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**Town of Paradise Valley
Action Report**

TO: Chair and Planning Commission

**FROM: Eva Cutro, Community Development Director
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DATE: September 5, 2017

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AGENDA TITLE:
Discussion of Paradise Valley Bicycle + Pedestrian Master Plan (the “Master Plan”)

The Planning Commission discussed the Master Plan at its July 25, 2017 and August 15, 2017 work study meetings. Refer to the attached minutes for more information.

The main discussion from the August work study meeting related to the pedestrian and bicycle route maps and intersection improvements within the Hummingbird Lane neighborhood. The maps consist of a Capital Improvement Program (CIP) component and a future routes map component. The CIP component identifies all existing and proposed facilities that may not be on the published route map. The CIP map will likely go into the appendix of the plan. The CIP component will provide elected officials and staff the location of all facilities for future budgeting, such as maintenance. For the bicycle facilities, the CIP component is a separate map from the bicycle route map since there are existing bike lanes and proposed gap connections that are secondary to the primary bicycle route system. As supported at the last meeting, the CIP component and the future route map is one and

the same for the pedestrian routes. However, a separate CIP map for pedestrian facilities could be created if there are secondary connections not necessary to be depicted on the pedestrian route map.

Pedestrian Route Map

The Planning Commission had no substantive changes to this map as attached to this report. Three pedestrian facilities are proposed: unpaved 4-foot to 6-foot wide gently-meandering trails, 6-foot wide gently-meandering sidewalks, and up to 10-foot wide paved recreation paths for shared use. The preferred width for a recreation path is 10 feet, but a lesser standard might be necessary to accommodate physical constraints. Shared use paths less than 8 feet in width are generally not supported by regional or national shared use standards.

Pedestrian routes are proposed on all non-local streets designated within the Town. The Master Plan changes past practice in requiring a pedestrian facility on both sides of the majority of these non-local streets. There are seven areas on local streets proposed with pedestrian routes in an effort to make a logical connection to the pedestrian network or such route already exists. These seven areas are noted below:

- Bethany Home Rd/38th Pl/San Miguel Ave/40th St/McDonald Dr between Palo Crist Rd and 44th St. Many people use this route to walk. Also, it is an area with some existing sidewalk. The Master Plan proposes the use of trails and sidewalk.
- 51st Pl between Lincoln Dr and McDonald Dr. This is a connection within the resort loop. The Master Plan proposes a trail on one side of the street.
- Mockingbird Ln to Indian Bend Rd. This is the planned recreation path through the Ritz Carlton development.
- Hummingbird Lane between Mockingbird Ln and Scottsdale Rd. The Master Plan proposes to finish the sidewalk on the south side that connects to the Scottsdale Plaza resort.
- Northern Avenue east of Golf Dr to Scottsdale Rd. The Master Plan proposes a trail in response to the positive remarks in the opinion survey for this connection.
- Berneil Ditch. The Town is already maintaining the area as a trail and the Town has channel improvements in its present CIP. The Master Plan proposes future landscaping/trail surface improvements.
- 53rd Pl/Sanna St/Via Los Caballos/ Morning Glory Rd between Mountain View Rd and Mockingbird Ln. Except for 53rd Pl, the majority of sidewalk already exists along the west and/or south side of the streets south of Doubletree Ranch Rd. Sidewalk already exists on Sanna St along the north side, except closer to 53rd Pl. The Master Plan proposes to complete the gap with a trail to the 52nd St route system.

Bicycle Route Map

The Planning Commission had no substantive changes to this map as attached to this report. Three bicycle facilities are proposed: unpaved 4-foot to 6-foot wide gently-meandering trails, 4-foot wide bike lanes with an additional optional 2-foot wide buffer, and up to 10-foot wide paved recreation paths for shared use. The trail and recreation path are the same facilities shown on the pedestrian route map.

As previously noted, the CIP map includes more bicycle facilities than the proposed published route map. Bicycle facilities are predominantly located on non-local roads with a couple

exceptions. These exceptions include the existing bike trail that parallels the 56th Street alignment between Doubletree Ranch Road and Mountain View Road, the trail along the Berneil Ditch, and the new Ritz Carlton recreation path. These trails would not be shown on the proposed published route map. The other exception was the suggestion to add to the proposed published route map the connection of McDonald Drive west of Tatum Boulevard and down 40th Street as shown in the adopted General Plan. The portion of McDonald Drive west of 44th Street and 40th Street are designated local streets.

Attached to this report is a map showing the Draft 2 bicycle routes with the draft deviations from the Statement of Direction (SOD) suggested by the Planning Commission at the meeting of August 15, 2017. After discussion with the Town Manager, it has been determined that these deviations require the Town Council to amend the SOD. This action is set for the September 28, 2017 Council meeting. Consideration may be warranted to delete a deviation, move the deviation to the CIP map, or retain the deviation. With the SOD set to go back to Council, discussion on this topic will be limited at the upcoming work session. Below is a list of the deviations from the SOD and why they are added:

- Extension of the Resort Loop along Lincoln Dr to Scottsdale Rd and along McDonald Dr to Invergordon Rd. The primary intent is to identify the resort pedestrian and recreational bike connection to more of the Town's resorts and Town Hall by extending the loop in the SOD further eastward. The proposed facility would be a recreation path on one side of the street at a width of 10 feet, unless extenuating circumstances arise. This extension will not include bike lanes in the streets. Sidewalks exist on one side of the streets in these areas, with Lincoln Drive set to complete sidewalks on both sides by 2018. No facilities are proposed on the south side of McDonald Drive. The recreation path on McDonald Drive would be on the north side where there is already a 6-foot wide sidewalk. Timing and the width of the paths would need further discussion, particularly as the Lincoln Drive sidewalk project is already underway.
- McDonald Dr and 40th St west of Tatum Blvd. A suggestion was made that the route map has a gap on the southernmost west-east bicycle connection and to include the portions of McDonald Drive west of Tatum Boulevard and 40th Street to Stanford Drive. Adding back in this connection is consistent with the current General Plan. The major arterial segment of McDonald Drive between Tatum Boulevard and 44th Street would have a recreation path on the north side where there is currently a 6-foot wide sidewalk. The portion of McDonald Drive from 44th Street to 40th Street is a divided local street with one-way travel lanes. This street presently includes a white painted line that demarcates the edge of the travel lane, leaving an approximate 4-foot wide paved lane where people walk and bike today. Except for bike lane signage, it essentially looks and functions as a bike lane. 40th Street is similar in that it has an approximate 4-foot wide paved lane where people walk and bike today. Some restriping and/or edge pavement repair would be necessary, along with possible bike lane identification. The timing of reconstruction of the path and restriping would be expected to coincide with major maintenance improvements at some future date.
- Jackrabbit Rd east of Invergordon Rd. The Town physically adjoins a regional bicycle and pedestrian trail, called the Sun Circle Trail, along the Arizona Canal. There is access to this trail within Paradise Valley at 32nd Street and Stanford Drive and access at the end of Jackrabbit Road east of Scottsdale Road. Bicycle facilities exist on Stanford Drive. The City of Scottsdale has made several improvements at

the end of Jackrabbit Road to access this trail. The proposed Master Plan recommends improvement of Jackrabbit Road with pedestrian facilities and bike lanes. Most of this street segment has no pedestrian and bicycle facilities. Also, east of Scottsdale Road, there are several stretches where the right-of-way is only 25-feet in width. Another alternative could be to re-route the bike lanes down Monte Vista Drive onto Chaparral Road to Invergordon Road. This project would be at the higher cost end as compared to other proposed improvements in the Master Plan. As such, grant funding and a more distant improvement date is likely. Chairman Wastchak would like the Planning Commission to reconsider the bicycle facility connection along this corridor since it is not presently in the General Plan, CIP, SOD, or on the STRAVA Heat Map east of Monte Vista Drive.

- Invergordon Rd north of McDonald Drive to Lincoln Dr. There are existing bike lanes on this street segment. Addition of this street segment to the proposed route map recognizes use of the bike lanes, identifies another north-south connection within the extended Resort Loop, and identifies a connection to Town Hall. Except for related intersection improvements as shown on the route map, no other changes are proposed to this street segment.
- Mountain View Rd west of 52nd St. 6-foot wide lanes with 4-foot wide striped buffers exist and function as bike lanes in addition to the motorized travel lanes on this street segment. The street is a collector street. Showing bike lanes on the proposed route map acknowledges what is already occurring today. This street segment is not shown for bike lanes in the current General Plan. The SOD map indicates that a bike lanes be continued west on Doubletree Ranch Road past the Town border at Tatum Boulevard. However, the STRAVA Heat Map indicates that the actual bike route of cyclists, and continuation of the route to the west side of Tatum Boulevard, occurs at Mountain View Road. Except optional bike lane markings, no other changes are proposed to this street segment.
- Tatum Boulevard south of Doubletree Ranch Rd to Trailhead. Responding to the opinion survey of better connections to the two trailheads on the Phoenix Mountains, the proposed route map includes improvement of Tatum Boulevard north of Mockingbird Lane with recreation paths on both sides, but no bike lanes. There is existing sidewalk on portions of this corridor. North of Caida Del Sol Drive the Tatum Boulevard right-of-way is within the City of Phoenix. The CIP map would show the entire connection, with the proposed route map only showing the facilities north of the trailhead. Coordination with the City of Phoenix is necessary.
- 56th St from Doubletree Ranch Rd to Cherokee Elementary School. In an effort to improve safe connection to schools, the proposed route map recommends providing a recreation path on the east side of 56th Street to the school. There is already existing 6-foot wide sidewalk on both sides in this area, except along one lot at Doubletree Ranch Road. Timing of reconstruction of the path would coincide with maintenance improvements to this sidewalk at some future date.
- 32nd St north of Stanford Dr to Trailhead on Lincoln Dr. Responding to the opinion survey of better connections to the two trailheads on the Phoenix Mountains, the proposed route map includes improvement on the east side of 32nd Street with a recreation path. This would provide a continuous pedestrian and recreational bike connection to this destination. The 32nd Street right-of-way is within the City of Phoenix. This connection is in the existing General Plan as a bike lane. Estimating more pedestrian use than bike use, the facility is proposed as a

recreation path. Coordination with the City of Phoenix is necessary.

Hummingbird Lane Neighborhood

Regarding the Hummingbird Lane neighborhood, there was representation from residents, bicyclists, and the Planning Commission at the August 15, 2017 Planning Commission work session.

Enforcement measures were discussed with Lieutenant Carney. Most present were receptive to some type of physical improvement as enforcement alone will not solve the behavioral conflicts or violations occurring in this neighborhood. The primary concept was use of a mini round-about, some re-alignment of a few intersections, and possibly use of rumble strips. There was also discussion of reducing the speed limit to 15 mph. It was clearly pointed out that the Master Plan would only provide some concepts and a toolbox of methods. A separate Town project will be needed to get the detailed engineering and resident input. Efforts are underway to pursue a separate project this fiscal year. Council Member Moore, Chairman Wastchak, and the Town Engineer drove the corridor after the last Planning Commission meeting. Based on their preliminary findings, the use of stop signs and rumble strips appear to be the most cost-effective solution. However, the final solution will be based on an engineering study that will also address any impact to storm water flows caused by the rumble strips.

Near the beginning of the September 5, 2017 work study meeting on this item there will be limited time for public input. Future meetings will also include time set aside for public input. This includes a meeting planned primarily for public input tentatively set for October 17, 2017. The public is always welcome to attend any of these meetings either in person or watch the video online.

There are four primary objectives for the September 5, 2017 work session meeting. No action will be taken. A detailed presentation will be presented at the meeting. These objectives are as follows:

- Identify any changes to the route maps from what was already discussed.
- Review the attached enhanced intersection location map and identify any intersections that may need to be removed or added. Many of the identified enhanced intersections are bordering the City of Phoenix or Scottsdale. This plan will not detail specific improvements for these intersections, only locations and/or possible conceptual ideas.
- Provide any edits to the attached mission statement. This was reviewed by the Planning Commission at February 21, 2017 work study meeting. Minor edits to this statement have been made since that meeting.
- Provide any edits to the goals and policies. This was reviewed by the Planning Commission at February 21, 2017 work study meeting. Minor edits to the goals and policies have been made since that meeting. Attached is a track change version based on the General Plan goals and policies, along with a track change version of the Draft 1 Master Plan goals and policies. Staff will not be reviewing these goals and policies item-by item, the intent is to only address goals and policies the Planning Commission has edits.

Attachments

1. Minutes
2. Draft Revised Pedestrian and Bicycle Maps
3. Enhanced Intersection Map
4. Draft Mission Statement
5. Track Change Goals and Policies
6. Draft Goals and Policies
7. Updated Hummingbird Lane Concept

Available documents, including prior public input and the February 2017 Draft Plan, are available at <http://www.paradisevalleyaz.gov/555/Bicycle-Pedestrian-Master-Plan>