

Town of Prescott Valley, AZ

PEDESTRIAN/BICYCLE SYSTEM

MASTER PLAN

2006



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PED/BIKEWAY TOTAL LENGTH (Miles)

- Greenbelt/Landscaped Shared Use Path — **58 Miles**
- Gasline/Rural Country Shared Use Path — **7 Miles**
- Adjacent Off Street Shared Use Path — **41 Miles**
- On Street Bike Lane/Widened Shoulder — **116 Miles**
- Sidewalk/Shared Use Urban — **4 Miles**

Key

PED/BIKEWAY

- Greenbelt/Landscaped Shared Use Path
- Gasline/Rural Country Shared Use Path
- Adjacent Off Street Shared Use Path
- On Street Bike Lane/Widened Shoulder
- Sidewalk/Shared Use Urban

**Note -Dashed lines represent future build-out
-Solid lines represent existing or scheduled for construction*

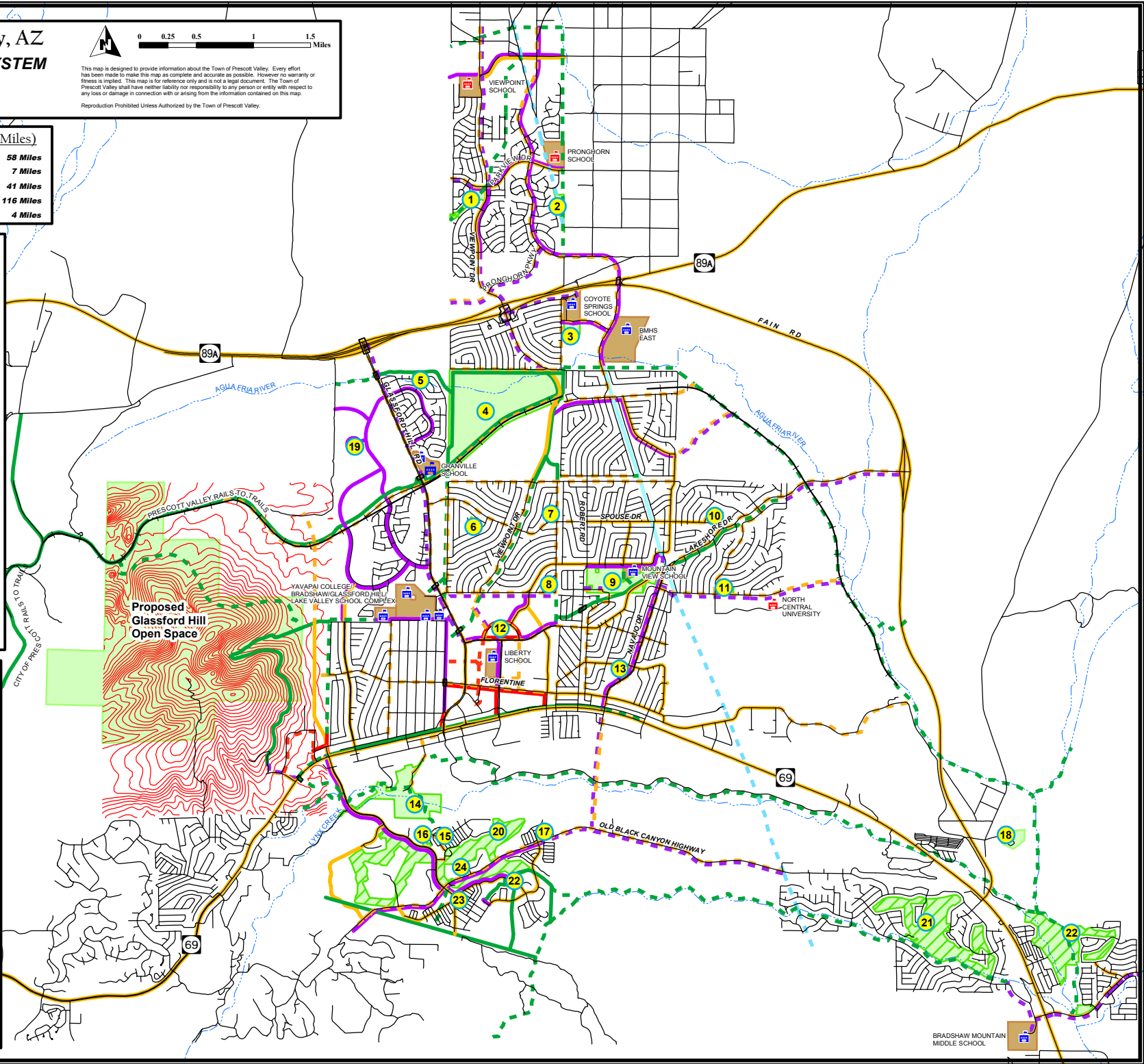
**Note Definitions and design standards for the above Ped/Bikeways can be found in the AASHTO (American Association of State Highway and Transportation Officials) 1999 Guide for the Development of Bicycle Facilities adopted by the Town as a fundamental component of the Pedestrian/Bicycle System Master Plan.*

OTHER FEATURES

- Existing Schools
- Future Schools
- Drainage
- Road Centerline
- Railroad
- Present & Future Park Boundary
- Golf Course
- Present & Future School Boundary
- Trail Under/Overpass

Points of Interest

1. Viewpoint Park
2. Pronghorn Park
3. Antelope Park
4. Agua Fria Regional Park
5. Granville Park
6. Sunflower Park
7. Tonto Park North
8. Tonto Park South
9. Mountain Valley Park
10. Community Center Park
11. George Andersen Park
12. Civic Center
13. American Legion Park
14. Fain Park
15. Stoneridge Neighborhood Park
16. Overlook Park
17. Wander Way Park
18. Redwood Memorial Garden
19. Granville Golf Course (Proposed)
20. Stoneridge Golf Course
21. Prescott Country Club Golf Course
22. Trailhead Park
23. Village Square Park
24. Home Fire Park



BRADSHAW MOUNTAIN MIDDLE SCHOOL

DESCRIPTION OF PEDESTRIAN/BICYCLE MASTER PLAN FACILITIES

The goal of the Prescott Valley Ped/Bike System is the provision of alternative transportation facilities thereby encouraging safe walking and bicycling throughout Prescott Valley.

Greenbelt/Landscaped Shared Use Path

- Concept: Off-street ped/bike path used for high speed commuter as well as recreational transportation. Setback from any adjacent parallel street proposed to be in the range of 10 to 50 feet with large open or landscaped spaces between the path and the street.
- Width: Minimum 10 feet wide. Additional widths (12 to 16 feet) suggested in high use, high density areas. Additional widths 14 to 16 feet also suggested when slopes exceed a certain maximum amount.
- Shoulder: Recommended 2 to 3 foot each side. For side slopes greater than 3:1 or adjacent to canals, drainages, etc. a minimum 5 foot separation or physical barrier (dense shrubbery, rail, fence, etc.) is recommended.

Gasline/Rural Country Shared Use Path

- Concept: Constructed on top of the El Paso Natural Gas Pipeline, this ped/bike path is used for both high speed, long distance commuter and recreational use. Provide marked street crossings and occasional access to side streets through acquired easements and existing drainage easements converted for ped/bike use.
- Width: Minimum 10 feet wide. Additional widths (12 to 16 feet) suggested in high use, high density areas. Additional widths 14 to 16 feet also suggested when slopes exceed a certain maximum. The alternative of switch backs in lieu of a wider path is available.
- Shoulder: Recommended 2 to 3 foot each side. For side slopes greater than 3:1 or adjacent to canals, drainages, etc. a minimum 5 foot separation or physical barrier (dense shrubbery, rail, fence, etc.) is recommended.

Adjacent Off-Street Shared Use Path

- Concept: Off-street ped/bike path used more by less experienced users than for high speed commuter traffic. Setback from any adjacent parallel street proposed to be a minimum of 5 feet with landscaped spaces between the path and the street. Where the 5 foot minimum cannot be met or for side slopes greater than 3:1 or adjacent to canals, drainages, etc. a physical barrier (dense shrubbery, rail, fence, etc.) is recommended.
- Width: Minimum 10 feet wide. Additional widths (12 to 16 feet) suggested in high use, high density areas. Additional widths 14 to 16 feet also suggested when slopes exceed a certain maximum amount.
- Shoulder: Recommended 2 to 3 foot each side. For side slopes greater than 3:1 or adjacent to canals, drainages, etc. a minimum 5 foot separation or physical barrier (dense shrubbery, rail, fence, etc.) is recommended.

On Street Bike Lane/Widened Shoulder

- Concept: Traditional white stripe on street. Widened shoulders with no symbols and bike lanes marked with bike symbol. Used for high speed commuter traffic traveling as a vehicle following all of the rules of the road.
- Width: Bike lane is 5 feet wide from curb or guardrail with at least 3 feet of asphalt. Widened shoulder is at least 3 to 4 feet wide from curb.

Sidewalk/Shared Use Urban

- Concept: Downtown sidewalk, only wider, so that both pedestrians and bicyclists can safely use. Only proposed for short stretches where other facilities are not feasible and usually in conjunction with 'on street' facilities for higher speed users.
- Width: Varies depending on the anticipated density and use patterns. However, a 14 to 16 foot width is recommended.