

TRACK-CHANGE OF 2012 GENERAL PLAN – GOALS & POLICIES
COMPARAISON TO BICYCLE + PEDESTRAIN MASTER PLAN
2-21-17

- Represents existing language
- Represents new language
- ~~Represents deleted or relocated language~~

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. [NO CHANGE – See Goal BP 4.1]

Policies

- M 4.2.1.1** **Safe and Convenient Access to Destinations.** The Town shall implement ~~develop~~ a non-motorized circulation system for predominately recreational and social purposes. This network shall provide that promotes 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. ~~all publicly owned parts of Town through roadways, sidewalks, paths, and trails for recreational and community social purposes.~~ [See Policy BP 4.1.1, Safe and Convenient Access to Destinations]
- ~~**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. [Revised and moved to new Goal BP 4.2 , Operations and Management, as Policy BP 4.2.1, Maintenance, and 4.2.2, Funding & Implementation]~~
- 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. [NO CHANGE – See Policy BP 4.1.2, Linkage]
- 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. [NO CHANGE – See Policy BP 4.1.3, Right-of-Way]
- ~~**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. [Revised and moved to new Goal BP 4.2., Operations and Management, as Policy BP 4.2.1, Maintenance, and 4.2.2, Funding & Implementation]~~

ADDED AND MOVED/REVISED POLICIES

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<u>BP 4.1.4</u>	<u>Conflicts. 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)</u>
<u>BP 4.1.5</u>	<u>Transfer Points. 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.</u>
<u>BP 4.1.6</u>	<u>Connection to Schools and Community Facilities. 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)</u>

Goal M 4.2.2

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

Policies

- M 4.2.2.1** **Interconnected and Continuous System.** The Town shall design, build and maintain develop an interconnected and continuous pedestrian system of public sidewalks, shared-use paths (paved), trails (unpaved), and appropriately enhanced street crossings for convenient and safe walking free of major impediments and obstacles. [See Policy BP 4.3.1, Interconnected and Continuous System]
- ~~**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. [Combined in Policy BP 4.3.2, Pedestrian-Friendly Streetscapes]~~
- M 4.2.2.3** **Safe and Accessible Facilities**~~Sidewalks~~. The Town shall develop safe and convenient pedestrian facilities sidewalks, paths, and trails that are universally accessible, properly designed and maintained for the safety of pedestrians. [See Policy BP 4.3.3, Safe and Accessible Facilities]
- M 4.2.2.4** **Pedestrian-Friendly Streetscapes**~~Streets~~. The Town shall ensure that ~~new~~ streets include the appropriate level of pedestrian-friendly accommodation 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, shade trees, plantings, seating where appropriate, wayfinding signage and other amenities. [See Policy BP 4.3.2, Pedestrian-Friendly Streetscapes]

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<u>BP 4.3.4</u>	<u>Low Impact Approach. As a low impact approach to providing pedestrian 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.</u>
<u>BP 4.3.5</u>	<u>Low Maintenance Design. As a low maintenance approach to providing connectivity between other bicycle and pedestrian facilities in select destinations, the Town shall consider a paved shared-use path along one side of the roadway or other similar methods.</u>
<u>BP 4.3.6</u>	<u>On-site Connectivity. The Town shall encourage a continuous pedestrian route between public pedestrian facilities and main entrances of public or semi-public buildings.</u>

Goal M 4.2.3

Integrated Bicycle System. To ~~provide create and maintain~~ a safe, comprehensive, and integrated bicycle system throughout the ~~T~~town that is accessible and compatible with traffic patterns, local land uses, and neighborhoods. [See Goal BP 4.4, Integrated Bicycle System]

Policies

- M 4.2.3.1** **Bicycle Circulation.** The Town shall ~~design, build, provide, improve,~~ and maintain a Bicycle Circulation System of ~~bike~~bicycle lanes, ~~and routes,~~ and shared-use paths through the ~~T~~town in accordance with updated Street Classifications and Route Maps of this Plan as depicted on the Bicycle Circulation Map (Figure 4.9). [See Policy BP 4.4.1, Bicycle Circulation]
- ~~**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. [Revised and moved to Goal BP 4.1, Non-Motorized Circulation System, as Policy BP 4.1.4, Conflicts, and Policy BP 4.4.2, Safe Facilities]~~
- ~~**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. [Policy BP 4.1.1, Safe and Convenient Access to Destinations, and Policy BP 4.1.4, Conflicts, generally address this policy]~~
- ~~**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. [Policy BP 4.1.1, Safe and Convenient Access to Destinations, and Policy BP 4.1.2, Linkage, generally address this policy]~~
- ~~**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. [Moved under new Goal 4.5, Traffic Calming, as Policy 4.5.2, Roundabouts]~~
- ~~**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. [Moved under new Goal 4.5, Traffic Calming, as Policy 4.5.1, Speed Management]~~
- ~~**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~~

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~~Circulation Map (Figure 4.9). [Revised and moved to new Goal BP 4.2., Operations and Management, as Policy BP 4.2.3, Regional Coordination]~~

M 4.2.3.8 Connection to Schools and Community Facilities. The Town shall ensure that its network of bicycle and pedestrian facilities ~~lanes and routes~~ includes safe access and convenient connections to schools and other community facilities throughout the Town, ~~where deemed appropriate from a traffic engineering perspective~~ [See Policy BP 4.1.6, Connection to Schools and Community Facilities]

ADDED AND MOVED/REVISED POLICIES

<u>BP 4.4.2</u>	<u>Safe Facilities. 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)</u>
<u>BP 4.4.3</u>	<u>Bicycle-Friendly Streetscapes. 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. (See Chapter 4).</u>
<u>BP 4.4.4</u>	<u>Bicycle Signals. Where bike lanes and routes encounter traffic signals, the Town should explore intersection modifications that would make crossing intersections safer for bicyclists.</u>

NEW GOAL

Goal PB 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.

ADDED AND MOVED/REVISED POLICIES

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<u>BP 4.2.1</u>	<u>Maintenance. The Town shall maintain bicycle and pedestrian facilities and its corresponding signage/wayfinding. (Policy 4.2.1.2 and Policy 4.2.1.5, Town's General Plan)</u>
<u>BP 4.2.2</u>	<u>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 4.2.1.2 and Policy M 4.2.1.5, Town's General Plan)</u>
<u>BP 4.2.3</u>	<u>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)</u>
<u>BP 4.2.4</u>	<u>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>
<u>BP 4.2.5</u>	<u>Enforcement. The Town shall enforce existing and consider new state and local statutes related to bicycles and pedestrians.</u>
<u>BP 4.2.6</u>	<u>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.</u>
<u>BP 4.2.7</u>	<u>Internal Planning Process. The Town shall implement internal policies that ensure proper communication and coordination among the various departments and sections working to improve bicycle and walking in Paradise Valley from planning through implementation.</u>
<u>BP 4.2.8</u>	<u>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.</u>

NEW GOAL

Goal BP 4.5: 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.

ADDED AND MOVED/REVISED POLICIES

<u>BP 4.5.1</u>	<u>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. (Policy 5.3.4.6, Town's General Plan)</u>
<u>BP 4.5.2</u>	<u>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)</u>
<u>BP 4.5.3</u>	<u>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.</u>
<u>BP 4.5.4</u>	<u>Narrowed Lanes. Where bike routes and lanes are provided, the Town shall narrow travel lanes in accordance with the updated Street Classifications and Routes. (See Chapter 4)</u>

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NEW GOAL

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.

ADDED AND MOVED/REVISED POLICIES

<u>BP 4.6.1</u>	<u>Comprehensive Wayfinding System. 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.</u>
<u>BP 4.6.2</u>	<u>Safe Facilities. 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.</u>
<u>BP 4.6.3</u>	<u>Resident Privacy. The Town shall only sign routes that are identified in this Plan.</u>
<u>BP 4.6.4</u>	<u>Community Character. The Town shall incorporate materials and the neutral color palette already established on existing PV signs to ensure continuity throughout Town.</u>
<u>BP 4.6.5</u>	<u>Maintenance. The Town shall establish a maintenance and replacement schedule to ensure signs are not faded or damaged.</u>
<u>BP 4.6.6</u>	<u>Aesthetic Appeal. The Town shall incorporate a subtle or 'softer' language in written text, use MUTCD fabrications techniques, base signage height on user height, and respond to the materials use when determining sign shape and form.</u>
<u>BP 4.6.7</u>	<u>Minimize Quantities. The Town shall locate vertical signs and ground plane signs primarily at intersections and junctions/entry points with other bicycle facilities.</u>
<u>BP 4.6.8</u>	<u>Technology. 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.</u>
<u>BP 4.6.9</u>	<u>Visual Character Hierarchy. 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.</u>

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MISSION STATEMENT

The introductory paragraph for Section 4.2. Non-Motorized Circulation, in the General Plan already encapsulates much of the mission for this Master Plan in describing the who, the what, the how, and the role of the Town in implementing its non-motorized circulation system. Using that introductory paragraph and the common themes heard during the resident input phase, below is the mission statement for this Plan:

*“Make the Town of Paradise Valley a pedestrian and bicycle-friendly town **focused foremost on its residents. The non-motorized circulation system will offer safe, walkable environments and bikeable environments that are compatible with the low-density, natural desert environment and design excellence for which the Town is known. This system will be supported by rule enforcement and education to best mitigate conflicts between different travel modes. It will provide a well-maintained, through-an-interconnected, and continuous pedestrian network with of sidewalks, and shared use trails and paths that are enjoyable places to walk, run and hike. Residents will have access to a designated bicycle circulation system compatible with existing motorized circulation routes and local neighborhoods will be provided.** located primarily on non-local roadways that provide access to local destinations such as resorts, schools, and nearby hiking spots. Bicyclists will be buffered from motor vehicles on more heavily traveled roads. Wayfinding for this bicycle circulation system will provide the least impactful signage that is both designed and in character to its location. Residents will be encouraged to integrate walking and bicycling into their daily activities to promote a healthier lifestyle and improve energy resource conservation. **By making the town’s non-motorized circulation system safe and enjoyable for its residents, this will additionally benefit the needs of employees within the town, resort guests, and people of all ages and abilities.”***

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The implementation measures listed below relate to bicycle and pedestrian facilities that are in the 2012 General Plan. This list shows the proposed edited and added implementation measures.

Table 4.5-1. Mobility Implementation Program		2017-2019 2012-2015	2020-2024 2016-2020	2025-2029 2021-2024	Annual	Ongoing
1. <u>Coordinate with adjacent cities on mutually beneficial projects, potential project cost sharing, mapping, shared parking, trolley and transit routes and stops and Town Engineer will continue coordinating with adjacent communities to ensure safe and efficient linkages. and review and comment on projects that affect the Town. Timely projects with the City of Phoenix include 32nd Street and Tatum Blvd improvement. . [See Mobility Implementation Measure 13 of Master Plan]</u>						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 <u>for both motorized vehicles and bicyclists</u> on a neighborhood basis as requested by individual neighborhoods. This should include an assessment of various techniques, development guidelines, cost sharing, administrative processes es for the potential installation of individual devices, and maintain a list of various traffic calming measures. <u>Consider priority traffic/bicycle calming projects at Camelback manor Drive/Lincoln and Doubletree Ranch Road at the Town's eastern boundary. [See Mobility Implementation Measure 6 of Master Plan]</u>						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					

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5. Promote local transit services for the Town and Special Event transit services for resort visitors; and, ensure that public transit stops <u>and trolley stops</u> in the Town are functional and attractive. Cooperate with transit agencies, and neighboring jurisdictions <u>and local resorts</u> for <u>improving transit, trolley, and ride share pick up points and produce route maps that are shared with residents, resorts and adjacent communities. the continuance of regular public transit service along Tatum Blvd. [See Mobility Implementation Measure 14 of Master Plan]</u>		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, <u>buffered</u> bike lanes, bike routes, multi-use trails, recreational trails, and recreational shared-use paths <u>ways, and wayfinding/signage system and incorporate into an asset management program.</u> This inventory <u>combined with the Project Prioritization Criteria</u> will assist in determining priorities for ongoing improvement of the network. <u>[See Mobility Implementation Measure 1 of Master Plan]</u>		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 4.2.3.1, 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.residents' health, safety, welfare, and community pride to improve access to local and regional parks and recreation systems. <u>[See Mobility Implementation Measure 2 of Master Plan]</u>		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					
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. [This is the Bicycle + Pedestrian Master Plan]			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					

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Responsible Party(ies)	Community Development, Engineering Division supported by Town Council, Public Works Department					
11. Develop and maintain a high quality roadway design <u>of the roadway, bicycle and pedestrian network</u> 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. <u>[See Mobility Implementation Measure 3 of Master Plan]</u>						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					
12. Update Maintain existing <u>Motorized and Non-Motorized Circulation Maps and both motorized and non-motorized cross sections standards. Rights of Way cross sections and to reflect those identified in this Plan and</u> revise when necessary to allow for innovative alignments, abandonments, and shared use by <u>different travel modes as non-motorized and motorized users where</u> appropriate. <u>[See Mobility Implementation Measure 4 of Master Plan]</u>						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					
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. [This was done in 2012]		X				
Implements Which Policy(ies)	M 4.4.1.2					
Responsible Party(ies)	Community Development Department					

ADDED IMPLEMENTATION MEASURES

Table _____. Non-Motorized Mobility Implementation Program		2017-2019	2020-2024	2025-2029	Annual	Ongoing
5. <u>Complete high priority projects that increase safety, improve linkages and loops to destinations desired by residents. (New)</u>		X	X			X
<u>Implements Which Policy(ies)</u>	<u>TO BE DEVELOPED</u>					
<u>Responsible Party(ies)</u>	<u>Public Works Department , Engineering Division supported by Community</u>					

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	<u>Development, Town Council and Town Manager</u>					
Table _____. Non-Motorized Mobility Implementation Program		2017-2019	2020-2024	2025-2029	Annual	Ongoing
7. <u>Develop education and enforcement programs, activities, and web based and print materials including such things as maps, special education events and activities, traffic enforcement days/weeks, school visits, walk and bike days, and exclusive use times/days on select bicycle facilities. Distribute maps and information widely in Town offices, libraries, schools, bike shops, resorts, and other recreational retail outlets. Solicit advertisers and sponsor to offset printing costs. (New)</u>		X				X
<u>Implements Which Policy(ies)</u>	<u>TO BE DEVELOPED</u>					
<u>Responsible Party(ies)</u>	<u>Community Development, Engineering Division Public Works Department supported by Town Council</u>					
8. <u>Complete the Wayfinding/Signage schematic design phase with a professional environmental graphic designer for the signage types defined in this Plan. (New)</u>			X			
<u>Implements Which Policy(ies)</u>	<u>TO BE DEVELOPED</u>					
<u>Responsible Party(ies)</u>	<u>Community Development, Public Works supported by the Town Council and Town Manager</u>					
9. <u>Prioritize installation of appropriate signage as identified in this Plan prior to major striping revisions and/or buffered bike lane, trail or shared-use path construction as a lower cost means of communicating information to bicylists, pedestrians and drivers of motorized vehicles. (New)</u>			X			
<u>Implements Which Policy(ies)</u>	<u>TO BE DEVELOPED</u>					
<u>Responsible Party(ies)</u>	<u>Public Works Department supported by Community Development, Engineering Division</u>					

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Table _____. Non-Motorized Mobility Implementation Program		2017-2019	2020-2024	2025-2029	Annual	Ongoing
<u>10. Develop wayfinding technology as described in this Plan to supplement any signage or pavement markings. (New)</u>			<u>X</u>			<u>X</u>
<u>Implements Which Policy(ies)</u>	<u>TO BE DEVELOPED</u>					
<u>Responsible Party(ies)</u>	<u>Community Development, Engineering Division, Public Works Department supported by Town Council</u>					
<u>11. Coordinate with local resorts on desired bicycle and pedestrian routes for guests, potential shared parking and seasonal trolleys. (New)</u>		<u>X</u>				<u>X</u>
<u>Implements Which Policy(ies)</u>	<u>TO BE DEVELOPED</u>					
<u>Responsible Party(ies)</u>	<u>Community Development, Public Works Department supported by Town Council and Town Manager</u>					
<u>12. Designate a Town staff person to represent the Town of Paradise Valley on the MAG Pedestrian and Bicycle Committee 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. (New)</u>		<u>X</u>				<u>X</u>
<u>Implements Which Policy(ies)</u>	<u>TO BE DEVELOPED</u>					
<u>Responsible Party(ies)</u>	<u>Community Development, Public Works Department</u>					
<u>15. Implement internal policies that ensure proper communication and coordination among the various departments and sections working to improve bicycle and walking in Paradise Valley. (New)</u>		<u>X</u>				<u>X</u>
<u>Implements Which Policy(ies)</u>	<u>TO BE DEVELOPED</u>					
<u>Responsible Party(ies)</u>	<u>Community Development, Engineering Division, Public Works Department supported by Town Manager</u>					

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Table _____. Non-Motorized Mobility Implementation Program		2017-2019	2020-2024	2025-2029	Annual	Ongoing
<u>16. Institute a pavement reduction plan on local streets where appropriate to lessen long term maintenance costs and to provide unpaved pedestrian space within the public right of way. (New)</u>				X		X
<u>Implements Which Policy(ies)</u>	<u>TO BE DEVELOPED</u>					
<u>Responsible Party(ies)</u>	<u>Engineering Division, Public Works Department</u>					
<u>17. Review Town codes, standards, policies and procedures to ensure they include guidelines for providing a continuous pedestrian route between public pedestrian facilities and main entrances of public or semi-public buildings. (New)</u>			X			X
<u>Implements Which Policy(ies)</u>	<u>TO BE DEVELOPED</u>					
<u>Responsible Party(ies)</u>	<u>Community Development, Engineering Division</u>					
<u>18. Develop capital improvement, operations and management budgets to properly develop, maintain and improve the bicycle and pedestrian network and the related wayfinding system in the Town. (New)</u>		X				X
<u>Implements Which Policy(ies)</u>	<u>TO BE DEVELOPED</u>					
<u>Responsible Party(ies)</u>	<u>Town Manager supported by Community Development, Public Works</u>					