

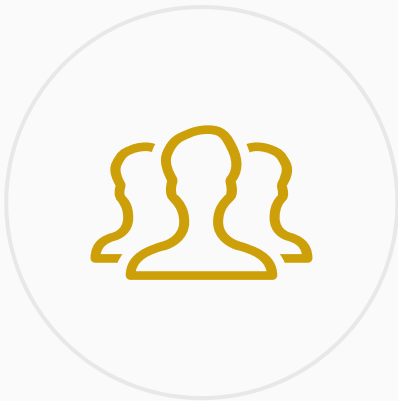
TOWN OF PARADISE VALLEY

WALK & BIKE PARADISE VALLEY

The Paradise Valley Bicycle & Pedestrian Master Plan



Town Council
February 23, 2017



Purpose of Today's Meeting

- Key Questions
- Purpose of the Master Plan
- Where We're at in the Process
- Overview of Public Outreach
- Relationship to the 2012 General Plan
- Differences From the 2012 General Plan
- Existing Conditions Highlights (If Needed)
- Council Input

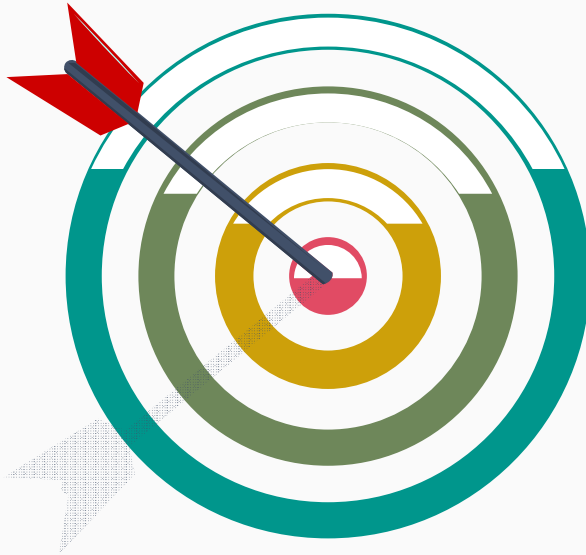
KEY QUESTIONS

- Any proposed actions in draft plan think will not happen or do not want to happen?
- Do you support bike facilities on Lincoln Dr and Tatum Blvd?
- Do you support the enhanced local street policy of adding pedestrian facilities?



The MASTER PLAN's Purpose

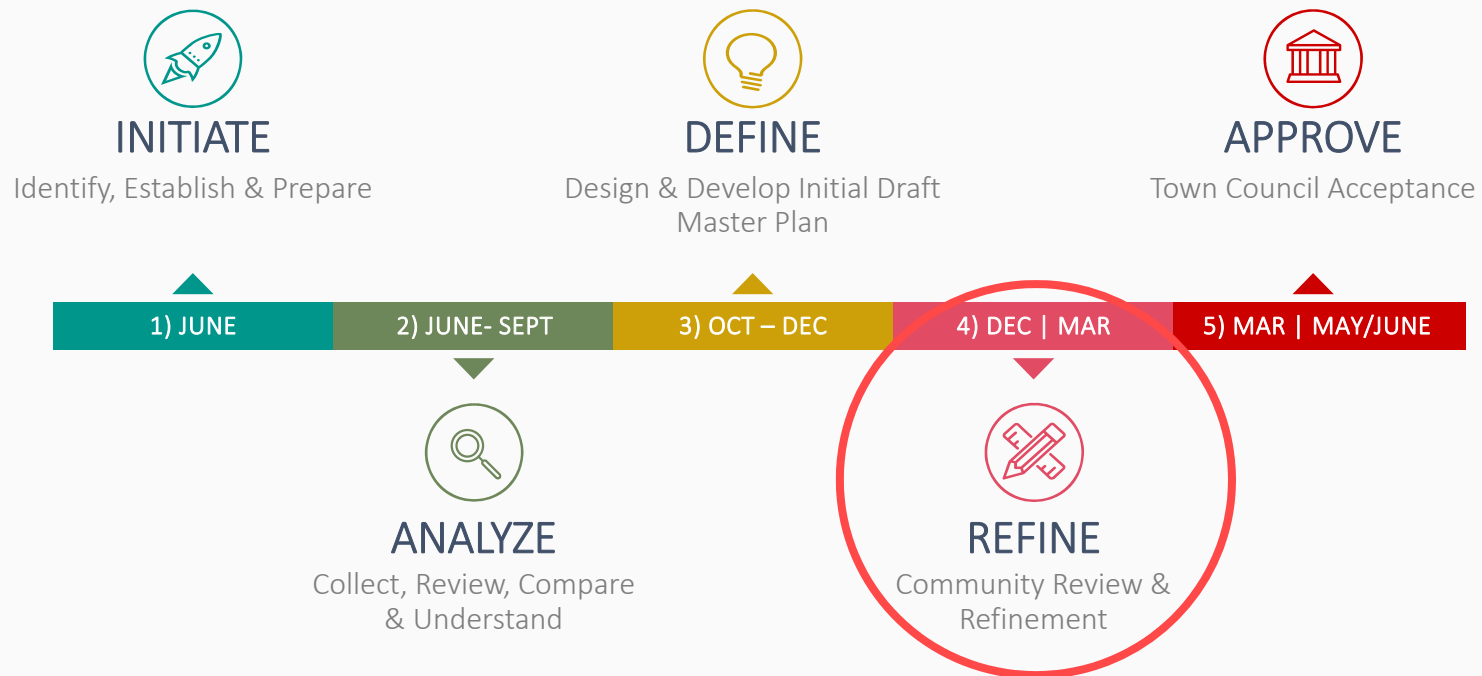
Components



- 1 Refined Bicycle & Pedestrian Goals & Policies Integrated with General Plan
- 2 Defined Bicycle & Pedestrian Routes
- 3 Design Standards for Street & Off-Street Classifications Including Wayfinding
- 4 List of Priority Projects & Typical Project Costs for Classifications
- 5 Implementation & Performance Measures

The MASTER PLAN

Process/Schedule



Paradise Valley Bicycle and Pedestrian Master Plan

Overview of PUBLIC OUTREACH

- 7 public outreach events from Aug 2016 – Dec 2016
 - Bike-Walk
 - Group Activity/Open House
 - Total of 87 attendees
- 3 online opinion surveys
 - Total of 383 respondents
 - 286 respondents in 85253
- Resort concierge interviews
- 2 Town events
 - Car Show - ~ 60 persons
 - Safety Fair - ~ 45 persons



RELATIONSHIP TO the 2012 General Plan

Section 4.2, Non-Motorized Circulation, and
Section 4.6, Maps and Standards, in the Mobility Element

- Provides policy direction for bicycle and pedestrian facilities
- Includes implementation measure to prepare a master plan
- A Minor General Plan amendment will run concurrently or shortly after approval of master plan

DIFFERENCES FROM the 2012 General Plan

- Expand upon existing goals, policies, and implementation measures
- Includes a pedestrian route map
- Add wayfinding design guidelines, goals, and implementation strategies
- Add bicycle facilities to major arterials of Lincoln Drive and Tatum Boulevard –
direction needed on selecting a cross-section
- Create a roadway cross-section similar to Doubletree Ranch Road for Minor Arterials
- *direction needed on McDonald Drive cross-section*
- Add Minor Collector category requiring bike lanes/pedestrian facilities
- Create Enhanced Local cross-section on limited local streets – 3 cross-section options
- Identify performance measures
- New implementation measures

DIFFERENCES FROM the 2012 General Plan

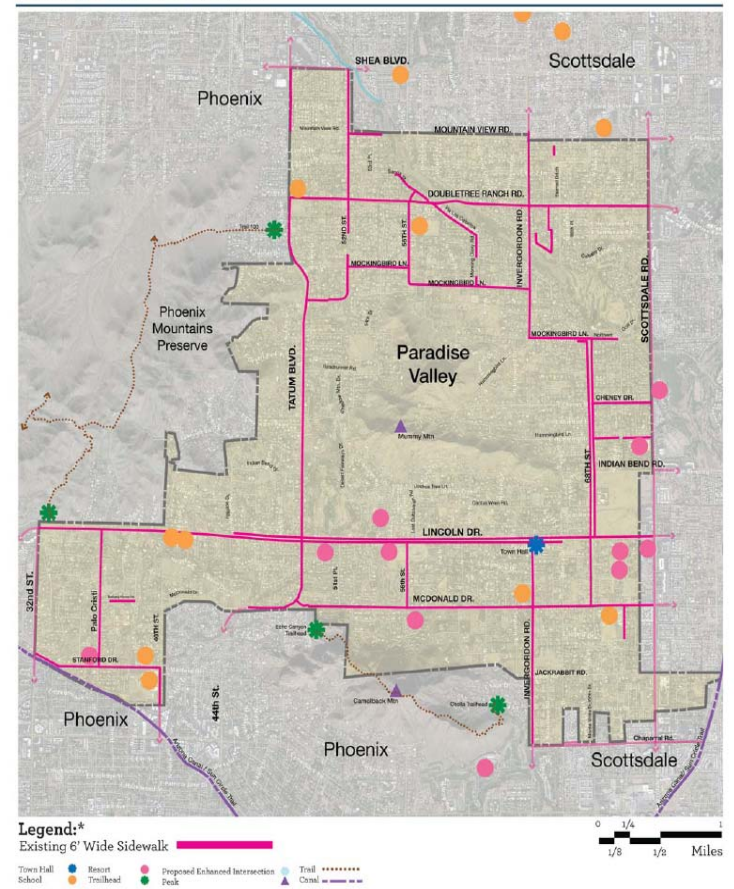
Expand Upon & Reorganize Existing Goals, Policies, And Implementation Measures From The 2012 General Plan

- Existing Goals:
 - Non-Motorized Circulation System
 - Bicycle System
 - Pedestrian System
- New Goals:
 - Management and Operations
 - Traffic Calming
 - Wayfinding

EXISTING CONDITIONS Pedestrian Facilities

- None of the existing typical Town roadway cross-sections require sidewalks
- Most non-local streets have sidewalks on at least one side
- Sidewalk gaps include:
 - Lincoln Dr & Tatum Blvd
 - Jackrabbit Rd east of Invergordon

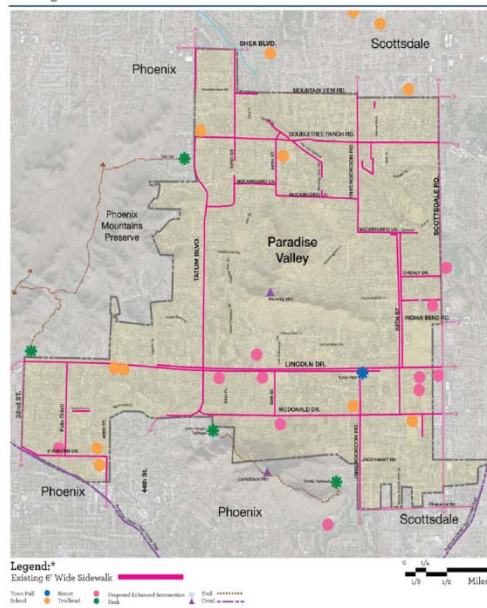
Existing Pedestrian Facilities



PROPOSED Pedestrian Facilities

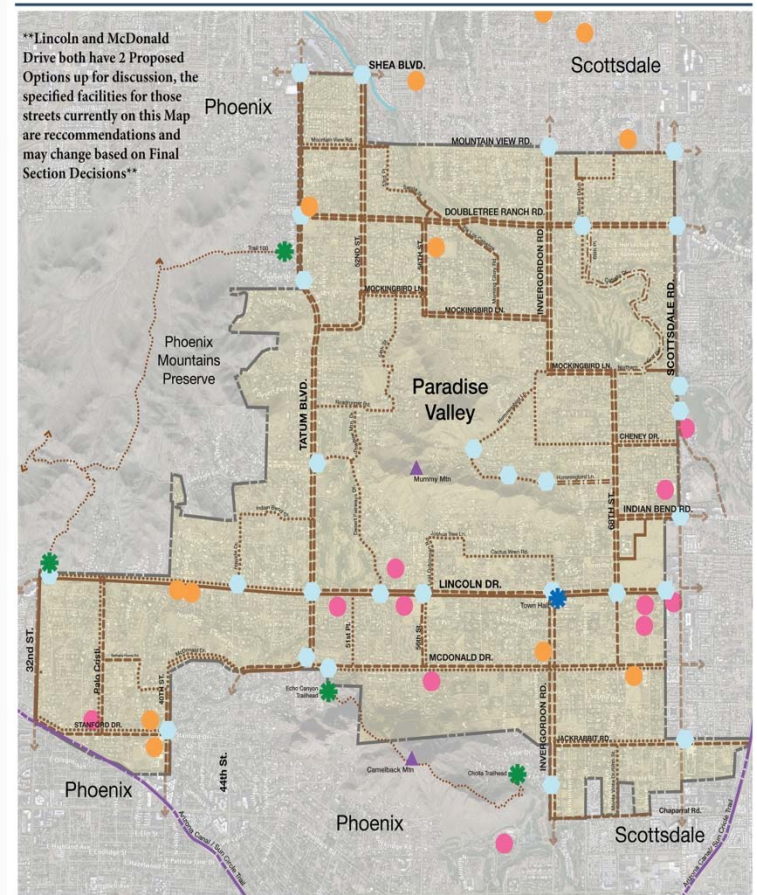
Focus on linkages and safety

Existing Pedestrian Facilities



- Add a Pedestrian Facilities Map
- Create Enhanced Local design with pedestrian facility on at least one side of street
- Complete pedestrian facilities on both sides of non-local streets
- Pedestrian facilities: Sidewalk, Trail, Multi-Use Path

Pedestrian Facilities



Legend:*

Multi-Use Path

Sidewalk

Trail

In-Street Facilities

Town Hall

School

Resort

Trailhead

Peak

Proposed Enhanced Intersection

Canal

Trail

Canal

Trail

Canal

Trail

Canal

Trail

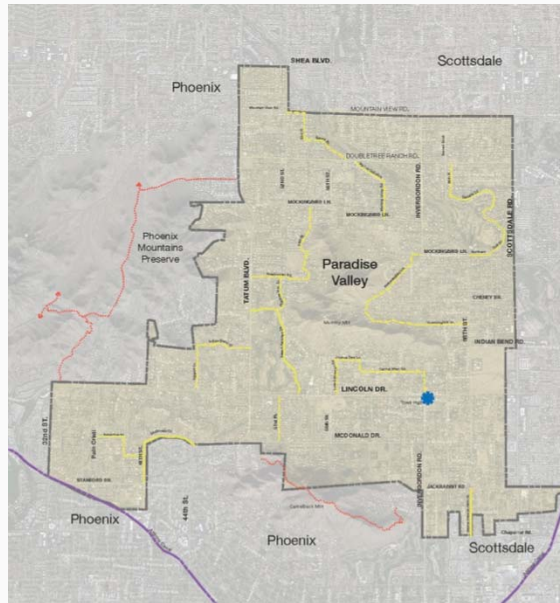
Canal

Proposed Map

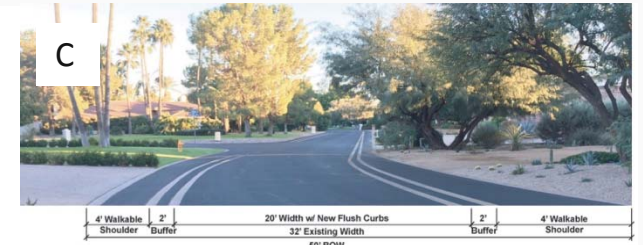
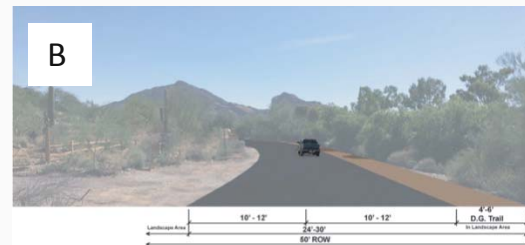
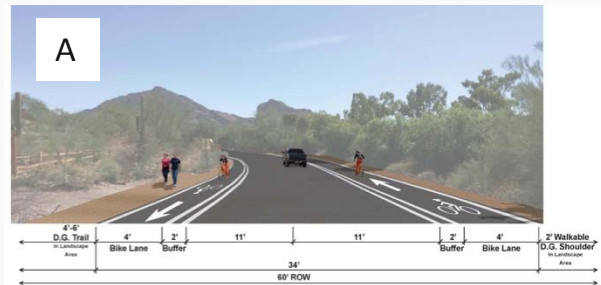
*Specific Sections subject to change based upon final selection of cross section
 **Final Facilities for Major & Minor Arterial to be chosen through additional public review at Planning Commission and Town Council meetings.

DIFFERENCES FROM the 2012 General Plan

Create An Enhanced Local Cross-section On Limited Local Streets



Enhanced Local Section A —————
 Enhanced Local Section B - - - - -
 Enhanced Local Section C



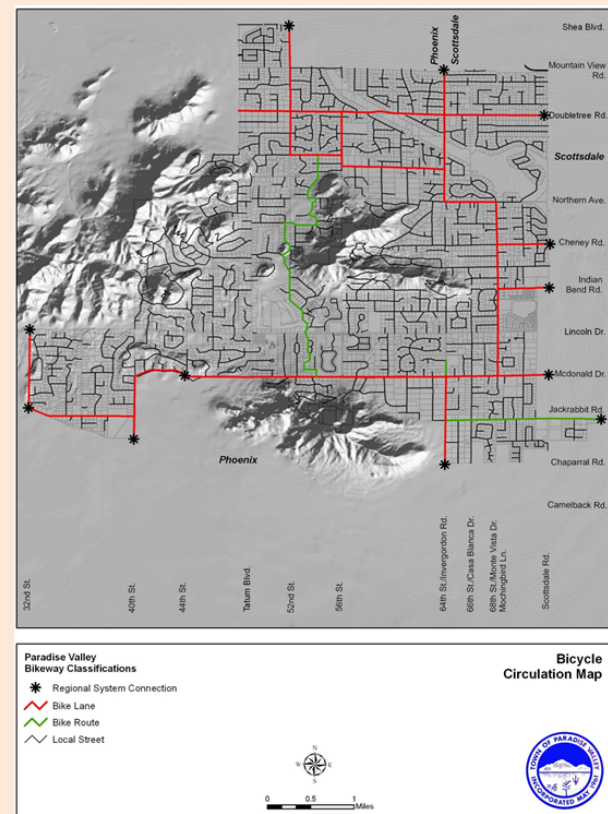
Paradise Valley Bicycle and Pedestrian Master Plan

EXISTING CONDITIONS General Plan Bicycle Facilities

- 2012 General Plan includes proposed bike lanes and bike routes
- Bike facilities were removed in 2012 from Lincoln Dr and Tatum Blvd
- McDonald Dr was changed from bike route to bike lanes in 2012
- Removed bike routes on several roads

MOBILITY

Figure 4.9 Non-Motorized Circulation Map

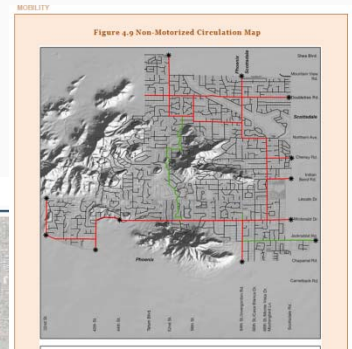
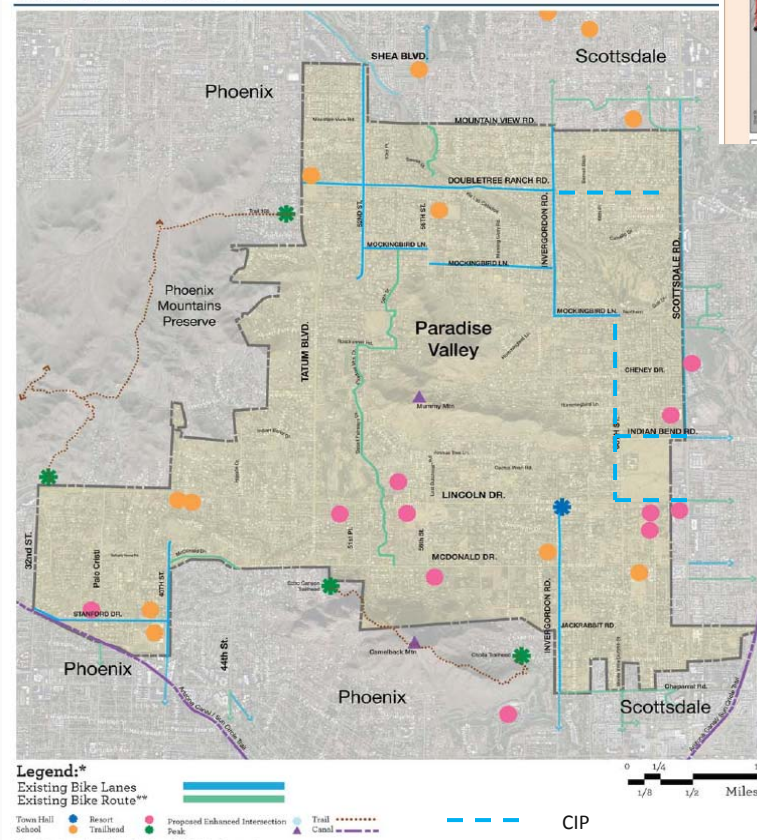


EXISTING CONDITIONS Bicycle Facilities

Major Progress Already on Identified Bike Lanes

- Many bike lanes proposed in 2012 General Plan exist
- Exceptions include:
 - McDonald Dr from 40th St to Scottsdale Rd
 - Indian Bend Rd from Mockingbird Ln to Scottsdale Rd
 - 56th St between Doubletree Rd and Mockingbird Ln
 - 32nd Street

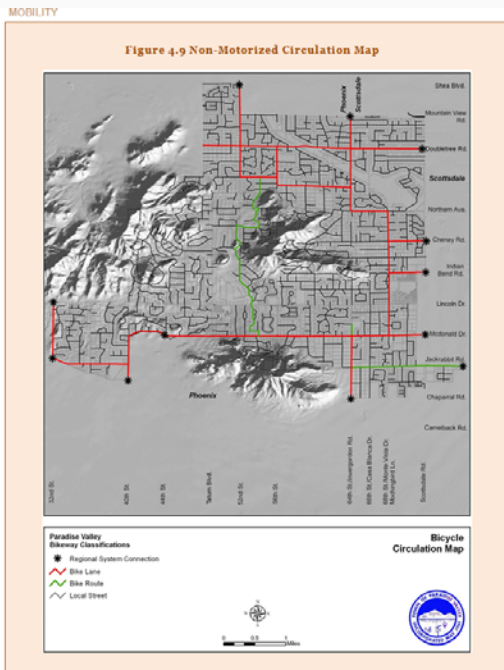
Existing Bicycle Facilities



Plan

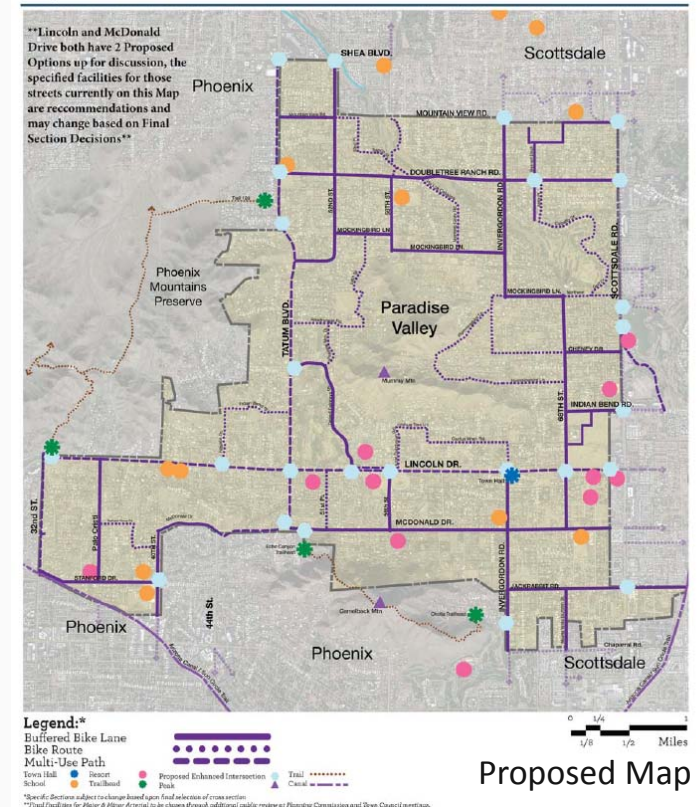
PROPOSED Bicycle Facilities

Focus on linkages and safety



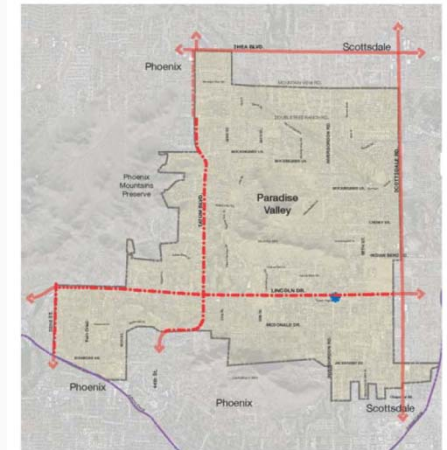
- Add in bike facilities on Lincoln, Tatum, McDonald
 - Resort destinations
 - School destination
 - Access trailheads
 - Creates loops within Town borders
- Create Enhanced Local design
 - Bike-ped use today
 - Most are unsigned bike routes

Bicycle Facilities

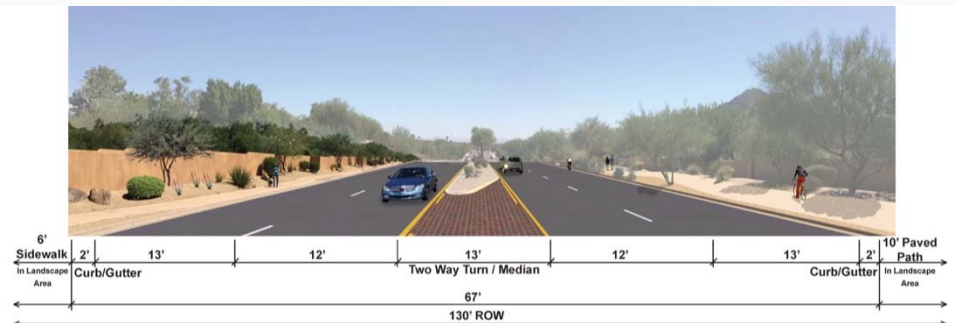
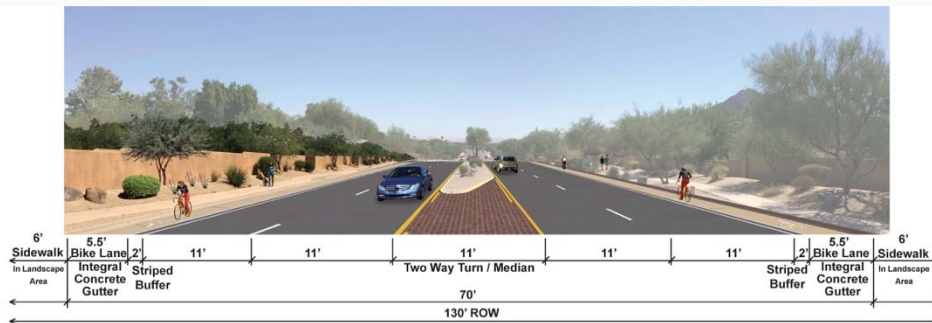


DIFFERENCES FROM the 2012 General Plan

Add Bicycle Facilities To Major Arterials



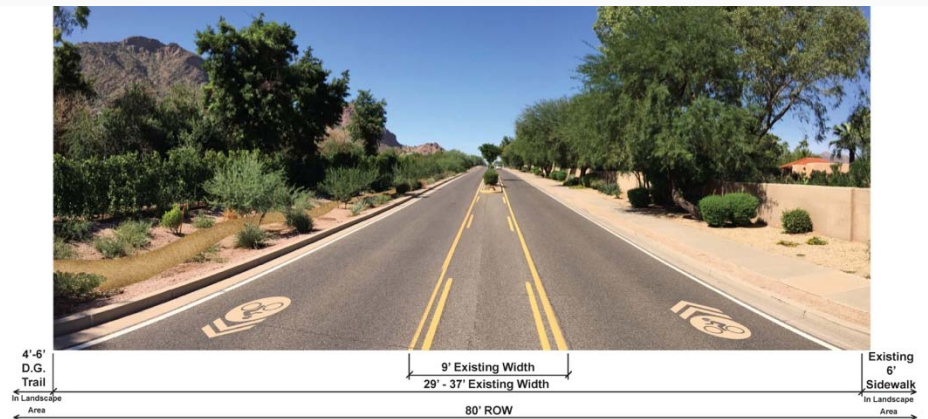
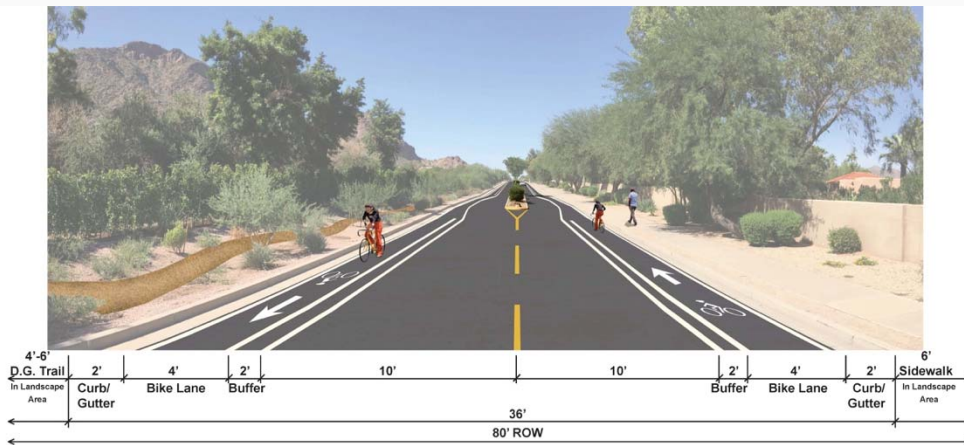
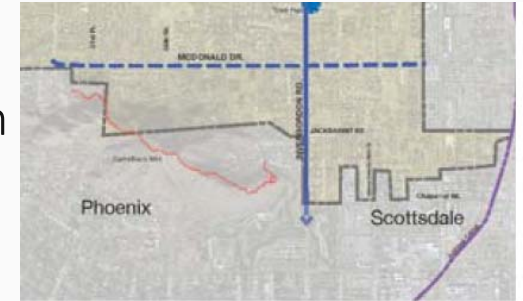
Major Arterial Section A/B



Paradise Valley Bicycle and Pedestrian Master Plan

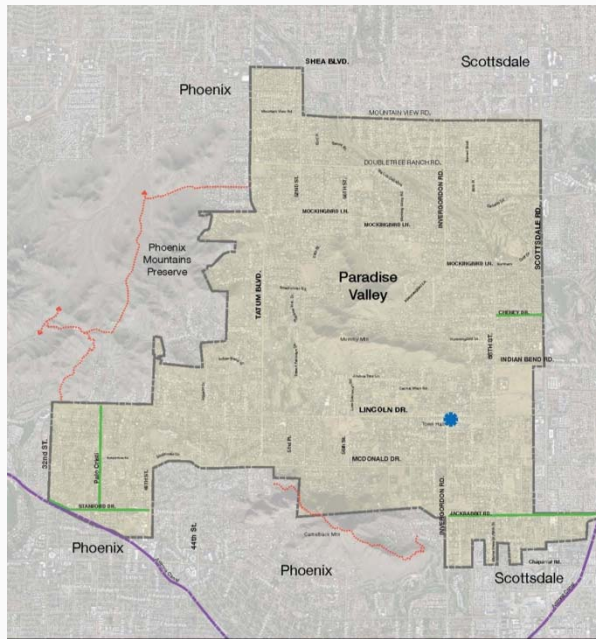
DIFFERENCES FROM the 2012 General Plan

Create a roadway cross-section similar to Doubletree Ranch Road for Minor Arterials – Rethink McDonald Drive

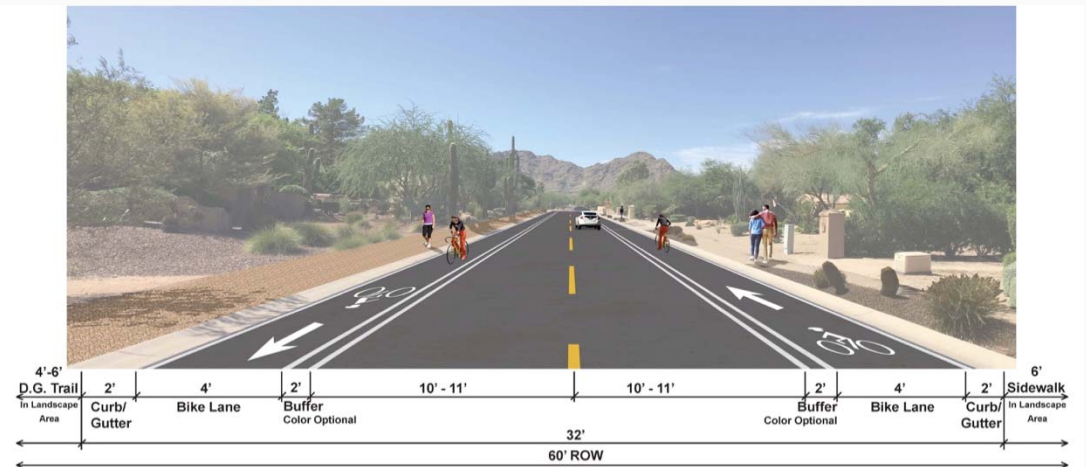


DIFFERENCES FROM the 2012 General Plan

Add Minor Collector Category Requiring Bike Lanes/Pedestrian Facilities



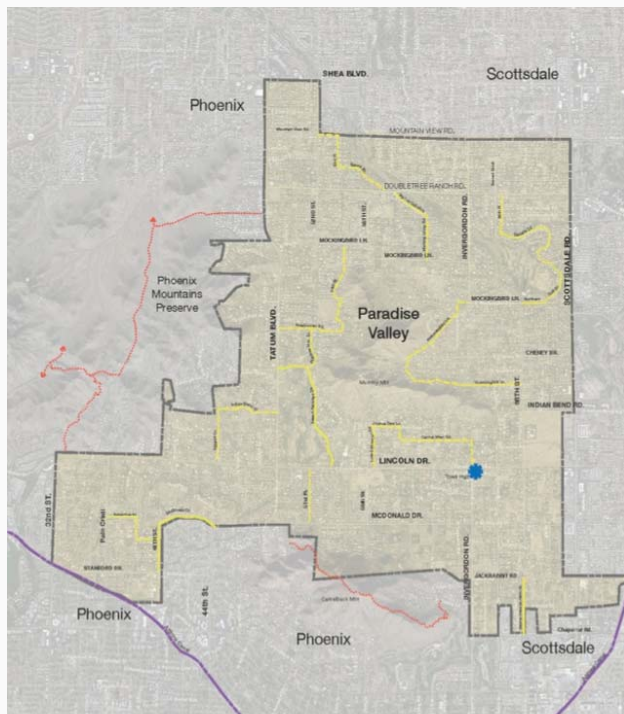
Minor Collector Section A



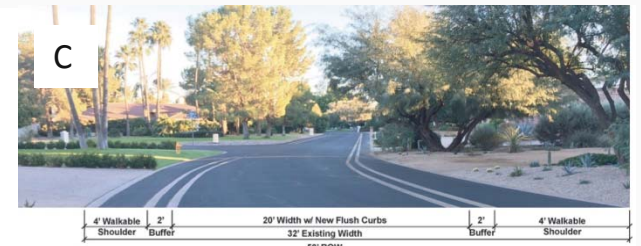
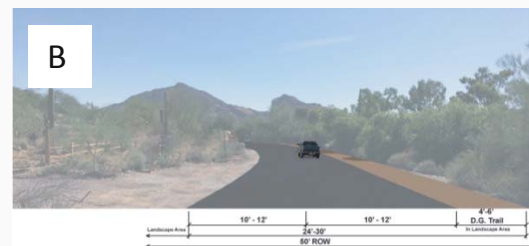
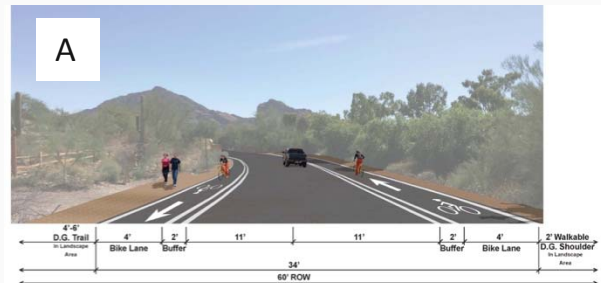
Paradise Valley Bicycle and Pedestrian Master Plan

DIFFERENCES FROM the 2012 General Plan

Create An Enhanced Local Cross-section On Limited Local Streets



Enhanced Local Section A —————
 Enhanced Local Section B - - - - -
 Enhanced Local Section C



Paradise Valley Bicycle and Pedestrian Master Plan

TOOLS Elements to Mitigate Conflicts

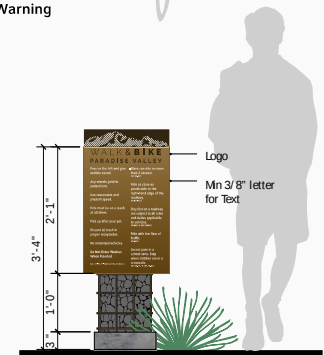
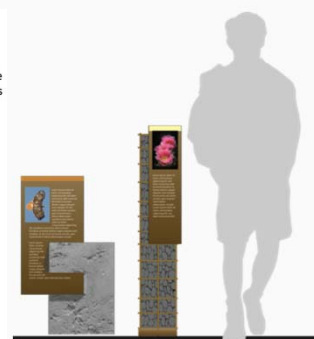
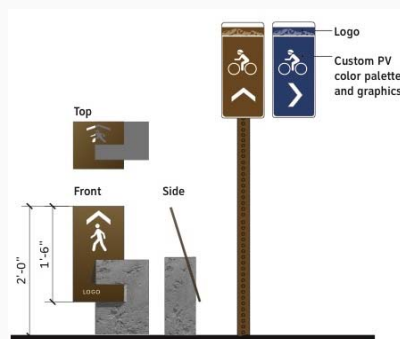
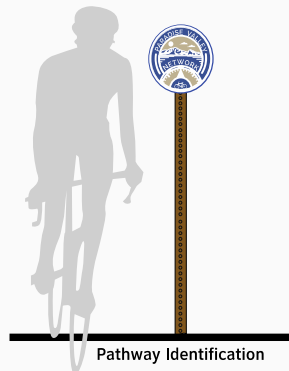
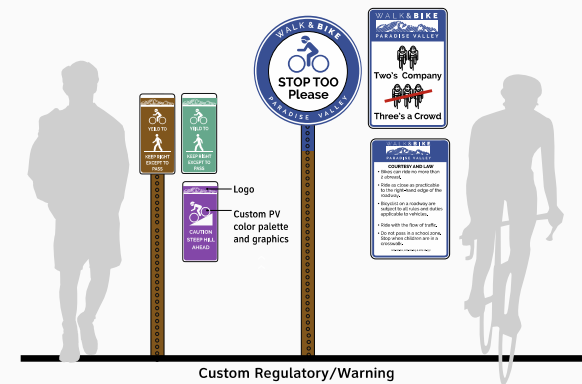
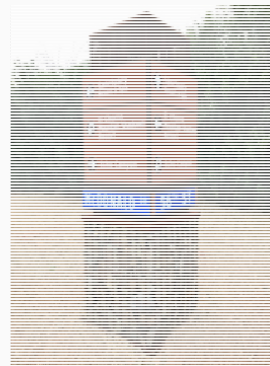
Supporting Elements

- Employ traffic calming measures
 - Chicanes
 - Speed Humps
- Create enhanced intersections
 - Crossings
 - Mini-roundabouts
- Use appropriate wayfinding & signage



DIFFERENCES FROM the 2012 General Plan

Add Wayfinding Design Guidelines, Goals, And Implementation Strategies – Physical Signs & Technological Applications



Paradise Valley Bicycle and Pedestrian Master Plan

KEY QUESTIONS

- Any proposed actions in draft plan think will not happen or do not want to happen?
- Do you support bike facilities on Lincoln Dr and Tatum Blvd?
- Do you support the enhanced local street policy of adding pedestrian facilities?

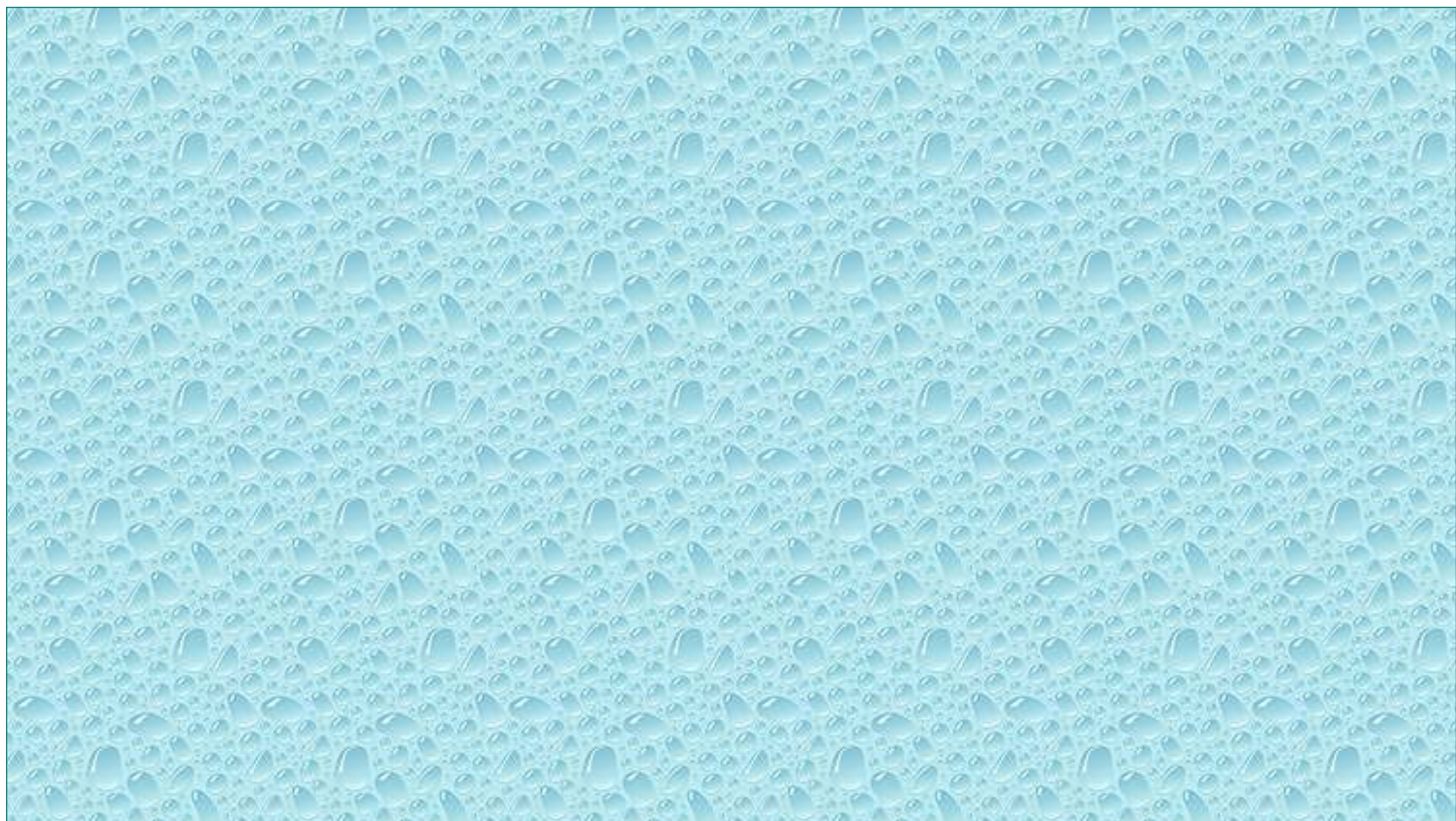


QUESTIONS?

WALK & BIKE PARADISE VALLEY

The Paradise Valley Bicycle & Pedestrian Master Plan





EXISTING CONDITIONS Highlights

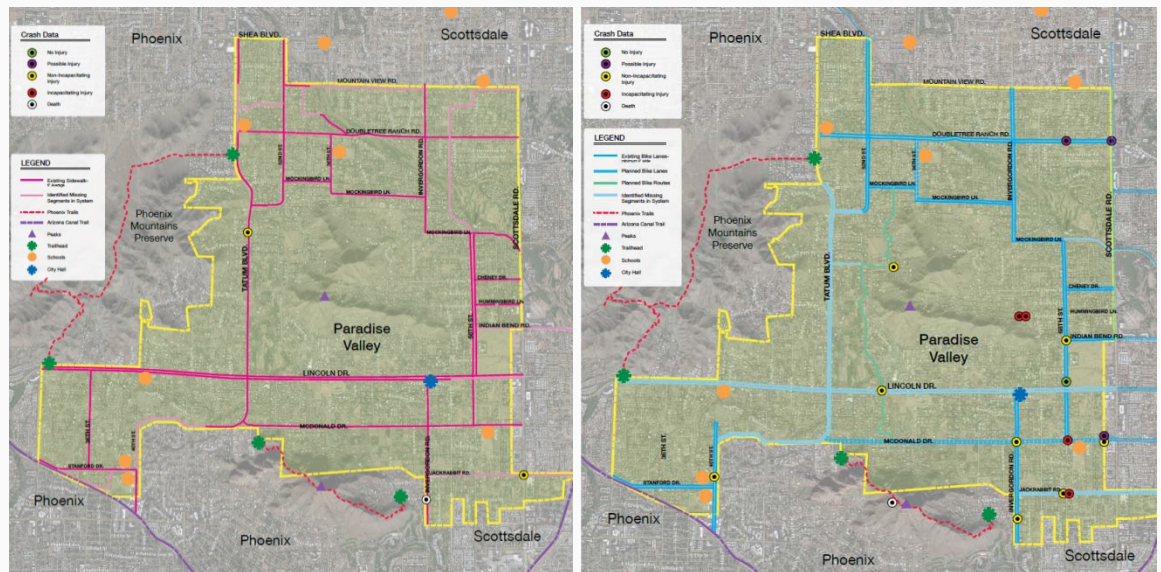
Tabular Inventory of Street Conditions

Road	Segment		ROW Width	ROW																											
	From	To		(ROW - PW)		Posted Speed Limit	Direction	LS Sidewalk	LS	Bike Marking		Bike Lane	Buffer	Road Lanes						Buffer	Bike Lane	Pavement Width	Bike Marking		LS Sidewalk	LS	Direction				
										S sign	M mark			3	2	1	Center	1	2				3	S sign				M mark			
Major Arterial																															
Lincoln Dr	Tatum Blvd	Camelback Manor Dr	80	20	40	W	7		X	X	0	0	11	11	15	11	12		0	0	60	X	X	7			E				
Collector																															
Cheney Dr	70th St	Scottsdale Rd	70	38	25	W	X		X	X	0	5			11		11		5	0	32	X	X	6			E				
Local																															
Desert Fairways Dr	Lincoln Dr	Desert Fairways Dr	60	26	25	S	X		X	X	0	0			11	0	23				34				X		N				

EXISTING CONDITIONS Highlights

Crash Data

- 16 total reported collisions
- Two involved pedestrians
- Averaged 3 bicycle incidents a year and one pedestrian incident every three years

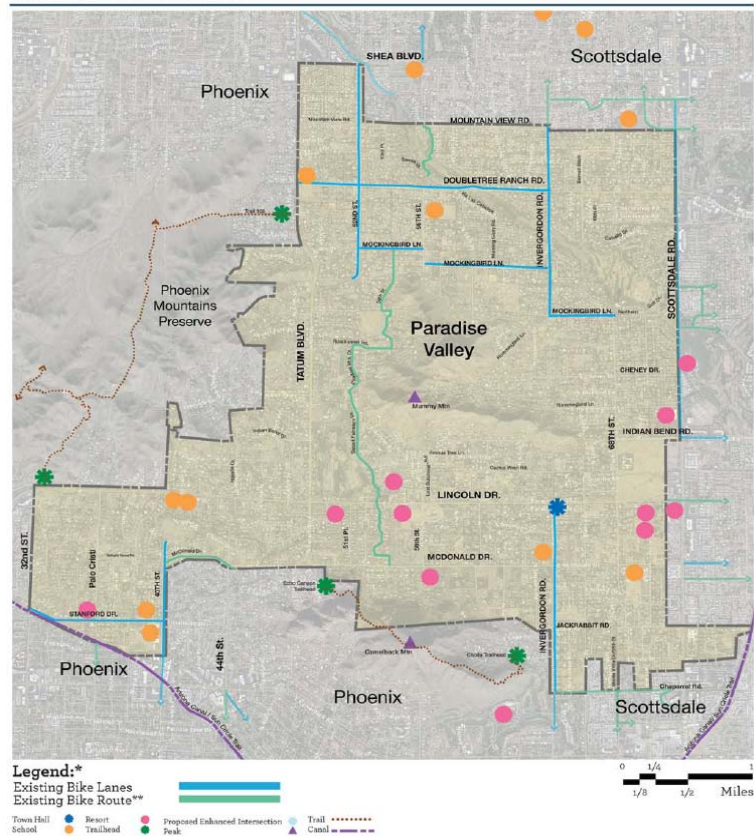


EXISTING CONDITIONS Highlights

Major Progress Already on 2012 Identified Bike Lanes

- Many bike lanes proposed in General Plan exist
- Exceptions include:
 - McDonald Dr from 40th St to Scottsdale Rd
 - Indian Bend Rd from Mockingbird Ln to Scottsdale Rd
 - 56th St between Doubletree Rd and Mockingbird Ln
 - 32nd Street

Existing Bicycle Facilities



EXISTING CONDITIONS Highlights

Minimal Existing Signage

- Limited signage has been installed on the designated bike routes as proposed in the 2012 General Plan



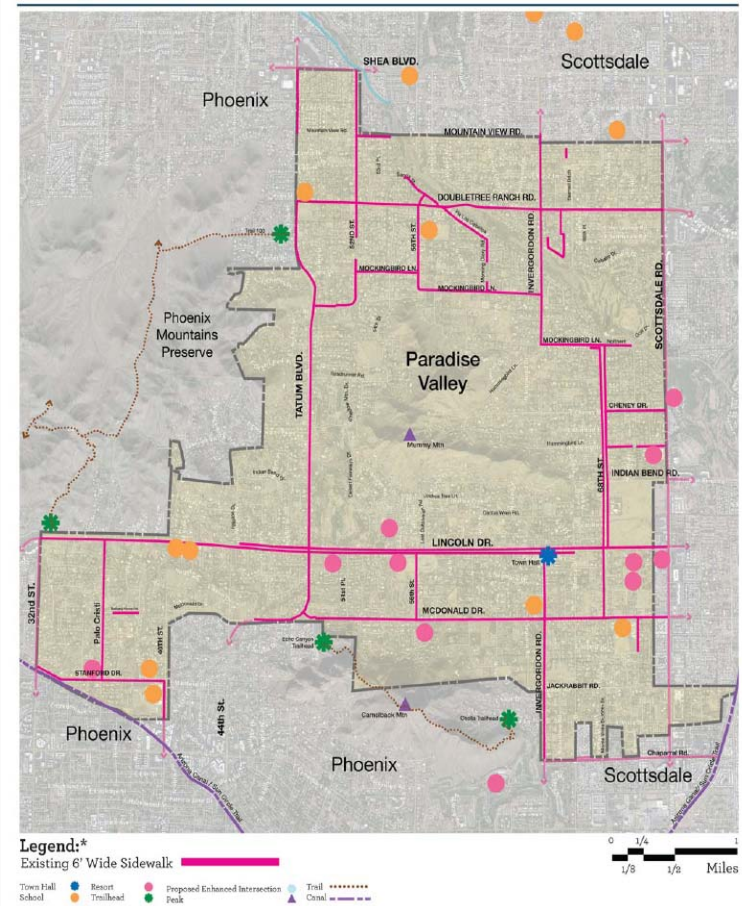
Paradise Valley Bicycle and Pedestrian Master Plan

EXISTING CONDITIONS Highlights

Many Sidewalks Exist Even Though They Are Currently Optional

- None of the typical Town roadway cross-sections require sidewalks
- Most non-local streets have sidewalks on at least one side
- Sidewalk gaps include:
 - Lincoln Dr & Tatum Blvd
 - Jackrabbit Rd east of Invergordon

Existing Pedestrian Facilities

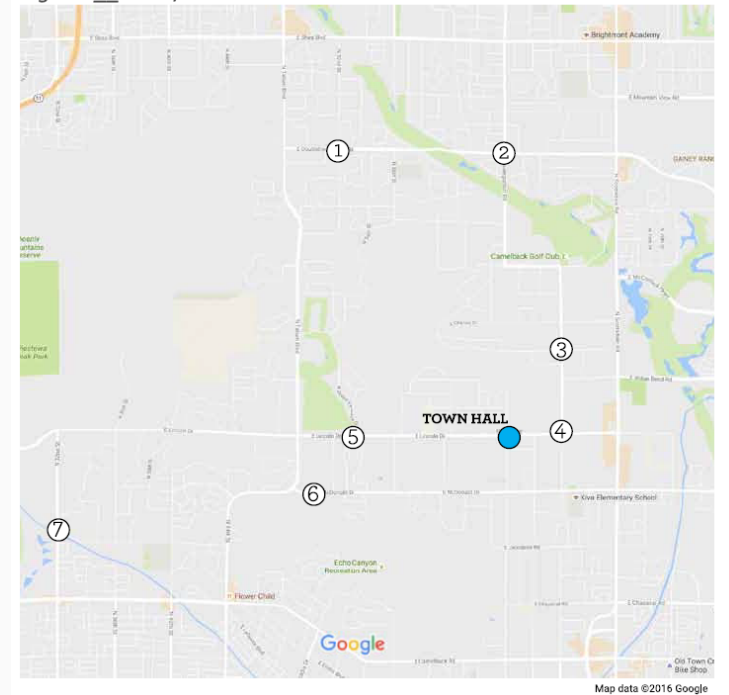


EXISTING CONDITIONS Highlights

Bike & Pedestrian Count Data

- Count done in Oct 2016 – 7 locations
- Counts ranged from 48 to 239 bicyclists and 33 to 166 pedestrians
- Heavy bicyclist use on Mockingbird Lane and Doubletree Ranch Road
- Heavy pedestrian use on McDonald Drive near the Echo Canyon trailhead

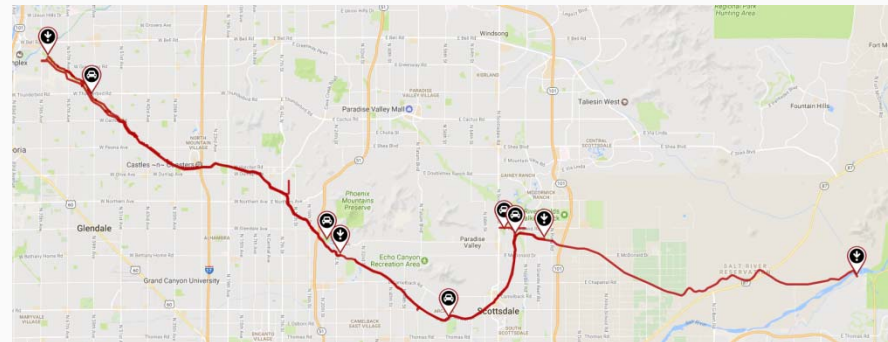
Figure __: Bike/Pedestrian Count Sites



EXISTING CONDITIONS Highlights

Linkages to Scottsdale

- Linkages occur at most west-east streets along Town's eastern border
- Linkages allow residents access to the regional bike-trail networks
 - Arizona Canal
 - Indian Bend Wash system parallel to Hayden Road
- Scottsdale is focusing priorities to improve bike connections
 - Shea Boulevard
 - Arizona Canal trail system

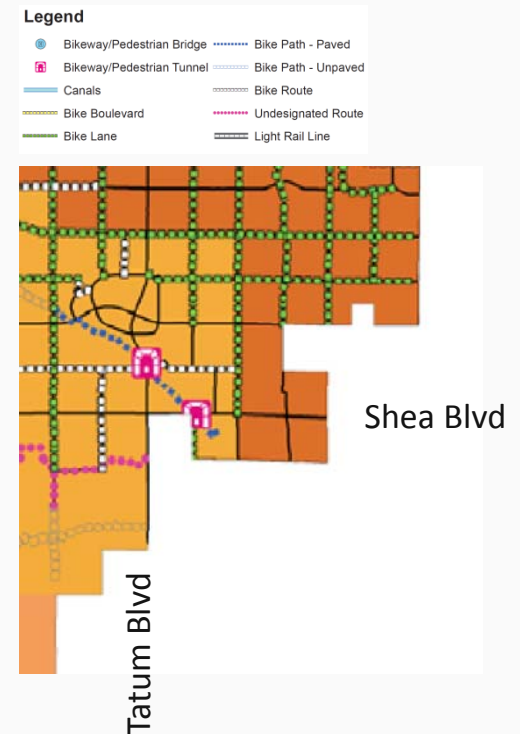


Paradise Valley Bicycle and Pedestrian Master Plan

EXISTING CONDITIONS Highlights

Linkages to Phoenix

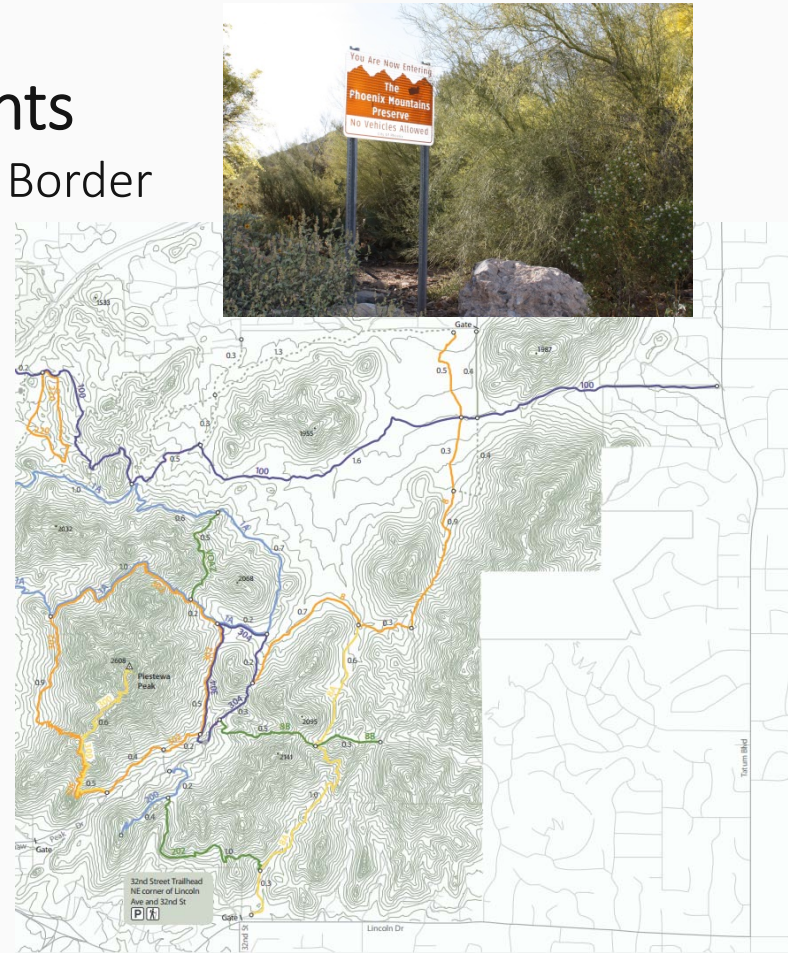
- Limited bicycle connections exist into Phoenix
- Existing connections located on N-S streets
 - 52nd Street with an underground tunnel connection at Shea Blvd
 - 56th Street north of Shea Blvd
 - 40th Street that connects to the Town's bike lanes on Stanford Dr
- Phoenix has no plans for bike lane connections
 - Tatum Blvd
 - Lincoln Dr



EXISTING CONDITIONS Highlights

Phoenix Trailhead Destinations at Town's Border

- Trailhead destinations exist at border of Paradise Valley
 - Camelback Mtn/Echo Canyon
 - Camelback Mountain/Cholla
 - 32nd St at Lincoln Dr
 - Christiansen/Trail 100 at Tatum Blvd and Tomahawk Trail
- Public comment expressed high interest in making connections to trailheads



Paradise Valley Bicycle and Pedestrian Master Plan