

Paradise Valley Bicycle and Pedestrian Master Plan

-Statement of Direction- June 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 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. ~~within identified resort destination areas adjacent to the designated Development Areas of the General Plan. Where warranted,~~ ~~b~~ Bicycle connectivity should ~~may also~~ be provided through shared-use recreational paths or facilities separated from the vehicular travel lane.
 - ~~○ The resort destination areas include the following vicinities:~~
 - ~~○ Generally the area bounded by Lincoln Drive, 56th Street, McDonald Drive, and Tatum Boulevard~~
 - ~~○ Generally the area bounded by Indian Bend Road, Scottsdale Road, McDonald Drive, and Mockingbird 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. Eliminate other previous bike lane and bike route designations. Consider local neighborhood requests to add facilities to their neighborhoods. Do not remove existing, physical bike facilities, but only "advertise" or identify those presented on the attached network.

- o **EMPHASIZE 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 as necessary. 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. Bicycle facility streets may include the following:~~

~~West-East Connections~~

~~Doubletree Ranch Road~~

~~East Mockingbird Lane~~

~~McDonald Drive (East of Invergordon Road)~~

~~McDonald Drive (West of 56th Street) — No bike lanes~~

~~Indian Bend Road (East of Mockingbird Lane)~~

~~Lincoln Drive (adjoining Development Areas)~~

~~Stanford Drive~~

~~North-South Connections~~

~~North Mockingbird Lane~~

~~North Invergordon Road (excluding between Northern Avenue and Lincoln Drive)~~

~~Tatum Boulevard (south of Lincoln Drive and north of Mockingbird Lane)~~

~~52nd Street (north of Mockingbird Lane)~~

~~40th Street (south of McDonald Drive)~~

~~32nd Street (north of Stanford Drive — coordinate with City of Phoenix)~~

- o **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.
- o **ADDRESS MITIGATION OF CONFLICTS**~~Address mitigation of conflicts.:~~
This mitigation includes, and is not limited to, the following:
 - ~~Bicycle facilities, policies, and enforcement measures that foster bicyclists following the rules of the road to improve safety and the creation of a non-confrontational environment. Of particular concern is addressing bicyclists that ride more than two abreast, bicyclists not stopping at signed intersections, and speeding.~~
 - Discouragement of cut-through travel, particularly on local streets.

- Corridor design that eases unsafe conditions between different modes of travel, particularly where bicyclists share the same space as motorized vehicles. This design may 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.
 - **IDENTIFY ROUGH COSTS:** 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.
 - **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.

Figure 4.9 Non-Motorized Circulation Map

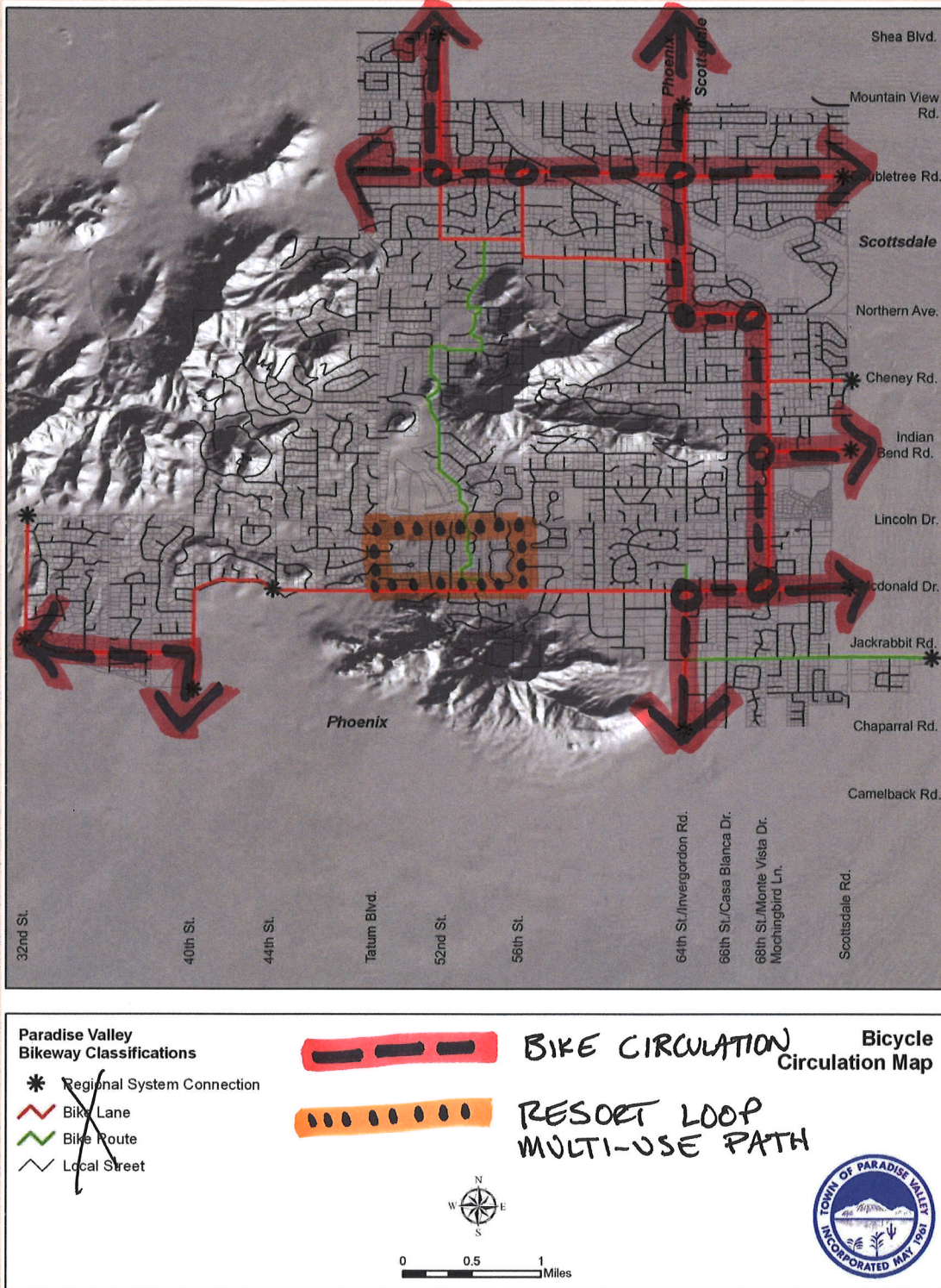
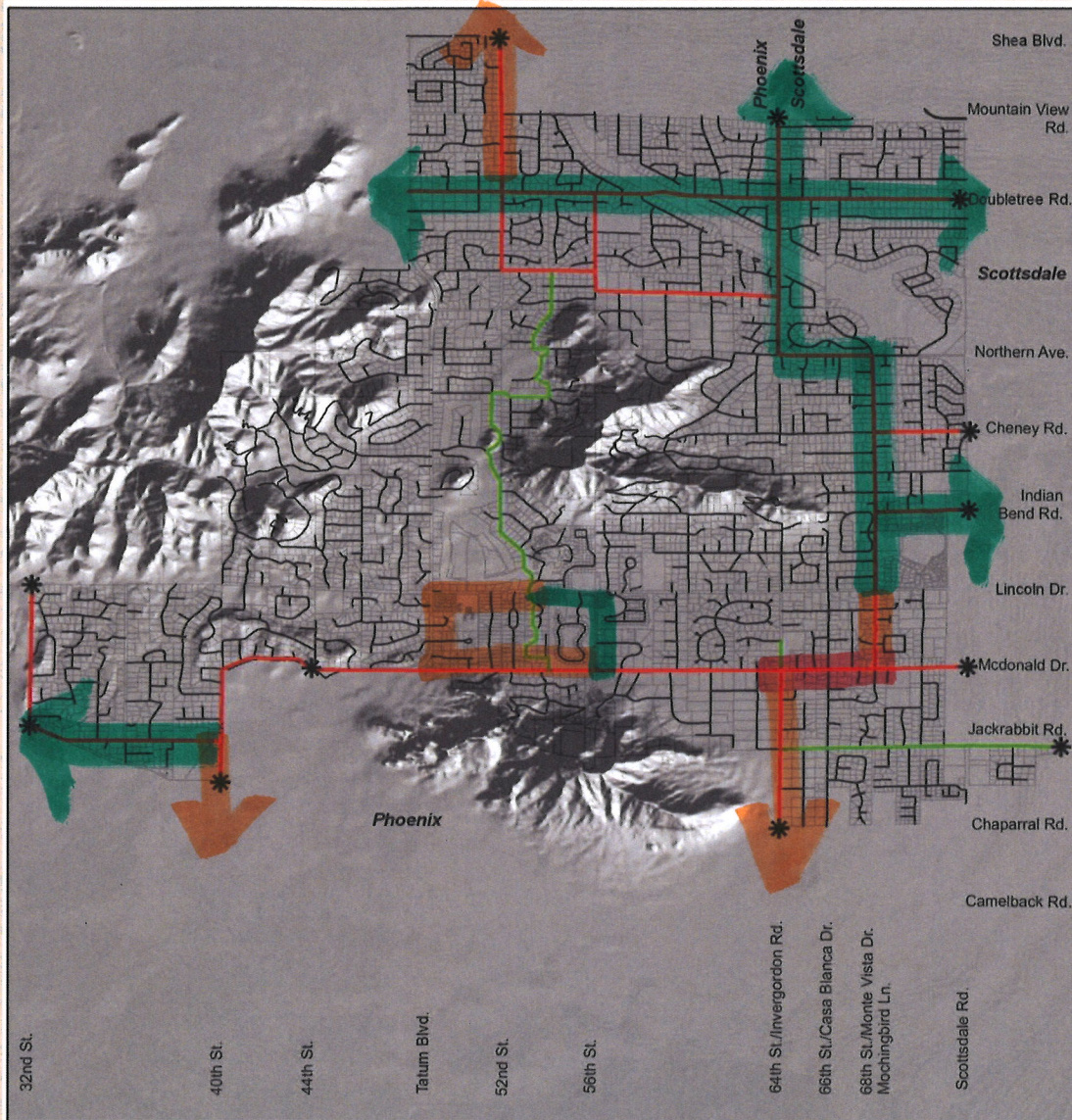


Figure 4.9 Non-Motorized Circulation Map



Paradise Valley Bikeway Classifications

- * Regional System Connection
- ~ Bike Lane
- ~ Bike Route
- ~ Local Street

COMPLETED/PLANNED
PARTIAL FACILITIES
NO FACILITIES

Bicycle Circulation Map EXISTING CONDITIONS MAP

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