



## Legislation Text

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**TO:** Mayor Collins and Town Council Members

**FROM:** Kevin Burke, Town Manager  
Eva Cutro, Community Development Director  
Paul Michaud, Senior Planner

**DATE:** October 12, 2017

**DEPARTMENT:** Community Development

**AGENDA TITLE:**

**Discussion on a Statement of Direction Paradise Valley Bicycle + Pedestrian Master Plan**

**Town Value(s):**

- Primarily one-acre, residential community
- Limited government
- Creating a sense of community
- Partnerships with existing schools and resorts to enhance recreational opportunities
- Improving aesthetics/creating a brand
- Preserving natural open space

The Paradise Valley Bicycle + Pedestrian Master Plan is a quality of life initiative from the Town's 2012 General Plan.

**Council Goals or Statutory Requirements:**

Governance - Review and seek improvement to processes and procedures for our community.  
Broaden use of the Statement of Direction process when Council delegates projects.

**RECOMMENDATION:**

Discussion regarding proposed deviations to the Statement of Direction on the bicycle component of the Paradise Valley Bicycle + Pedestrian Master Plan. If necessary, the Town Council can modify the SOD during the action item portion of the October 12, 2017 meeting.

**SUMMARY STATEMENT:**

The Planning Commission discussed the plan at its July 25, 2017, August 15, 2017, September 5, 2017, and September 19, 2017 work study meetings. Refer to the attached minutes for more information.

The Town has received several comments from residents during the plan process. All comments on and before September 20, 2017 are available on the Town website at

<http://www.paradisevalleyaz.gov/555/Bicycle-Pedestrian-Master-Plan>. All comments after September 20, 2017 are attached to this report. Most of the comments received in the past few months support pedestrian and bicycle facilities.

The SOD map provided by Council is attached and now labeled the Bicycle Facilities Route Map and incorporates graphics consistent the draft document. During the SOD process, Council noted there were existing facilities in place that would continue to be maintained, but it was not Council's preference to publish those in some instances. That map is attached and labeled as the Bicycle Facilities Capital Improvement Program (CIP) map. The CIP component identifies all existing and proposed facilities that may not be on the published route map. The CIP bicycle map will 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 by the Planning Commission, 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. The proposed pedestrian facilities are predominately on non-local streets. These pedestrian facilities are in compliance with the SOD; in that they serve resort destinations, provide access to nearby trailheads, or complete missing gaps. For more information on the pedestrian facilities refer to the attachments of this report.

#### Bicycle Facility Route Map

There are three types bicycle facilities shown on the map: 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 additional bicycle facilities not shown on 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 56<sup>th</sup> Street alignment between Doubletree Ranch Road and Mountain View Road, the existing trail along the Berneil Ditch, and the new Ritz Carlton recreation path. These two trails and recreation path are not proposed to be shown on the proposed published route map.

Attached to this report are two maps, the proposed Bicycle Facilities CIP map and the proposed Bicycle Route map. Below is a list of the deviations from the SOD from the Planning Commission and reasons for these deviations:

- 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. Extenuating circumstances may include right-of-way acquisition and removal of property owner walls/landscaping. 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. If the up to 10-foot wide recreation path is not extended, 6-foot wide sidewalks on both sides of Lincoln Drive will still allow for pedestrian and bicycle access. The additional information that has evolved to justify a request for an expansion of the SOD is the introduction of a “recreation path” as a type of facility for locations that are too narrow to accommodate a bike lane.

- McDonald Dr and 40<sup>th</sup> St west of Tatum Blvd. At the Planning Commission, 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 40<sup>th</sup> Street to Stanford Drive. Adding back in this connection is consistent with the current General Plan that includes this corridor for bike lanes. This would be the additional information necessary to request and expansion of the SOD. Bike lanes would be suggested for this corridor, except along the major arterial segment of McDonald Drive between Tatum Boulevard and 44<sup>th</sup> Street that would have a recreation path on both sides of the street. Presently, there is sidewalk on portions of both sides of this corridor. The portion of McDonald Drive from 44<sup>th</sup> Street to 40<sup>th</sup> 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. 40<sup>th</sup> 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. If not shown on the route map, the existing condition will remain.
- 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. This would be the additional information the Council may not considered when establishing the SOD and the reason for a proposed expansion. There is access to this trail within Paradise Valley at 32<sup>nd</sup> 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 SOD amendment suggests improvement of Jackrabbit Road with sidewalk on one side of the street and a recreation path on the other side of the street. 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. Use of grant funding and a more distant improvement date is suggested. If it is not desired to include these facilities on the route map, an alternative option is to consider showing these facilities on the CIP map as a potential improvement for years 2025-2029.
- 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. If the resort loop is not extended, the bike lanes will still be shown on the CIP map since they exist.

- Mountain View Rd west of 52<sup>nd</sup> 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. Heat maps indicate that current bicycle travel follows this path rather than continuing on Doubletree between Tatum and 52<sup>nd</sup>. This is the additional information that has evolved to request an expansion of the SOD. This street segment is not shown for bike lanes in the current General Plan. If showing this on the proposed route map is not desired, at least identifying bike lanes on the CIP map is suggested. 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. 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. As drafted, the CIP map shows the entire connection, with the proposed route map only showing the facilities north of the trailhead. Coordination with the City of Phoenix is necessary. If it is not desired to include these facilities on the route map, an alternative option is to consider showing these facilities on the CIP map.
- 56<sup>th</sup> 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 56<sup>th</sup> Street to the school. Except along one lot at Doubletree Ranch Road, there is already an existing 6-foot wide sidewalk on both sides of the street in this area. Timing of reconstruction of the path would coincide with maintenance improvements to this sidewalk at some future date. If it is not desired to include these facilities on the route map, an alternative option is to consider showing this facility on the CIP map as a potential improvement for years 2025-2029.
- 32<sup>nd</sup> 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 32<sup>nd</sup> Street with a recreation path. This would provide a continuous pedestrian and recreational bike connection to this destination. The 32<sup>nd</sup> 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. This is the additional information that has evolved to suggest an expansion of the SOD. Coordination with the City of Phoenix is necessary. If it is not desired to include these facilities on the route map, an alternative option is to consider showing this facility on the CIP map.
- Mountain View Rd between 56<sup>th</sup> St and 64<sup>th</sup> St. This street corridor was not discussed by the Planning Commission for bicycle facilities. However, staff has recently received comments from a couple Town residents along this corridor desiring improved pedestrian

and bicycle facilities. This is the additional information that has evolved since the SOD was crafted. This corridor is designated a collector street and feeds into City of Phoenix streets. The right-of-way for this street and the lots on the south side of the street are within the Town of Paradise Valley. The draft plan includes sidewalk on one side of the street for collector roads. However, the draft plan presently does not include any separate bicycle facilities. The draft plan includes a Council process whereby a neighborhood could request pedestrian and bicycle facilities not shown on the CIP or route map. This process is similar to the speed hump request process. Council direction is sought on this corridor.

#### Hummingbird Lane Neighborhood

Residents in the Hummingbird Lane neighborhood have expressed safety concerns and negative impacts on their residential character over groups of bicyclists that regularly ride these public streets. As shown through Apps like STRAVA that voluntarily track bicyclist movement, the Hummingbird Lane neighborhood and several other streets within the Town are preferred routes by many cyclists. This is the additional information that has evolved since the SOD was adopted. The proposed Master Plan will provide a toolbox of methods, such as mini-roundabouts, speed humps, or rumble strips. The specifics on a particular project, such as detailed engineering and input from residents directly affected by the project, will occur via a separate process.

#### **BUDGETARY IMPACT:**

Preparation of the Paradise Valley Bicycle + Pedestrian Master Plan is an ongoing budgeted item. Any proposed improvements suggested by the plan will require future funding via grant and/or CIP funding.

#### **ATTACHMENT(S):**

1. Planning Commission Minutes
2. Comments
3. June 22, 2017 SOD
4. Draft Pedestrian Facilities
5. Draft Bicycle Facilities
6. Revised SOD
7. Presentation

Available documents, including public input, is available at

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