

# Paradise Valley Bicycle and Pedestrian Master Plan

## -Compliance to Statement of Direction-

The draft Bicycle and Pedestrian Master Plan complies with the Statement of Direction as follows:

SOD Focus Points	Description How Meet Focus Point
<p><b>EMPHASIZE SAFETY AND ENFORCEMENT:</b> 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.</p>	<p>There are several ways this plan emphasizes safety and enforcement.</p> <p>Existing policies include WB 4.1.1, WB 4.1.3, WB 4.1.4, WB 4.3.2, WB 4.3.3, WB.4.4.2. These existing policies generally referenced safety. Modifications with this plan included adding more detail such as in WB 4.1.4 that now focuses avoiding bike/ped/motorist conflicts at roadway intersections and hillside areas.</p> <p>New policies include WB 4.2.4, WB 4.2.5, WB 4.3.4, WB 4.4.4, WB 4.5.1, WB 4.5.2, WB 4.5.3, WB 4.6.1. These new policies specifically address education and enforcement, whereby there are no such policies in the General Plan. Also, this plan addresses traffic calming via the policies in Goal WB 4.5.</p> <p>Implementation measures that include safety and enforcement components. These include Implementation Measure 3 with criteria on prioritizing projects and Implementation Measure 7 to develop education programs/activities.</p> <p>This plan identifies 17 intersections for enhancement with more visible crosswalks, new crosswalks, and/or bike/ped sensors.</p> <p>This plan includes proposed bike/ped facility maps that provide where the Town will focus bike/ped improvements. The maps indicate what facilities exist, what facilities are already proposed in the 2018-2022 Capital Improvement Program (CIP), and what facilities are new that will require Town Council consideration in future CIP planning, future grant funding opportunities, and/or future approvals of Intermediate/Major Special Use Permits or new subdivision plats. These maps provide existing/future residents, elected and appointed officials, and staff clear identification of where the Town will maintain and wants to focus bike/ped facilities.</p>

<p><b>EMPHASIZE RESORT LOOP:</b> 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.</p>	<p>This plan developed a resort loop concept that identifies Tatum Boulevard, Lincoln Drive, 56<sup>th</sup> Street, and McDonald Drive as a safe/shared-use route for the four resorts along these streets. This loop is reflected on the Bicycle Facilities Map. Also, the cost estimates identify locations where the existing 6-foot wide sidewalks could be replaced with 10-foot wide paths. In Particular, places along Lincoln Drive and Tatum Boulevard do not include 10-foot wide paths to avoid negative impact to property owners of lots less than one acre along this corridor that would require the Town to seek additional right-of-way dedication.</p> <p>Development of this loop, as in other components of this plan, was a result of months of input from residents and the elected/appointed Town officials in balancing the values identified in the Town’s General Plan. Values such as providing safe places for residents and resort guests to walk/bike, improving linkages within the Town, bike/pedestrian facilities that are in character with the low-density desert character of the Town, preservation of the open spaces/mountain views, and balancing the powers of local government and individual property rights.</p>
<p><b>FOCUS PEDESTRIAN FACILITIES:</b> 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.</p>	<p>Except for five corridors, the pedestrian facilities on the Pedestrian Map are all on non-local designated streets. The five exceptions are locations that the Town already has pedestrian facilities and the proposed plan completes missing gaps. These local facilities are the following:</p> <ul style="list-style-type: none"> <li>• The recreation path through the Ritz Carlton site approved as part of that development.</li> <li>• Hummingbird Lane between Mockingbird Lane and Scottsdale Road, there is 300 lineal feet of a sidewalk gap in the middle of this corridor.</li> <li>• The Northern Avenue trail from Golf Drive to Scottsdale Road, with an alternative option to pursue public access via the existing Cheney Estates sidewalk to Scottsdale Road. This trail is conditionally approved as part of The Villas at Cheney Estates plat.</li> <li>• The Berneil Ditch trail from Doubletree Ranch Road to Scottsdale Road is an existing trail maintained by the Town, with improvements planned in the 2018-2022 CIP.</li> <li>• Completion of the sidewalk gap along 53<sup>rd</sup> Place to connects Mockingbird Lane to Mountain View Road via Morning Glory Road/Via Los Caballos/Sanna Street/53<sup>rd</sup> Place.</li> </ul>

<p><b>FOCUS BICYCLE FACILITIES:</b> 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.</p>	<p>The Bicycle Map in this plan has the exact bike facilities from the Town Council exhibit dated June 8, 2017.</p> <p>Throughout the process in developing this plan there was input from many persons on what bike facilities best fit the Town's values. This best fit ranged from the provision of no bike facilities to expanding bike facilities. Figure 4-9, Non-Motorized Circulation Map, of the Town's 2012 General Plan provides where the Town residents agreed upon the location of bike lane and bike routes several years back. This 2012 map was the starting point for looking at bike facilities for this plan. Going through the planning process brought out new perspectives not fully present during the 2012 General Plan process. This included awareness of conflicts due to the increased use of Town streets by bicyclists, particularly in hillside neighborhoods that are not designed to accommodate separate facilities for motorists, walkers/joggers, and bicyclists. Also, the process brought out concerns over urbanizing the streetscape, particularly in areas that the 2012 General Plan designated for bike routes.</p>
<p><b>AVOID "URBAN" DESIGN ELEMENTS:</b> 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.</p>	<p>This plan furthers the 2012 General Plan with goals and policies that focus on more rural and less intensive solutions in designing bike/pedestrian access within the Town. This includes policies such as WB 4.3.2 on pedestrian-friendly streetscapes, policy WB 4.3.4 that separate bike/ped facilities are discouraged on local streets unless approved by Town Council, and Goal WB 4.6 on wayfinding with several policies that address limiting the number and type of signs, along with consideration of how a required sign will best fit the context and character of where it is placed.</p>

<p><b>ADDRESS MITIGATION OF CONFLICTS:</b> This mitigation includes, and is not limited to, the following:</p> <ul style="list-style-type: none"> <li>○ Discouragement of cut-through travel, particularly on local streets.</li> <li>○ 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.</li> <li>○ Abatement of unintended nuisances such as noise and designs that could increase crime.</li> <li>○ Accommodation of storm water passage without negatively impacting nearby development and the functioning of the roadway.</li> <li>○ Identify role for the Advisory Committee on Public Safety (ACOPS) committee in supporting user group education.</li> </ul>	<p>There are several ways this plan emphasizes safety and enforcement.</p> <p>Existing policies include WB 4.1.4, WB 4.3.2, WB 4.3.3, WB.4.4.2. These existing policies generally referenced safety. Modifications with this plan included adding more detail such as in WB 4.1.4 that now focuses avoiding bike/ped/motorist conflicts at roadway intersections and hillside areas.</p> <p>New policies include WB 4.1.5 that encourages improved transfer points between modes of travel such as at seasonal trolley stops, WB 4.2.4 on education efforts through groups like ACOPS, WB 4.4.4 in adding bicycle signals in locations where bike lanes and traffic signals intersect, and policies on speed management, roundabouts, and intersection design under Goal WB 4.5, Traffic Calming.</p> <p>There are implementation measures that address mitigation of conflicts. These include Implementation Measure 3 on roadway design, Implementation Measure 5 with project prioritization criteria, Implementation Criteria 6 on evaluating traffic calming, Implementation Measure 7 to develop education programs/activities, and Implementation 8 on installation of signs that meet the policies of this plan.</p>
<p><b>AVOID NEW SIGNAGE:</b> 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.</p> <ul style="list-style-type: none"> <li>○ Signage that may be required should be the minimum amount necessary and in character with the area;</li> <li>○ 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</li> <li>○ 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.</li> </ul>	<p>This plan includes a sign section that address the allowable types of signs. Signs are not addressed in the 2012 General Plan.</p> <p>The policies under Goal WB 4.6, Wayfinding, address signs.</p>

<p><b>PAIR THIS EFFORT WITH THE VSC PLAN:</b> Ensure that the Bicycle and Pedestrian Master Plan and the Visually Significant Corridors Plan (VSC) complement each other. Further ensure that the Lincoln sidewalk corridor grant is consistent with recommended changes.</p>	<p>The consultant on both the VSC and bike/ped plans were in regular communication throughout the process.</p> <p>The VSC plan is referenced in Implementation Measure 4 related to preserving existing rights-of-way, except when necessary to implement Town plans.</p>
<p><b>IDENTIFY ROUGH COSTS AND PHASING:</b> 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.</p>	<p>Detailed cost estimates are provided for 16 street corridor projects related to new bike/ped facilities proposed in this plan. These cost estimates were prepared in a joint effort between the consultant and Town staff, then reviewed with the Planning Commission.</p> <p>This Plan includes proposed phasing over a short, medium, and long-range time frame.</p>
<p><b>BE CLEAR AND LEGIBLE:</b> The visuals, such as maps, must be clear and legible. They should also highlight the desired end-result such as the specific material treatment.</p>	<p>The 2018 draft plan is a redraft of the February 2017 draft plan. The 2018 draft plan is shorter than the prior draft and in a website online format.</p>
<p><b>PRIORITIZE PROJECTS:</b> Where practicable, prioritization of non-motorized facility projects should first address existing deficiencies with motorized facilities such as traffic congestion and roadway repairs.</p>	<p>This Plan includes a section called Projects + Costs that has project evaluation criteria that can be used to prioritize projects, with existing deficiencies having a high weight and addressed under the criteria of 'Piggy Back With Other Already Planned Projects.' Also, the Project + Costs section identifies proposed pedestrian/bicycle projects, probable costs, and proposed phasing.</p>
<p><i>[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.]</i></p>	<p>The encouragement of all ages and abilities are specifically noted in the Mission and Benefits of this Plan.</p> <p>Policy WB 4.2.4 addresses ways to educate persons about the laws and safe practices related to non-motorized and shared facilities.</p>

# **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,

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.

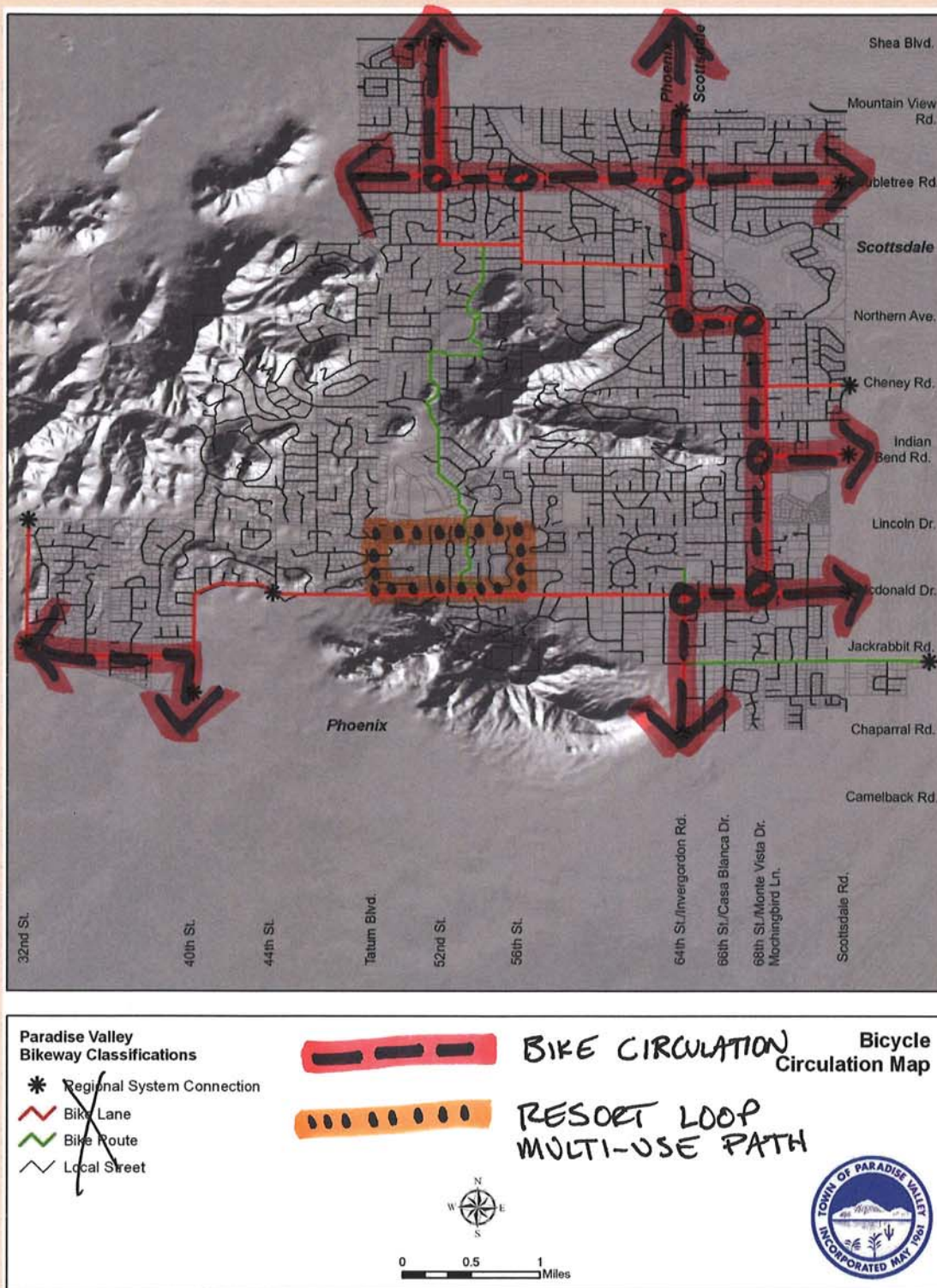
- **IDENTIFY ROUGH COSTS AND PHASING:** Identify probable cost estimates for improvements that provide adequate detail to assess the nature of the improvement. Consider identifying these potential improvements over a short, medium, and long-range time frame. Look to phase bicycle and pedestrian facilities 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.]*



Figure 4.9 Non-Motorized Circulation Map





MOBILITY

Figure 4.9 Non-Motorized Circulation Map

