

CHAPTER 5—BICYCLE AND PEDESTRIAN ELEMENT

Introduction

Concurrent with the development of the Regional Transportation Plan (RTP), the RTC reorganized the Bicycle/Pedestrian Advisory Committee (BPAC). The first task to be undertaken by the BPAC is the inventory of existing bicycle facilities, which will result in a revised existing bicycle facility map. The committee will then review and revise the future bicycle facility map as well as the policies for this chapter. Completion of these tasks will result in a revised bicycle and pedestrian element, which will be amended into this document at a later date. The following chapter takes largely from the work completed during the development of the 2030 RTP.

It is important to understand that the RTC, through its various street construction programs, builds a large number of new bicycle and pedestrian facilities in the region. The RTC Board has traditionally made bicycle and pedestrian facilities the top priorities for funding under the Transportation Enhancement Program. Providing bicycle and pedestrian facilities in developed areas of the region poses a significant challenge due to limited right-of-way availability.

The Safe, Accountable, Flexible, Efficient, Transportation Equity Act—A Legacy for Users (SAFETEA-LU) continues the integration of non-motorized modes of travel into the transportation system. More importantly, it enhances the ability of communities to invest in projects that can improve the safety and practicality of bicycling and walking for everyday travel.

The 1990 Clean Air Act Amendments (CAAA) also have positive implications for bicycling and walking. Under the requirements of this legislation, regions not in compliance with established air quality standards must reduce emissions to help bring them into compliance. Bicycle/pedestrian facility improvements, both construction and non-construction, are approved Transportation Control Measures (TCMs) for attaining these goals and are eligible for special Congestion Mitigation and Air Quality (CMAQ) Improvement Program funding.

States and Metropolitan Planning Organizations (MPOs) are required to develop and carry out comprehensive and cooperative transportation plans that incorporate programs and facilities for bicyclists and pedestrians. As the MPO for the Reno/Sparks metropolitan area, the Regional Transportation Commission (RTC) has worked closely with state and local jurisdictions to develop the following:

- A long-range transportation plan (RTP) provides for the development and integrated management and operation of transportation systems and facilities, including pedestrian walkways and bicycle transportation facilities. Both state and MPO plans will consider projects and strategies to increase the safety and security of the transportation system for non-motorized users.
- A Transportation Improvement Plan (TIP) contains a list of proposed federally-supported projects to be carried out over a minimum four-year period. Projects that appear in the TIP should be consistent with the long-range plan.

Bicycle Facilities

The transportation planning process is carried out with the active and ongoing involvement of the public, affected public agencies and transportation providers. SAFETEA-LU requires that bicyclists shall be given due consideration in the planning process (including the development of both the RTP and TIP) and that bicycle facilities shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle use is not permitted. Transportation plans and projects shall also consider safety and contiguous routes for bicyclists and pedestrians. Safety considerations may include the installation of audible traffic signals and signs at street crossings.

Existing Facilities

According to the Regional Bikeways Plan, there are more than 50 miles of known bikeways available for use by cyclists in Washoe County (**Figure 5-1**). "Bikeway" means any road, path or way that, in some manner, is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Classifications

Bikeways in the Truckee Meadows currently are classified into three types (see **Figure 5-2**):

Shared-Use Facility/Bicycle Path. A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way.

Bicycle paths should be used to serve corridors not served by streets and highways or where wide right-of-way (ROW) exists, permitting such facilities to be constructed away

from the influence of parallel streets. Bicycle paths should offer opportunities not provided by the road system. They can either provide a recreational opportunity or, in some instances, can serve as direct, high-speed commute routes if cross flow by motor vehicles can be minimized. There are approximately 12 miles of bike paths, mostly along the Truckee River, in the Reno/Sparks metropolitan area.

Bicycle Lane. A portion of the roadway designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

Bicycle lanes are established along streets in corridors where there is significant bicycle demand and where there are distinct needs that can be served by them. The purpose should be to improve conditions for bicyclists in the corridors by delineating the right-of-way assigned to bicyclists and motorists. There are approximately 17 miles of bike lanes in the Truckee Meadows.

Bicycle Route. A segment of a system of bikeways, normally shared with motor vehicles, designated by appropriate directional and informational markers. Bicycle routes provide continuity to other bicycle facilities (usually bicycle lanes) and designate preferred routes through high-demand corridors.

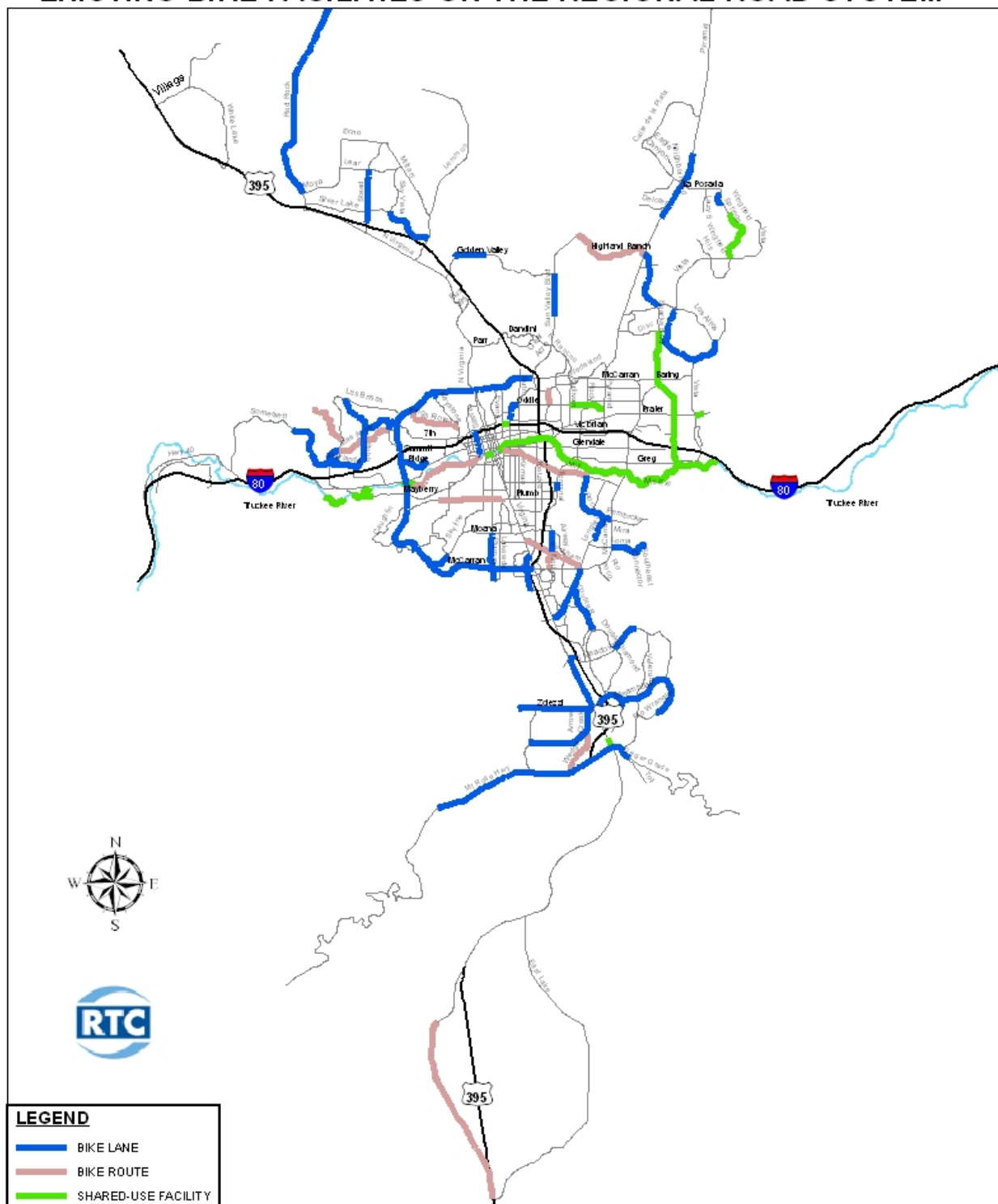
As with bicycle lanes, designation of bicycle routes indicates to bicyclists that there are particular advantages to using them as compared with alternative routes. This means that agencies must take action to assure that these routes are suitable as shared routes and will be maintained in a manner consistent with the needs of bicyclists. There are approximately 21 miles of bike routes in Washoe County.

Future Facilities

The *Regional Bikeways Plan* is shown in **Figures 5-3 and 5-4 and Table 5-1**. The objectives for the bicycle/pedestrian element emphasize the use of bicycles as part of the balanced transportation system that will offer alternatives to the single-occupant vehicle (SOV) and increase the mode split of non-auto travel. Facilities that offer primarily recreational facilities, while important, will be given lesser priority than facilities that offer alternatives to automobile travel for commuter trips, school trips, etc.

Figure 5-1

EXISTING BIKE FACILITIES ON THE REGIONAL ROAD SYSTEM



**Figure 5-2
GENERAL BIKEWAY FACILITY CLASSIFICATIONS**

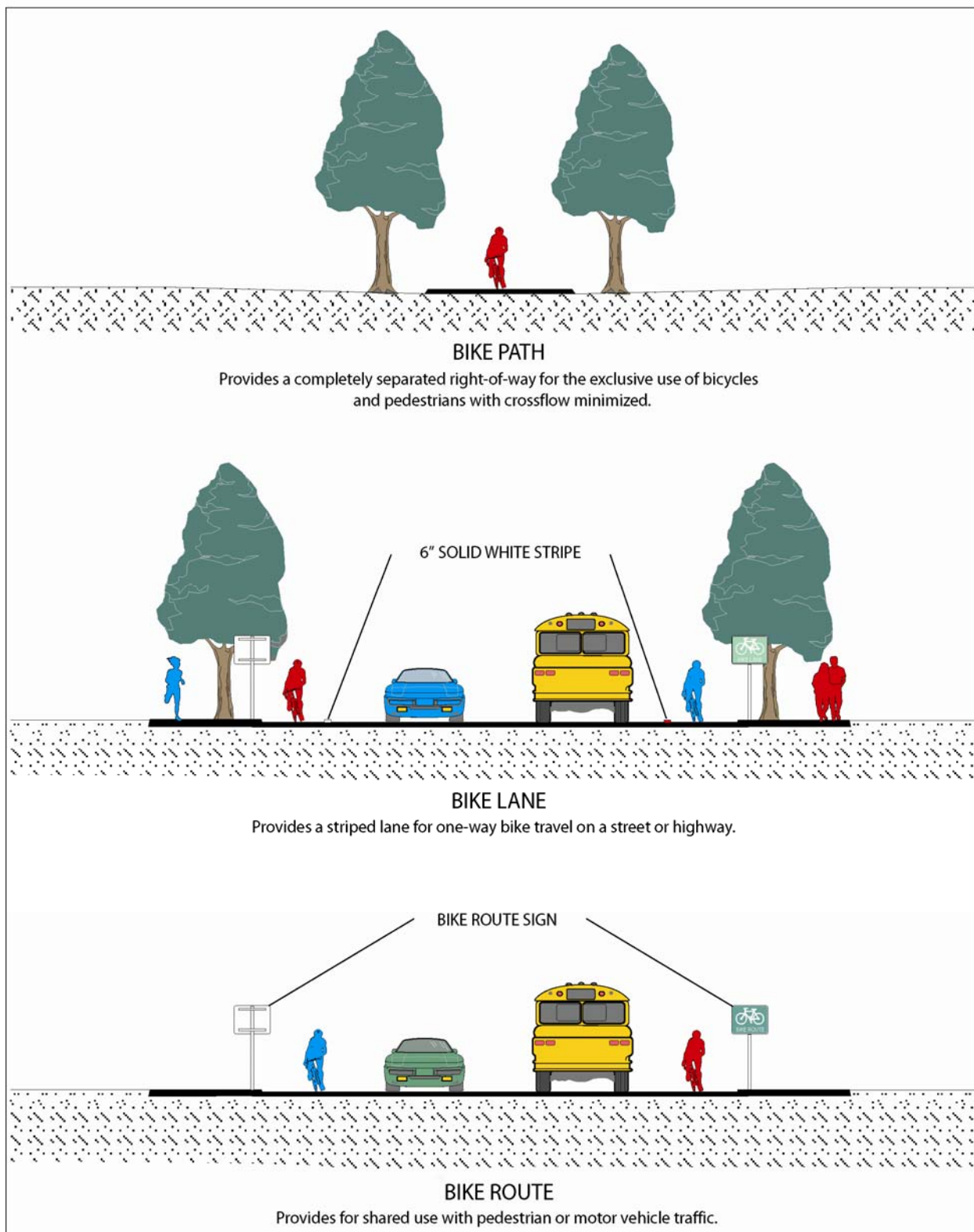


Figure 5-3

FUTURE BIKE FACILITIES ON THE REGIONAL ROAD SYSTEM

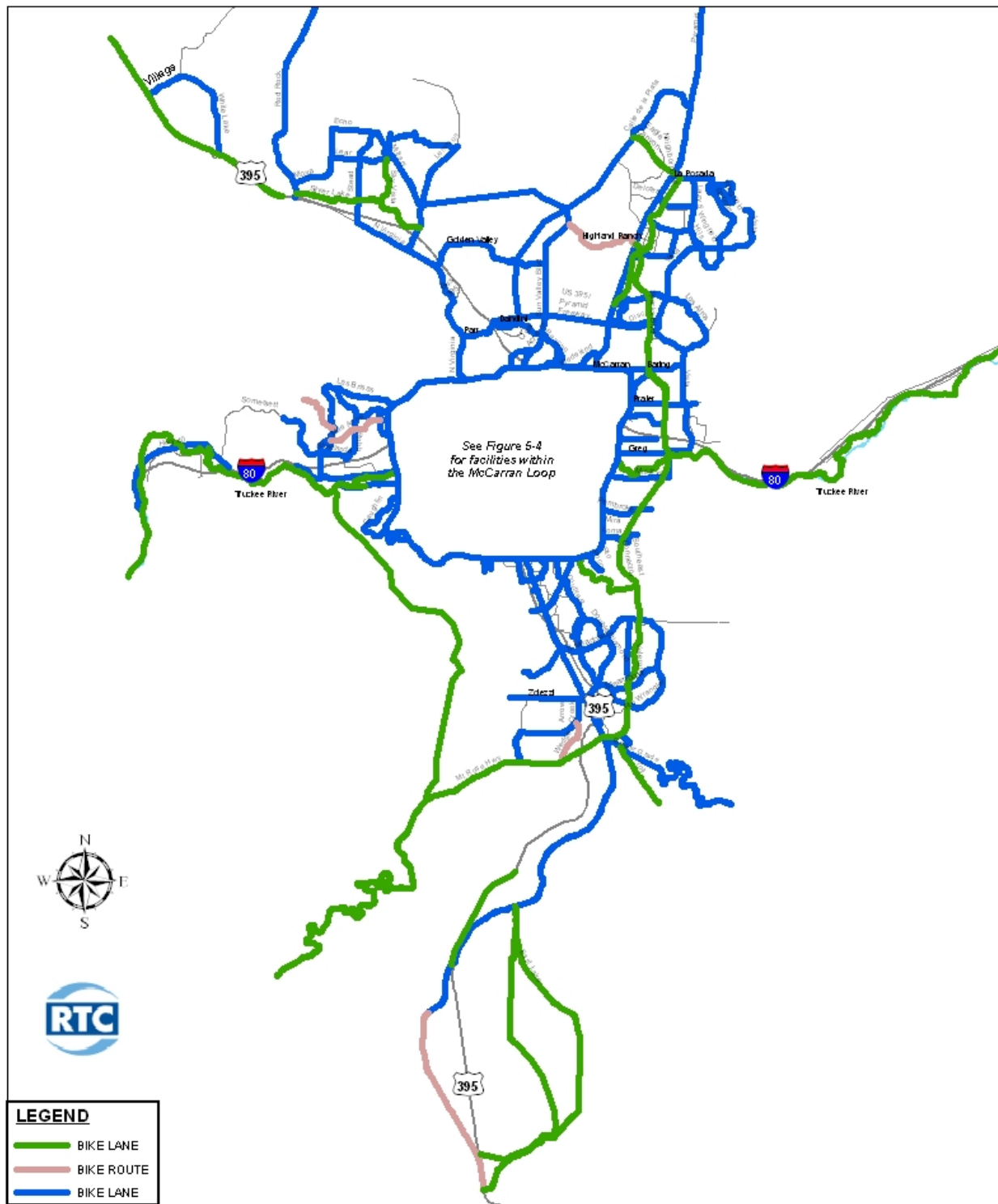


Figure 5-4

FUTURE BIKE FACILITIES -- CENTRAL AREA

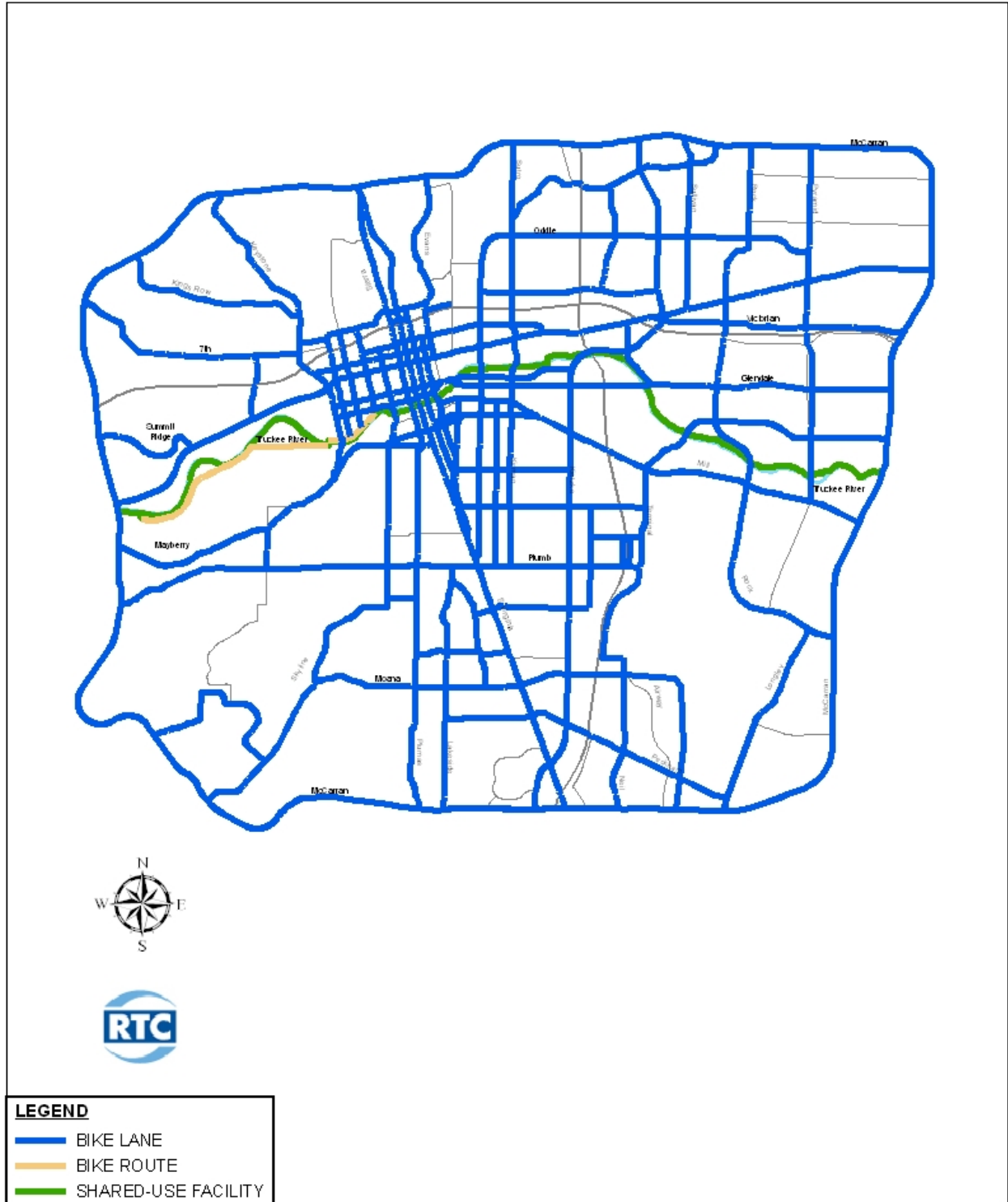


Table 5-1

Future Bicycle Facilities			
Street Name	From	To	Class
1st St	Keystone Ave	2nd St	Bike Lane
2nd St	Keystone Ave	Galletti Wy	Bike Lane
4th St	W I-80	I-80/Prater Way	Bike Lane
5th St	Keystone Ave	Evans Ave	Bike Lane
6th St	Ralston St	4th St	Bike Lane
7th Ave	Biller Ln	Sun Valley Blvd	Bike Lane
7th St	Robb Dr	Keystone Ave	Bike Lane
8th St	Sierra St	Center St	Bike Lane
9th St	Sierra St	El Rancho Dr	Bike Lane
Arlington Ave	Skyline Blvd	6th St	Bike Lane
Arrowcreek Pkwy	Thomas Creek Rd	S Virginia St	Bike Lane
Avenida de Landa	Sharlands Ave	Robb Dr	Bike Lane
Baring Blvd	E McCarran Blvd	Vista Blvd	Bike Lane
Beaumont Pkwy	Glen Eagle Dr	Avenida de Landa	Bike Lane
Brinkby Ave	Plumas St	S Virginia St	Bike Lane
California Ave	Mayberry Dr	S Virginia St	Bike Lane
Calle de la Plata	Eagle Canyon Rd	Pyramid Hwy	Bike Lane
Calle de Oro	Cordoba Blvd	Wingfield Springs Pkwy	Bike Lane
Cashill Blvd	W McCarran Blvd	Skyline Blvd	Bike Lane
Caughlin Pkwy	W McCarran Blvd @ Cashill	W McCarran Blvd @ Plumb	Bike Lane
Center St	S Virginia St	9th St	Bike Lane
Clear Acre Ln	N McCarran Blvd	Dandini Blvd	Bike Lane
Cordoba Blvd	Calle de Oro	La Posada Dr	Bike Lane
Curti Ranch Rd	Equestrian Rd	Pioneer Pkwy	Bike Lane
Damonte Ranch Pkwy	S Virginia St	Pioneer Pkwy	Bike Lane
Dandini Blvd	US-395	Clear Acre Ln	Bike Lane
Delores Dr	Pyramid Hwy	Lazy 5 Pkwy	Bike Lane
Disc Dr	Pyramid Hwy	Vista Blvd	Bike Lane
Double Diamond Pkwy	Double R Blvd (south)	Double R Blvd (north)	Bike Lane
Double R Blvd	Damonte Ranch Pkwy	Longley Ln	Bike Lane
Durham Rd	Plumb Ln	Villanova Dr	Bike Lane
Eagle Canyon Rd	Calle de la Plata	Pyramid Hwy	Bike Lane
Eagle Canyon Rd	Sun Valley Ext	Pyramid Hwy	Shared Use Facility
Eastlake Blvd	.4 m N of Carson Co	S Virginia St	Bike Lane
Eastlake Blvd	US-395 (south)	US 395 (north)	Shared Use Facility
Eastshore Dr	Lakeside Dr	Lymberry St	Bike Lane
Echo Ave	Moya Blvd	Military Rd	Bike Lane
El Rancho Dr	Victorian Ave	Clear Acre Ln	Bike Lane
Equestrian Rd	Geiger Grade	Curti Ranch	Bike Lane
Evans Ave	4th St	N McCarran Blvd	Bike Lane
Foothill Rd	Thomas Creek Rd	S Virginia St	Bike Lane
Galleria Pkwy	Disc Dr	Los Altos Pkwy	Bike Lane
Galletti Way	Glendale Ave	4th St	Bike Lane

Geiger Grade	S Virginia St	Storey Co Line	Bike Lane
Gentry Way	Terminal Way	Neil Rd	Bike Lane
Glendale Ave	2nd St	Meredith Way	Bike Lane
Golden Valley Dr	N Virginia St	Biller Ln	Bike Lane
Greg St	Mill St	I-80	Bike Lane
Grove St	Lymberry St	Harvard Way	Bike Lane
Harvard Way	Grove St	Vassar St	Bike Lane
Highland Ranch Pkwy	Sun Valley Blvd	Pyramid Hwy	Bike Lane
Hills Dr	Lazy 5 Pkwy	Vista Blvd	Bike Lane
Holcomb Ave	S Virginia St	Mill St	Bike Lane
Howard Dr	Prater Way	Sparks Blvd	Bike Lane
Huffaker Ln	S Virginia St	Meadow Vista Ct	Bike Lane
Hunter Lake Dr	Plumb Ln	Mayberry Dr	Bike Lane
Keystone Ave	California Ave	N McCarran Blvd	Bike Lane
Kietzke Ln	Neil Rd	Victorian Ave	Bike Lane
Kiley Ranch Rd	Pyramid Way	Lazy 5 Pkwy	Bike Lane
Kings Row	N McCarran Blvd	Keystone Ave	Bike Lane
Kirman Ave	Plumb Ln	Kietzke Ln	Bike Lane
Kuenzli St	2nd St	Truckee River	Bike Lane
La Posada Dr	Pyramid Hwy	Cordoba Blvd	Bike Lane
Lake St	Truckee River	6th St	Bike Lane
Lakeside Dr	Ridgeview Dr	Plumb Ln	Bike Lane
Las Brisas Blvd	Robb Drive	W McCarran Blvd	Bike Lane
Lazy Five Pkwy	Pyramid Hwy	La Posada Dr	Bike Lane
Lear Blvd	Moya Blvd	Military Rd	Bike Lane
Lemmon Dr	N Virginia St	Deodar	Bike Lane
Liberty St	Arlington Ave	Ryland St	Bike Lane
Lincoln Way	E McCarran Blvd	Sparks Blvd	Bike Lane
Locust St	Plumb Ln	Mill St	Bike Lane
Longley Ln	S Virginia St	Rock Blvd	Bike Lane
Los Altos Pkwy	Pyramid Hwy	Vista Blvd (S)	Bike Lane
Lymberry St	Moana Ln	Grove St	Bike Lane
Mae Anne Ave/Mesa Park	W McCarran Blvd	4th St	Bike Lane
Matley Ln	Plumb Ln	Villanova Dr	Bike Lane
Mayberry Dr	4th St	California Ave	Bike Lane
McCarran Blvd	Entire Length		Bike Lane
Military Rd	Lemmon Dr	Echo Ave	Bike Lane
Mill St	Lake St	E McCarran Blvd	Bike Lane
Mill St Ext	E McCarran Blvd	Sparks Blvd	Bike Lane
Mira Loma Dr	E McCarran Blvd	Hidden Valley Dr	Bike Lane
Moana Ln	Skyline Blvd	Neil Rd	Bike Lane
Moana Ln Ext	Neil Rd	Longley Ln	Bike Lane
Moya Blvd	Red Rock Rd	Echo Ave	Bike Lane
Mt Rose Hwy	Tahoe MPO Boundary	S Virginia St	Bike Lane
Mt Rose Hwy	Tahoe MPO Boundary	S Virginia St	Shared Use Facility
N Virginia St	Truckee River	Stead Blvd	Bike Lane
Neil Rd	Kietzke Ln	Gentry Way	Bike Lane
North Connector	Sun Valley Blvd	Lemmon Dr	Bike Lane

Oddie Blvd	Wells Ave	Pyramid Hwy	Bike Lane
Old US-395	Eastlake Blvd	S Virginia St @ Bowers M	Bike Lane
Old Virginia Rd	Damonte Ranch Pkwy (s)	Damonte Ranch Pkwy (n)	Bike Lane
Orr Ditch	Wedekind Park(proposed)	La Posada Dr	Shared Use Facility
Outer Ring Rd	US-395	Vista Blvd	Bike Lane
Parr Blvd	N Virginia St	US-395	Bike Lane
Peckham Ln	Lakeside Dr	Longley Ln	Bike Lane
Pembroke Dr	E McCarran Blvd	Piping Rock Ct	Bike Lane
Pioneer Pkwy	Geiger Grade	South Meadows Parkway	Bike Lane
Plumas St	Ridgeview Dr	California Ave	Bike Lane
Plumb Ln	W McCarran Blvd	Terminal Way	Bike Lane
Prater Way	I-80/4th St	E of Vista Blvd	Bike Lane
Prototype Dr	Gateway Dr	Double R Blvd	Bike Lane
Pyramid Hwy	Mill St	N. Limit Warm Springs PA	Bike Lane
Ralston St	Riverside Dr	University Terrace	Bike Lane
Rattlesnake Mtn.	S McCarran Blvd	Rio POCO Rd (terminus)	Shared Use Facility
Red Rock Rd	US-395	N Limit North Valleys PA	Bike Lane
Rio POCO Rd	E McCarran Blvd	Reggie Rd	Bike Lane
Rio Wrangler Pkwy	Damonte Ranch Pkwy	S Meadows Pkwy	Bike Lane
Robb Dr	I-80	Las Brisas	Bike Lane
Rock Blvd	E McCarran Blvd	N McCarran Blvd	Bike Lane
Ryland St	Center St	Mill St	Bike Lane
S Virginia St	Bowers Mansion Rd	Truckee River	Bike Lane
Sharlands Ave	Mae Anne Ave	Robb Dr	Bike Lane
Sierra Highlands Dr	W McCarran Blvd	7th St	Bike Lane
Sierra St	California Ave	N Virginia St	Bike Lane
Silver Lake Rd	Red Rock Rd	Sky Vista Pkwy	Bike Lane
Silver Lake/Sky Vista	Stead Blvd	Lemmon Dr	Shared Use Facility
Silverada Blvd	9th St	Wedekind Rd	Bike Lane
Sinclair St	Holcomb Ave	Truckee River	Bike Lane
Sky Vista Pkwy	Lear Blvd	Lemmon Dr	Bike Lane
Sky Vista Pkwy	Lemmon Dr (south)	Lemmon Dr (north)	Shared Use Facility
Skyline Blvd	W McCarran Blvd	Arlington Ave	Bike Lane
Somersett Pkwy	Mae Anne Ave	North Somersett collector	Bike Lane
South Meadows Pkwy	S Virginia St	Pioneer Pkwy	Bike Lane
Southeast Connector	Geiger Grade	Truckee River	Shared Use Facility
Sparks Blvd	Mill St Extension	Pyramid Hwy	Bike Lane
Sparks Blvd	Truckee River	Pyramid Hwy	Shared Use Facility
Stead Blvd	N Virginia St	Echo Ave	Bike Lane
Steamboat Pkwy	Damonte Ranch Pkwy	Rio Wrangler Pkwy	Bike Lane
Stoker Ave	4th St	7th St	Bike Lane
Sullivan Ln	Prater Way	El Rancho Dr	Bike Lane
Summit Ridge Rd	W McCarran Blvd	W 4th St	Bike Lane
Sun Valley Blvd	Dandini Blvd	Highland Ranch Pkwy	Bike Lane
Sun Valley Blvd Ext	Highland Ranch Pkwy	Eagle Canyon Rd	Bike Lane
Sutro St	Truckee River	Clear Acre Ln	Bike Lane
Taylor St	Holcomb Ave	Kietzke Ln	Bike Lane
Terminal Way	Gentry Way	Mill St	Bike Lane

Thomas Creek Rd	Mt Rose Hwy	Arrowcreek Pkwy	Bike Lane
Toll Rd	Geiger Grade	Ravazza Rd	Bike Lane
Toll Rd	Geiger Grade	Ravazza Rd	Shared Use Facility
Truckee River	CA Stateline	Pyramid Lake	Shared Use Facility
Truckee River	US-40 Hwy	Mesa Park	Shared Use Facility
University Terrace	Keystone Ave	Sierra St	Bike Lane
Urban Rd	Arlington Ave	Plumas St	Bike Lane
US Hwy 40	I-80 (west)	I-80 (east)	Bike Lane
US-395 (north)	east of Red Rock	CA Stateline	Shared Use Facility
US-395 (south)	Bower's Mansion	Pagni Ln	Shared Use Facility
Vassar St	S Virginia St	Terminal Way	Bike Lane
Victorian Ave	Prater Way	E McCarran Blvd	Bike Lane
Village Pkwy	US-395	White Lake Pkwy	Bike Lane
Villanova Dr	Harvard Way	Terminal Way	Bike Lane
Vine St	Riverside Dr	University Terrace	Bike Lane
Vista Blvd	I-80	Town Center	Bike Lane
Washington St	Riverside Dr	University Terrace	Bike Lane
Washoe Lake Park	US-395 (south)	US-395 (north)	Shared Use Facility
Wedekind Rd	Sutro St	Pyramid Hwy	Bike Lane
Wedge Pkwy	Mt Rose Hwy	Arrowcreek Pkwy	Bike Lane
Wells Ave	S Virginia St	Oddie Blvd	Bike Lane
West Sun Valley Freeway	Outer Ring Rd	Eagle Canyon	Bike Lane
Western Truckee Meadows	Mt Rose Hwy	Truckee River	Shared Use Facility
White Lake Pkwy	US-395	Village Pkwy	Bike Lane
Wingfield Hills Rd	Vista Blvd (south)	Vista Blvd (north)	Bike Lane
Wingfield Springs Pkwy	Vista Blvd	Calle de Oro Pkwy	Bike Lane
Zolezzi Ln	Welcome Way	Arrowcreek Pkwy	Bike Lane

Bicycle Summary

Bicycling will continue to be an important element of an integrated, intermodal transportation system. SAFETEA-LU requires that communities integrate bicycling into their planning process. As such, street and highway projects can no longer only address the needs of automobile traffic. If the regional goal of improved air quality and decreased traffic congestion is ever to become a reality, then a renewed effort must be made to discourage reliance on the single-occupancy automobile and encourage greater bicycle travel within Washoe County.

To integrate bicycle facilities as elements of a comprehensive transportation system, decisions at the regional and local levels should encourage the increased use of safe bicycling. The future focus for this RTP should be in completing a connected system of bikeways for non-motorized travel. The following needs will continue in the future:

- There is a need for the creation of a network of bicycle facilities throughout the Truckee Meadows.
- There is a need for more bicycle parking at transit stations and transfer facilities to promote bicycle use.
- A well-organized education and safety program for bicycle users and motorists should be implemented.
- There will be additional need to install curb cuts and ramps for wheelchairs, striping bike lanes where possible and building a system of multi-use trails that access high use recreational facilities.

Pedestrian Facilities

While there is no known inventory of sidewalks and other pedestrian facilities in the region, there are requirements established by each of the local jurisdictions to provide them. In addition, sidewalks are part of the design standards for roadways built as part of the Regional Road Impact Fee (RRIF) Program.

Pedestrian travel is an important part of the total travel in Washoe County and is particularly important in the Central Business Districts (CBDs) of Reno and Sparks. While the volume of pedestrian travel is much lower in the suburban and rural portions of Washoe County, it is still an important mode of travel, particularly for children going to and from school and recreation facilities.

In Washoe County, all pedestrian facilities are constructed according to the adopted ordinances and design standards of each city and county and the Nevada Department of Transportation (NDOT). As part of their capital improvement programs, each individual jurisdiction routinely includes correction of sidewalk deficiencies in the scope of work as well as constructing new sidewalks as part of the street improvements according to their adopted standards. The following sections briefly describe the adopted ordinances within each entity that is responsible for constructing new sidewalks or retrofitting existing facilities.

City of Reno

Chapter 12.18 of the City of Reno Code requires pedestrian facilities to be built as part of any new development. Although sidewalks are required in most industrial areas, this requirement may be waived or modified in Industrial and Planned Unit Development (PUD) zoning classification. In addition, when the City of Reno reconstructs or resurfaces public roadways, the correction of sidewalk deficiencies is routinely included in the scope of work.

City of Sparks

Section 17.16.070 of the City of Sparks Code requires sidewalks to be installed on all streets. Section 17.16.080 requires pedestrian ways on dedicated right-of-way along blocks longer than 1,000 feet where deemed necessary for circulation and access to schools, playgrounds or similar public facilities. When the City of Sparks reconstructs or resurfaces public roadways, the correction of sidewalk deficiencies is routinely included in the scope of work.

Washoe County

Section 110.436.25 of the Washoe County Development Code (Street Sections) requires that sidewalks be constructed on both sides of the street along all arterials and on one side of the street along collector and local streets serving lot sizes of 0.5 to 1.5 acres. Washoe County does not require any sidewalk along streets serving lot sizes greater than 1.5 acres.

Nevada Department of Transportation (NDOT)

Section 2.2.1.4.4 of the Nevada Department of Transportation Design Manual requires construction of sidewalks where current or anticipated pedestrian traffic presents a potential conflict. When NDOT reconstructs or resurfaces public roadways, the correction of sidewalk deficiencies is reviewed in the scope of work.

Pedestrian Summary

There are many reasons why local governments in our region, in conjunction with the private sector, should promote an increase in pedestrian travel. Walking is a healthy, non-polluting mode of personalized transportation that does not consume limited natural resources nor require a costly infrastructure to support it. Walkers can largely use existing infrastructure if it is modified to meet pedestrian needs. People of all ages and socioeconomic levels can easily walk for a portion of their shorter trips. Increased walking can help alleviate some of the negative effects of intense motor vehicle traffic including congestion, air pollution, noise pollution and environmental destruction.

To achieve an integrated, intermodal transportation system in the future, RTP projects need to focus on constructing more sidewalks, improving pedestrian access to transit and implementing measures to increase pedestrian safety such as crosswalks and signalized access points.

Bicycle and Pedestrian Facilities Element Objectives

1. The bicycle and pedestrian modal split will be 8% by 2013, 9% by 2018, 11% by 2030 and 12% by 2040.
2. By 2013, 60% of the Bicycle Plan will be completed; by 2020, 80% of the Bicycle Plan will be completed; and by 2040, 100% of the Bicycle Plan will be completed.
3. By 2013, there will be uniform policies and standards for the location and installation of sidewalks in the region adopted by the local governments.

Bicycle Policies

1. Provide a continuous regional network of safe and convenient bikeways connected to other transportation modes and local bikeways systems. Provide ongoing maintenance of bicycle facility surfaces to maintain smooth surfaces free of potholes and debris.
2. Integrate multi-use paths with on-street bikeways where possible.
3. Coordinate with local jurisdictions, NDOT and other public agencies to identify high-frequency, bicycle-related crash locations and improvements to address safety concerns in these locations.
4. Focus bikeway funding on projects that have regional benefits, are multi-jurisdictional, promote safety and/or that close existing gaps in the bike network. Develop travel-demand forecasting, data collection, user surveys for bicycle use and integrate with regional transportation planning efforts.
5. All newly constructed or reconstructed bikeway facilities will be constructed to meet or exceed the requirements of the Manual of Uniform Traffic Control Devices (MUTCD), American Association of Street and Highway Transportation Officials (AASHTO) and the Americans with Disabilities Act (ADA) where practical and appropriate.
6. Develop a Regional Bikeway Master Plan that integrates local bikeway plans and encourages connections between communities and provides consistent design standards.
7. All new development (including major employment centers, recreation facilities, schools, transportation centers, etc.) will be encouraged to construct bicycle facilities (including routes, lanes, paths and parking), as appropriate, that are internal or adjacent to the development.

8. Support public and private employer subsidization of non-auto travel in cases where auto travel is being subsidized, i.e., parking subsidies.
9. Implementation of the Bicycle Element will be accomplished in a way to maximize the positive impact on air quality and energy conservation.
10. Construct bicycle lanes in accordance with the Bicycle Element whenever roads are constructed, reconstructed or rehabilitated where appropriate.
11. Promote an education and safety program for bicyclists and motorists.
12. Insure that bicycle parking is adequate to promote bicycle use at transit stations and transfer facilities.
13. Bicycle facilities that serve as alternatives to automobile travel will be given a higher priority than those bicycle facilities that do not serve as alternatives to automobile travel.

Pedestrian Policies

1. Provide pedestrian access appropriate to existing and planned land uses as part of all transportation projects.
2. Give funding priority to pedestrian projects that contribute to a seamless walking network with links to alternative modes/major attractions.
3. Integrate pedestrian access needs into planning, programming, design and construction of all transportation projects.
4. Design the pedestrian environment to be safe, convenient, attractive, accessible for all users and consistent with requirements in MUTCD, AASHTO and ADA.
5. Work with local, regional and state jurisdictions to provide landscaping, pedestrian-scale lighting and benches to enhance the pedestrian environment.
6. Pedestrian facilities that serve as alternatives to automobile travel will be given a higher priority than those pedestrian facilities that do not serve as alternatives to automobile travel.