consider local neighborhood requests to add facilities, mitigation measures such as traffic calming, or signage to their neighborhoods. Do not remove existing, physical bike facilities, but only communicate or identify those presented on the attached network.

BIKE FACILITIES – SOD Maps

MOBILITY

EXHIBIT A, June 8, 2017

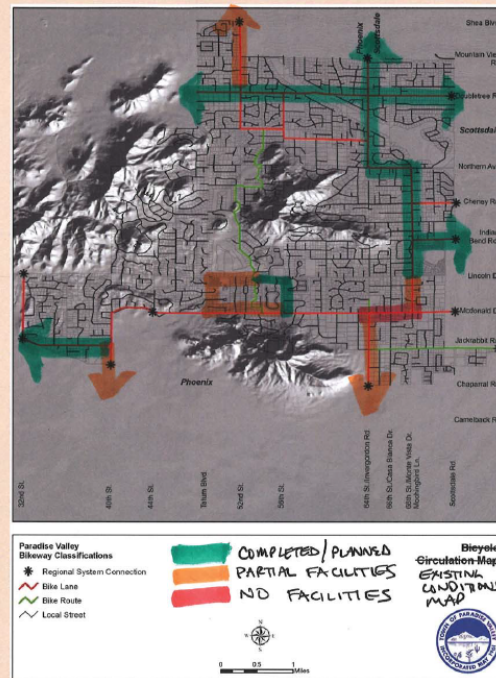
Figure 4.9 Non-Motorized Circulation Map



MOBILITY

EXHIBIT A, June 8, 2017

Figure 4.9 Non-Motorized Circulation Map



WALK & BIKE PARADISE VALLEY

The Paradise Valley Bicycle and Pedestrian Master Plan

SOD

Statement of Direction
Bicycle and Pedestrian Master Plan
June 22, 2017
Page 2 of 3

mitigation measures such as traffic calming, or signage to their neighborhoods. Do not remove existing, physical bike facilities, but only communicate or identify those presented on the attached network.

- **AVOID “URBAN” DESIGN ELEMENTS:** Facilities should be compatible to their street classification and in character with its surroundings. 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:
 - 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 should include the use of round-a-bouts and other 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.
 - Identify role for the Advisory Committee on Public Safety (ACOPS) committee in supporting user group education.
- **AVOID NEW SIGNAGE:** Aim to avoid signage in an effort to maintain the semi-rural character and natural beauty of the Town's streetscapes. 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.
- **PAIR THIS EFFORT WITH THE VSC PLAN:** 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.

AVOID “URBAN” DESIGN ELEMENTS: Facilities should be compatible to their street classification and in character with its surroundings. 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.

SOD

Statement of Direction
Bicycle and Pedestrian Master Plan
June 22, 2017
Page 2 of 3

mitigation measures such as traffic calming, or signage to their neighborhoods. Do not remove existing, physical bike facilities, but only communicate or identify those presented on the attached network.

- **AVOID "URBAN" DESIGN ELEMENTS:** Facilities should be compatible to their street classification and in character with its surroundings. 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:
 - 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 should include the use of round-a-bouts and other 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.
 - Identify role for the Advisory Committee on Public Safety (ACOPS) committee in supporting user group education.
- **AVOID NEW SIGNAGE:** Aim to avoid signage in an effort to maintain the semi-rural character and natural beauty of the Town's streetscapes. 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.
- **PAIR THIS EFFORT WITH THE VSC PLAN:** 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.

ADDRESS MITIGATION OF CONFLICTS: This mitigation includes, and is not limited to, the following:

- 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 should include the use of round-a-bouts and other 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.
- Identify role for the Advisory Committee on Public Safety (ACOPS) committee in supporting user group education.

SOD

Statement of Direction
Bicycle and Pedestrian Master Plan
June 22, 2017
Page 2 of 3

mitigation measures such as traffic calming, or signage to their neighborhoods. Do not remove existing, physical bike facilities, but only communicate or identify those presented on the attached network.

- **AVOID "URBAN" DESIGN ELEMENTS:** Facilities should be compatible to their street classification and in character with its surroundings. 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:
 - 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 should include the use of round-a-bouts and other 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.
 - Identify role for the Advisory Committee on Public Safety (ACOPS) committee in supporting user group education.
- **AVOID NEW SIGNAGE:** Aim to avoid signage in an effort to maintain the semi-rural character and natural beauty of the Town's streetscapes. 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.
- **PAIR THIS EFFORT WITH THE VSC PLAN:** 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.

AVOID NEW SIGNAGE: Aim to avoid signage in an effort to maintain the semi-rural character and natural beauty of the Town's streetscapes. 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.

SOD

Statement of Direction
Bicycle and Pedestrian Master Plan
June 22, 2017
Page 3 of 3

- **IDENTIFY ROUGH COSTS AND PHASING:** 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. Look to phase bicycle and pedestrian facilities with other capital projects, unless there is a critical safety issue.
- **BE CLEAR AND LEGIBLE:** The visuals, such as maps, must be clear and legible. They should also highlight the desired end-result such as the specific material treatment.
- **PRIORITIZE PROJECTS:** 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.

[Town Council verbally acknowledged additional general direction based on public input during their meeting. This general direction was to recommend bicycle facilities, policies, and program measures encouraging bicycling for people of all ages and bicycling abilities. Also, to formulate strategies to educate bicyclists, pedestrians, motorists and the general public promoting positive interaction between each user group.]

and state regulations where applicable.

- **PAIR THIS EFFORT WITH THE VSC PLAN:** 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.

PAIR THIS EFFORT WITH THE VSC PLAN: 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 ROUGH COSTS AND PHASING: 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. Look to phase bicycle and pedestrian facilities with other capital projects, unless there is a critical safety issue.

BE CLEAR AND LEGIBLE: The visuals, such as maps, must be clear and legible. They should also highlight the desired end-result such as the specific material treatment.

PRIORITIZE PROJECTS: Where practicable, prioritization of non-motorized facility projects should first address existing deficiencies with motorized facilities such as traffic congestion and roadway repairs.

UPDATE SINCE SOD



PLANNING COMMISSION DISCUSSION

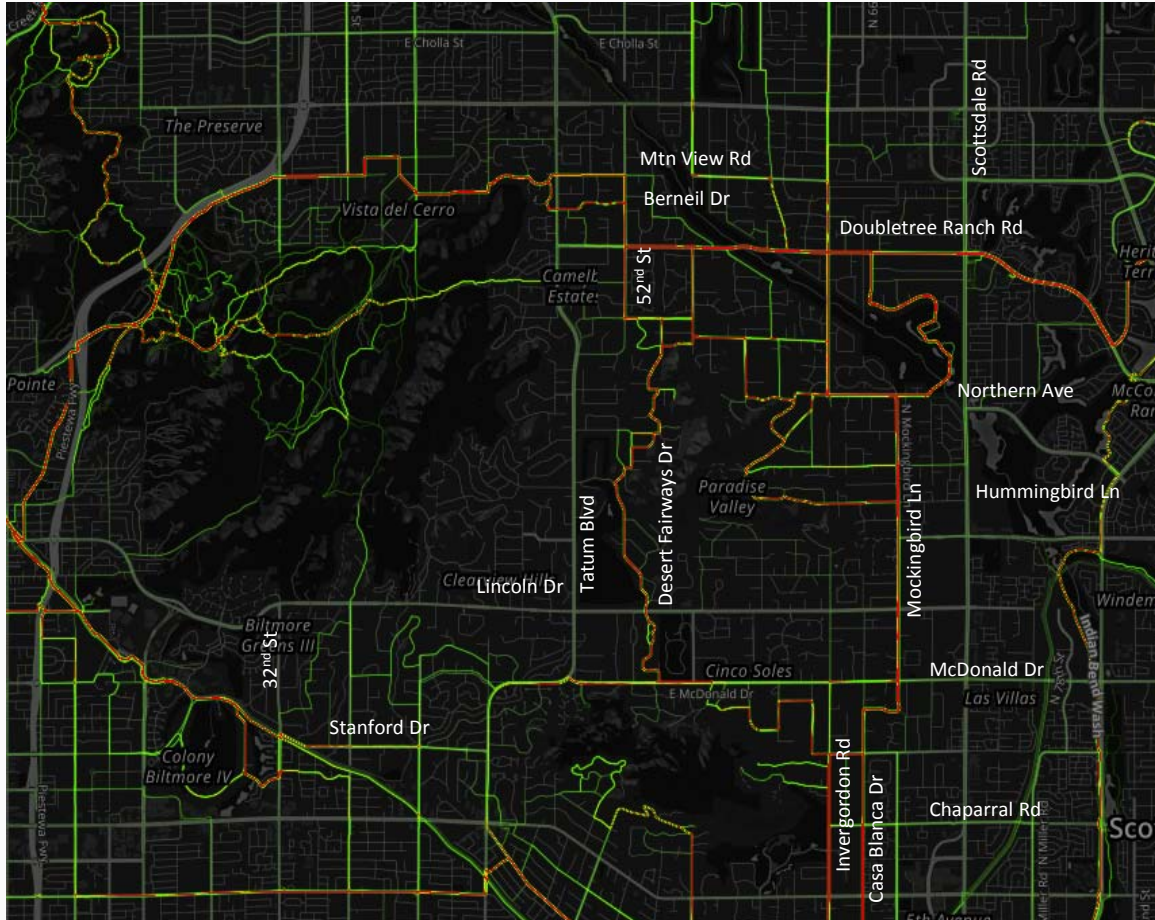
- **July 25, 2017**
 - Reviewed SOD
 - Direction to expand SOD
 - Reviewed STRAVA maps
 - Resident input on safety and bike/vehicle incidents
- **August 15, 2017**
 - Reviewed pedestrian facility map
 - Lt Carney explain enforcement
 - Resident input on safety and bike/vehicle incidents
 - Reviewed updated bicycle facility map and differences to SOD
 - Discussed enhanced intersections
- **September 5, 2017**
 - Reviewed pedestrian and bicycle facility maps
 - Reviewed mission statement
- **September 19, 2017**
 - Reviewed goals and policies
 - Review implementation measures



BICYCLE FACILITIES



BICYCLISTS in Paradise Valley



STRAVA Heat Map

- Social network for athletes
- Maps show use
- This map 2015 bike use
 - Red = heavier use
 - Doubletree Ranch Rd
 - Golf Drive
 - Mockingbird Ln
 - Desert Fairways Dr
 - Invergordon Rd
 - Casa Blanca Dr
 - Hummingbird Ln
 - Mtn View Rd
 - McDonald Dr

STRAVA

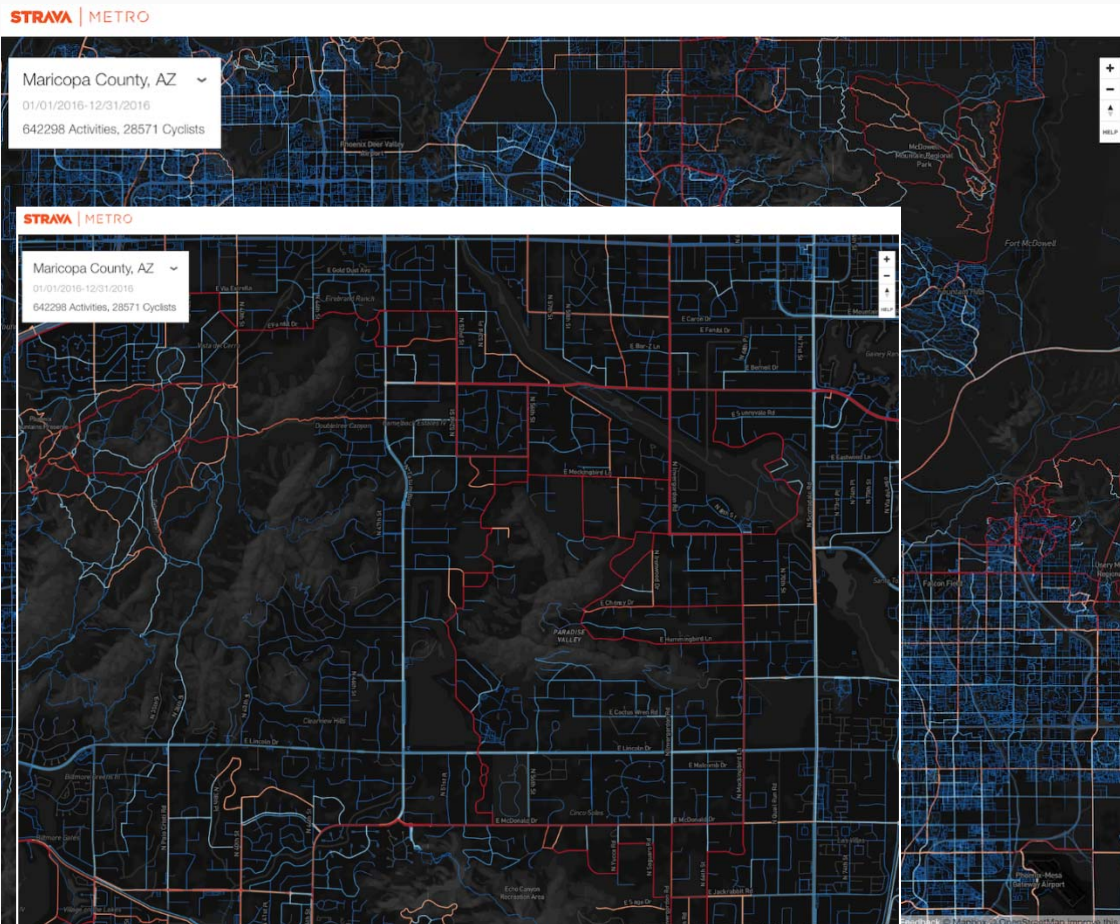
Contact Strava

Press: press@strava.com

Partnerships: partner@strava.com

Support [Strava Help Center](#)

BICYCLISTS in Paradise Valley



STRAVA Heat Map

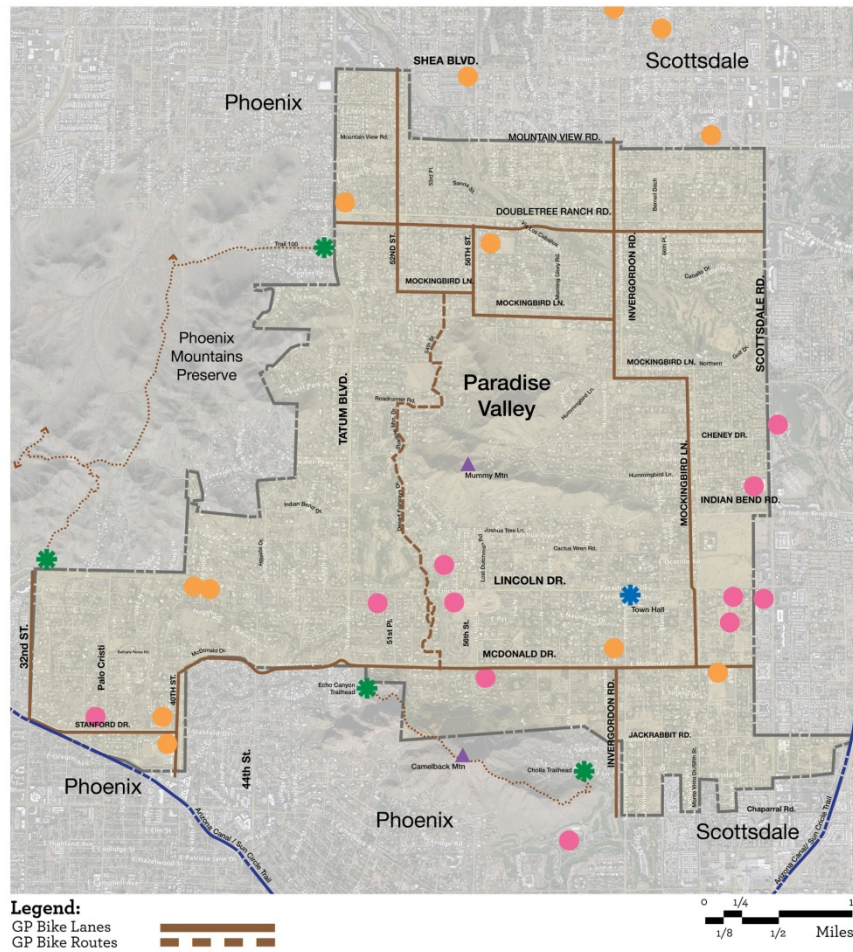
- Social network for athletes
- Maps show use
- 2016 Map
 - Red = heavier use
 - Same as 2015
- More use on
 - Mockingbird Ln
 - Cheney Dr
 - McDonald Dr

WALK & BIKE PARADISE VALLEY

The Paradise Valley Bicycle and Pedestrian Master Plan

BICYCLE |

2012 General Plan (GP) Facilities



Town Hall
 School
 Trail
 Canal

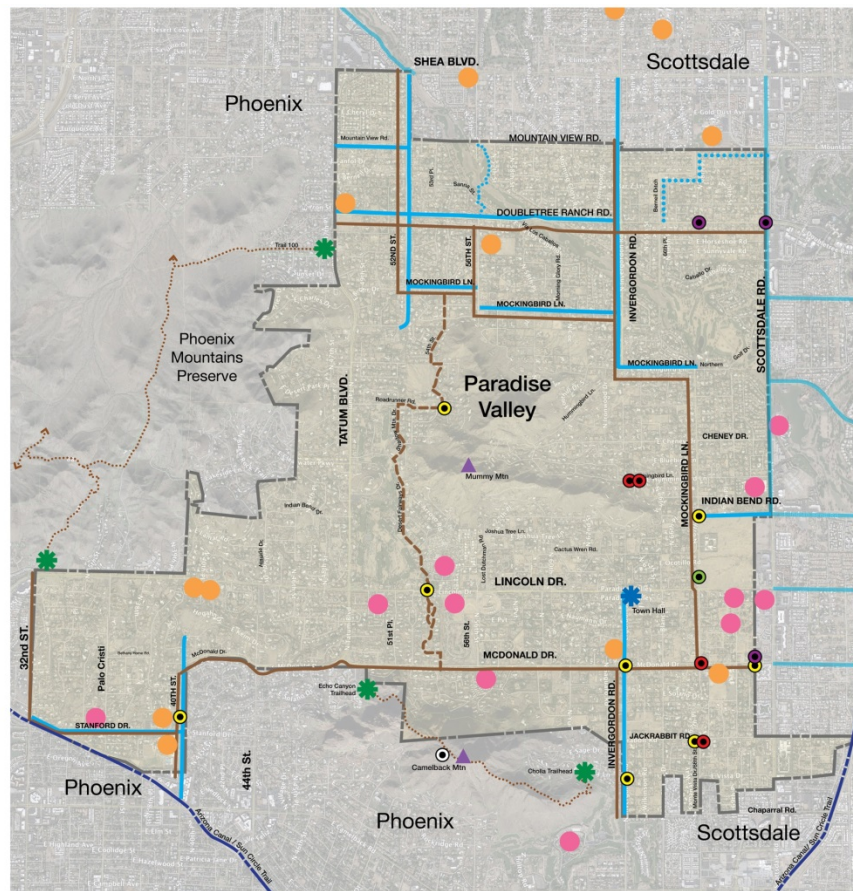
Resort
 Trailhead
 Mountain Peak

WALK & BIKE PARADISE VALLEY

The Paradise Valley Bicycle and Pedestrian Master Plan

BICYCLE |

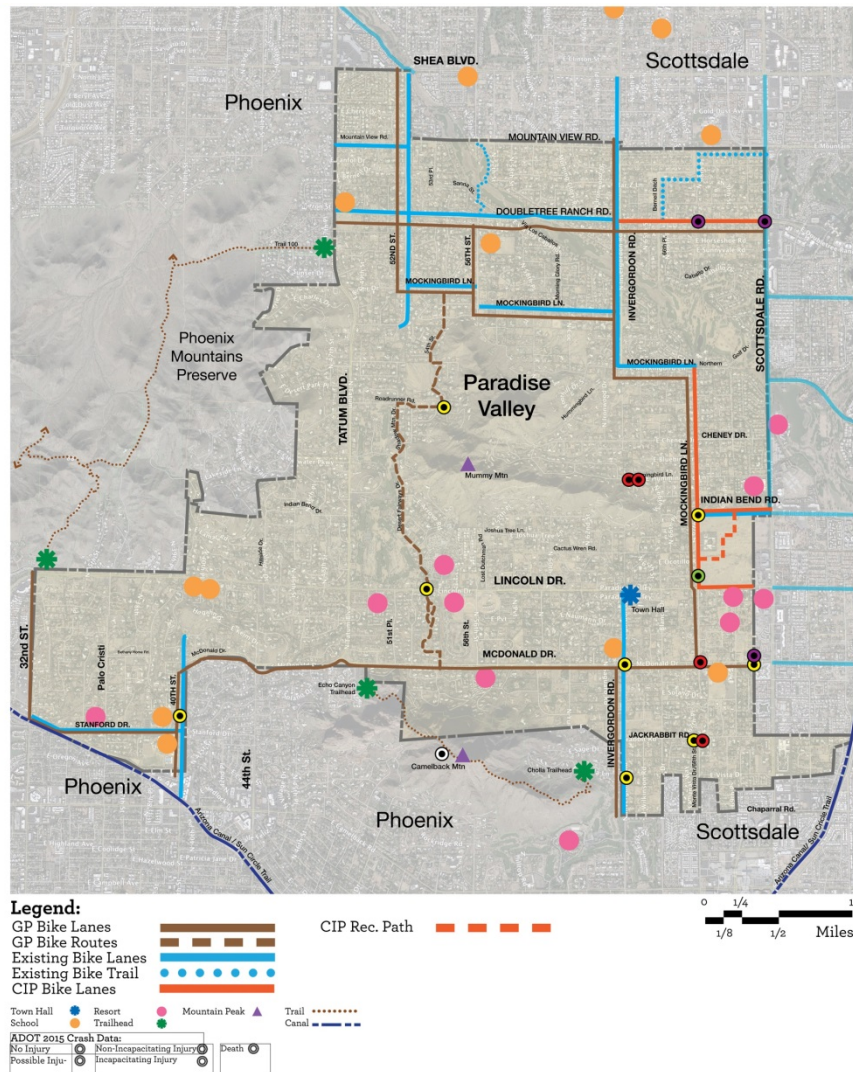
2012 GP Facilities + Existing Facilities



Legend:
 GP Bike Lanes
 GP Bike Routes
 Existing Bike Lanes
 Existing Bike Trail
 Town Hall
 School
 Resort
 Mountain Peak
 Trail
 Canal
 ADOT 2015 Crash Data:
 No Injury
 Possible Injury
 Non-Incapacitating Injury
 Incapacitating Injury
 Death

BICYCLE |

2012 GP Facilities + Existing Facilities + Existing Capital Improvement Program (CIP)

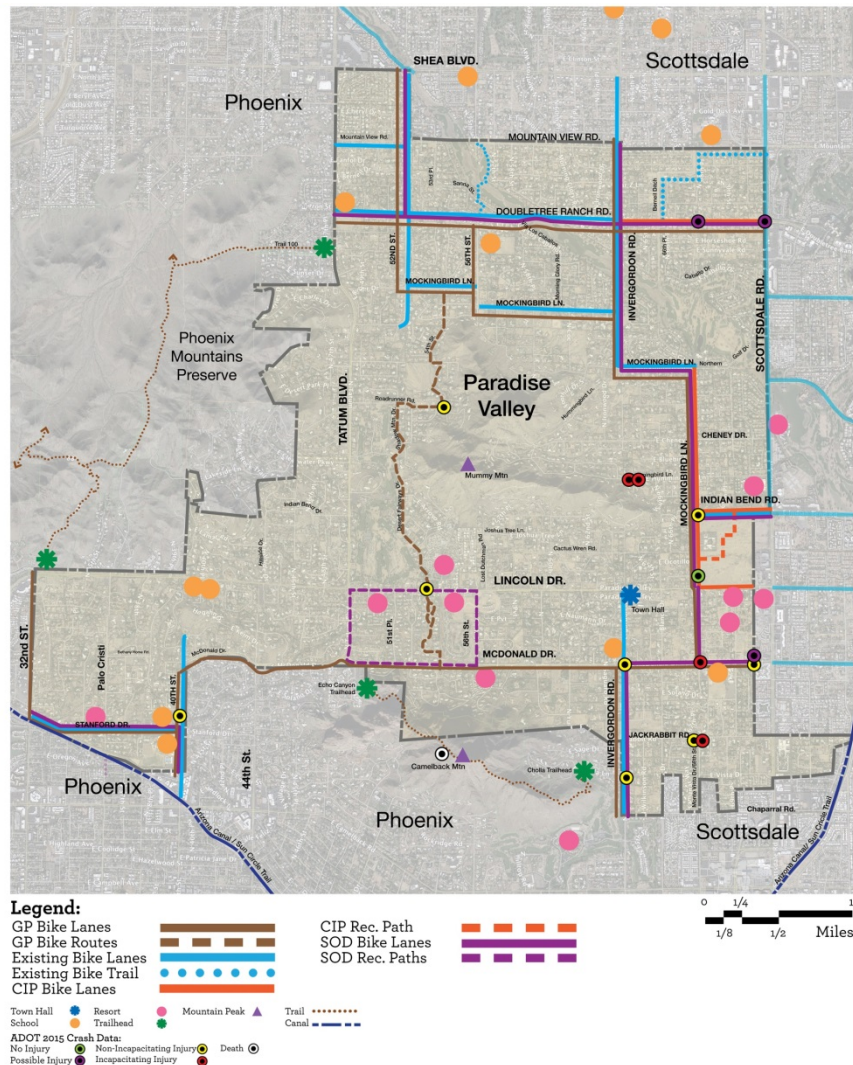


WALK & BIKE PARADISE VALLEY

The Paradise Valley Bicycle and Pedestrian Master Plan

BICYCLE |

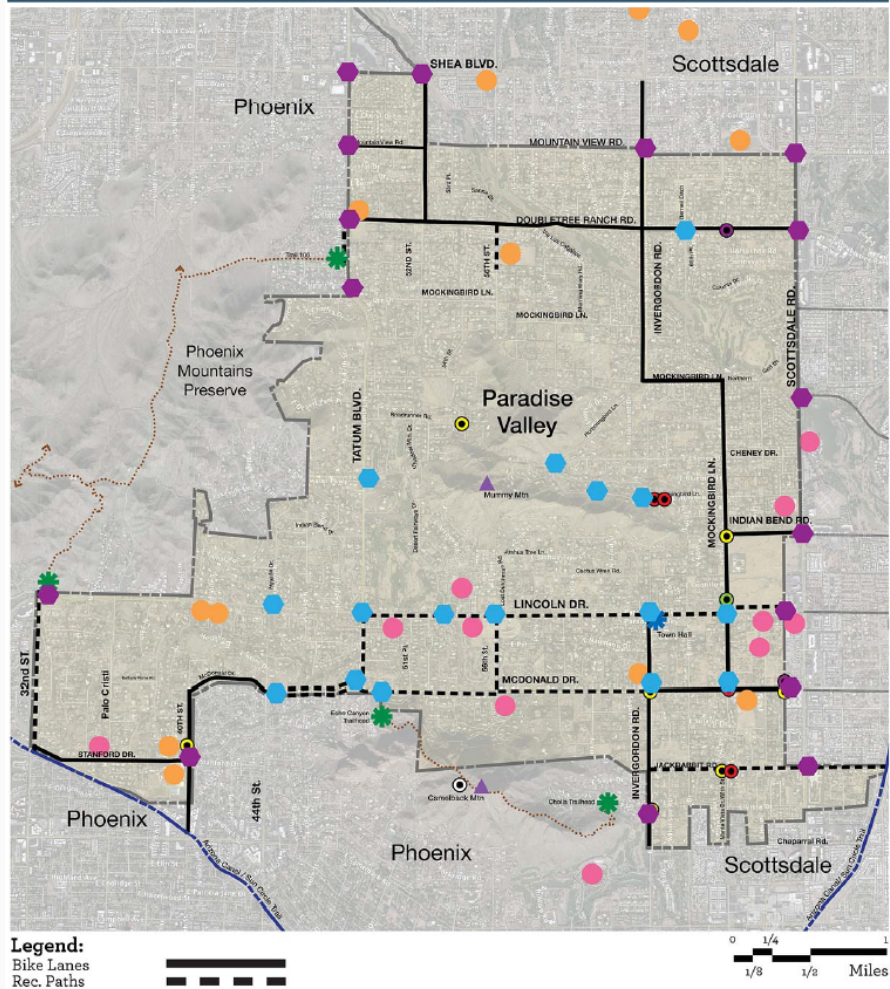
2012 GP Facilities + Existing Facilities + Existing (CIP) + Statement of Direction (SOD)



WALK & BIKE PARADISE VALLEY

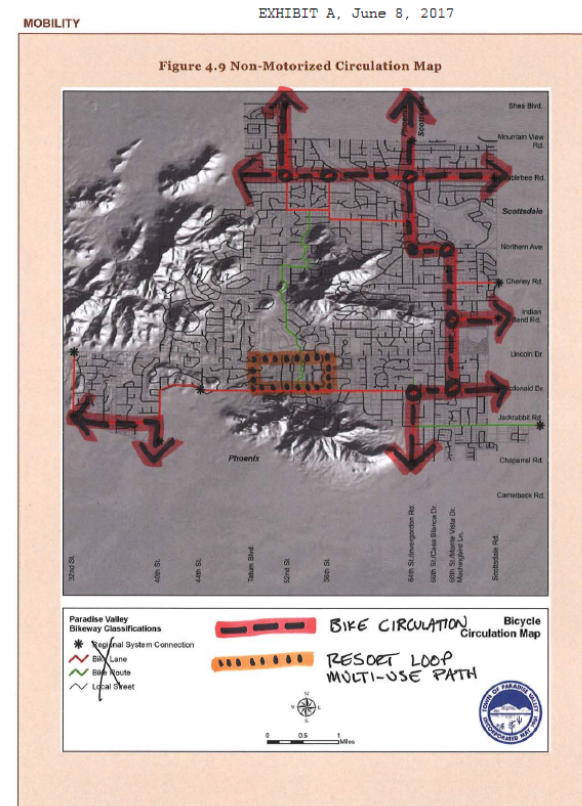
The Paradise Valley Bicycle and Pedestrian Master Plan

Draft #2 08/29/2017
Bicycle Facilities Route Map

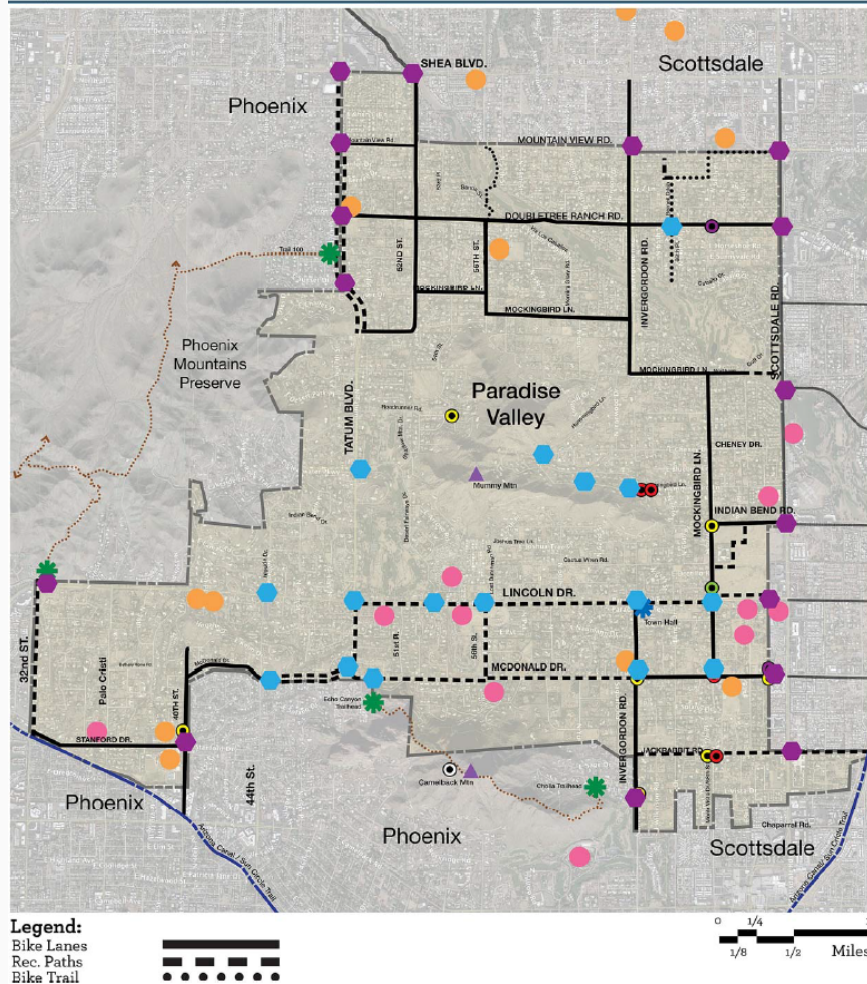


BICYCLE

Proposed Routes

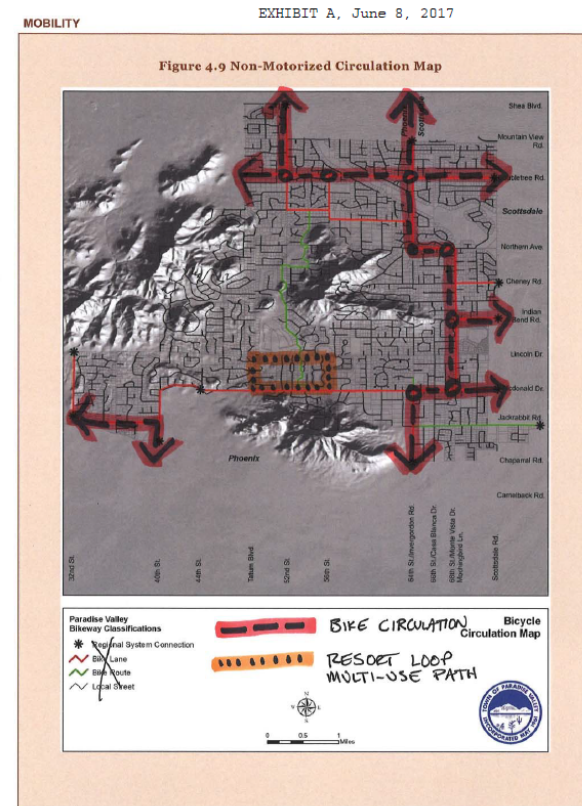


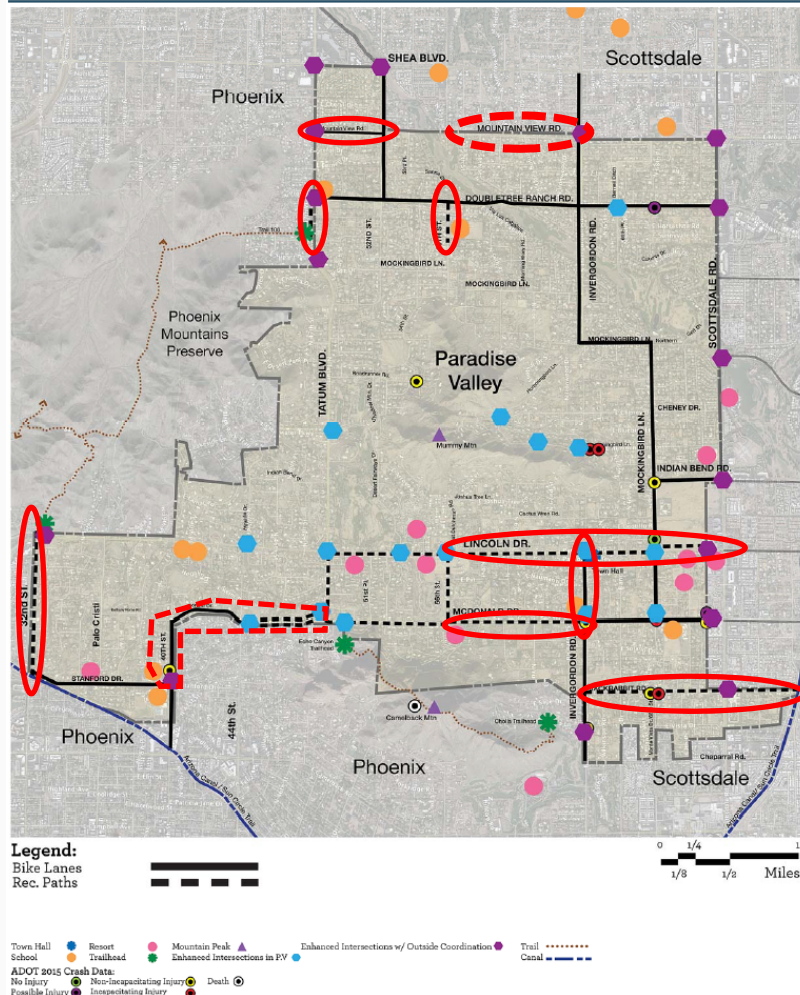
Draft #2 08/29/2017
Bicycle Facilities Proposed CIP Map



BICYCLE

Proposed Routes + CIP





BICYCLE | SOD Differences

- Lincoln Dr/McDonald Dr – rec path
 - Extends resort loop to connect all resorts
- McDonald Dr/40th St west of Tatum – rec path/lanes
 - Rec paths Tatum Blvd to 44th St
 - Bike lanes west of 44th St
- Jackrabbit Rd – rec path
 - Connects to AZ canal regional trail
- Invergordon Rd north of McDonald – bike lanes
 - Recognizes existing bike lanes to Town Hall
- Mtn View Rd west of 52nd St – bike lanes
 - Already bike lanes and heavily used connection
- Tatum Blvd to trailhead – rec path
 - Phx ROW – end at a destination
 - Connection supported in opinion survey
- 56th St to Cherokee Elementary – rec path
 - Safe connection to school
- 32nd St – rec path
 - Phx ROW – end at destination
 - Connection supported in opinion survey
- Mtn View Rd 56th St to 64th St – bike lanes
 - Need input

BICYCLE | SOD Differences

- Lincoln Dr/McDonald Dr – rec path
 - Intent is to connect more resorts
 - Rec path on one side
 - Rec path 10' wide unless extenuating circumstances
 - ROW acquisition
 - Removal of private walls/landscaping
 - Drainage
 - Existing project for sidewalks both sides underway
- 73' ROW and 95' ROW
- 6' wide sidewalk both sides in CIP

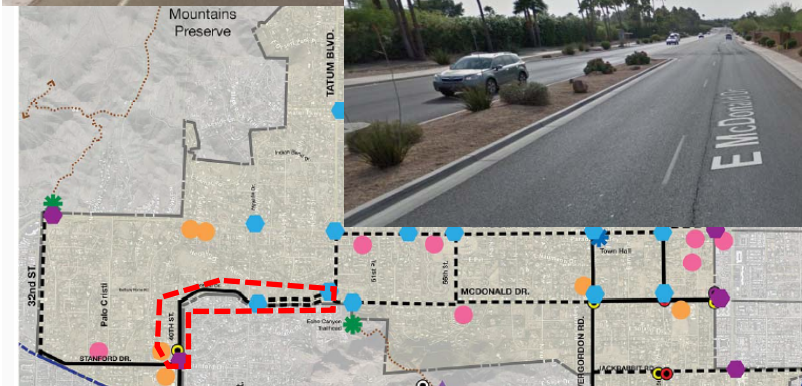


- 73' ROW
- Existing sidewalk on north side only



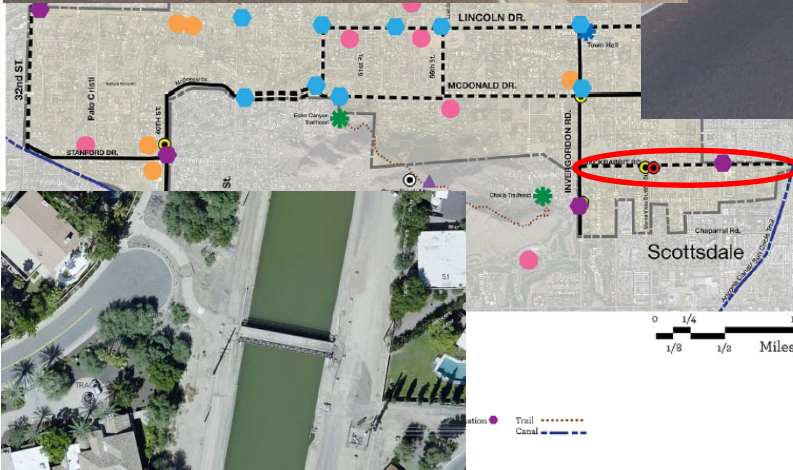
BICYCLE | SOD Differences

- McDonald Dr/40th St west of Tatum – rec path/lanes
 - Intent is to fill the gap west of Tatum Blvd
 - Consistent with existing General Plan



- 80' / 130'+ ROW
- Major wash crossing, drainage channel north side
- Existing sidewalk on both sides

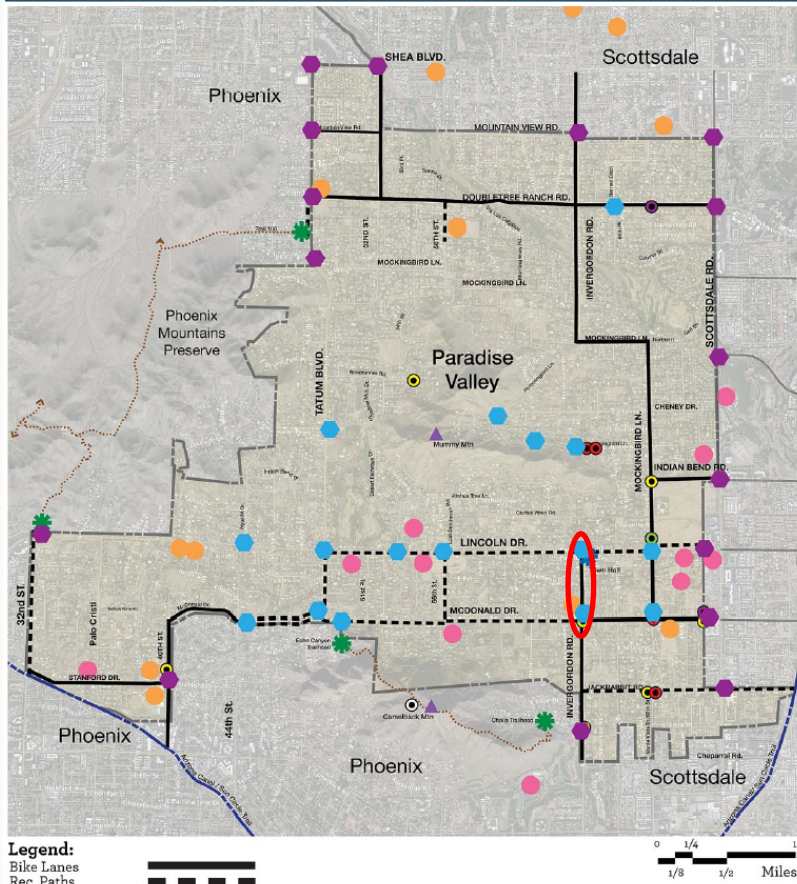
- 130' ROW, separated roadway
- Lanes 22' to 24' wide, with median 60' wide
- No sidewalks



- **Jackrabbit Rd – rec path**
 - Connects to AZ canal regional trail
 - ROW constraints east of Scottsdale Rd

- Varies 25'/50'/65'/80' ROW





BICYCLE | SOD Differences

- Inver Gordon Rd north of McDonald – bike lanes
 - Recognizes existing bike lanes to Town Hall
 - If resort loop extended, recognizes N-S connection

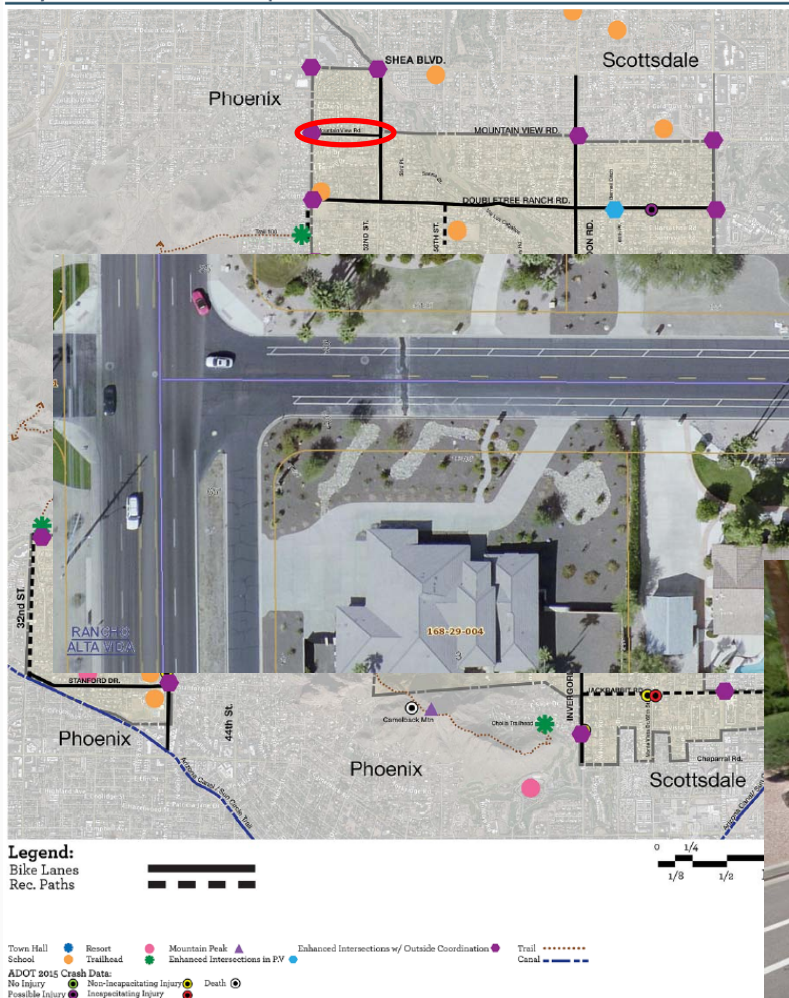


- 66' ROW
- Existing bikes lanes
- Existing sidewalk east side

BICYCLE | SOD Differences

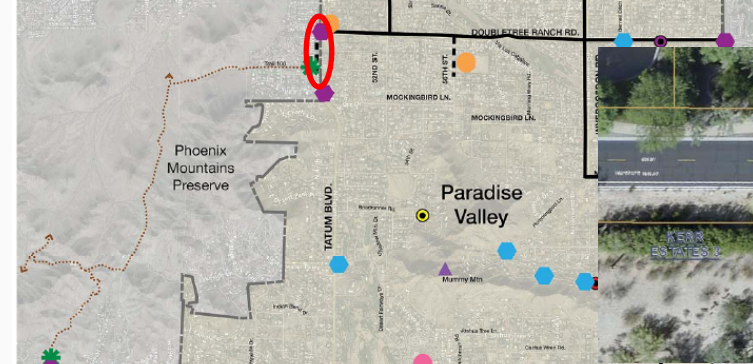
- Mtn View Rd west of 52nd St – bike lanes
 - 6' wide bike lanes and 4' wide buffers
 - Collector Street
 - STRAVA Map shows heavy use

- 80' ROW
- Existing bikes lanes



BICYCLE | SOD Differences

- Tatum Blvd to trailhead – rec path
 - Phx ROW – end at a destination
 - Connection supported in opinion survey

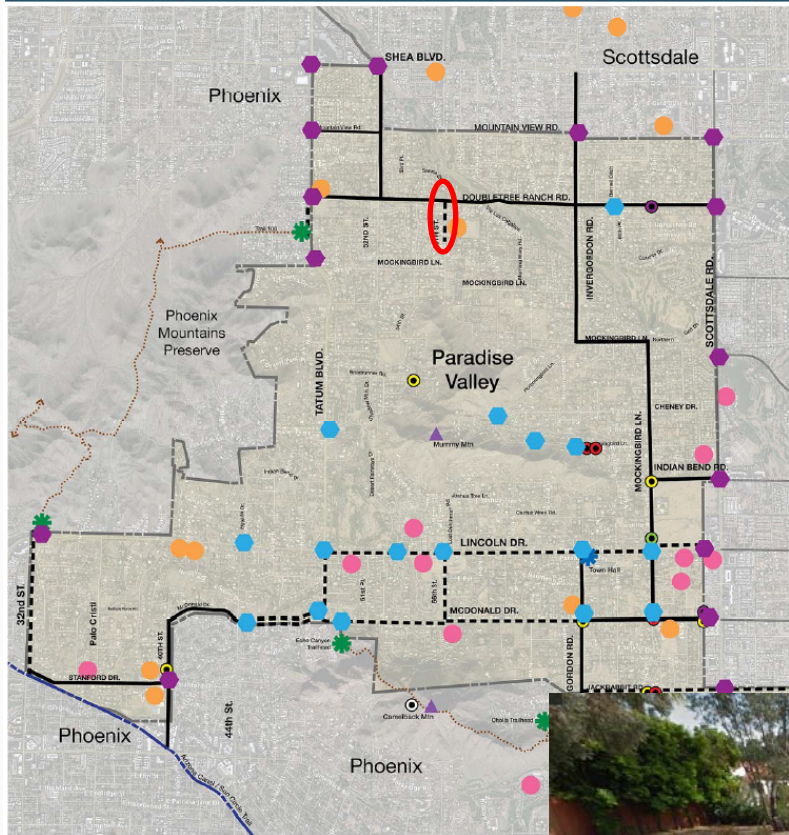


- 80' Tatum ROW, within City of Phoenix
- Existing sidewalk both sides

CIP Map



- New rec path Tatum
- Continue bike lane Mockingbird
- Not put on route map



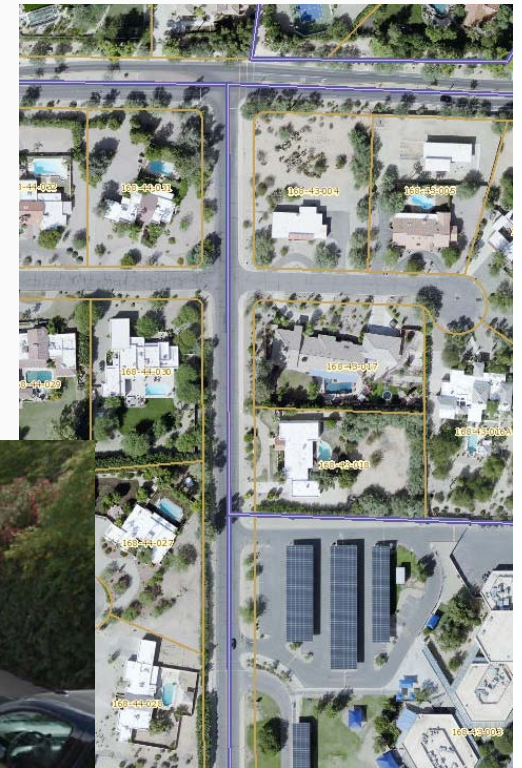
Legend:
Bike Lanes
Rec. Paths



- 80' ROW
- Existing sidewalk both sides

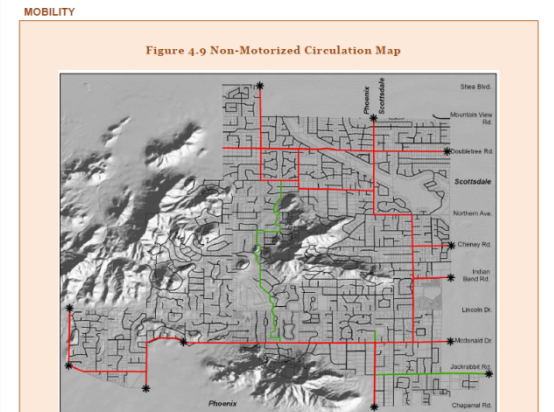
BICYCLE | SOD Differences

- 56th St to Cherokee Elementary – rec path
 - Safer connection to school
 - Existing sidewalk both sides
 - Alternative option - show on the CIP map as a potential improvement for years 2025-2029



BICYCLE | SOD Differences

- 32nd St – rec path
 - Phx ROW – end at destination of trailhead
 - Connection supported in opinion survey
 - Connection is in existing General Plan as a bike lane
 - Use more pedestrian and recreational bicyclist
 - Alternative option - show on the CIP map
 - Topo constraints



- 70'/83'/105'/108'/140' ROW
- City of Phoenix
- Existing sidewalk on portions
- Connect via trail to Tatum

Draft #2 08/29/2017
Bicycle Facilities Route Map



BICYCLE | SOD Differences

- Mtn View Rd 56th St to 64th St – bike lanes
 - Request from residents along street to improve ped-bike connections
 - Draft plan proposes sidewalk on one side
 - Need input



Town Hall
School
ADOT 2015 Crash Data:
No Injury
Possible Injury
Non-incapacitating Injury
Interspinal Injury
Death

Reoset
Trailhead
Mountain Peak
Enhanced Intersections in PV
Enhanced Intersections w/ Outside Coordination
Trail
Canal

TIMELINE



PV Bike-Ped Master Plan Upcoming Events (Tentative)

10/12/2017	Town Council Study Session/Meeting: Discuss Statement of Direction (SOD)
10/17/2017	Planning Commission Work Session
11/07/2017	Planning Commission Work Session
Target 11/17/17	Release of Draft Plan 2
12/05/2017	Planning Commission Citizen Review: Required public input meeting and discuss Draft Plan 2
12/07/2017 or 12/21/2017	Town Council Work Session: Update (To be determined)
01/16/2018	Planning Commission Action: Recommendation to Town Council
02/08/2018	Town Council Study Session
02/28/2018	Town Council Study Session
03/08/2018	Town Council Action: Take action on Master Plan

TIMELINE

ACTION



- **Option 1:** I move to approve revisions to the Statement of Direction (SOD) for the Paradise Valley Bicycle & Pedestrian Master Plan that include the deviations listed in the October 12, 2017 study session report and as shown on Draft #2 08/28/2017 Bicycle Facilities Route Map (or deviations as revised by Council)
- **Option 2:** I move to make no changes to the Statement of Direction (SOD) for the Paradise Valley Bicycle & Pedestrian Master Plan approved by the Town Council on June 22, 2017.

RECOMMENDATION

Paradise Valley Bicycle and Pedestrian Master Plan

-Statement of Direction- ~~September 28~~ June 22, 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 facilities, and identify pedestrian facilities 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:
 - **EMPHASIZE SAFETY AND ENFORCEMENT:** Recommend 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. Recommend any new traffic rules or laws if necessary to remedy a material or defect in an existing law.
 - **EMPHASIZE RESORT LOOP:** An emphasis should be placed on providing safe and shared-use pedestrian and bicycle connectivity along the identified "Resort Loop" described in the October 12, 2017 study session report and depicted on the attached Draft #2 08/28/2017 Bicycle Facilities Route Map (or as revised by Council) 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.

