

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

1-16-17

- 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]

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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>	Motorists, Bicyclists, and Pedestrian Conflicts. 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 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 WB 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, and where appropriate seating,

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

ADDED AND MOVED/REVISED POLICIES

<u>BP 4.3.4</u>	<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>
<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 recreation path along only one side of the roadway or other similar methods. (New)</u>
<u>BP 4.3.6</u>	<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>

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]~~

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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

<u>BP 4.4.2</u>	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. <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)
<u>BP 4.4.3</u>	<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).
<u>BP 4.4.4</u>	<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)

NEW GOAL

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

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> 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 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.
<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 CoordinationBikeway 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. 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)</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 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)</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. (New)</u>
<u>BP 4.2.6</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 biking and walking in Paradise Valley. (New)</u>
<u>BP 4.2.7</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. (New)</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 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 and pedestrians. (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.(New)</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>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>BP 4.6.2</u>	<u>Resident Privacy. The Town shall only publicize routes that are identified in this Plan. (New)</u>
<u>BP 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>BP 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>BP 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>BP 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>BP 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>