

1
2 When recorded, return to:
3 Paradise Valley Town Attorney
4 6401 East Lincoln Drive
5 Paradise Valley, Arizona 85253

6
7 **RESOLUTION NUMBER 2018-06**

8
9 **A RESOLUTION OF THE MAYOR AND COUNCIL OF**
10 **THE TOWN OF PARADISE VALLEY, ARIZONA**
11 **ACCEPTING AND ADOPTING THE WALK & BIKE**
12 **PLAN AND APPROVING A MINOR AMENDMENT TO**
13 **THE TOWN OF PARADISE VALLEY 2012 GENERAL**
14 **PLAN THAT IMPLEMENTS NEW GOALS AND**
15 **POLICIES RELATED TO THE WALK & BIKE PLAN**

16
17 WHEREAS, Arizona Revised Statutes §9-461.08 authorizes a municipality to
18 prepare and adopt specific plans based on its general plan, including measures required
19 to insure the execution of the general plan; and

20 WHEREAS, on May 26, 2016 the Paradise Valley Town Council (“Town
21 Council”) retained Coffman Studio, PLLC, to work with the community and Town of
22 Paradise Valley (the “Town”) on a specific plan for bicycles and pedestrian facilities
23 (the “Walk & Bike Plan”); and

24 WHEREAS, the 2012 General Plan for the Town of Paradise Valley was adopted
25 by the Paradise Valley Town Council (“Town Council”) by Resolution 1243 on
26 November 10, 2011 and was ratified by the Paradise Valley voters on March 13, 2012;
27 and

28 WHEREAS, Arizona Revised Statutes §9-461.06 and Section 1.3, Purpose of
29 the General Plan, of the 2012 General Plan recognize general plans will change over
30 time and necessitate amendments; and

31 WHEREAS, the Walk & Bike Plan is a specific plan for bicycle and pedestrian
32 facilities and fulfills one of the Town Council’s Quality of Life Initiatives and an

1 implementation measure that was part of the 2012 General Plan; and

2 WHEREAS, the 2012 General Plan is a statement of Town of Paradise Valley
3 policy and a guide of long-term perspectives and certain policies relating to bicycle
4 and pedestrian goals and policies should be amended to reflect the changes
5 recommended in the Walk & Bike Plan; and

6 WHEREAS, through the public engagement process that was integral to the
7 Walk & Bike Plan, certain goals, policies, maps, and implementation measures in the
8 2012 General Plan related to walking and biking should be revised and expanded; and

9 WHEREAS, Section 9.4 of the 2012 General Plan defines a major amendment
10 being either a change in the land use designation on the General Plan Land Use Map
11 or a change in the functional classification of a roadway to a higher capacity
12 classification, thus the Walk & Bike Plan is not subject to the higher standard of
13 procedural review and public scrutiny of a major amendment as no land use changes
14 or roadway classifications are included in the Walk & Bike Plan; and

15 WHEREAS, the proposed amendments to the 2012 General Plan engendered by
16 the acceptance and implementation of the Walk & Bike Plan are hereby deemed to be
17 a minor amendment to the 2012 General Plan; and

18 WHEREAS, the Town has exceeded the required public engagement, noticing,
19 and public meeting requirements for a specific plan as described in Arizona Revised
20 Statutes §9-461.09; and

21

22

23

1 WHEREAS, on February 20, 2018 the Paradise Valley Planning Commission
2 held a public hearing, as required by law, and voted 6 to 0, to forward the Walk & Bike
3 Plan to the Town Council with a recommendation that it be adopted as a specific plan
4 and forwarded to the Town Council a recommendation of approval for the minor
5 amendment to the General Plan; and

6 WHEREAS, the Town Council has reviewed and received public comment on
7 the Walk & Bike Plan; and believes the adoption of this plan is in the best interest of
8 the Town.

9 **NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND**
10 **COUNCIL OF THE TOWN OF PARADISE VALLEY, ARIZONA AS**
11 **FOLLOWS:**

12 SECTION 1. The Town Council hereby: accepts the Walk & Bike Plan attached
13 as Exhibit “A” hereto and incorporated herein by this reference; and designates it to be
14 a specific plan of the Town related to bicycle and pedestrian facilities and
15 improvements in the Town.

16 SECTION 2. The Town Council directs Town staff to engage in the activities
17 aimed at implementing the Walk & Bike Plan.

18 SECTION 3. The Town hereby amends the 2012 General Plan and declares that
19 the entire Walk & Bike Plan is a supplement to the 2012 General Plan.

20 SECTION 4. By the adoption of the Walk & Bike Plan, certain sections of the
21 2012 General Plan are hereby specifically amended, as shown in Exhibit “B” and the
22 specific track change edits of the goals, policies and implementation measures, as
23 shown in Exhibit “C,” hereto, and as further described as:

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47

CERTIFICATION

I, Duncan Miller, Town Clerk, certify that this is a correct copy of Resolution Number _____duly adopted by the Town Council of Paradise Valley at a meeting held on the this ____th day of _____, 2018. This Ordinance appears in the minutes of the meeting, and has not been rescinded or modified and is now in effect. I further certify that the municipal corporation is duly organized and existing, *and* has the power to take the action called for by the foregoing ordinance.

Duncan Miller, Town Clerk

1 EXHIBIT A – Walk & Bike Plan

1 EXHIBIT B – 2012 General Plan Strike-Out
2

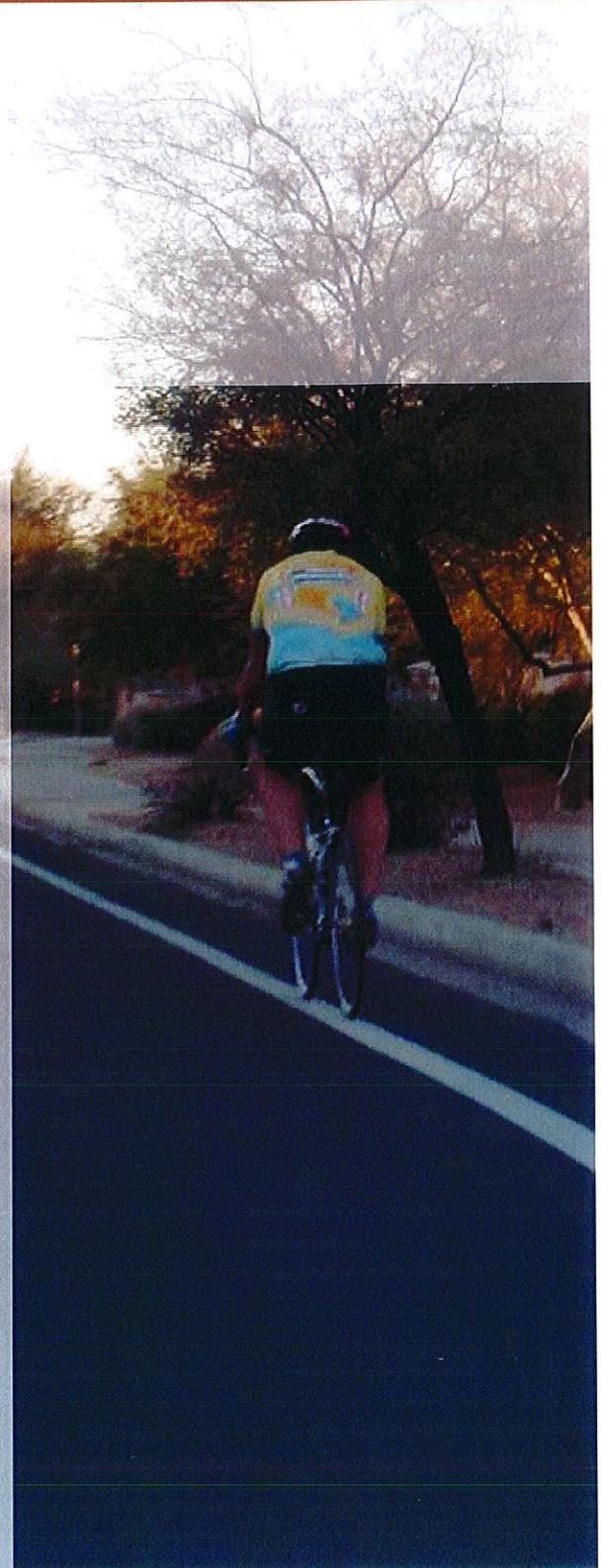
The Walk & Bike Plan revises and replaces the goals and policies of Section 4.2, Non-Motorized Circulation; the implementation measures related to non-motorized circulation facilities for walking and biking of Section 4.5, Implementation Measures; and the maps, facility definitions, and typical cross-sections of Section 4.6, Maps and Standards.

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.

NOTE: The goals and policies of Section 4.2, Non-Motorized Circulation is replaced by the goals and policies of the Walk & Bike Plan adopted by Resolution 2018-06

~~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 Intereconnected and Continuous System.** The Town shall develop an intereconnected 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.~~

- ~~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.

MOBILITY

- 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

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.

NOTE: The Implementation Measures of the Walk & Bike Plan adopted by Resolution 2018-06 replace Implementation Measures 1, 2, 5, 6, 7, 9, 11, 12, and 14 of Section 4.5, Implementation Measures, noted below. There are no changes to Implementation Measures 3, 4, 8, 10, and 13.

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					

MOBILITY

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					

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					

NOTE: Section 4.6, Map and Standards, is replaced by the maps and standards of the Walk & Bike Plan adopted by Resolution 2018-06

~~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

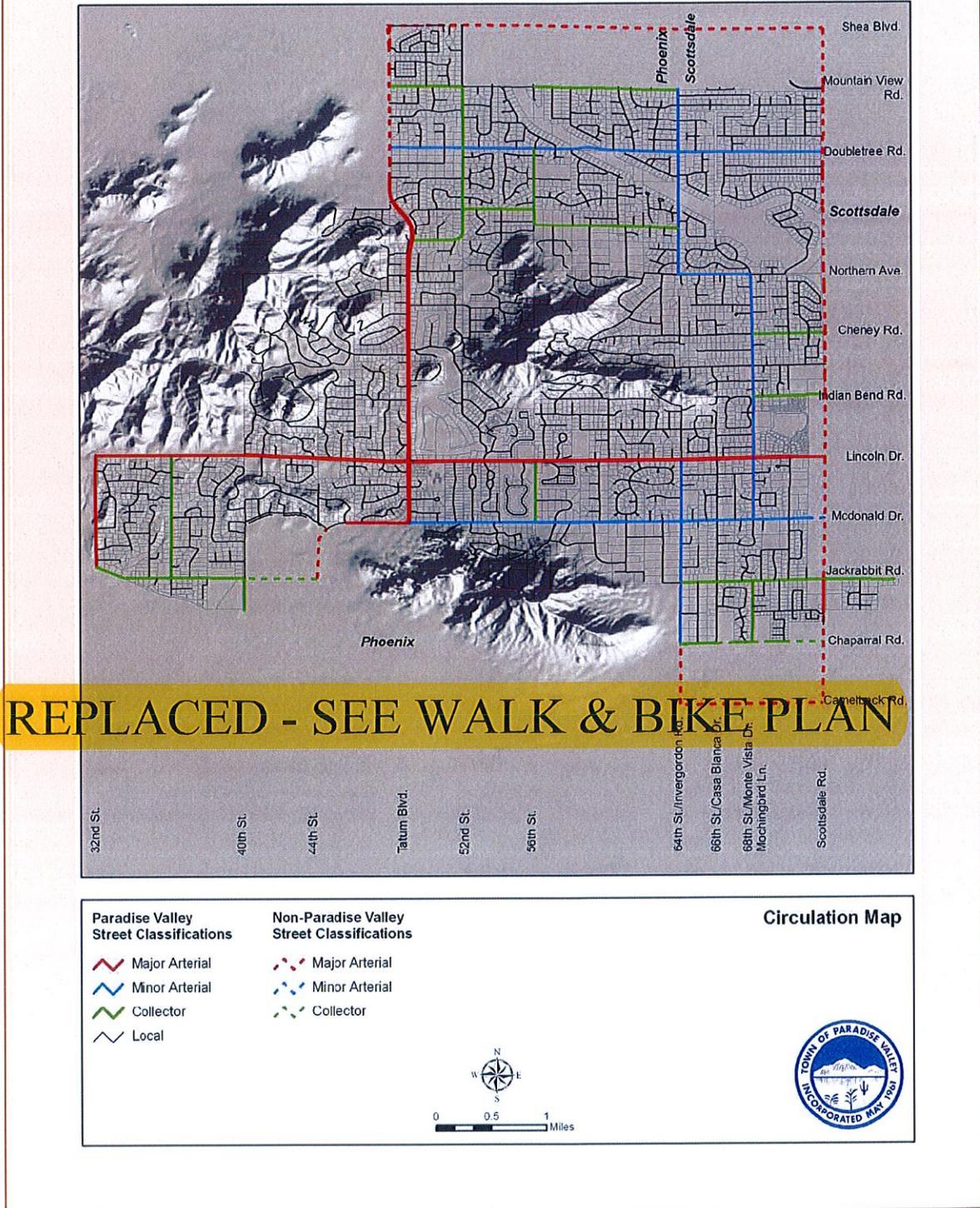


Table 4.1: Circulation Map Classifications and Standards

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

REPLACED - SEE WALK & BIKE PLAN

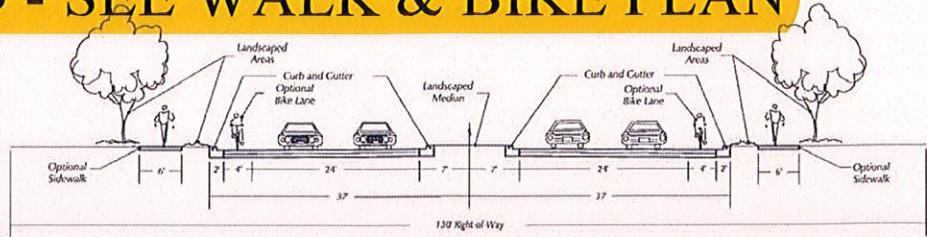


Figure 4.3: Typical Minor Arterial Cross-Section (With Median)

REPLACED - SEE WALK & BIKE PLAN

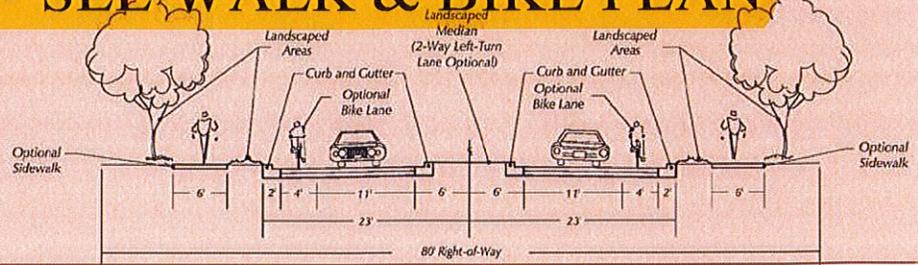


Figure 4.4: Typical Minor Arterial Cross-Section (Without Median)

REPLACED - SEE WALK & BIKE PLAN

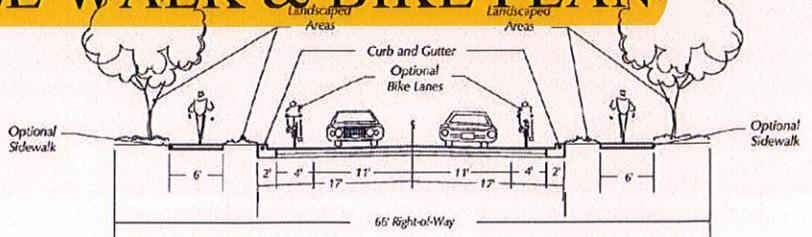


Figure 4.5: Typical Collector Cross-Section

REPLACED - SEE WALK & BIKE PLAN

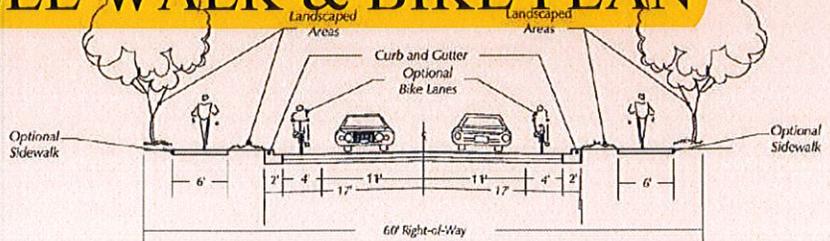
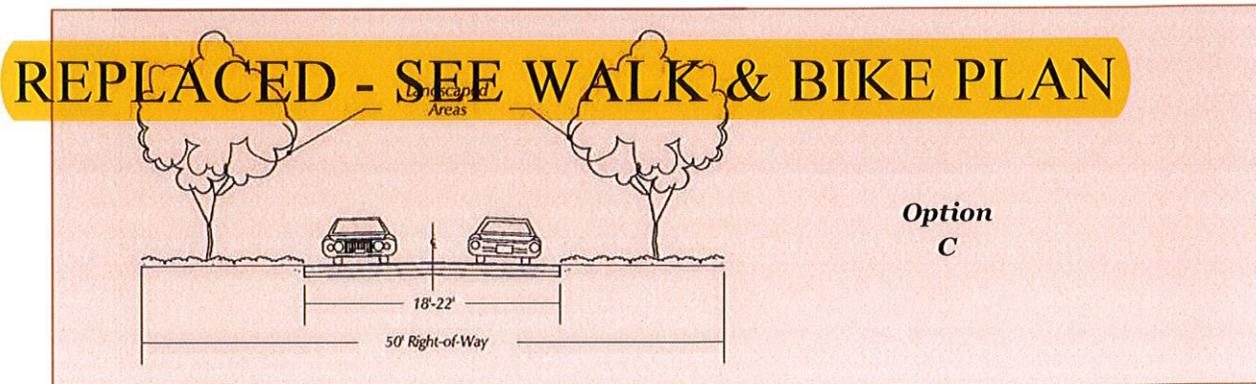
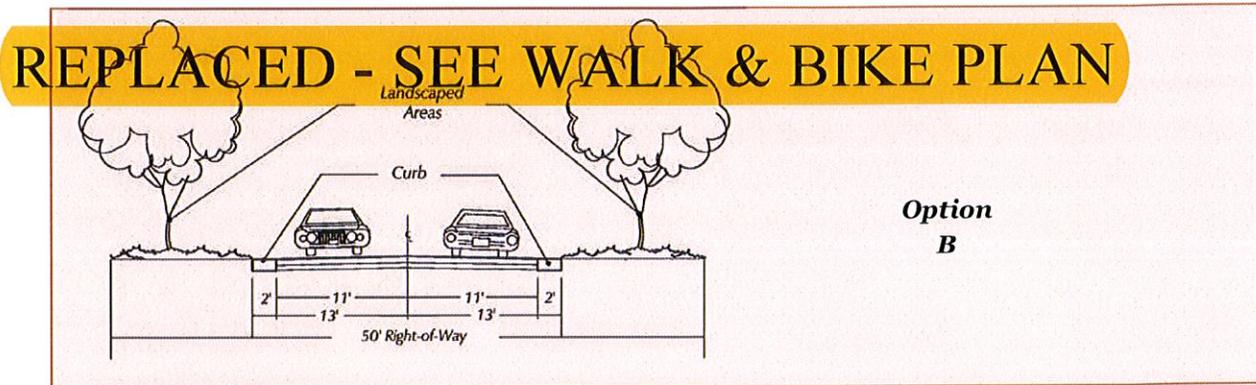
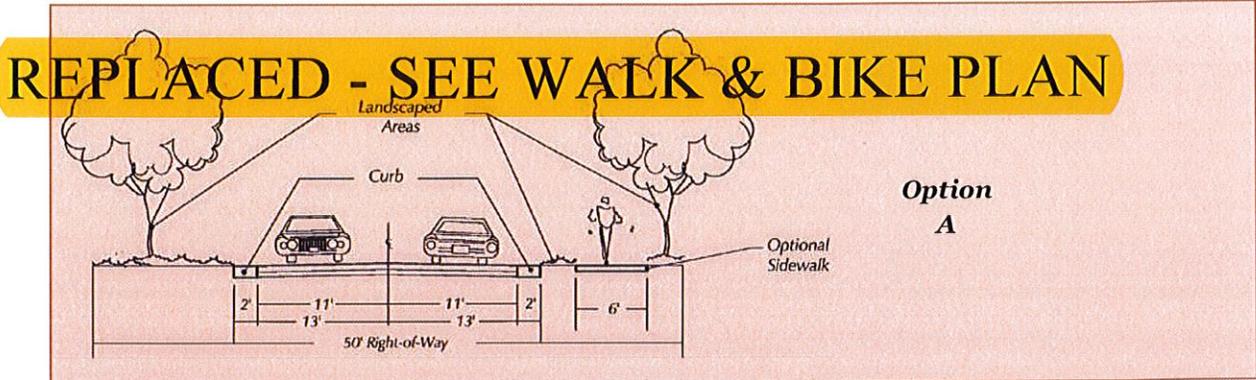


Figure 4.6: Typical Local Cross-Sections (Options A, B, and C)



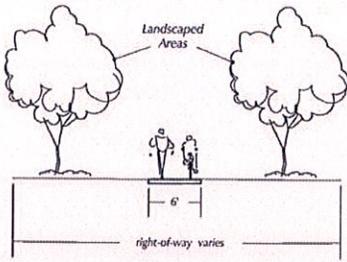


Figure 4.7: Typical Sidewalk Cross-Section

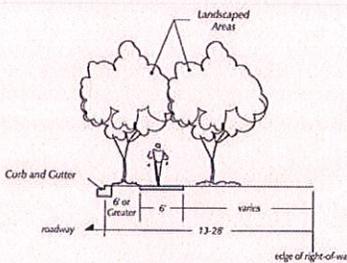


Figure 4.8: Typical Recreational Path Cross-Section

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.

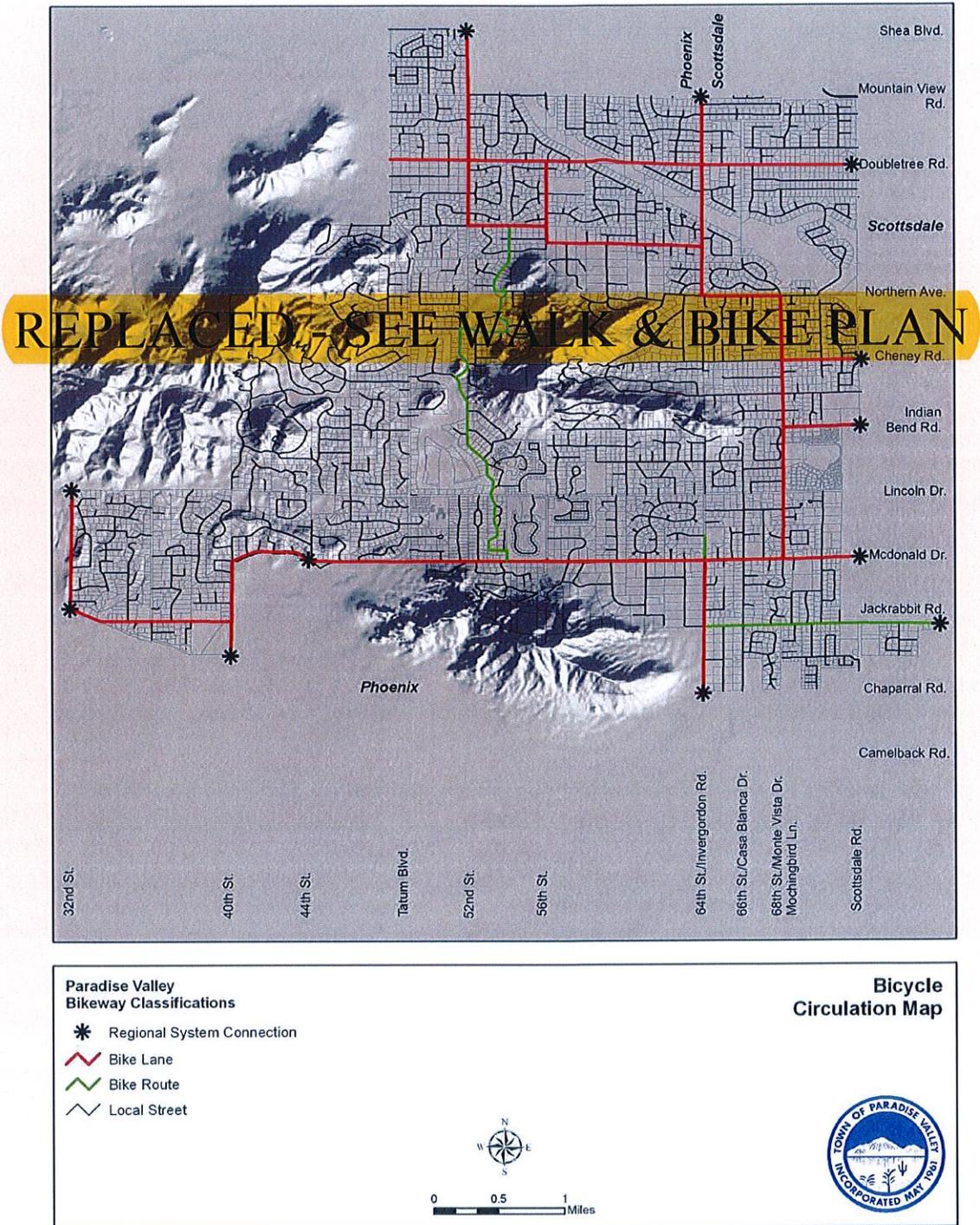
Sidewalk

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 4.9 Non-Motorized 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).

1 EXHIBIT C – Track Changes to 2012 General Plan
2 Goals, Policies, Implementation Measures

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

The Goals and Policies of the Walk & Bike Plan replaces the Goals and Policies of Section 4.2 in the 2012 General Plan.

The three goals in Section 4.2 of the 2012 General Plan remain, with very minor edits to these existing goals as described in this document below. The three existing goals that remain are Non-Motorized Circulation System, Integrated Pedestrian System, and Integrated Bicycle System. There are three new goals added. They are Operations + Management, Traffic Calming, and Wayfinding.

The policies of the three existing goals in Section 4.2 of the 2012 General Plan remain, although many have been edited and moved to other goals in this Plan as described in this document. The Non-Motorized Circulation System goal adds a new policy related to transfer points such as local transit stops, seasonal trolley stops, and ride-share locations. Three new policies are added under the Integrated Pedestrian System goal. These policies relate to following a low impact approach with the street serving as the pedestrian facility on local roads, a low maintenance design in requiring a pedestrian and bicycle facility on only one side of the street, and a provision for on-site connectivity for pedestrian routes to the main entrances of public and semi-public buildings. The Integrated Bicycle System goal has two new policies. One new policy on bicycle-friendly streetscapes to provide an appropriate level of design, wayfinding, and crossings. Along with a second new policy on exploring modifications for bicycle signals where bike lanes and routes encounter traffic signals. The three new goals mentioned above include some policies moved from the existing goals and new policies as described in this document below.

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 WB 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 WB 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 WB 4.2 , Operations and Management, as Policy WB 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 WB 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 WB 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 WB 4.2., Operations and Management, as Policy WB 4.2.1, Maintenance, and 4.2.2, Funding & Implementation]~~

ADDED AND MOVED/REVISED POLICIES

<u>WB 4.1.4</u>	<u>Motorists, Bicyclists, and Pedestrian Conflicts.</u> The Town shall develop safe and convenient bikeways-bicycle and pedestrian facilities that reduce potential conflicts between bicyclists and motor vehicles and bicyclists and pedestrians. <u>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>WB 4.1.5</u>	<u>Transfer Points.</u> 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)
<u>WB 4.1.6</u>	<u>Connection to Schools and Community Facilities.</u> The Town shall ensure that its network of bicycle lanes-and routes-and pedestrian facilities includes safe access and convenient connections to schools and other community facilities throughout the Town, where deemed appropriate from a traffic engineering perspective. (Policy M 4.2.3.8, Town’s General Plan)

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 WB 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 trails, sidewalks, recreation paths, trails, and appropriately enhanced street crossings for convenient and safe walking free of major impediments and obstacles. [See Policy WB 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 WB 4.3.2, Pedestrian-Friendly Streetscapes]~~

M 4.2.2.3 **Safe and Accessible FacilitiesSidewalks.** 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 WB 4.3.3, Safe and Accessible Facilities]

M 4.2.2.4 **Pedestrian-Friendly StreetscapesStreets.** 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, and where appropriate seating,

wayfinding signage, and other amenities. [See Policy WB 4.3.2, Pedestrian-Friendly Streetscapes]

ADDED AND MOVED/REVISED POLICIES

<p><u>WP 4.3.4</u></p>	<p><u>Low Impact Approach. As a low impact approach to providing pedestrian 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 the scale and character of the neighborhood. (New)</u></p>
<p><u>WP 4.3.5</u></p>	<p><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 recreation path along only one side of the roadway or other similar methods. (New)</u></p>
<p><u>WP 4.3.6</u></p>	<p><u>On-site Connectivity. The Town shall encourage a continuous pedestrian route connecting public Pedestrian Facilities to the main entrances of public or semi-public buildings. (New)</u></p>

Goal M 4.2.3

Integrated Bicycle System. To provide create and maintain a safe, comprehensive, and integrated bicycle system throughout the Ttown that is accessible and compatible with traffic patterns, local land uses, and neighborhoods. [See Goal WB 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 bikebicycle lanes, and routes and recreation paths through the Ttown in accordance with updated Street Classifications and maps of this Plan as depicted on the Bicycle Circulation Map (Figure 4.9). [See Policy WB 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 WB 4.1, Non-Motorized Circulation System, as Policy WB 4.1.4, Conflicts, and Policy WB 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 WB 4.1.1, Safe and Convenient Access to Destinations, and Policy WB 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 WB 4.1.1, Safe and Convenient Access to Destinations, and Policy WB 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 WB 4.5.2, Roundabouts]

TRACK-CHANGE OF 2012 GENERAL PLAN – GOALS & POLICIES
 COMPARAISON TO BICYCLE + PEDESTRIAN MASTER PLAN

02-20-18

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 WB 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 Circulation Map (Figure 4.9).[Revised and moved to new Goal WB 4.2., Operations and Management, as Policy WB 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

<p><u>WP 4.4.2</u></p>	<p>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.</p> <p><u>Safe Facilities.</u> 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><u>WP 4.4.3</u></p>	<p><u>Bicycle-Friendly Streetscapes.</u> 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 maps of this Plan. (New).</p>
<p><u>WB 4.4.4</u></p>	<p><u>Bicycle Signals.</u> Where bike lanes and routes encounter traffic signals, the Town should explore intersection modifications that would make crossing intersections safer for bicyclists. (New)</p>
<p><u>WB 4.4.5</u></p>	<p><u>Bike Share Options.</u> Docking Bike Share options are preferred over dockless Bike Share options as a means to mitigate visual clutter and prevent the placement of bicycles in unsafe locations that may impede visibility and/or block access.</p>
<p><u>WB 4.4.6</u></p>	<p><u>Bike Share Parking.</u> Bike Share programs shall include incentives and/or disincentives to manage bicycle parking issues to encourage that people return bikes to designated parking locations approved by the Town.</p>

NEW GOAL

Goal WB 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

TRACK-CHANGE OF 2012 GENERAL PLAN – GOALS & POLICIES
 COMPARAISON TO BICYCLE + PEDESTRIAN MASTER PLAN

02-20-18

<u>WB 4.2.1</u>	<p><u>Maintenance.</u> 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)</p> <p>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</p> <p>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.</p>
<u>WB 4.2.2</u>	<p><u>Funding & Implementation.</u> 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)</p>
<u>WB 4.2.3</u>	<p><u>Regional Coordination Bikeway System.</u> The Town shall coordinate with regional transportation authorities to ensure that regional bikeway system designations are consistent with the Town's Bicycle Circulation Map. 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 this Plan, and be kept aware of potential funding sources. (Policy M 4.2.3.7, Town's General Plan)</p>
<u>WB 4.2.4</u>	<p><u>Education.</u> 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 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. (New)</p>
<u>WB 4.2.5</u>	<p><u>Enforcement.</u> The Town shall enforce existing and consider new state and local statutes related to bicycles and pedestrians. (New)</p>
<u>WB 4.2.6</u>	<p><u>Internal Planning Process.</u> The Town shall implement internal policies that ensure proper communication and coordination among the various departments and sections working to improve biking and walking in Paradise Valley. (New)</p>
<u>WB 4.2.7</u>	<p><u>Resort Coordination.</u> 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)</p>

NEW GOAL

Goal WB 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>WB 4.5.1</u>	<p><u>Speed Management Policies.</u> 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 and pedestrians. (Policy 5.3.4.6, Town's General Plan)</p>
<u>WB 4.5.2</u>	<p><u>Roundabouts.</u> 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>
<u>WB 4.5.3</u>	<p><u>Intersections.</u> 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>

NEW GOAL

Goal WB 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>WB 4.6.1</u>	<u>Safe Facilities. The Town shall create safer bicycle and pedestrian facilities through the appropriate use of signage and wayfinding that provides accessibility to a wide range of users and educates and informs about the rules of the road. (New)</u>
<u>WB 4.6.2</u>	<u>Resident Privacy. The Town shall only publicize routes that are identified in this Plan. (New)</u>
<u>WB 4.6.3</u>	<u>Community Character. The Town shall incorporate materials and the neutral color palette already established on existing Town signs to ensure continuity throughout Town. (New)</u>
<u>WB 4.6.4</u>	<u>Maintenance. The Town shall establish a maintenance and replacement schedule to ensure signs are not faded or damaged. (New)</u>
<u>WB 4.6.5</u>	<u>Aesthetic Appeal. The Town desires to minimize visual clutter through allowing the minimum signs needed/required, a preference for ground plane signs over vertical signs, and the selection of materials, colors, sign spacing, or other aspects that best fits into the context and character of the area. (New)</u>
<u>WB 4.6.6</u>	<u>Minimize Quantities. When deemed necessary by the Town Engineer, the Town shall locate signs primarily at intersections and junctions/entry points with other bicycle facilities. (New)</u>
<u>WB 4.6.7</u>	<u>Technology. The Town shall incorporate the latest wayfinding technologies to complement physical wayfinding to be accessible with Global Positioning System (GPS) and coordinate with existing online map tools and digital applications for hiking and biking. (New)</u>

TRACK-CHANGE OF 2012 GENERAL PLAN - IMPLEMENTATION MEASURES COMPARAISON TO WALK & BIKE PLAN

1-16-17

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

This document describes how the Walk & Bike Plan modifies the Implementation Measures of Section 4.5 in the 2012 General Plan. The Walk & Bike Plan modifies 9 of 14 Implementation Measures listed in Table 4.5-1, Mobility Implementation Program, of the 2012 General Plan. These include Implementation Measures 1, 2, 5, 6, 7, 9, 11, 12, and 14. The other 5 Implementation Measures in Table 4.5-1 of the 2012 General Plan remain, as these measures relate to matters other than walking and biking. The Walk & Bike Plan adds 6 additional Implementation Measures.

Table 4.5-1. Mobility Implementation Program		2018-2020 2012-2015	2021-2025 2016-2020	2026-2030 2021-2030	Annual	Ongoing
<p>1. Coordinate with adjacent municipalities on mutually beneficial projects, potential project cost sharing, mapping, shared parking, and trolley/transit routes/stops. Town Engineer will continue coordinating with adjacent communities to ensure safe and efficient linkages, and review and comment on projects that affect the Town. [See Implementation Measure 11 of Walk & Bike Plan]</p>		X				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, <u>WB 4.2.2, WB 4.2.3, WB 4.3.1, WB 4.4.1</u>					
Responsible Party(ies)	Community Development, Engineering <u>(Primary)</u> Division supported by Town Council					
<p>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, <u>design/development</u> guidelines, cost sharing, administrative processes for the potential installation of individual <u>techniques/devices</u>, and maintain a list of various traffic calming measures. <u>Consider priority traffic/bicycle calming projects at Camelback Manor Drive/Lincoln and Hummingbird Lane near Mummy Mountain. [See Implementation Measure 6 of Walk & Bike Plan]</u></p>		X				X
Implements Which Policy(ies)	<u>WB 4.5.1 thru WB 4.5.3, 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</u>					
Responsible Party(ies)	Community Development, Engineering <u>(Primary)</u> Division supported by Town Council					

TRACK-CHANGE OF 2012 GENERAL PLAN - IMPLEMENTATION MEASURES
 COMPARAISON TO WALK & BIKE PLAN
 1-16-17

<p>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 Implementation Measure 12 of Walk & Bike Plan]</u></p>	X				X
<p>Implements Which Policy(ies)</p>	WB 4.2.7, M 4.3.2.1, M 4.3.2.2				
<p>Responsible Party(ies)</p>	Town Council, Town Manager (Primary), supported by Public Works/ Department Community Development, Engineering Division				
<p>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. [See Implementation Measure 1 of Walk & Bike Plan]</p>					X
<p>Implements Which Policy(ies)</p>	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 WB 4.1.1 thru WB 4.1.3, WB 4.1.6, WB 4.2.1 thru WB 4.2.3, WB 4.4.1, WB 4.4.2,				
<p>Responsible Party(ies)</p>	Community Development, Engineering (Primary) Division supported by Public Works Department				
<p>7. Use asset management techniques to Define and implement long-range program for the construction and maintenance of the Town's 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. [See Implementation Measure 2 of Walk & Bike Plan]</p>	X	X		X	X
<p>Implements Which Policy(ies)</p>	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 WB 4.1.1, WB 4.2.2, WB 4.2.6, WB 4.4.1, WB 4.6.4				
<p>Responsible Party(ies)</p>	Community Development, Engineering (Primary) Division, Public Works Department supported by Town Council				
<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. [This is the Bicycle + Pedestrian Master Plan]</p>		X			
<p>Implements Which Policy(ies)</p>	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				

TRACK-CHANGE OF 2012 GENERAL PLAN - IMPLEMENTATION MEASURES
COMPARAISON TO WALK & BIKE PLAN

1-16-17

Responsible Party(ies)	Community Development, Engineering Division supported by Town Council, Public Works Department					
<p>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 <u>calming and control techniques</u> counts, <u>intersection enhancements, traffic counts, and high quality hardscaping and landscaping.</u> <u>[See Implementation Measure 3 of Walk & Bike Plan]</u></p>						X
Implements Which Policy(ies)	<u>WB 4.1.4, WB 4.3.2, WB 4.4.3, WB 4.5.1 thru WB 4.5.3, WB 4.6.3, WB 4.6.5, 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</u>					
Responsible Party(ies)	Community Development, Engineering <u>(Primary) Division</u> –Public Works Department <u>supported by Town Council</u>					
<p>12. PreserveMaintain existing rRights-of-wWay, <u>except when necessary to implement the maps and standards adopted by the Town (e.g. Walk & Bike Plan, Visually Significant Corridors Mater Plan, and General Plan), or cross sections and revise</u> when necessary to allow for innovative alignments, abandonments, <u>or and</u> shared use by <u>different travel modes as non-motorized and motorized users where appropriate.</u> <u>[See Implementation Measure 4 of Walk & Bike Plan]</u></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 <u>(Primary)Division</u>					
<p>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. <u>[This was done in 2012]</u></p>		X				
Implements Which Policy(ies)	M 4.4.1.2					
Responsible Party(ies)	Community Development Department					

TRACK-CHANGE OF 2012 GENERAL PLAN - IMPLEMENTATION MEASURES
 COMPARAISON TO WALK & BIKE PLAN
 1-16-17

ADDED IMPLEMENTATION MEASURES

Table _____, Non-Motorized Mobility Implementation Program		2018-2020	2021-2025	2026-2030	Annual	Ongoing
5. <u>Complete high priority projects that best meet the project prioritization criteria of this Plan. (New)</u>		<u>X</u>	<u>X</u>			<u>X</u>
<u>Implements Which Policy(ies)</u>	<u>WB 4.1.1 thru WB 4.1.6, WB 4.2.3, WB 4.2.4, WB 4.3.1, WB 4.3.3 thru WB 4.3.6, WB 4.4.2 thru WB 4.4.4, WB 4.5.1 thru WB 4.5.3, WB 4.6.1 thru WB 4.6.7</u>					
<u>Responsible Party(ies)</u>	<u>Engineering (Primary), Public Works Department, Community Development</u>					
7. <u>Develop education programs, activities, and/or web based and print materials related to aiding enforcement and guidance to persons about the Town's transportation network (e.g. maps, special education events and activities, traffic enforcement days/weeks, school visits, walk and bike days, wayfinding technology). (New)</u>		<u>X</u>				<u>X</u>
<u>Implements Which Policy(ies)</u>	<u>WB 4.2.4, WB 4.2.5, WB 4.2.7WB 4.6.2, WB 4.6.7</u>					
<u>Responsible Party(ies)</u>	<u>Police Department (Primary), Community Development</u>					
8. <u>Install appropriate bicycle and/or pedestrian signage as identified in this Plan concurrent with specific projects. (New)</u>						<u>X</u>
<u>Implements Which Policy(ies)</u>	<u>WB 4.3.2, WB 4.4.3, WB 4.6.3, WB 4.6.5, WB 4.6.6</u>					
<u>Responsible Party(ies)</u>	<u>Public Works (Primary), Community Development, Engineering</u>					
9. <u>Coordinate with local resorts on the Town's desired bicycle and pedestrian routes for quests, potential shared parking and seasonal trolleys. (New)</u>		<u>X</u>				<u>X</u>
<u>Implements Which Policy(ies)</u>	<u>WB 4.2.7, M 4.3.2.1, M 4.3.2.2</u>					
<u>Responsible Party(ies)</u>	<u>Community Development (Primary), Public Works/Engineering</u>					

TRACK-CHANGE OF 2012 GENERAL PLAN - IMPLEMENTATION MEASURES
 COMPARAISON TO WALK & BIKE PLAN
 1-16-17

Table _____. Non-Motorized Mobility Implementation Program		<u>2018-20202</u> <u>017-2019</u>	<u>2021-2025</u> <u>2020-2024</u>	<u>2026-20302</u> <u>025-2029</u>	Annual	Ongoing
10. <u>Designate a Town staff person to represent the Town of Paradise Valley on the Maricopa Association of Governments (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 to be kept aware of potential funding sources. (New)</u>		<u>X</u>				<u>X</u>
<u>Implements Which Policy(ies)</u>	<u>WB 4.2.2, WB 4.2.3, WB 4.3.1, WB 4.4.1</u>					
<u>Responsible Party(ies)</u>	<u>Engineering (Primary), Community Development</u>					
15. <u>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>X</u>
<u>Implements Which Policy(ies)</u>	<u>WB 4.2.6</u>					
<u>Responsible Party(ies)</u>	<u>Town Manager (Primary), Police Department, Community Development, Public Works/Engineering</u>					

TRACK-CHANGE OF 2012 GENERAL PLAN - IMPLEMENTATION MEASURES
 COMPARAISON TO WALK & BIKE PLAN

1-16-17

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>						<u>X</u>
<u>Implements Which Policy(ies)</u>	<u>WB 4.3.4, WB 4.3.5</u>					
<u>Responsible Party(ies)</u>	<u>Engineering (Primary), Public Works</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>			<u>X</u>			<u>X</u>
<u>Implements Which Policy(ies)</u>	<u>WB 4.3.6</u>					
<u>Responsible Party(ies)</u>	<u>Community Development (Primary), Engineering</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>		<u>X</u>				<u>X</u>
<u>Implements Which Policy(ies)</u>	<u>WB 4.2.2, WB 4.2.6</u>					
<u>Responsible Party(ies)</u>	<u>Town Manager (Primary), Public Works, Engineering</u>					