

TOWN OF PARADISE VALLEY

Paradise Valley Bicycle & Pedestrian Master Plan



Town Council
November 17, 2016



Presentation Agenda

- Consultant + Staff Team
- Existing General Plan
- Master Plan Impact
- Project Schedule
- What We've Analyzed
- How We've Engaged & Learned From the Community
- What We've Learned
- Routes & Preferences
- Corridor Designs & Preferences
- Ways to Stay Involved

The TEAM

Consultants



James Coffman, RLA,
ASLA, Project Manager &
President

Justin Azevedo, ASLA

Project Lead



Leslie Dornfeld, FAICP,
CSBA, Principal

Engagement & Integration



Jamie Cowgill, Principal

Wayfinding & Graphics



Dean Chambers, RLA,
ASLA

Jamie Blakeman, PE, PTOE

Engineering, Design & Cost
Estimating

The TEAM

Paradise Valley Staff



Technical Advisory Committee

Rick Mahrle	Planning Commissioner
Jay Ozer	Public Safety Committee
Laura McMurchie	Scottsdale Convention & Visitors Bureau
Kevin Burke	Town Manager
Dawn-Marie Buckland	Director of Administration and Government Affairs
Eva Cutro	Community Development Director
Freeman Carney	Police Lieutenant
Richard Edwards	Senior Engineering Technician
Paul Michaud	Senior Planner (Project Manager)

The EXISTING GENERAL PLAN

Implementation Measures – In current CIP & Quality of Life Initiative

Table 4.5-1. Mobility Implementation Program		2012-2015	2016-2020	2021-2030	Annual	Ongoing
<p>9 Prepare, maintain and implement an adopted Pedestrian Master Plan that carries out the goals and policies of the General Plan and defines: the type and location for pedestrian-oriented streets and pathways; standards for sidewalk width, improvements, amenities, and street crossings; the schedule for public improvements; and developer responsibilities.</p>			X			
<p>Implements Which Policy(ies)</p>	<p>M 4.2.1.1, M 4/2.1.2, M 4.2.1.3, M 4.2.1.4, M 4.2.1.5, M 4.2.2.1, M 4.2.2.3, M 4.2.2.4, M 4.2.2.5, M 4.2.2.6</p>					
<p>Responsible Party(ies)</p>	<p>Community Development, Engineering Division supported by Town Council, Public Works Department</p>					

The **EXISTING GENERAL PLAN** Mobility Chapter

Non-Motorized Circulation Section Introductory Statement

“Support the goal of making the Town of Paradise Valley a pedestrian and bicycle-friendly town.”

“Safe, walkable environments will be maintained through an interconnected and continuous pedestrian network with sidewalks and trails that are enjoyable places to walk.”

“A bicycle circulation system compatible with existing motorized circulation routes and local neighborhoods will be provided.”

“Residents will be encouraged to integrate walking and bicycling into their daily activities to promote a healthier lifestyle and improve energy resource conservation.”

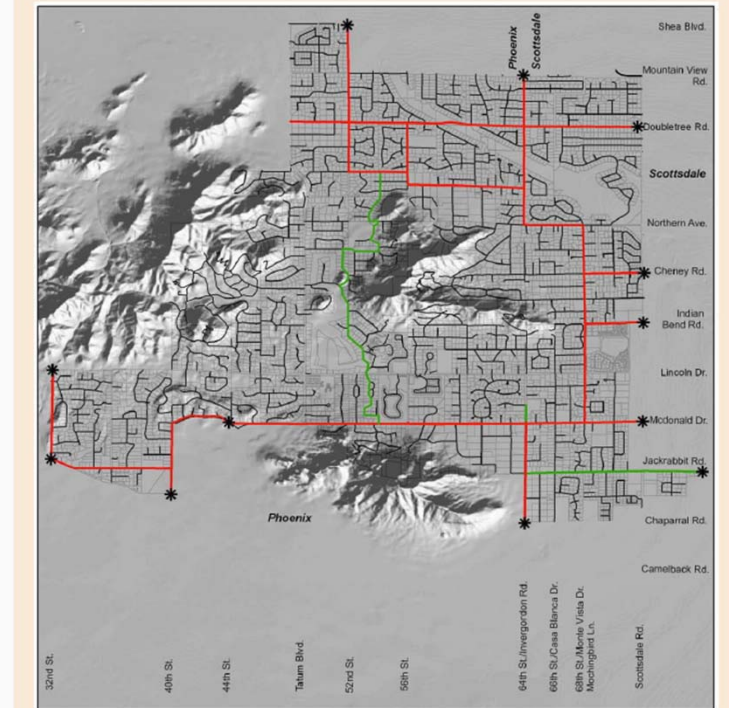


The **EXISTING GENERAL PLAN**

Mobility – Non-Motorized (Bicycle)

- Bike lanes/routes
- Main N-S Routes
 - Invergordon/Mockingbird Roads
 - Camelback Manor/Desert Fairways
- Main W-E Routes
 - Lincoln Drive
 - Doubletree Road
 - McDonald Drive

Figure 4.9 Non-Motorized Circulation Map



Paradise Valley Bikeway Classifications

- * Regional System Connection
- Red line with zigzag pattern: Bike Lane
- Green line with zigzag pattern: Bike Route
- Black line with zigzag pattern: Local Street

The EXISTING GENERAL PLAN

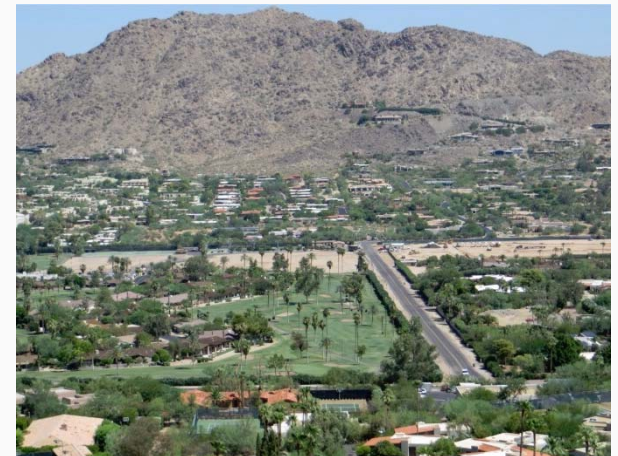
Roadway Classifications and Bicycle & Pedestrian Accommodation

Street Classification	Pedestrian Accommodation	Bicycle Accommodation
Major Arterials	Optional 6' sidewalks on both sides set back from traffic lanes min. 5'	Bike lanes only where necessary to interconnect bikeway systems.
Minor Arterials	Optional 6' sidewalks on both sides set back from traffic lanes min. 5'	Optional 4' bicycle lanes on both sides.
Collectors	Optional 6' sidewalks on both sides set back from traffic lanes min. 5'	Optional 4' bicycle lanes on both sides.
Locals	A: Optional 6' sidewalk on one side B: No sidewalks C: No sidewalks	No bicycle lanes.

The **EXISTING GENERAL PLAN** Related Sections

Great Assets

- Mountains
- Premier Resorts
- Neighboring communities



The **EXISTING GENERAL PLAN** Related Sections

Gathering Locations

- Promote small, passive recreation spots
- Use rights-of-way to provide open space and increase mountain views
- Designate highly visible, prominent, streets as Visually Significant Corridors
 - Create streetscape design guidelines
 - Maintain views
 - Mitigate traffic impacts

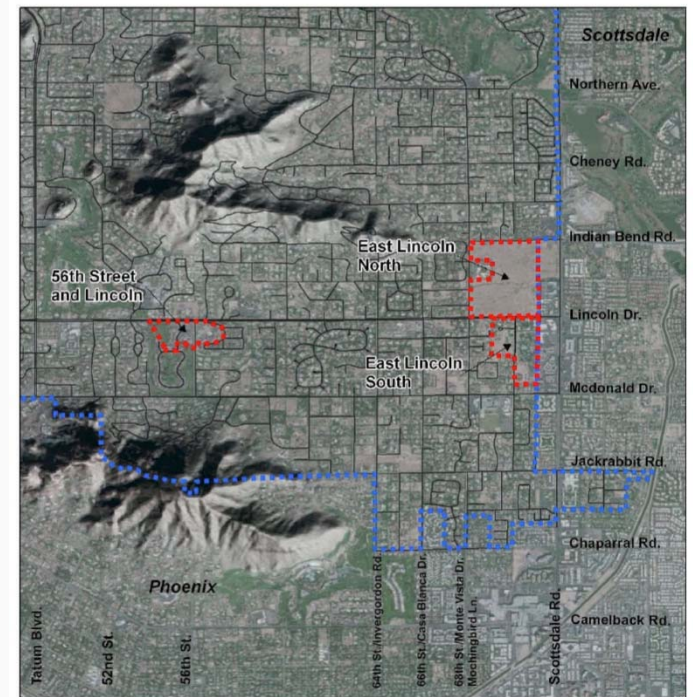


The **EXISTING GENERAL PLAN** Related Sections

Development Areas

- Balance fiscal health and low density character
- Strengthen connections between open space areas and Development Areas
 - Encourage public gathering
 - Serve as buffers
 - Integrate pedestrian amenities

Figure 2-3: Development Areas



The **EXISTING GENERAL PLAN**

Safe and Convenient Access

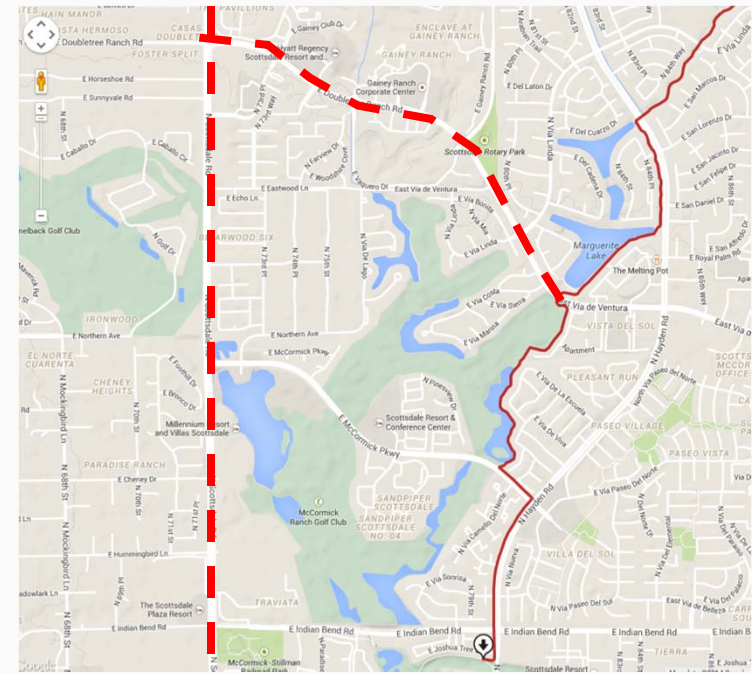


- Promote safe, convenient, and enjoyable access for recreational and community social purposes
- Ensure safe access and connection to schools and community facilities
- Develop access ways that are universally accessible, properly designed and maintained
- Reduce potential conflicts between bicyclists and motor vehicles and bicyclists and pedestrians

The EXISTING GENERAL PLAN

Linkages

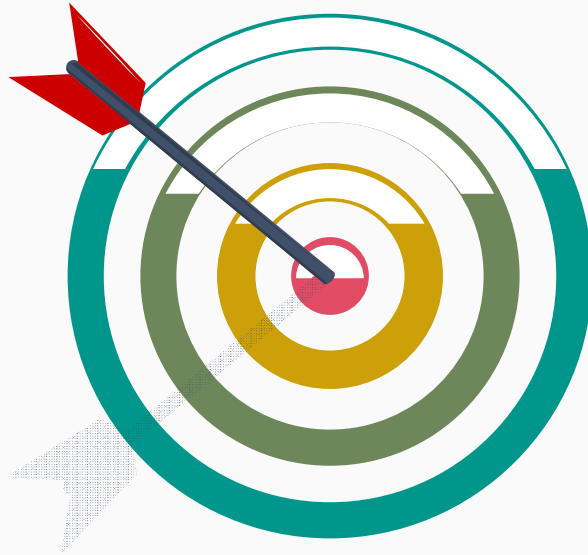
- Plan for and provide non-motorized system linkages to neighboring community non-motorized networks
- Develop an interconnected and continuous pedestrian system



Indian Bend Wash & Shea Trail; Gainey Ranch Rd. Trail

The **MASTER PLAN's** Impact

Components



- 1 Refined Bicycle & Pedestrian Goals & Policies Integrated with General Plan
- 2 Defined Routes & Design Guidelines
- 3 Prioritized Project Lists
- 4 Typical Project Costs
- 5 Wayfinding & Branding

The MASTER PLAN

Schedule



How We've **ENGAGED & LEARNED FROM COMMUNITY**

- Stakeholder Focus Group Discussions 8/13 & 8/16
- Stakeholder Walk/Bike Ride 8/13
- On-line/Mail-in Survey 7/1 - 8/19
- On-Line Survey Outreach to Schools 8/19 – 9/9
- Resort Concierge Interviews/Questionnaire 8/3
- Stakeholder Findings & Additional Ideas 9/7

How We've **ENGAGED & LEARNED FROM COMMUNITY**

- Public Open House Findings & Additional Ideas 9/14
- Project Evaluation Criteria On-Line Survey 10/4 - 10/19
- Bicycle/Pedestrian Count 10/15
- Public Open House on Alternatives 10/19
- Alternatives On-Line Survey 11/2 - 11/18
- Alternatives @ the Car Show 11/12

What We've **LEARNED**

Abbreviated Summary

Greatest Takeaways

- **Balancing the needs of walkers, bicyclists, visitors and residents**
- **Biking and walking is popular**
- **People are drawn to area by beauty, architecture, landscape & sense of safety**
- **Need to respect existing character of the Town**
- **Lack of connectivity between systems and to desired destinations**
- **Safety for bicyclists, walkers, and drivers**
- **Need for East/West Connectivity along Lincoln & McDonald Drives**
- **Need for education of all**
- **Need for enforcement of existing laws**
- **Proper signage/wayfinding without clutter complimented by technology**
- **Implementation, operations, and fiscally responsible funding**
- **Lack of right of way for some needed improvements**
- **Greatest bicycling use is recreational**
- **AZ Statutes spell out numerous bicycle laws. Law enforcement treats them the same as vehicle**

Alternative ROUTES

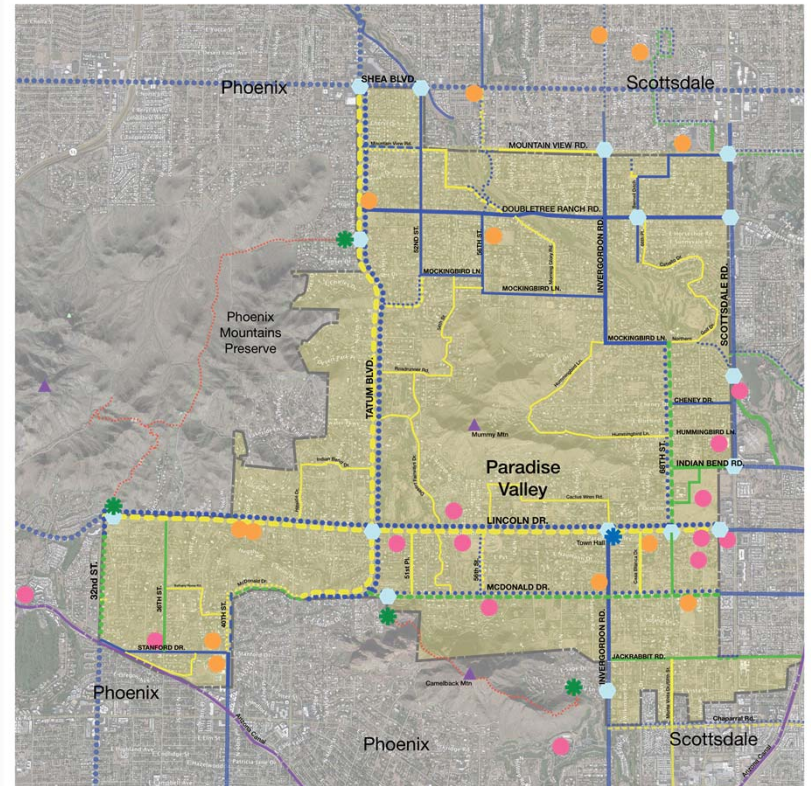
Route Options – A, B & C

- **Concept A:** Completes What is Already Recognized in the General Plan, CIP or Maintenance Operations
- **Concept B:** Adds additional bicycle corridors, particularly Lincoln & Tatum
- **Concept C:** Adds more corridors particularly along significant local and collector streets

Preferred ROUTES

Route Concept C:

Per the Open House & On-Line Survey Responses



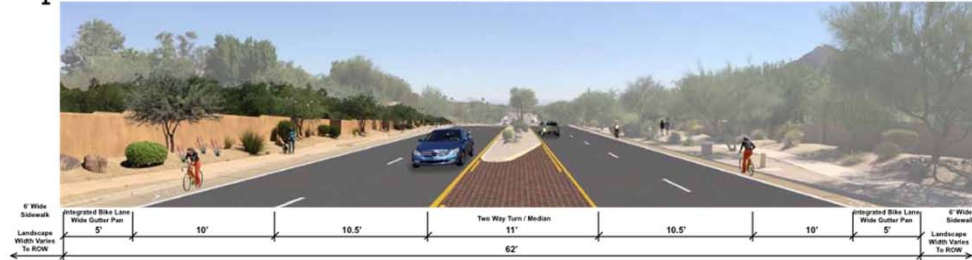
Legend:

- | | | | |
|---|---|--|---|
| <ul style="list-style-type: none"> Pedestrian & Bicycle Facilities Pedestrian Facilities Bicycle Facilities Bicycle Route | <p>Existing</p> <ul style="list-style-type: none"> | <p>Planned (GP, CIP, Maintained)</p> <ul style="list-style-type: none"> | <p>Proposed</p> <ul style="list-style-type: none"> |
| <ul style="list-style-type: none"> Town Hall School Resort Trailhead | <ul style="list-style-type: none"> Enhanced Crossing Peak | <ul style="list-style-type: none"> Trail Canal | |

Preferred CORRIDOR DESIGNS

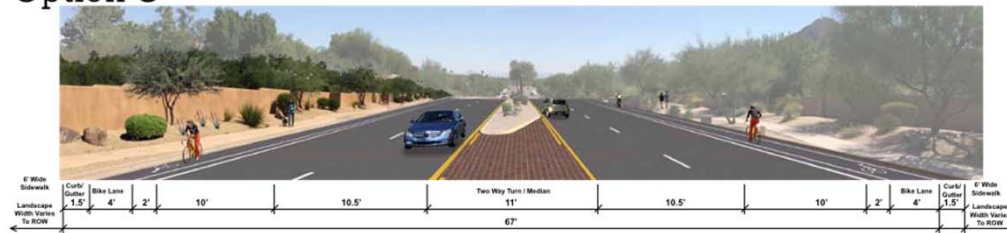
Major Arterials: Lincoln, Tatum, 32nd Street, Scottsdale Rd -
Per the Open House & On-Line Survey Responses

Option B



- Has Detached Sidewalks on both sides
- Provides integrated bike lane in expanded gutter pan
- Retains center Landscape Medians/Turn Lane
- Retains 4 lanes of traffic
- Will not require new Curbs

Option C

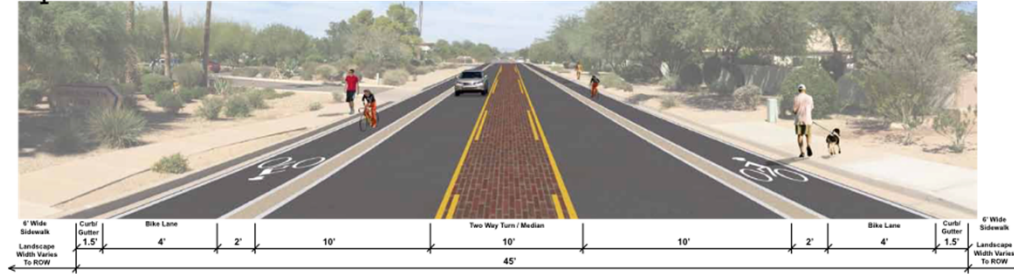


- Has Detached Sidewalks on both sides
- Provides striped buffered Bike Lanes
- Retains center Landscape Medians/Turn Lane
- Retains 4 lanes of traffic
- May require new curb and gutters

Preferred CORRIDOR DESIGNS

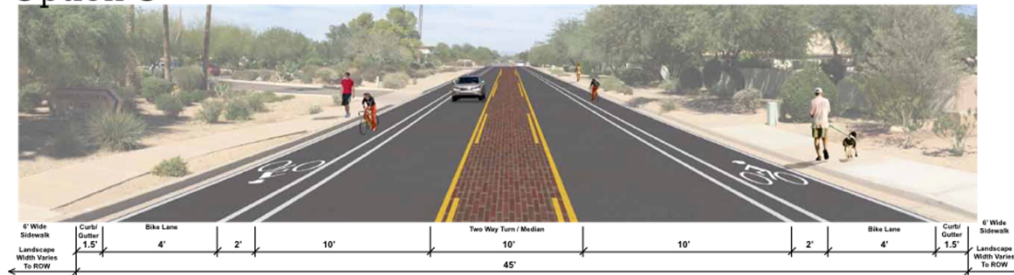
Minor Arterials: Invergordon, 68th Street, Partial Mockingbird -
Per the Open House & On-Line Survey Responses

Option B



- Provides Sidewalks on both sides
- Provides textured buffered Bike Lanes
- Retains center Landscape Medians/Turn Lane, adds texture
- Retains 2 lanes of traffic
- May require new Curb & Gutter

Option C



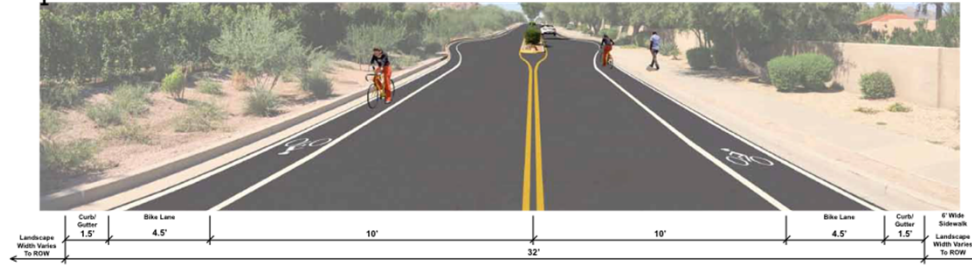
- Provides Sidewalks on both sides
- Provides textured buffered Bike Lanes
- Retains center Landscape Medians/Turn Lane, adds texture
- Retains 2 lanes of traffic
- May require new Curb & Gutter

Preferred **CORRIDOR DESIGNS**

McDonald Drive -

Per the Open House & On-Line Survey Responses

Option B

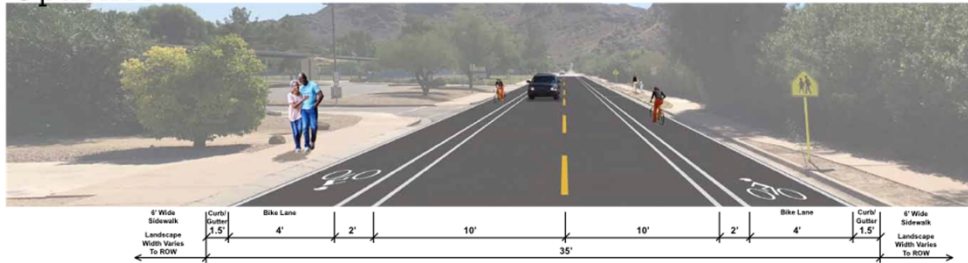


- Has Sidewalk on 1 side
- Has Bike lanes
- Retains center Landscape Median
- Removes center Turn Lane
- Will require new Curb & Gutter to bump out around Landscape Medians

Preferred **CORRIDOR DESIGNS**

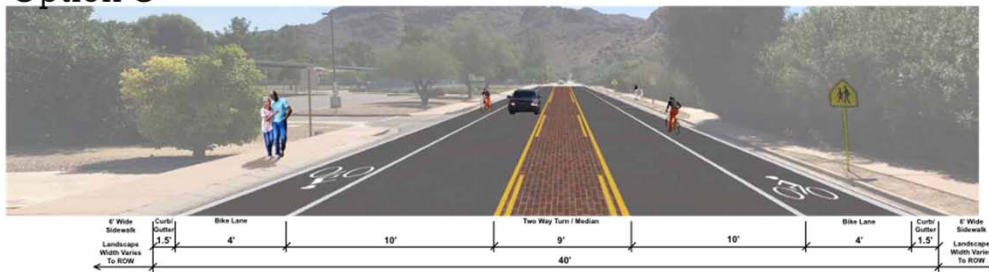
Major Collector: 52nd St, 56th St, Mountain View, Mockingbird, Indian Bend, 40th St - Per the Open House & On-Line Survey Responses

Option A



- Has Sidewalk prominent side with Sidewalk/Trail on opposite
- Has striped buffered Bike Lanes
- May or May not have Landscape Median/Turn Lane
- Has 2 Lanes of Traffic
- Should not require new Curb & Gutter

Option C



- Has Sidewalk on prominent side
- Has Bike Lanes
- Creates center Landscape Median/Turn Lane
- Has 2 Lanes of Traffic
- Will require new Curb & Gutter

Preferred CORRIDOR DESIGNS

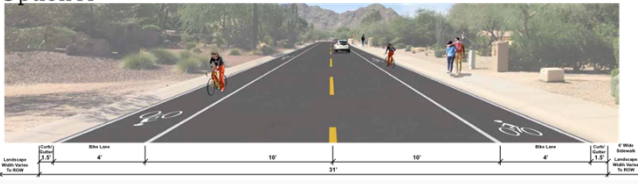
Minor Collector (New Roadway Classification): 52nd St (s. of Lincoln), 36th St, 40th St, 66th St., Stanford, Cheney, Jackrabbit, 68th St (s. of Jackrabbit) - Per the Open House & On-Line Survey Responses

Existing



- Does not currently meet existing standards
- Has attached Sidewalk on 1 side
- Has Bike Lanes
- Has 2 Lanes of Traffic, with improper double yellow line making turns into drives illegal

Option A



- Has Sidewalk on prominent side
- Has Bike Lanes
- Has 2 Lanes of Traffic, with proper center stripe
- May not require new Curb & Gutter

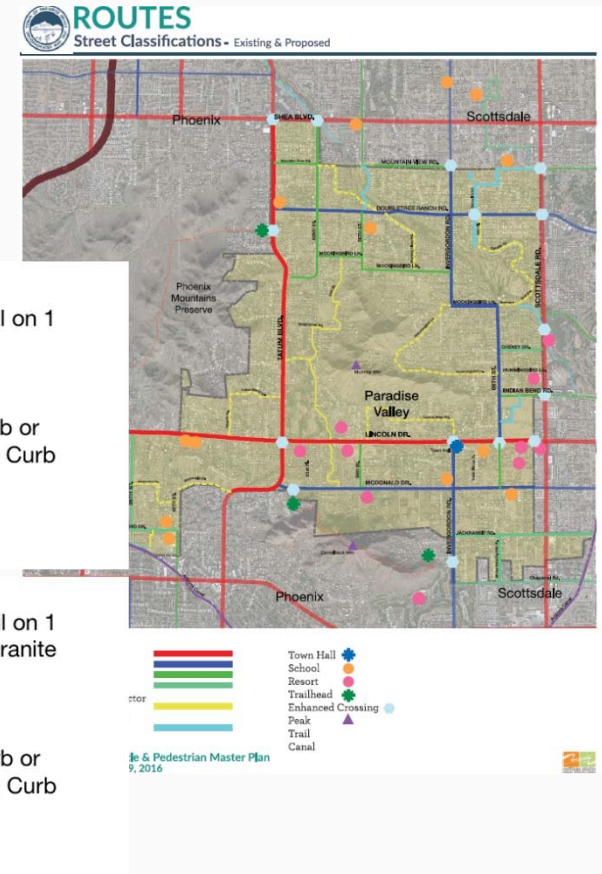
Option C



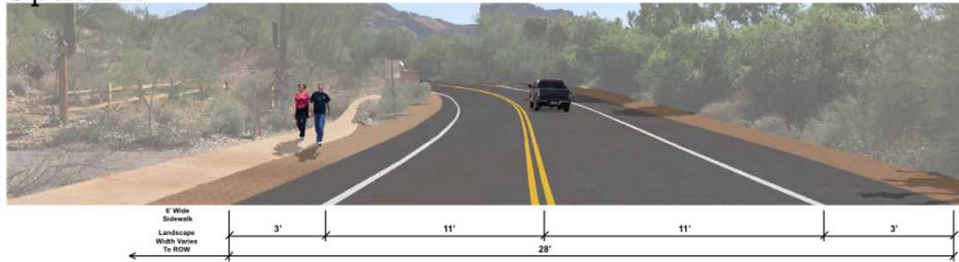
- Has Sidewalk on prominent side with Sidewalk/Trail on opposite
- Has Bike lanes with integrated Bike Lane in expanded gutter pan
- Has 2 Lanes of Traffic, with proper center stripe
- May not require new Curb

Preferred CORRIDOR DESIGNS

Major Local: (New Roadway Classification) See Map –
Per the Open House & On-Line Survey Responses

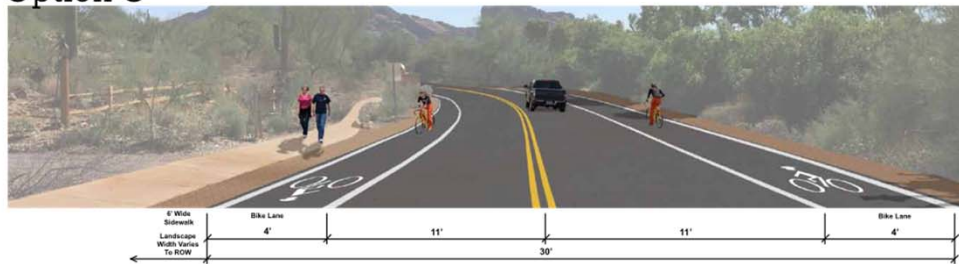


Option A



- Creates Sidewalk OR Trail on 1 side
- Creates shoulder buffers
- Has 2 Lanes of Traffic
- May or May not have Curb or Gutter, recommended flush Curb

Option C

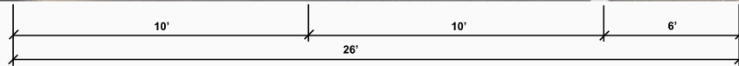


- Creates Sidewalk OR Trail on 1 side with Decomposed Granite Shoulder on opposite
- Has Bike Lanes
- Has 2 Lanes of Traffic
- May or May not have Curb or Gutter, recommended flush Curb

Preferred CORRIDOR DESIGNS

Local: All Roadways not Otherwise Designated- See Map
 Per the Open House & On-Line Survey Responses

Option A

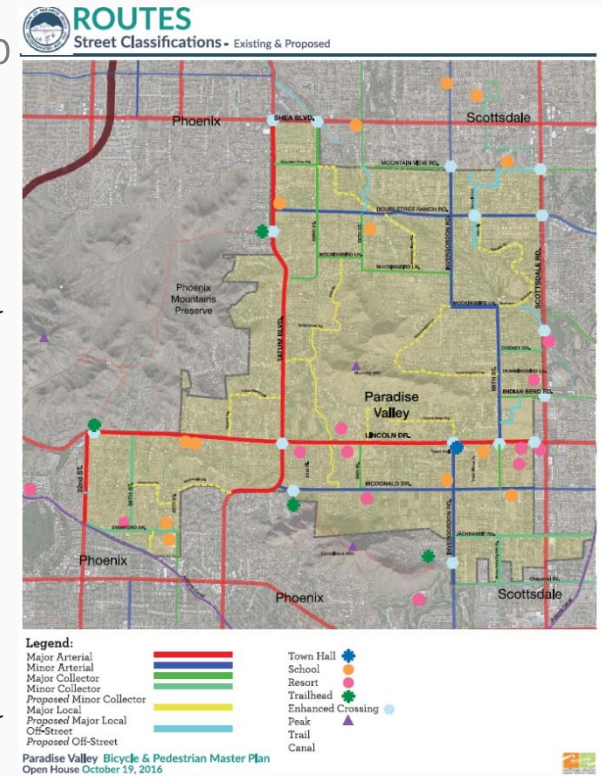


- Has no Sidewalk OR Trail
- Has no Bike Lanes
- has Buffer on 1 side
- Has no center lane stripping
- May or May not have Curb or Gutter

Option B



- Has no Sidewalk OR Trail
- Has Decomposed Granite Shoulder on One side
- Has no Bike Lanes
- Has no center lane stripping
- May or May not have Curb or Gutter



Preferred **CORRIDOR DESIGNS**

Washes: Berniel Ditch

Per the Open House & On-Line Survey Responses

Option A



- Modified Existing Local Path Standards for Ditch maintenance
- Includes Landscaping
- Has a Compacted Decomposed Granite Trail on 1 Side of Ditch also serving as maintenance access
- Has Dog cleanup stations periodically along route

Option B



- Modified Existing Local Path Standards for Ditch maintenance
- Includes Landscaping
- Has a Paved Path on 1 Side of Ditch also serving as maintenance access
- Has Dog cleanup stations periodically along route

Stay INVOLVED

Keep up to date and informed as we move forward @

WWW.PLANPV.MYSIDEWALK.COM

- **OPEN HOUSE: DECEMBER 7, 2016**
Review of the Draft Master Plan 10:00 a.m. – noon PD Auditorium
- **OPEN HOUSE: DECEMBER 14, 2016**
Review of the Draft Master Plan 5:30 p.m. – 8:00 p.m. Community Room

Town's website for project updates at

<http://www.paradisevalleyaz.gov/555/Bicycle-Pedestrian-Master-Plan>