

Comprehensive Plan Objectives and Policies Pertaining to Pedestrian Mobility and Access Requirements In Effect When Ordinance #04-24 was Adopted [some shortened for sake of brevity]

Key to abbreviations:

Land Use Element = [LU];

Transportation Element = [TE];

Education Element = [EE].

Policy 1.4.7 [LU]: The adopted LDRs shall include requirements for stormwater management, open space, and convenient on-site traffic flow.

Policy 2.1.6 [LU]: Criteria shall be established within local development regulations which require within residential developments, the provision of non-residential land uses such as parks, school sites and potential walk-to minor commercial and office opportunities.

Policy 3.3.2 [LU]: ...Interconnections for vehicular and pedestrian traffic between adjacent non-residential development.

Objective 1.6 [TE]: Reduce vehicle trip demand and impacts to the arterial and collector road system, by providing needed amenities in close proximity to population concentrations and encouraging interconnections between developments and neighborhoods.

Policy 1.6.1 [TE]: Emphasize land use densities and arrangements which support reduced travel time and shorter trips by...

- a. Neighborhood parks;
- b. Mixed-use;
- c. 18 hr Central Business District

Policy 1.6.2 [TE]: Promote pedestrian-scale mixed-use neighborhoods that minimize traffic and incorporate retail, employment, residential and recreational opportunities...minimize volume of external trips by incorporating internal pedestrian and bicycle features and locating within ¼ mile of transit.

Policy 1.6.3 [TE]: Encourage interconnection for vehicular and pedestrian traffic between adjacent, compatible development.

Policy 1.6.4 [TE]: Encourage interconnection for vehicular and pedestrian traffic between incompatible development where potential to reduce vehicular traffic on external street system...

Policy 1.6.5 [TE]: Require the interconnection of adjacent commercial developments through the construction of off-street access ways.

Policy 1.6.6. [TE]: ...adopt ordinance which provide safe and convenient on-site traffic flow, considering motorized and non-motorized vehicle parking. During site plan review, parking lot design, provision of sidewalks and bikeways facilities and provisions for mass transit vehicles will be evaluated...

Objective 1.8 [TE]: Promote bicycle and pedestrian transportation by incorporating facilities into the existing and future traffic circulation system.

Policy 1.8.1 [TE]: A revised bikeway plan showing existing and proposed routes. Funding for bikeway and sidewalk projects will be included as an incidental cost of a roadway multi-laning and upgrading projects and designated resurfacing projects. Additional funding sources will be identified on a continuous basis for construction of bikeway and sidewalk projects independent of roadway upgradings.

Policy 1.8.2 [TE]: Establish and maintain a safe and effective system of bicycle lanes, bicycle paths, and sidewalks in conjunction with existing and planned roadways. Where design criteria allow and safe operation will occur, separate bicycle and pedestrian traffic from vehicular traffic. Access should be provided between neighborhoods, apartment complexes, shopping and employment centers, educational facilities, parks, and other traffic generators. Provide adequate and secure bicycle parking facilities at major destinations.

Policy 1.8.5 [TE]: Within the USA require private developers to include bikeways and pathways or sidewalks in proposed developments as identified in adopted governmental plans and development regulations.

Policy 2.1.1 [MT]: Land use regulations shall be developed which emphasize pedestrian movement and the use of mass transit.

Policy 2.1.5 [EE]: Within a two mile radius of existing school sites in the USA, or proposed school sites as defined by a development agreement within the USA, City and County ordinances shall require new development of two residential units per acre or greater to include sidewalks as a prerequisite to the development plan approval.

Neighborhoods within a two mile radius of an existing school within the USA that do not have sidewalks shall be given a high priority in Category B of Public Facilities as defined in the CIE of the Comprehensive Plan. **[This policy has subsequently been deleted through amendment. The City-County-School Board Cooperative agreement now includes a similar provision]**