

Bicycle and Pedestrian Friendly Design

Planning and designing for pedestrians and bicycles can provide multiple community benefits. Walking and biking are effective modes of travel (especially for short trips) that do not share the negative environmental impacts of driving. These are also low-cost transportation options that expand the range of transportation options for residents. Further, walking and biking are forms of active transportation that support public health.

Designing and retrofitting streets, paths and trails to be safe and comfortable for cyclists and pedestrians can encourage walking and cycling and improve the safety of these modes. Recreational walking and cycling facilities, including trails, can serve residents as well as attract visitors and enhance their experience of Lake County, supporting the tourism sector.

Blueprint Principle	Element Supported by Bicycle and Pedestrian Friendly Design
1. Environment	<ul style="list-style-type: none"> • Maintain good air quality
3. Growth and Development	<ul style="list-style-type: none"> • Strengthen downtown and historic areas and develop town squares • Create walkable and bikeable neighborhoods • Encourage high quality building and community design • Provide a network of parks and trails
5. Public Infrastructure: <i>Transportation</i>	<ul style="list-style-type: none"> • Improve the maintenance and safety of existing roads • Pave roads and add sidewalks, pedestrian lighting, bike lanes and designated bike routes • Add facilities that provide access for disabled persons, such as sidewalk ramps for wheelchairs and scooters • Develop a bike route around the lake • Improve safety of roads for drivers, cyclists, pedestrians and equestrians
7. Recreational and Cultural Resources	<ul style="list-style-type: none"> • Take advantage of the recreational opportunities of Clear Lake, for example water trails for kayaking and increased public access to the Lake • Develop trails and paths for hiking, walking, bicycling and equestrian use • Improve connections between bicycle and pedestrian and transit systems

Potential Implementation Actions:

- Develop a Bicycle and Pedestrian Master Plan for the county.
- Ensure intersections have appropriate crossing treatments (marked crosswalks, countdown signals, and pedestrian push buttons).
- Conduct an inventory of sidewalks and curb ramps on major streets to ensure that pedestrian paths are ADA compliant (add sidewalks where missing, add curb ramps and upgrade where necessary, according to ADA guidelines).
- Develop a connected network of preferred bike routes, pedestrian paths and trails and ensure they link to transit networks.
- Provide sufficient, secure and well-placed bicycle parking facilities.
- Prioritize a list of projects.
- Consider awarding a certain amount of regional transportation funding to help fund projects.
- Apply for grants to help fund projects.
- Require pedestrian and bicycle facilities be provided in new developments.

Lake County Plans and Resources:

[Lake County Regional Transportation Bikeway Plan](http://www.lakeapc.org/docs/2011%20Lake%20County%20Regional%20Bikeway%20Plan.pdf)

<http://www.lakeapc.org/docs/2011%20Lake%20County%20Regional%20Bikeway%20Plan.pdf>

Lake County Safe Routes to School Plan

<http://www.lakeapc.org/docs/Final%20Safe%20Routes%20to%20School%20Plan.pdf>

Konocti Regional Trails Plan

<http://www.konocitrails.com/krt-master-trails-plan>

Examples and Case Studies:

[The Pedestrian and Bicycle Information Center \(PBIC\) Case Study Compendium](http://www.walkinginfo.org/case_studies)

(http://www.walkinginfo.org/case_studies) contains a collection of all case studies developed by the PBIC and the Association of Pedestrian and Bicycle Professionals (APBP). These success stories cover pedestrian and bicycle projects and programs from across the US and abroad.

[The Reno Sparks Bicycle & Pedestrian Plan](http://www.renosparksbpp.com) (<http://www.renosparksbpp.com>) is in development as of this writing. The project web page provides an overview of the draft plan vision, goals, and the draft design manual. It also serves as an important community outreach and engagement tool.

[The Stanislaus County Non-Motorized Transportation Plan](#)

(<http://www.stancog.org/pdf/documents/bicycle/non-motorized-plan.pdf>) guides the future development of bicycle and pedestrian facilities within Stanislaus County. The Plan focuses on bicyclist and pedestrian needs, the county's bicycle and pedestrian network, and planning and policies related to bicycling and walking.

[Sacramento Bicycle, Pedestrian and Trails Master Plan](#)

(http://www.sacog.org/bikeinfo/download_bike_ped_trails_mp.cfm): The focus of the Master Plan is to provide facilities for walking and biking in the communities of the Sacramento Region, and provide connections between the communities. The plan approach prioritizes local projects based on how well they contribute to the regional network; provide key connections and access between communities, counties and jurisdictions; and improve conditions for bicycling and walking.

Additional Resources:

[California Active Transportation Safety Information Pages](#), California Office of Traffic Safety.

This site includes a list of [potential funding sources](#) for bike and pedestrian planning.

<http://www.catsip.berkeley.edu/>

[Pedestrian and Bicycle Planning: A Guide to Best Practices](#), Victoria Transport Policy Institute

<http://www.vtpi.org/nmtguide.doc>

[Walkability Checklist](#), Partnership for a Walkable America

<http://www.walkableamerica.org/checklist-walkability.pdf>

[Bicycle and Pedestrian Planning Guidance](#), Federal Highway Administration Planning

http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/inter.cfm