

GOALS AND POLICIES

The following goals and policies supplement those in the Town's General Plan. For ease, existing General Plan goals and policies have been referenced where appropriate. Track changes show proposed edits from the Draft 1 Master Plan.

Goal BP 4.1: Non-Motorized Circulation System. *To provide a unique high-quality non-motorized circulation system throughout the Town to meet the needs of residents, employees, and resort guests. (Goal M 4.2.1 Towns General Plan)*

Policies

BP 4.1.1	<i>Safe and Convenient Access to Destinations.</i> The Town shall implement a non-motorized circulation system for predominantly recreational and social purposes. This network shall provide safe, convenient, and enjoyable access to destinations that are open to the public along designated bicycle and pedestrian routes identified in this Plan. Facilities providing this access may be one or more of the facility types identified in this Plan. (Policy M 4.2.1.1, Town's General Plan)
BP 4.1.2	<i>Linkage.</i> The Town shall plan for and provide the development of non-motorized system linkages to neighborhood community non-motorized networks (Policy M 4.2.1.3, Town's General Plan)
BP 4.1.3	<i>Right-of-Way.</i> The Town shall design existing and future roadway rights-of-way to provide safety for pedestrian and users of non-motorized modes of transportation. (Policy M 4.2.1.4, Town's General Plan)
BP 4.1.4	<i>Conflicts.</i> The Town shall develop safe and convenient bicycle and pedestrian facilities that reduce potential conflicts between bicyclists and motor vehicles and bicyclists and pedestrians. Design of the non-motorized system shall consider ways to avoid such conflicts along routes with particular attention at roadway intersections and within hillside areas of Town. (Policy M 4.2.3.2, Town's General Plan)
BP 4.1.5	<i>Transfer Points.</i> Where feasible, the Town shall plan for and provide the development of non- motorized system that allows for persons to transfer easily between such places as local transit stops, seasonal trolley stops, and ride-share locations. (New)
BP 4.1.6	<i>Connection to Schools and Community Facilities.</i> The Town shall ensure that its network of bicycle and pedestrian facilities include safe access and convenient connections to schools and other community facilities throughout the Town. (Policy M 4.2.3.8, Town's General Plan)

Goal BP 4.2: Operations and Management. *To provide a comprehensive management and operations program for the Non-Motorized Circulation System, from project inception to budget development and on-going maintenance, education, promotion and rule enforcement.*

(New Goal)

Policies

BP 4.2.1	Maintenance. The Town shall maintain bicycle and pedestrian facilities and its corresponding signage/wayfinding. (Policies M 4.2.1.2 and M 4.2.1.5, Town's General Plan)
BP 4.2.2	Funding & Implementation. The Town shall continue its long- range program for planning and constructing non-motorized circulation facilities and seek ways through transfer, gift, grants, easement, or Capital Improvement Program funds to complete the system and to fund studies, programs and policies. (Policy M 4.2.1.2 and M 4.2.1.5, Town's General Plan)
BP 4.2.3	Regional Coordination. The Town shall participate in regional bicycle and pedestrian planning efforts in order to coordinate facility development, ensure that regional bikeway system designations are consistent with the Town's Bicycle Facilities Plan, and be kept aware of potential funding sources. (Policy M 4.2.3.7, Town's General Plan)
BP 4.2.4	Education. The Town shall use a variety of means to educate non- motorized and motorized users regarding laws and safe use practices of non-motorized and shared facilities <u>that may include public outreach events, such as the Town-sponsored Safety Fair, and volunteer efforts from Town-sponsored groups, such as the Advisory Committee on Public Safety.</u> (New)
BP 4.2.5	Enforcement. The Town shall enforce existing and consider new state and local statutes related to bicycles and pedestrians. (New)
BP 4.2.6 DELETE	Promotion and Publicity. Using a multi-prong approach of events, activities, maps, statutes/laws, and branding the Town shall disseminate information regarding the non-motorized circulation system. (SOD direction is to minimize promotion)
BP 4.2.67	Internal Planning Process. The Town shall implement internal policies that ensure proper communication and coordination among the various departments and sections working to improve biking-bicycle and walking in Paradise Valley from planning through implementation. (New)
BP 4.2.78	Resort Coordination. In order to stay aware of resort visitor needs and the programs resorts develop to serve their clientele, the Town shall coordinate regularly with resort representatives. (New)

Goal BP 4.3: Integrated Pedestrian System. *To provide a universally accessible, safe, experientially rewarding, convenient, and integrated pedestrian system throughout the Town that promotes walking, running and hiking.*

(Goal M 4.2.2, Town's General Plan)

Policies

<p>BP 4.3.1</p>	<p><i>Interconnected and Continuous System.</i> The Town shall design, build and maintain an interconnected and continuous pedestrian system of public <u>trails</u>, sidewalks, shared-use recreation paths (paved), trails (unpaved), and appropriately enhanced street crossings for convenient and safe walking free of major impediments and obstacles. (Policy M 4.2.2.1, Town's General Plan)</p>
<p>BP 4.3.2</p>	<p><i>Pedestrian-Friendly Streetscapes.</i> The Town shall ensure that streets include the appropriate level of pedestrian-friendly accommodation by providing such elements as detached sidewalks, frequent and safe pedestrian crossings, large medians to reduce pedestrian crossing distances, shade trees, plantings, <u>and where appropriate seating</u>, where appropriate wayfinding signage, and other amenities. (Policy 4.2.2.2, Town's General Plan)</p>
<p>BP 4.3.3</p>	<p><i>Safe and Accessible Facilities.</i> The Town shall develop safe and convenient pedestrian facilities that are universally accessible, properly designed and maintained for the safety of pedestrians. (Policy M 4.2.2.3, Town's General Plan)</p>
<p>BP 4.3.4</p>	<p><i>Low Impact Approach.</i> As a low impact approach to providing pedestrian <u>facilities, the street shall serve as a shared use route for all modes on roads classified as local, unless otherwise identified by this Plan or approved with pedestrian facilities by Town Council. In approving pedestrian facilities on local roads, the Town shall consider how the facility will improve safety, the number of persons using the route based on factors such as lot size/density, and impact to</u> space along lower classified streets, the Town shall consider the use of trails (unpaved) and minimal to no street markings, and for signage to be in the scale and character of the neighborhood. <i>(With the removal of the enhanced local cross-section, this policy is not fully applicable. However, the proposed local cross-sections do provide pedestrian facility options via Council approval)</i> (New)</p>
<p>BP 4.3.5</p>	<p><i>Low Maintenance Design.</i> As a low maintenance approach to providing connectivity between other bicycle and pedestrian facilities in select destinations, the Town shall consider a paved <u>recreation</u>shared-use path along one side of the roadway or other similar methods. (New)</p>
<p>BP 4.3.6</p>	<p><i>On-site Connectivity.</i> The Town shall encourage a continuous pedestrian route between public pedestrian facilities and main entrances of public or semi-public buildings. (New)</p>

Goal BP 4.4: Integrated Bicycle System. *To provide a safe, comprehensive, and integrated bicycle system throughout the Town that is accessible and compatible with traffic patterns, land uses, and neighborhoods.*

(Goal 4.2.3, Town's General Plan)

Policies

<p>BP 4.4.1</p>	<p><i>Bicycle Circulation.</i> The Town shall design, build, and maintain a Bicycle Circulation System of bike lanes, routes and recreation shared-use paths through the Town in accordance with updated Street Classifications and Route Maps of this Plan. (Policy M 4.2.2.3, Town's General Plan) <i>(The identification of bike routes are removed with this Plan)</i></p>
<p>BP 4.4.2</p>	<p><i>Safe Facilities.</i> The Town shall develop safe and convenient bicycle facilities that are compatible with other regional bicycle facilities. (Policy M 4.2.3.2, Town's General Plan)</p>
<p>BP 4.4.3</p>	<p><i>Bicycle-Friendly Streetscapes.</i> The Town shall ensure that streets include the appropriate level of bicycle-friendly accommodation by providing appropriate facility design, way-finding, and crossing in accordance with the updated Street Classifications and Routes Maps of this Plan. (New)</p>
<p>BP 4.4.4</p>	<p><i>Bicycle Signals.</i> Where bike lanes and routes encounter traffic signals, the Town should explore intersection modifications that would make crossing intersections safer for bicyclists. (New)</p>

Goal BP4.5: Traffic Calming. *To provide traffic calming opportunities that would reduce through traffic, traffic speed and bicycle speed in order to provide safer conditions for motorists, pedestrians, and bicyclists.*

(New Goal)

Policies

<p>BP 4.5.1</p>	<p>Speed Management. 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 <u>and pedestrians</u>. (Policy M 5.3.4.6 <u>4.2.3.6</u>, Town's General Plan)</p>
<p>BP 4.5.2</p>	<p>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. (Policy M 4.2.3.5, Town's General Plan)</p>
<p>BP 4.5.3</p>	<p>Intersections. The Town shall incorporate intersection redesign techniques that slow traffic, improve bicycle and pedestrian visibility and direct or redirect users to more suitable routes where deemed appropriate from a traffic engineering perspective using such techniques as curb extensions, tighter turning radii, raised intersections, mini roundabouts, etc. (New)</p>
<p>BP 4.5.4</p>	<p>Narrowed Lanes. Where bike routes and lanes are provided, the Town shall narrow travel lanes in accordance with the updated Street Classifications and Routes. <i>(The Town Engineer does not support narrow travel lanes)</i></p>

Goal BP 4.6: Wayfinding. *To develop and implement a comprehensive wayfinding system that helps to improve safety along bicycle and pedestrian routes, is respectful to the privacy of residents, reflects community character, is sparingly used while aesthetically appealing, and incorporates technology. (New Goal)*

Policies

<p>BP 4.6.1 DELETE</p>	<p><i>Comprehensive Wayfinding System.</i> The Town shall design a network signage system providing wayfinding, information, and directional signs and includes an area/street map identifying designated routes connecting to key destinations in Paradise Valley and the region. (New) <i>(Covered in the following policies)</i></p>
<p>BP 4.6.12</p>	<p><i>Safe Facilities.</i> The Town shall create safer bicycle and pedestrian facilities through the appropriate use of signage and wayfinding that make routes more visible, provides accessibility to a wide range of users; and educates and informs about the rules of the road. (New)</p>
<p>BP 4.6.23</p>	<p><i>Resident Privacy.</i> The Town shall only publicize sign routes that are identified in this Plan. (New)</p>
<p>BP 4.6.34</p>	<p><i>Community Character.</i> The Town shall incorporate materials and the neutral color palette already established on existing Town -PV signs to ensure continuity throughout Town. (New)</p>
<p>BP 4.6.45</p>	<p><i>Maintenance.</i> The Town shall establish a maintenance and replacement schedule to ensure signs are not faded or damaged. (New)</p>
<p>BP 4.6.56</p>	<p><i>Aesthetic Appeal.</i> Where allowable under federal, state, and regional regulations; the Town shall not install signage, use the minimum number of signs necessary, use ground plane signs where possible over vertical signs, and/or modify the type of materials, colors, sign spacing, sign type, or other aspects such that this signage fits into the context and character of the area. The town shall incorporate welcoming and suggestive language rather than authoritative language. Use MUTCD Fabrication techniques, base sign height on user's perspective (i.e.: Pedestrian vs. Vehicular). Respond to the materials used when determining sign shape and form. (New)</p>
<p>BP 4.6.67</p>	<p><i>Minimize Quantities.</i> When deemed necessary by the Town Engineer, the Town shall locate vertical signs and ground plane signs primarily at intersections and junctions/entry points with other bicycle facilities. (New)</p>
<p>BP 4.6.78</p>	<p><i>Technology.</i> The Town shall incorporate the latest wayfinding technologies to complement physical wayfinding to be accessible with GPS and coordinate with existing online map tools and aps for hiking and biking communities. (New)</p>
<p>BP 4.6.9 DELETE</p>	<p><i>Visual Character Hierarchy.</i> The Town shall develop a graphic hierarchy based upon street classifications and develop a basic vocabulary of spatial features that assist wayfinding and imageability: identifiable places, landmarks and neighborhoods. (New) (Covered in BP 4.6.6)</p>