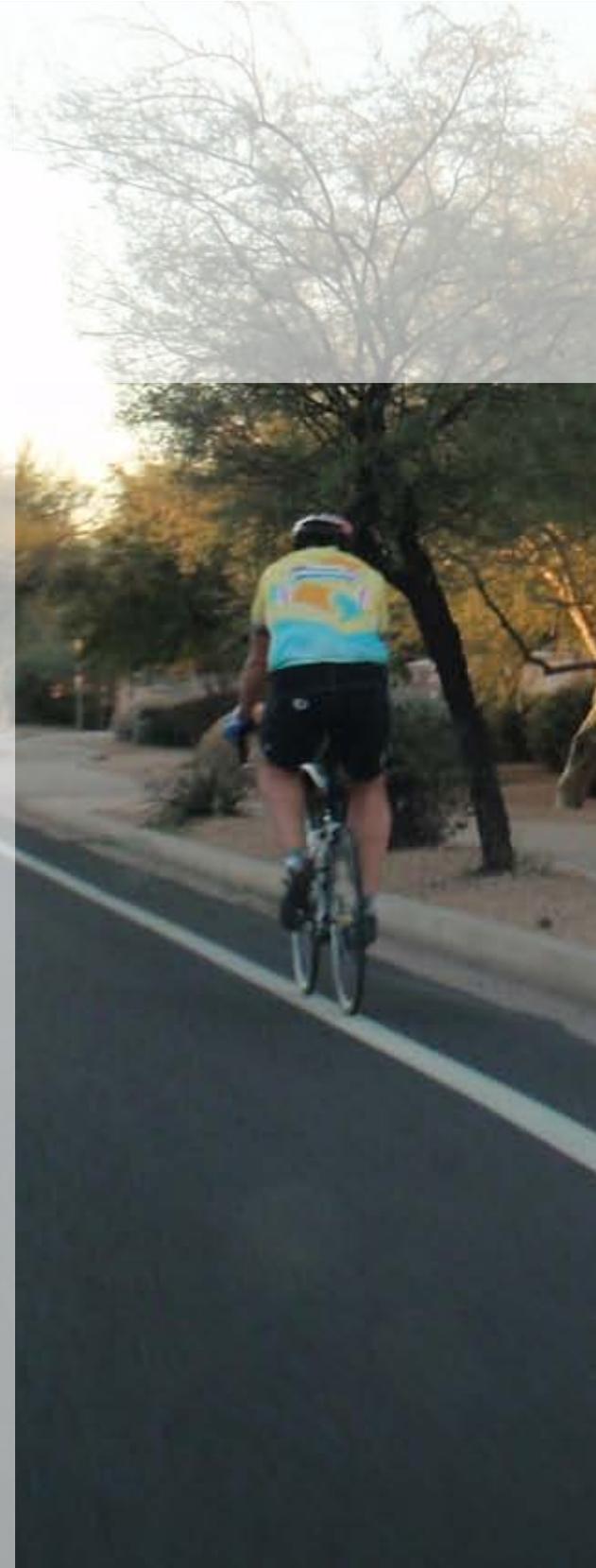


MOBILITY

“We value our high-quality motorized and non-motorized circulation systems designed to support local travel and lessen impacts from cut-through traffic. We should continue to support traffic mitigation and calming programs on all streets utilizing any available technology. Road and street maintenance should include the installation of rubberized asphalt when possible.

The Town should better interconnect parts of the community with safe and aesthetic bike lanes, trails and walkways utilizing public rights-of-way, washes, and open space while respecting the privacy of residents.”

Town of Paradise Valley
Visioning Committee 2011



FORMAT PAGE

4. Mobility

The Town of Paradise Valley recognizes the importance of developing a high-quality, efficient, multi-modal transportation system that minimizes negative impacts to the environment and neighborhoods while reinforcing a positive image and character of the town.

The Mobility Element provides guidance concerning the development of all aspects of the Town's transportation system. The most prominent aspect relates to the roadway system and the Town's plans and standards for improvement of the system. These plans and standards outline the Town's strategy for providing mobility for its residents and efficiently and enjoyably moving traffic through and within the Town.

The Mobility Element contains policies that will create a connector-arterial transportation system, which promotes walking, supports bicycling, improves transit (to serve highly frequented destinations), conserves energy resources, and reduces greenhouse gas emissions and air pollution while continuing to accommodate auto mobility.

The policy content of the Mobility Element is conveyed through a combination of mechanisms. The primary mechanism is the Circulation Map (Figure 4.1), which specifies the functional roles of all streets within the Town. Each street is assigned a functional classification (e.g., major arterial, minor arterial, collector, or local) including standards addressing design capacity, landscape, right-of-way pavement width, and other improvement standards. These standards are typically depicted in tabular and graphic form. The Mobility Element also includes a Bicycle Circulation Map (Figure 4.2) that shows designated bicycle pathways through the Town and associated improvement standards.

4.1 Motorized Circulation

Goals and policies in this section provide a systematic plan for ongoing motorized mobility that meets the needs of residents and visitors within the context of community character.

GOAL M 4.1.1

Motorized Circulation System. To provide a high-quality motorized circulation system that is effectively planned, managed, operated and maintained.

Policies

M 4.1.1.1 Circulation. The Town shall plan for and maintain a motorized circulation system that links residents to their destinations within and beyond the boundaries of the Town in a safe and

efficient manner, and maintains liaison with the adjacent communities for the benefit of all Town residents.

- M 4.1.1.2 **Hierarchy of Streets.** The Town shall strengthen the image and perception of a clear hierarchy of streets as depicted in the Motorized Circulation Map (Figure 4.1).
- M 4.1.1.3 **Emergency Service Providers.** The Town shall coordinate the development and maintenance of all transportation infrastructure with emergency service providers to ensure continued emergency service operation and service levels.
- M 4.1.1.4 **Non-Emergency Service Providers.** The Town shall lessen the impact of non-emergency service provider vehicles on traffic volumes and roadway conditions throughout the Town.
- M 4.1.1.5 **Through-Traffic.** The Town shall direct through-traffic, including automobiles, buses, trucks, and heavy equipment, to Lincoln Drive and Tatum Blvd., which will be designed to promote safety, but not increase speed or capacity.
- M 4.1.1.6 **Cut-through Traffic.** The Town shall discourage regional “cut-through” traffic on all roadways via design, traffic controls, and enforcement.

Goal M 4.1.2

Neighborhood Traffic. To enhance the quality of life within existing neighborhoods through the use of neighborhood traffic management techniques.

Policies

- M 4.1.2.1 **Neighborhood Traffic Management.** The Town shall continue to design streets and approve development applications to reduce high-traffic flows and traffic speeds within residential neighborhoods wherever possible.
- M 4.1.2.2 **Traffic Calming.** The Town shall apply the design principles of residential traffic control known as “traffic calming” to reduce speed and cut through traffic on residential streets.

4.2 Non-Motorized Circulation

Goals and policies in this section support the goal of making the Town of Paradise Valley a pedestrian and bicycle-friendly town. Safe, walkable environments will be maintained through an interconnected and continuous pedestrian network with sidewalks and trails that are enjoyable places to walk. A bicycle circulation system compatible with existing motorized circulation routes and local neighborhoods will be provided. Residents will be encouraged to integrate walking and bicycling into their daily activities to promote a healthier lifestyle and improve energy resource conservation.

Goal M 4.2.1

Non-Motorized Circulation System. To provide a high-quality non-motorized circulation system throughout the Town to meet the needs of residents, employees, and resort guests.

Policies

- M 4.2.1.1 **Safe and Convenient Access.** The Town shall develop a non-motorized circulation system that promotes safe, convenient, and enjoyable access to all publicly owned parts of Town through roadways, sidewalks, paths, and trails for recreational and community social purposes.
- M 4.2.1.2 **Comprehensive System.** The Town shall maintain existing sidewalks, paths, bicycle lanes, and trails, and seek ways through transfer, gift, easement, or governmental action to extend or to fill in the system, to better serve the health, welfare, aesthetic, and sociability needs of pedestrians and cyclists.
- M 4.2.1.3 **Linkages.** The Town shall plan for and provide the development of non-motorized system linkages to neighboring community non-motorized networks.
- M 4.2.1.4 **Right-of-Way.** The Town shall design existing and future roadway rights-of-way to provide safety for pedestrians and users of non-motorized modes of transportation.
- M 4.2.1.5 **Construction Program.** The Town shall continue its long-range program for construction and maintenance of a continuous system of non-motorized circulation facilities for the benefit of the residents' health, safety, welfare, community pride, and enjoyment.

Goal M 4.2.2

Integrated Pedestrian System. Design a universally accessible, safe, experientially rewarding, convenient, and integrated pedestrian system that promotes walking, running and hiking.

Policies

M 4.2.2.1 Interconnected and Continuous System. The Town shall develop an interconnected and continuous pedestrian system of public sidewalks, paths, trails, and street crossings for convenient and safe walking free of major impediments and obstacles.

M 4.2.2.2 Streetscape Design. The Town shall require that pedestrian-oriented streets be designed to provide a pleasant environment for walking including shade trees; plantings; well-designed benches where appropriate; way-finding signage and other amenities.

M 4.2.2.3 Safe Sidewalks. The Town shall develop safe and convenient sidewalks, paths, and trails that are universally accessible, properly designed and maintained for the safety of pedestrians.

M 4.2.2.4 Pedestrian-Friendly Streets. The Town shall ensure that new streets in areas with high levels of pedestrian activity (e.g. mixed density areas, schools) support pedestrian travel by providing such elements as detached sidewalks, frequent and safe pedestrian crossings, and large medians to reduce perceived pedestrian crossing distances.

Goal M 4.2.3

Integrated Bicycle System. To create and maintain a safe, comprehensive, and integrated bicycle system throughout the town that is accessible and compatible with traffic patterns, local land uses, and neighborhoods.

Policies

M 4.2.3.1 Bicycle Circulation. The Town shall provide, improve, and maintain a Bicycle Circulation System of bicycle lanes and routes through the town as depicted on the Bicycle Circulation Map (Figure 4.9).

M 4.2.3.2 Motorists, Bicyclists, and Pedestrian Conflicts. The Town shall develop safe and convenient bikeways that reduce potential conflicts between bicyclists and motor vehicles and bicyclists and pedestrians.

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- M 4.2.3.3 **Bike Lanes.** The Town shall provide bike lanes in accordance with the Bicycle Circulation Map (Figure 4.9) along specific minor arterials and collector streets for efficient circulation through the town while minimizing bicycle through-traffic conflicts on major arterials and neighborhood streets.
- M 4.2.3.4 **Bike Routes.** The Town shall designate bike routes in accordance with the Bicycle Circulation Map (Figure 4.9) along collector streets and neighborhood streets only where necessary to provide system interconnection, avoid travel on major arterials, or to provide linkages to neighboring community bikeways.
- M 4.2.3.5 **Roundabouts.** The Town shall utilize roundabouts instead of stop signs for intersection traffic control along designated bikeways to improve safety and traffic flow, where deemed appropriate from a traffic engineering perspective.
- M 4.2.3.6 **Speed Management Policies.** The Town shall develop and implement speed management policies that support safe and appropriate driving speeds on all public streets that are also designated for use by bicyclists.
- M 4.2.3.7 **Regional Bikeway System.** The Town shall coordinate with regional transportation authorities to ensure that regional bikeway system designations are consistent with the Town's Bicycle Circulation Map (Figure 4.9).
- M 4.2.3.8 **Connection to Schools and Community Facilities.** The Town shall ensure that its network of bicycle lanes and routes includes safe access and connection to schools and other community facilities throughout the Town, where deemed appropriate from a traffic engineering perspective.

4.3 Public Transit

Goals and policies in this section foster continued availability of public transit services through the Town and promote local transit opportunities for town residents that are destination-oriented.

Goal M 4.3.1

Regional Transit Services. To promote public transit services through the Town.

Policies

- M 4.3.1.1 **Traffic Volumes.** The Town shall work closely with other jurisdictions to reduce the flow of traffic through the Town, by

reducing dependence upon the automobile, and by identifying and developing alternative routes and transit system services around and through the Town.

- M 4.3.1.2 **Transit Service.** The Town shall cooperate with transit agencies and neighboring jurisdictions for the continued provision of regular public transit service along Tatum Blvd.

Goal M 4.3.2

Local Transit Services. To promote local public transit services in and around the Town and to local destinations for residents, employees, and resort guests.

Policies

- M 4.3.2.1 **Local Transit.** The Town shall promote local transit services for Town residents, employees, and resort guests.
- M 4.3.2.2 **Special Event Transit.** The Town shall promote special event transit services for resort visitors during valley-wide events. Vehicles shall be restricted as possible to major and minor arterial streets and be absent of excessive or distracting external advertising.

4.4 Roadway Design

Goals and policies in this section provide for roadways designed to balance the diverse needs of pedestrians, bicyclists, transit riders, and motorists. Roadways will be categorized according to function and type with typical cross sections to be used for all future roadway reconstruction or new construction. Roadways will ensure the safe and efficient movement of people, goods, and services through the town while enhancing the quality of life for town residents and visitors. Street improvements will be designed to minimize negative environmental and neighborhood impacts and promote the image and character of the Town.

Goal M 4.4.1

Roadway System. To create a roadway system that will ensure the safe and efficient movement of people, goods, and services that supports livable communities and reduces air pollution and greenhouse gas emissions.

Policies

- M 4.4.1.1 **Road Closure or Abandonment.** The Town shall require proponents of abandonment or closure of any roadway to provide an analysis of potential effects on the operation of Town's roadway network.

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- M 4.4.1.2 **Private Roadway Gates.** The Town shall discourage the installation of private roadway gates, but shall not require public access onto those created private roadways.
- M 4.4.1.3 **Access onto Major Arterials.** The Town shall require design of new developments to avoid direct access onto major arterial roadways where possible.
- M 4.4.1.4 **Access.** The Town shall ensure public access to all public roadways in the Town
- M 4.4.1.5 **Roundabouts.** The Town shall utilize roundabouts as an intersection traffic control option with demonstrated air quality and safety benefits, where deemed feasible and appropriate.

Goal M 4.4.2

Roadway Design. To provide high-quality roadway design that promotes the character and image of the Town, reduces negative environmental impacts, and minimizes negative impacts to neighborhoods.

Policies

- M 4.4.2.1 **Community Design.** The Town shall incorporate the most effective principles of community design and traffic management to ensure the safety of property and residents, and to promote a sense of community within the Town.
- M 4.4.2.2 **Scale and Character.** The Town shall design streets in scale and character supporting the residential culture of the Town, while ensuring adequate access for emergency response vehicles.
- M 4.4.2.3 **Aesthetic Standards.** The Town shall maintain all public streets consistent with community aesthetic standards and continue to refine Town guidelines and standards, including the refinement and adoption of Town Landscape Guidelines.
- M 4.4.2.4 **Landscaping.** The Town shall utilize Sonoran Desert indigenous plant materials where appropriate in landscaping associated with construction or maintenance of public property for roads, medians, paths, and lanes.
- M 4.4.2.5 **Dust and Heat Reduction.** The Town shall reduce the generation of dust by requiring streets, driveways, and parking lots to be paved or finished with a stabilized surface. In the cases of driveways and parking lots, the Town shall further utilize paving materials and/or shade trees to minimize the “heat island” effect of asphalt finishing.

- M 4.4.2.6 **Noise Reduction.** The Town shall incorporate noise-reducing pavement materials in all public roadway reconstruction or new construction projects where the benefits of such action will produce a positive qualitative impact to local neighborhoods.
- M 4.4.2.7 **Right-of-Way Alignment.** The Town shall retain existing rights-of-way, as measured from the centerline of the street, in order to allow roadway design to respond to the physical features of the right-of-way and to preserve visual openness, even when pavement is narrowed.
- M 4.4.2.8 **Right-of-Way Abandonment.** When evaluating requests for abandonment of excess right-of-way width, the Town shall consider the alignment and location of the existing pavement, the topography of the area, and the benefit that the excess right-of-way has for preserving the open space character of the roadway corridor.
- M 4.4.2.9 **Rights-of-Way Extents.** The Town shall ensure that all new public roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users including bicyclists, pedestrians, and motorists except where pedestrians or bicyclists are discouraged.

Goal M 4.4.3

Visual Character. To create high-quality street rights-of-way that shall demonstrate the positive character and image of the Town, Visually Significant Corridors will be designated to provide visual continuity through attractive, experientially rewarding, and cohesive design elements consistent with Town Landscaping Guidelines. All other roadway rights-of-way will demonstrate high-quality landscaping elements consistent with Town Landscaping Guidelines while permitting a diverse range of treatments of individual properties.

Policies

- M 4.4.3.1 **Visually Significant Corridor Program.** The Town shall create and implement a program to improve and maintain rights-of-way corridors along Lincoln Drive and Tatum Blvd. to represent the positive character and image of the Town. The Town shall occasionally evaluate the designation of additional Town rights-of-way as Visually Significant Corridors.
- M 4.4.3.2 **Visually Significant Corridor Treatment.** Town rights-of-way along Visually Significant Corridors shall have attractive, experientially rewarding, and cohesive design elements, including signage, landscaping, medians, interchanges and sidewalks while permitting a reasonable range of treatments of individual properties. Elements that create visual clutter such as

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unnecessary signage or utility boxes will be eliminated, or their visibility reduced.

M 4.4.3.3 Other Right-of-Way Treatment. All other public roadway right-of-way corridors will demonstrate high-quality landscaping elements consistent with Town Landscaping Guidelines while permitting a diverse range of treatments of individual properties.

M 4.4.3.4 Undeveloped and Vacant Property. The Town shall develop strategies for addressing landscape maintenance of public rights-of-way on undeveloped and vacant property street frontages.

4.5 Implementation Measures

The Mobility Element sets forth broad goals and policies related to the transportation system within the Town. Implementation requires translating these broad statements to specific actions, systematically evaluating progress, and ensuring active community participation.

The following implementation measures have been identified for Mobility and serve as a basis for the performance evaluation of Town staff, leadership and other Town volunteers in the execution of the General Plan.

Table 4.5-1. Mobility Implementation Program		2012-2015	2016-2020	2021-2030	Annual	Ongoing
1. Town Engineer will continue coordinating with adjacent communities to ensure safe and efficient linkages and review and comment on projects that affect the Town.						X
Implements Which Policy(ies)	M 4.1.1.1., M 4.1.1.3, M 4.1.1.5, M 4.2.3.7					
Responsible Party(ies)	Community Development, Engineering Division supported by Town Council					
2. Evaluate the need, application, and cost sharing for the institution of traffic calming measures on a neighborhood basis as requested by individual neighborhoods. This should include an assessment of various techniques, development guidelines, cost sharing, administrative processes for the potential installation of individual devices, and maintain a list of various traffic calming measures.						X
Implements Which Policy(ies)	M 4.1.1.6, M 4.1.2.1, M 4.1.2.2, M 4.2.3.5, M 4.2.3.6, M 4.4.1.5					
Responsible Party(ies)	Community Development, Engineering Division supported by Town Council					
3. Update the Zoning Ordinance, incorporate the key provisions of the Town's Landscape Guidelines (originally adopted in October 1992 and amended in September 1996) that will require all landscaping associated with construction or maintenance of public property for roads, medians, paths, and lanes use desert adapted plant materials.		X				X
Implements Which Policy(ies)	M 4.2.2.3, M 4.2.2.5, M 4.2.2.6, M 4.4.3.2, M 4.4.3.3, M 4.4.3.4, M 4.4.2.3, M 4.4.2.4					
Responsible Party(ies)	Community Development, Planning Division					
4. Maintain an inventory of traffic counts for Major Arterial, Minor Arterial, and Collector roadways in the Town. This inventory will assist the Town in monitoring the performance of the roadway network, including tracking levels of service (LOS). The Town should work cooperatively with the Cities of Scottsdale and Phoenix and Maricopa Association of Governments to assemble this information.						X
Implements Which Policy(ies)	M 4.1.1.1, M 4.1.1.2, M 4.1.1.3, M 4.3.1.1					
Responsible Party(ies)	Community Development, Engineering Division					

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Table 4.5-1. Mobility Implementation Program		2012-2015	2016-2020	2021-2030	Annual	Ongoing
5. Promote local transit services for the Town and Special Event transit services for resort visitors; and, ensure that public transit stops in the Town are functional and attractive. Cooperate with transit agencies and neighboring jurisdictions for the continuance of regular public transit service along Tatum Blvd.		X				X
Implements Which Policy(ies)	M 4.3.2.1, M 4.3.2.2					
Responsible Party(ies)	Town Council, Town Manager supported by Public Works Department Community Development, Engineering Division					
6. Maintain and update an inventory and map of the Town's non-motorized transportation network, including sidewalks, bike lanes, bike routes, multi-use trails, recreational trails, and recreational pathways. This inventory will assist in determining priorities for ongoing improvement of the network.						X
Implements Which Policy(ies)	M 4.2.1.1, M 4.2.1.2, M 4.2.1.3, M 4.2.1.4, M 4.2.1.5, M 4.2.3.1, M 4.2.3.2, M 4.2.3.4, M 4.2.3.7, M 4.2.3.8					
Responsible Party(ies)	Community Development, Engineering Division supported by Public Works Department					
7. Define and implement long-range program for construction and maintenance of a continuous system of non-motorized circulation facilities for the benefit of the residents' health, safety, welfare, and community pride to improve access to local and regional parks and recreation systems.		X	X			X
Implements Which Policy(ies)	M 4.2.1.1, M 4.2.1.2, M 4.2.1.3, M 4.2.1.4, M 4.2.1.5, M 4.2.2.5, M 4.2.3.2, M 4.2.3.3, M 4.2.3.4, M 4.2.3.5, M 4.2.3.7, M 4.2.3.8					
Responsible Party(ies)	Community Development, Engineering Division, Public Works Department supported by Town Council					
8. Identify and implement policies to lessen the impact of non-emergency service provider vehicles on traffic volumes and roadway conditions throughout the Town.		X				X
Implements Which Policy(ies)	M 4.1.1.4, M 4.1.1.5					
Responsible Party(ies)	Town Manager supported by Town Council Community Development, Engineering Division					

Table 4.5-1. Mobility Implementation Program		2012-2015	2016-2020	2021-2030	Annual	Ongoing
<p>9 Prepare, maintain and implement an adopted Pedestrian Master Plan that carries out the goals and policies of the General Plan and defines: the type and location for pedestrian-oriented streets and pathways; standards for sidewalk width, improvements, amenities, and street crossings; the schedule for public improvements; and developer responsibilities.</p>			X			
Implements Which Policy(ies)	M 4.2.1.1, M 4.2.1.2, M 4.2.1.3, M 4.2.1.4, M 4.2.1.5, M 4.2.2.1, M 4.2.2.3, M 4.2.2.4, M 4.2.2.5, M 4.2.2.6					
Responsible Party(ies)	Community Development, Engineering Division supported by Town Council, Public Works Department					
<p>10. Develop and implement Visually Significant Corridor Plans that promote the character and image of the Town, by providing specific landscape, hardscape, and infrastructure design guidelines for Town right-of-ways along Visually Significant Corridors, provides policy for the installation and maintenance of right-of-way landscaping, and carries out all other applicable goals and policies of the General Plan.</p>		X				X
Implements Which Policy(ies)	M 4.1.1.2, M 4.4.3.1, M 4.4.3.2, M 4.4.3.3, M 4.4.3.4					
Responsible Party(ies)	Town Council, Town Manager supported by Community Development, Engineering Division Community Development, Planning Division Public Works Department					
<p>11. Develop and maintain a high quality roadway design that promotes the character and image of the Town, reduces negative environmental impacts including noise and minimizes adverse impacts to the neighborhood through the use of roadway cross sections, traffic counts, high quality hardscaping and landscaping.</p>						X
Implements Which Policy(ies)	M 4.4.1.3, M 4.4.1.4, M 4.4.2.1, M 4.4.2.2, M 4.4.2.3, M 4.4.2.4, M 4.4.2.5, M 4.4.2.6					
Responsible Party(ies)	Community Development, Engineering Division Public Works Department supported by Town Council					
<p>12. Maintain existing Rights of Way cross sections and revise when necessary to allow for innovative alignments, abandonments, and shared use by non-motorized and motorized users where appropriate.</p>						X
Implements Which Policy(ies)	M 4.4.2.7, M 4.4.2.8, M 4.4.2.9					
Responsible Party(ies)	Community Development, Engineering Division					

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Table 4.5-1. Mobility Implementation Program		2012-2015	2016-2020	2021-2030	Annual	Ongoing
13. Develop and implement a Town notification policy for road closures and abandonments to include proper signage, neighborhood notification, and alternate routes		X				X
Implements Which Policy(ies)	M 4.4.1.1, M 4.4.1.4					
Responsible Party(ies)	Community Development, Engineering Division Public Works Department					
14. The Town shall notify gated communities as to a change in the public pedestrian and bicycle access policy and allow those communities whose Special Use Permit stipulations currently requires such access to seek and amendment for the purposes of removing any such stipulation.		X				
Implements Which Policy(ies)	M 4.4.1.2					
Responsible Party(ies)	Community Development Department					

4.6 Map and Standards

Motorized Circulation

Figure 4.1 (Motorized Circulation Map) depicts four typical roadway classifications: Major Arterial, Minor Arterial, Collector, and Local. Each of these classifications is associated with a variety of functional and physical characteristics. Table 4.1 outlines the basic character of each classification and the cross-section diagrams that follow depict the standard design configurations for each classification. Figures 4.2 through 4.6 depict the typical recommended roadway cross-sections for each classification. While these cross-sections provide general guidance, the preferred solution for any particular roadway in Town will be determined by the Town Engineer with direction from the Planning Commission and Town Council, as appropriate. These standards will also apply to the Town's consideration of private roadways proposed in conjunction with special use permit applications.

Figure 4.1: Motorized Circulation Map

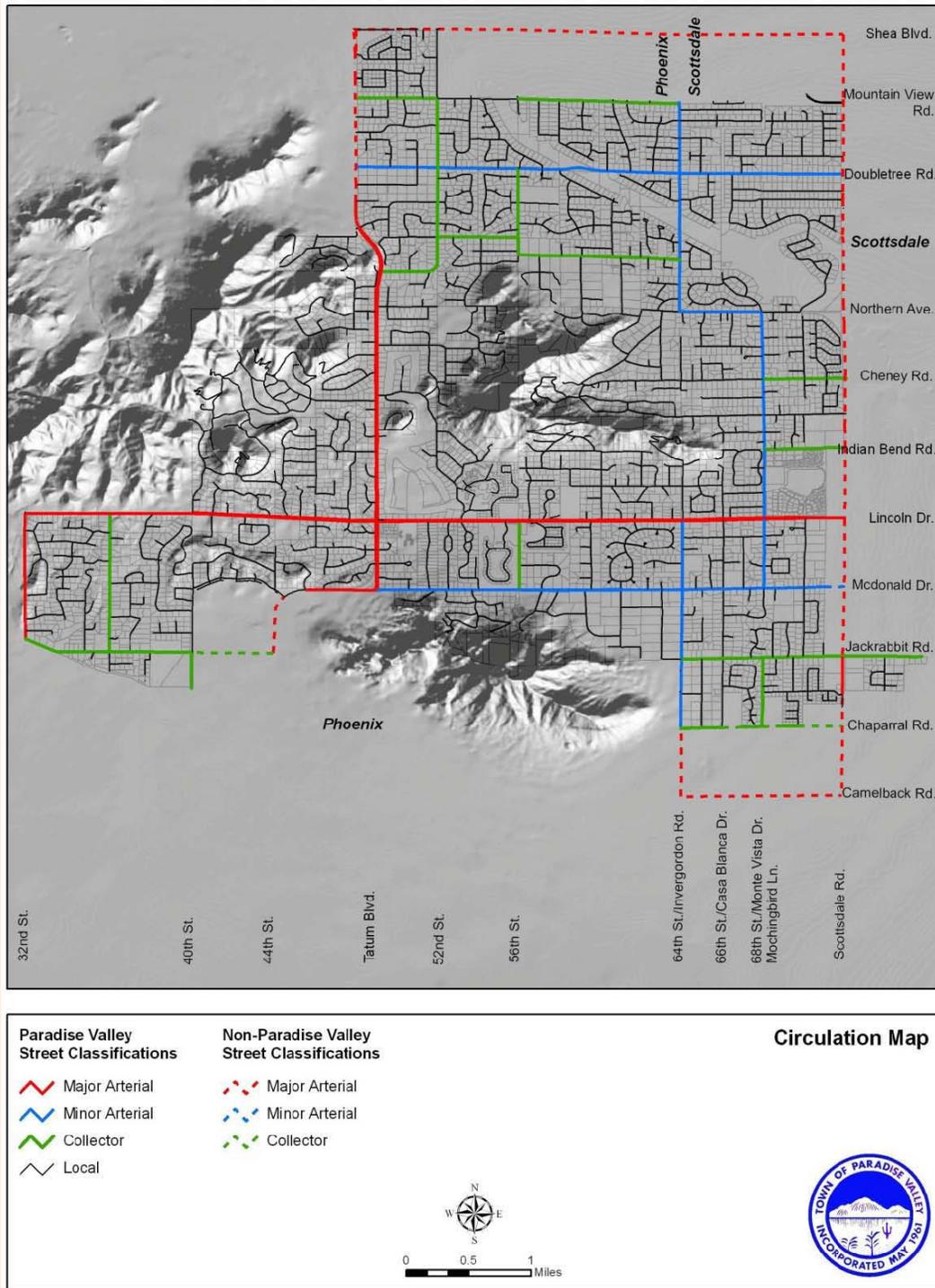


Table 4.1: Circulation Map Classifications and Standards

Classification	Function	Design Character (also see Cross-Sections)
Major Arterial	To provide regional unity and continuity.	<ul style="list-style-type: none"> ▪ Channelized intersections, limited access, crossings, and stops ▪ Parking on rights-of-way prohibited ▪ Landscaped medians and rights of way ▪ Optional sidewalks on both sides, set back a minimum of 5 feet from traffic lanes ▪ Bike lanes only where necessary to interconnect bikeway system ▪ 4 through lanes ▪ Full curbs and gutters ▪ 130-foot right-of-way
Minor Arterial	To serve as main feeder streets and provide linkages between major arterials.	<ul style="list-style-type: none"> ▪ Roundabouts encouraged for traffic control ▪ Stop signs, if necessary, posted on intersecting side streets ▪ Parking discouraged ▪ Optional 4' bicycle lanes on both sides ▪ Optional sidewalks on both sides, set back a minimum of 5 feet from traffic lanes ▪ Optional medians/center turn lanes ▪ 2 through lanes ▪ Full curbs and gutters ▪ 66- to 80-foot right-of-way (depending on median)
Collector	To serve as main interior streets with limited through traffic, and they provide linkages into and out of local streets.	<ul style="list-style-type: none"> ▪ Stop signs, if necessary, posted on intersecting side streets ▪ Optional 4' bicycle lanes on both sides ▪ Limited on-street parking ▪ Lighted signals not desirable ▪ Optional sidewalks on both sides, set back a minimum of 5 feet from traffic lanes ▪ 2 through lanes ▪ Curbs (vertical, rolled and ribbon) ▪ 60-foot right-of-way
Local	To serve as interior streets intended to limit through traffic and provide access to immediate residences and other properties	<ul style="list-style-type: none"> ▪ Without bicycle lanes ▪ Residential streets on the slopes of Mummy Mountain, Phoenix Mountain Preserve, and Camelback Mountain may be designed with variations to minimize cuts and fills. ▪ 2 through lanes ▪ 50-foot right-of-way <p>Local A</p> <ul style="list-style-type: none"> ▪ Curbs ▪ Optional sidewalks on one side of street <p>Local B</p> <ul style="list-style-type: none"> ▪ Curbs ▪ No sidewalks <p>Local C</p> <ul style="list-style-type: none"> ▪ No improved curbs and gutters ▪ No sidewalks

Figure 4.2: Typical Major Arterial Cross-Section

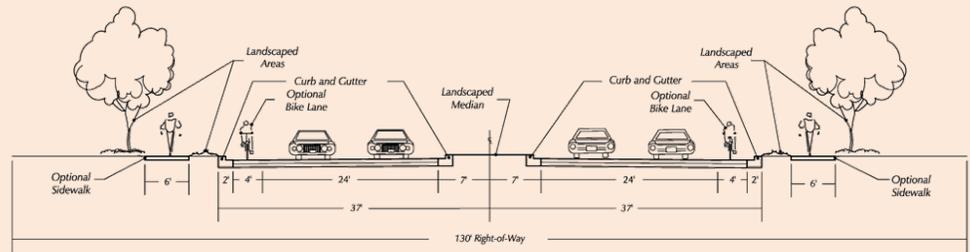


Figure 4.3: Typical Minor Arterial Cross-Section (With Median)

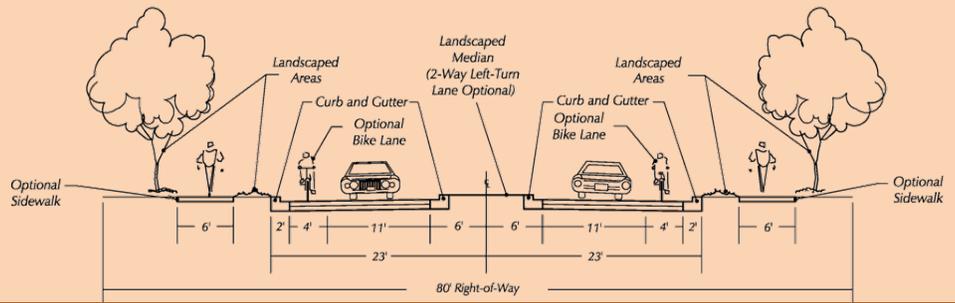


Figure 4.4: Typical Minor Arterial Cross-Section (Without Median)

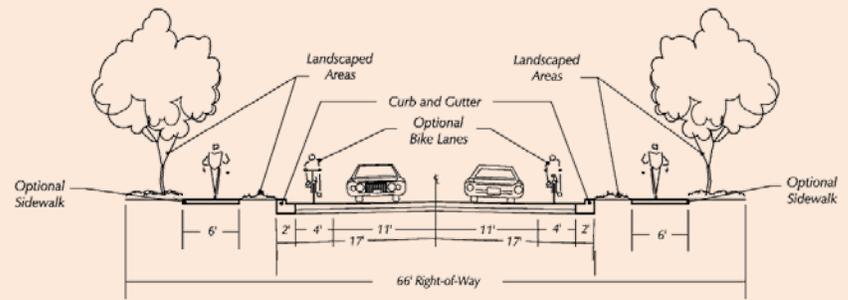


Figure 4.5: Typical Collector Cross-Section

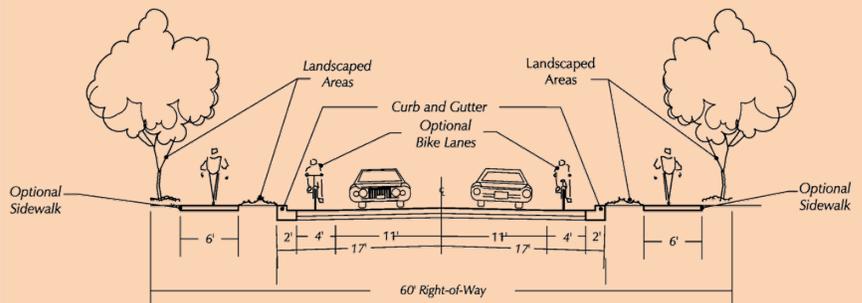
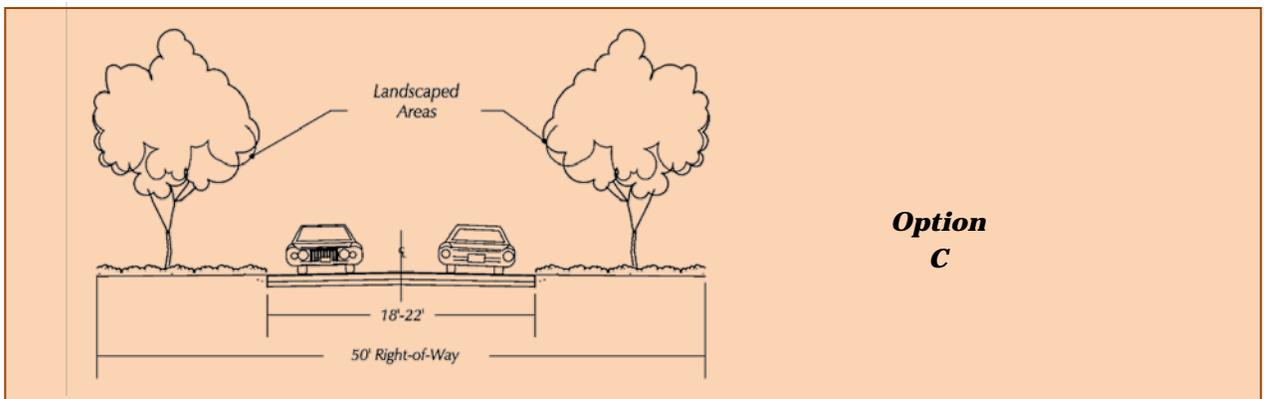
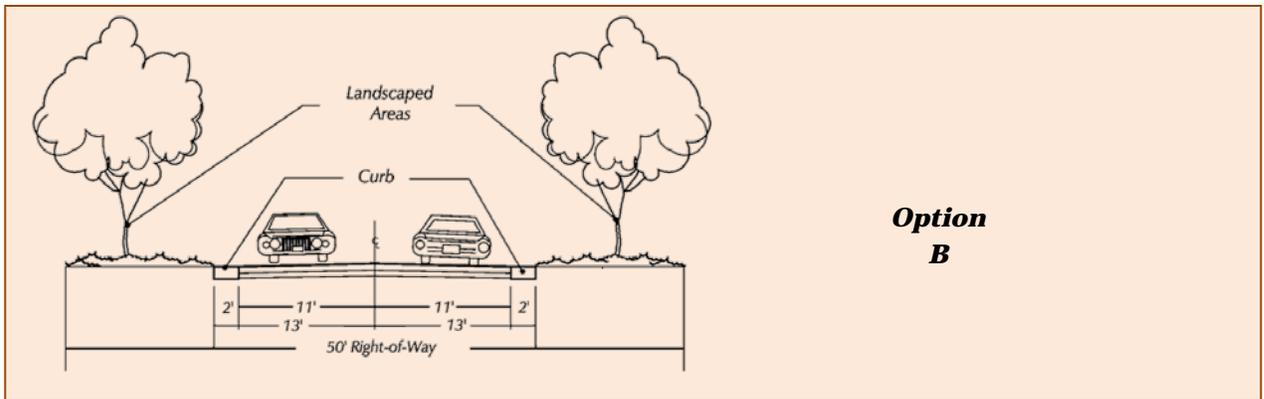
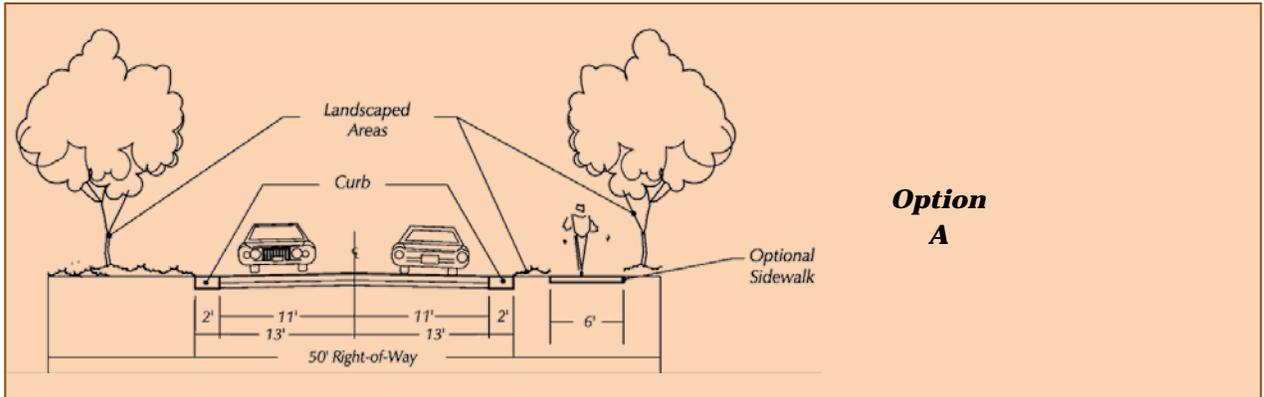


Figure 4.6: Typical Local Cross-Sections (Options A, B, and C)



Non-Motorized Circulation

In addition to roadways and various forms of transit, non-motorized circulation alternatives shall be promoted in the Town. Non-motorized transportation can be for either trip-oriented travel or for recreation, and includes both pedestrian and bicycle travel. A Pedestrian Master Plan will be developed and implemented to provide walking, jogging, hiking and other non-motorized circulation options through the Town. Figures 4.7 and 4.8 depict typical recommended cross-sections for sidewalks and recreational paths. While these cross-sections provide general guidance, the preferred solution for any particular pathway in Town will be determined by the Town Engineer with direction from the Planning Commission and Town Council, as appropriate. These standards will also apply to the Town's consideration of Special Use Permit applications. A Bicycle Circulation Map (Figure 4.9) has been developed that designates bicycle lanes and routes through the Town.

Bike Lane

On-Street Bike Lanes are established with appropriate pavement markings and signage along minor arterials and collector streets where there is significant bicycle demand. Bike lanes are designed to delineate the right-of-way assigned to motorists and to bicyclists, and to provide for more predictable movements by each.

Bike Route

Bike Routes are established by signage only on minor arterials and collector streets. There are no special lane markings and bicycle traffic shares the roadway with motor vehicles. Pavement width should, however, be greater on roads that are designated as Bike Routes. Special regulations may be enacted and posted along such facilities to control motor vehicle speeds or restrict parking to enhance bicycling safety. Bicyclists must accommodate motorist and pedestrian crossflows at driveways and intersections.

Sidewalk

Sidewalks have their own alignments (i.e., they are not part of a roadway) and are typically a minimum of six feet wide and set-back five feet from the travel lanes. When they are adjacent to a roadway, sidewalks are usually paved and are encouraged to meander. In more natural locations (such as in hillside areas or mountain preserves), they can be unpaved with a graded compacted surface. Figure 4.8 shows the Town's generally preferred sidewalk cross-section; the actual configuration may vary depending on agreements between property owners and the Town.

Multi-Use Trail

Multi-use trails are shared by bicyclists, pedestrians, and sometimes equestrians. These trails are sited in open space areas away from roadways and are signed and improved to identify the routes. All multi-use trails depicted on the Non-Motorized Circulation System Map are outside of the Town's jurisdiction.

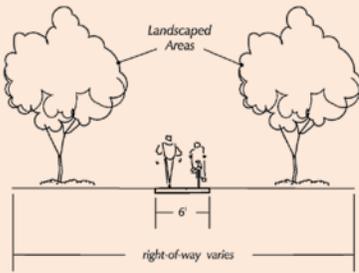


Figure 4.7: Typical Sidewalk Cross-Section

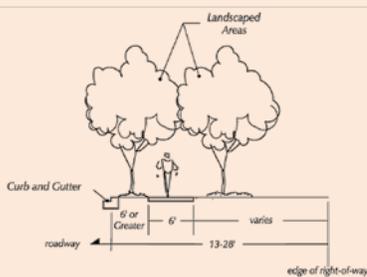
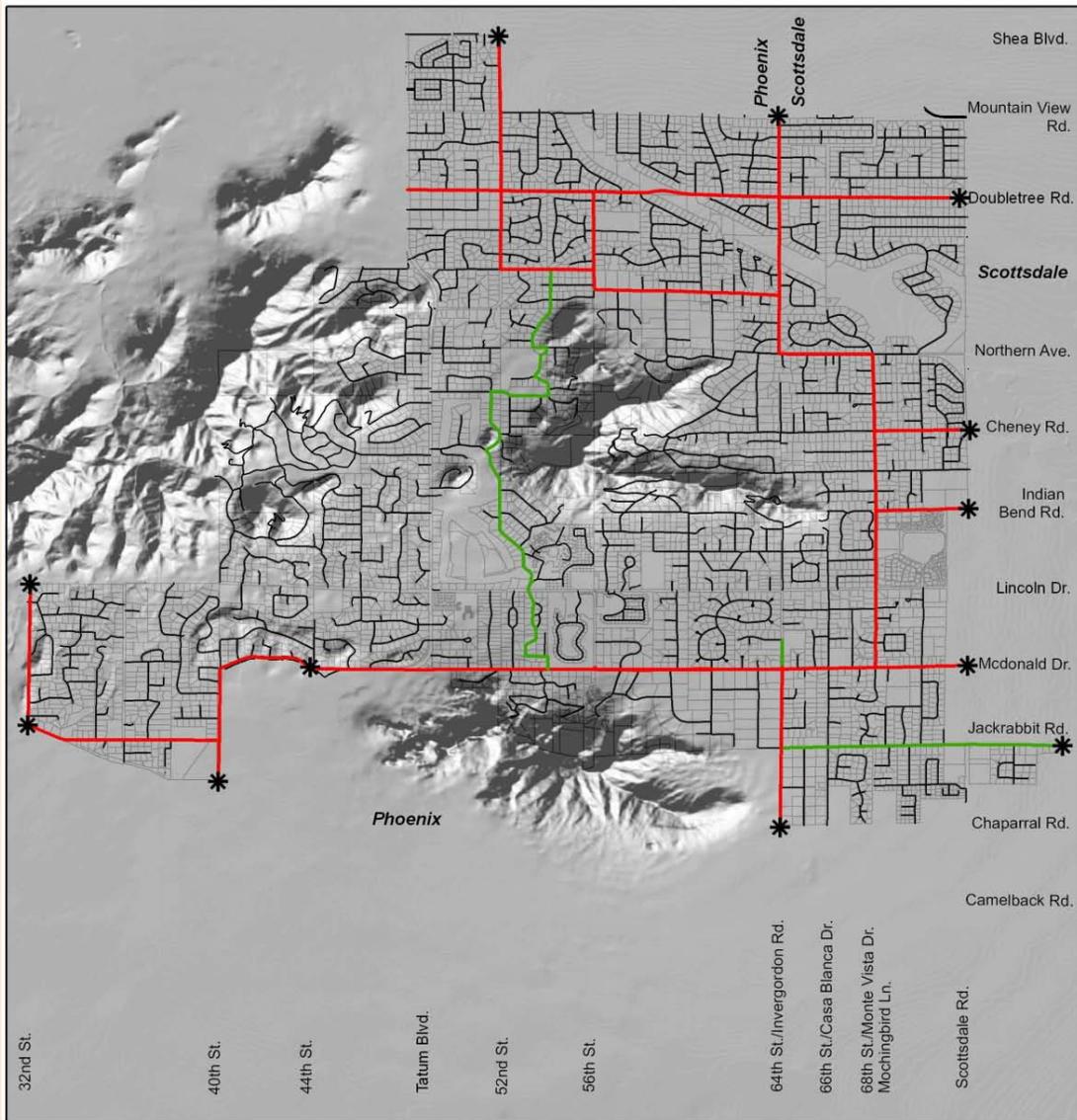


Figure 4.8: Typical Recreational Path Cross-Section

Figure 4.9 Non-Motorized Circulation Map



**Paradise Valley
Bikeway Classifications**

- * Regional System Connection
-  Bike Lane
-  Bike Route
-  Local Street

**Bicycle
Circulation Map**



Recreational Trail

Recreational trails are associated with natural setting parks and open space and are usually contoured to match the terrain. The routes up to the summit of Camelback Mountain are examples of recreational trails. Use of these trails is primarily for recreation, as opposed to destination travel. Recreational trails are typically designed for pedestrian use only, particularly where the terrain is too steep for bicycles. Recreational trails are typically natural surfaced and dimensions vary greatly, as determined by the topography.

Recreational Path

Recreational Paths are typically used to provide direct route off-street connections between popular destinations within neighborhoods. They cover short distances and are routed to suit local neighborhood planning purposes. These paths are typically six feet wide and may be striped to separate directional travel in high use locations. Recreational paths should be paved with concrete and may meander or they may be straight. Figure 4-9 shows the Town's generally preferred recreational path cross-section; the actual configuration may vary depending on agreements between property owners and the Town.

Design Standards

All non-motorized facility markings along roadways should be in conformance with the Americans with Disabilities Act (ADA) and the recommendations of the Arizona Department of Transportation (ADOT).