



REVIEW

Public Policies for Pedestrian and Bicyclist Safety and Mobility

An Implementation Project of the Pedestrian and Bicyclist Safety and Mobility International Scan



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NOTICE

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Executive Summary

In May 2009, a team of 12 transportation professionals from the United States with expertise in bicycling and walking visited five countries in Europe to identify and assess effective approaches to improve pedestrian and bicyclist safety and mobility.¹ The countries visited—Denmark, Germany, Sweden, Switzerland, and the United Kingdom—were chosen because of their innovative approaches to pedestrian and bicycle transportation, as well as the potential transferability of their policies and practices.

Later in 2009, the international scan team developed a summary report that outlined its findings and a list of recommended implementation actions. One of the highest rated implementation actions was the development of a policy review for bicycling and walking safety and mobility. This report is the result of that recommended implementation action.

Introduction

A key element of livable communities is a safe and convenient place for people to bike and walk as part of their daily activities. The purpose of this report is to identify and provide examples of effective policies and implementing programs that support pedestrian and bicyclist safety and mobility. The examples are from cities in the United States as well as from other countries.

In this report, **a policy is considered to be a deliberate plan of action taken by governmental entities to guide decisions and achieve desired outcomes.** Policies are typically issued in official written documents, such as laws, ordinances, or planning documents. These policies often come with the endorsement or signature of the leaders of governmental entities to legitimize the policy and demonstrate that it is considered in force. In some cases, though, policies may be implicit and indicated by funding priorities or unwritten institutional practices.

Findings

Extensive policy and program information was gathered and organized into logical groupings for comparative analysis purposes. This review identified several excellent policy resource documents that are referenced for further exploration by interested readers.

The policies were grouped into two general categories: 1) “complete streets” and enabling policies, and 2) supporting policies.

Complete streets policies are overarching directives that are meant to “. . . ensure that transportation agencies routinely design and operate the entire right-of-way to enable safe access for all users.”² Enabling policies for complete streets include the following:

- ▶ Funding policies
- ▶ Planning policies
- ▶ Engineering and design policies
- ▶ Maintenance policies

Supporting policies address elements that are not directly related to street facilities or road improvements, but nonetheless are critical for improving pedestrian and bicyclist safety and mobility. Supporting policies include the following:

- ▶ Motor vehicle parking policies
- ▶ Motor vehicle restrictions
- ▶ Traffic calming
- ▶ End-of-trip facilities
- ▶ Integration with transit
- ▶ Education policies
- ▶ Encouragement policies
- ▶ Enforcement policies
- ▶ System evaluation

Appendices A and B contain numerous examples for each of these categories.

¹ The final report, *Pedestrian and Bicyclist Safety and Mobility in Europe*, is at http://international.fhwa.dot.gov/links/pub_details.cfm?id=662.

² National Complete Streets Coalition, www.completestreets.org, accessed March 24, 2010.

Conclusions

Several themes and conclusions that emerged from this policy review are summarized below.

- 1. No single “silver bullet” policy or action exists to make streets and roads safer and more conducive to pedestrians and bicyclists.** Instead, it is about changing priorities on how we address transportation demand and land use, which requires a comprehensive approach of political support, coordinated transportation and land use policies, enabling programs, adequate funding, implementation champions, competent agency staff, and clear technical guidance. There is also a need to change typical road user behavior, such as distracted and aggressive driving as well as bicyclists and pedestrians not obeying traffic control devices.
- 2. To achieve desired outcomes, pedestrian and bicyclist policies should clearly state a purpose and vision, as well as a way to measure progress toward the desired outcomes.** Policies that are unclear or ambiguous could be interpreted and implemented very differently. Policies that have no quantifiable goal could be viewed as “feel-good” language that never gets implemented or enforced.
- 3. Several model policies and programs in the United States (e.g., in New York, NY; Portland, OR; Seattle, WA; and Washington, DC) can serve as examples and best practices for other U.S. cities and States.** However, inspiration and innovation for these U.S. leaders will most likely come from countries in Western Europe that place a higher priority on walking and cycling as transport modes.
- 4. Complete streets policies appear to be the most widely publicized policy approach used in many U.S. cities, counties, and States.**³ Extensive guidance and example language for complete streets policies have been assembled by the National Complete Streets Coalition and are reprinted in the appendices of this report. However, effective policy implementation requires more than just an official position statement (see #2); it requires enabling programs, adequate funding, technical guidance, and other essential ingredients (see #1).
- 5. There are numerous examples of enabling programs and strategies that can be used to implement complete streets policies.** These programs and strategies have been documented in various other reports and sources. Two of the best national sources are the Federal Highway Administration-funded Pedestrian and Bicycle Information Center (www.pedbikeinfo.org) and the National Complete Streets Coalition (www.completestreets.org). New technical resources are being released regularly. A recent example is the *ITE Recommended Practice: Designing Walkable Urban Thoroughfares: A Context-Sensitive Approach* from the Institute of Transportation Engineers.

³ In fact, U.S. Transportation Secretary Ray LaHood announced a U.S. Department of Transportation complete streets policy on March 12, 2010, while this report was being written.

Introduction

In May 2009, a team of 12 transportation professionals from the United States with expertise in bicycling and walking visited five countries in Europe to identify and assess effective approaches to improve pedestrian and bicyclist safety and mobility.⁴ The countries visited—Denmark, Germany, Sweden, Switzerland, and the United Kingdom—were chosen because of their innovative approaches to pedestrian and bicycle transportation, as well as the potential transferability of their policies and practices.

Later in 2009, the international scan team developed a summary report that outlined its findings and a list of recommended implementation actions. One of the highest rated implementation actions was the development of a policy review for bicycling and walking safety and mobility. This report is the result of that recommended implementation action.

Purpose of Report

A key element of livable communities is a safe and convenient place for people to bike and walk as part of their daily activities. The purpose of this report is to identify and provide examples of effective policies and implementing programs that support pedestrian and bicyclist safety and mobility. The examples are from cities in the United States, as well as from other countries (in particular, the five countries visited in the international scan).

Scope of Report

In this report, a policy is considered to be a deliberate plan of action taken by governmental entities to guide decisions and achieve desired outcomes. Policies are typically issued in official written documents, such as laws, ordinances, or planning documents. These policies often come with the endorsement or signature of the leaders of governmental entities to legitimize the policy and demonstrate that it is officially promulgated and in force. In some cases, though,

policies may be implicit based on funding priorities or unwritten institutional practices—despite applicable laws and policies. Examples of typical U.S. institutional practice include the routine lack of enforcing pedestrian- and bicycle-related laws until a crash or fatality occurs, routine lack of enforcing motorist right turns on red without stopping, and bicyclists ignoring traffic control devices.

Policies are commonly implemented by a wide variety of decisions, programs, and practices that support the desired outcomes. Policy effectiveness is determined by performance measures and indicators.

The main intent of this report is to provide examples of effective policies and programs that support pedestrian and bicyclist safety and mobility. This report is not a comprehensive inventory of all possible policies, but a snapshot of policies typically used in cities and countries considered to be pedestrian-friendly and bicyclist-friendly.

Organization

This report is organized into the following sections:

- ▶ **Introduction**—Introduces the topic and describes the purpose of this report
- ▶ **Findings**—Summarizes the findings of the policy review
- ▶ **Conclusions**—Outlines major themes and conclusions
- ▶ **Appendices**—Contains an extensive tabular listing of pedestrian and bicyclist policies and programs, as well as excerpted policy language

⁴ The final report, *Pedestrian and Bicyclist Safety and Mobility in Europe*, is at http://international.fhwa.dot.gov/links/pub_details.cfm?id=662.

Findings

This section outlines the main findings of this policy review and summarizes the central themes.

Methodology

Researchers gathered information on pedestrian and bicyclist policies and programs from a number of sources. The Internet was the most frequently used resource, and researchers gathered several comprehensive policy reviews from other sources. They also gathered policy and program information from State and local agency sites (e.g., comprehensive transportation plans, bicycling and pedestrian planning documents). Finally, they gathered information mentioned in e-mail discussion groups, blog postings, and conversations with personal contacts.

Once gathered, the policy and program information was organized into logical groupings for comparative analysis purposes. The rest of this section provides a brief description of pedestrian and bicyclist policies identified in this policy review.

Listing and Brief Description of Policies

This section provides a brief description of the categories of walking and bicycling policies identified in this review. Appendices A and B contain numerous examples for each policy category. This review also identified several excellent policy resource documents. Interested readers are encouraged to obtain these resources for extensive policy information:

- ▶ National Complete Streets Coalition Web site, www.completestreets.org/.
- ▶ *Planning Complete Streets for an Aging America*, May 2009, <http://assets.aarp.org/rgcenter/ppi/liv-com/2009-02-streets.pdf>. In particular, see Appendix A, Complete Streets Policy Inventory and Evaluation.
- ▶ *Healthy, Equitable Transportation Policy*:

Recommendations and Research, January 2009, www.convergencepartnership.org/transportationhealthandequity.

- ▶ "Infrastructure, programs, and policies to increase bicycling: an international review," *Preventive Medicine* 50 (2010), pp. S106-S125.
- ▶ *Bicycle policies of the European principals: continuous and integral*, Fietsberaad Publication number 7, 2009, www.fietsberaad.nl/library/repository/bestanden/Fietsberaad_publicatie7_Engels.pdf.

Complete Streets Policies

"Complete streets" refers to the concept that streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit users of all ages and abilities. Complete streets policies are overarching directives that are meant to ". . . ensure that transportation agencies routinely design and operate the entire right-of-way to enable safe access for all users."⁵ According to the most recent information, 129 jurisdictions have adopted complete streets policies or made a written commitment to do so in 2009.⁶ Numerous examples are reprinted in Appendix A.

Complete streets policies typically do not address specific agency processes and procedures. Therefore, many agencies will need to develop division- or department-level policies that implement the intent of the complete streets policy. In this report, these complete streets enabling policies are categorized as funding policies, planning policies, engineering and design policies, and maintenance policies.

- ▶ **Funding policies**—Refers to the process by which funding is allocated to pedestrian and bicycle improvement projects, facilities, and programs. For example, is there a process by which funding for safety improvements is allocated to pedestrian and bicycle improvements (such as by proportion of fatalities)?

⁵ National Complete Streets Coalition, www.completestreets.org, accessed March 24, 2010.

⁶ See www.completestreets.org/complete-streets-fundamentals/complete-streets-atlas/, accessed March 24, 2010.

Is there a dedicated percentage of construction funding for pedestrian and bike facilities, or do pedestrian and bike facilities compete with motor vehicle capacity improvements through a quantitative process?

- ▶ **Planning policies**—Refers to the process by which pedestrian and bicycle improvement projects and facilities are identified and developed. For example, is there a process to identify and fund the most important routes for pedestrian and bicycle improvements? Or are pedestrian and bicycle improvements only considered when a motor vehicle capacity improvement occurs? Most important, is land use coordinated with transportation improvements?
- ▶ **Engineering and design policies**—Refers to the process of designing and constructing pedestrian and bicycle facilities that meet or exceed accepted standards and guidelines. For example, is there clear technical guidance on design parameters for different types of streets and highways? Is there clear direction on how to deal with design policy exceptions on restricted rights-of-way? Is there a design review process that ensures compliance with engineering and design policies, including for construction work zones?
- ▶ **Maintenance policies**—Refers to the process by which pedestrian and bicycle facilities are operated and maintained. For example, what is the snow removal policy for sidewalks, bike paths, and bike lanes? How often are bike lanes and other facilities swept of debris? Are signal timings and equipment—including bicycle detection—updated to ensure compliance with current pedestrian and bicyclist requirements?

Supporting Policies

Supporting policies are those that are not directly related to street facilities or road improvements, but nonetheless are critical for improving pedestrian and bicyclist safety and mobility.

- ▶ **Motor vehicle parking policies**—Refers to the pricing and availability of automobile parking. Often overlooked, auto parking policies can have a very strong effect on transportation mode choice. If parking is expensive and

has limited availability, a bicycling or walking trip is more competitive with an auto trip.

- ▶ **Motor vehicle restrictions**—Refers to rules, regulations, or policies that control motor vehicle drivers' behavior in an attempt to protect pedestrians' and bicyclists' safe operation on roadways. Typical examples include regulating the safe passing distance of motor vehicles to bicyclists, right-of-way assignment at marked crosswalks, and motor vehicle travel restrictions on certain streets (e.g., pedestrian streets).
- ▶ **Traffic calming**—Refers to physical measures that reduce the negative effects of motor vehicle use and improves conditions for walking and cycling. Traffic calming measures for bicyclists and pedestrians include roundabouts, mini traffic circles, chicanes, speed tables/humps/cushions, traffic diverters, raised intersections, curb extensions, crossing islands, and raised pedestrian crossings.
- ▶ **End-of-trip facilities**—Refers to facilities and spaces at either end of a biking or walking trip. The most common examples are bicycle parking and workplace showers and changing areas. Bike parking policies address the required provision, types, location, size, and quantity of bike parking in residential and retail areas. Workplace facilities are typically shower and changing areas, but other workplace incentives include secure indoor bicycle storage, reimbursement for parking/travel costs, bike/bus passes, and flextime for bicyclists.
- ▶ **Integration with transit**—Refers to policies for transit agencies to provide services for bicyclists to make it more convenient to link bike and transit trips. These services include establishing bicycle-on-bus, bike racks on taxis, bicycle-on-rail, and bicycle on vanpools and ferries programs; installing bicycle racks and lockers at transit stations; and providing staffed bicycle parking facilities (bike stations) at major transit hubs.⁷
- ▶ **Education policies**—Refers to the process by which all road and street users are instructed on legal and safe operation within the public right-of-way. The most common example of this is mandatory traffic safety education (that includes bicycling in traffic and crossing

⁷ See *TCRP Synthesis 62: Integration of Bicycles and Transit*, 2005, http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_syn_62.pdf, accessed March 24, 2010.

streets) for elementary school students. Another example is more effective motorist education about safe operation around bicyclists and pedestrians.

- ▶ **Encouragement policies**—Are intended to encourage and promote increased use of sustainable travel modes, especially cycling and walking. Common examples include support for organized events, promotional activities, and public information campaigns.
- ▶ **Enforcement policies**—Establishes the process by which existing traffic laws are enforced. For example, is there a program to enforce motorists yielding at crosswalks? Are bicycle-based patrols used in certain areas to indicate the legitimacy of bicycling? Are law enforcement training academies providing sufficient training on pedestrian and bicycling topics? Are law enforcement agencies meaningfully enforcing laws that will result in increased and safe usage of bicycling and walking? Are penalties for distracted driving severe enough, especially when it involves vulnerable road users like bicyclists and pedestrians?
- ▶ **System and policy evaluation**—Refers to the process by which an agency gauges the effectiveness of its policies and projects using performance measures and key indicators. Typical examples of pedestrian and bicyclist performance measures are usage and safety experience, such as mode share, before-and-after counts, crash rates, and crash rate improvements.

Conclusions

Several themes and conclusions that emerged from this policy review are summarized in this section.

1. **No single “silver bullet” policy or action exists to make streets and roads safer and more conducive to pedestrians and bicyclists.** Instead, it is about changing priorities in how we address transportation demand and land use, which requires a comprehensive approach of political support, coordinated transportation and land use policies, enabling programs, adequate funding, implementation champions, competent agency staff, and clear technical guidance. There is also a need to change road user behavior, such as distracted and aggressive driving as well as bicyclists and pedestrians not obeying traffic control devices.
2. **To achieve desired outcomes, pedestrian and bicyclist policies should clearly state a purpose and vision, as well as a way to measure progress toward the desired outcomes.** Policies that are unclear or ambiguous could be interpreted and implemented very differently. Policies that have no quantifiable goal could be viewed as “feel-good” language that never gets implemented or enforced.
3. **Several model policies and programs in the United States (e.g., in New York, NY; Portland, OR; Seattle, WA; and Washington, DC) can serve as examples and best practices for other U.S. cities and States.** However, inspiration and innovation for these U.S. leaders will most likely come from countries in Western Europe that place a higher priority on walking and cycling as transport modes.
4. **Complete streets policies appear to be the most widely publicized policy approach being used in many U.S. cities, counties, and States.**⁸ Extensive guidance and example language for complete streets policies have been assembled by the National Complete Streets Coalition and are reprinted in the appendices of

this report. However, effective policy implementation requires more than just an official position statement (see #2); it requires enabling programs, adequate funding, technical guidance, and other essential ingredients (see #1). The interest and concurrence of the general population and user groups are also needed.

5. **There are numerous examples of enabling programs and strategies that can be used to implement complete streets policies.** These programs and strategies have been documented in various other reports and sources. Two of the best national sources are the Federal Highway Administration-funded Pedestrian and Bicycle Information Center (www.pedbikeinfo.org) and the National Complete Streets Coalition (www.completestreets.org). New technical resources are being released regularly. A recent example is the *ITE Recommended Practice: Designing Walkable Urban Thoroughfares: A Context-Sensitive Approach* from the Institute of Transportation Engineers.

⁸ In fact, U.S. Transportation Secretary Ray LaHood announced a U.S. Department of Transportation complete streets policy on March 12, 2010, while this report was being written.

APPENDIX A:

Complete Streets Policies

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Pages 12–33 have been reprinted with the permission of the AARP Public Policy Institute.

Complete Streets Policies Examples

Policy	Level	Type	Language	Adoption Year	Source
Massachusetts Department of Transportation Project Development and Design Guide	State	design manual	"A guiding principle of the Guidebook is that the roadway system of the Commonwealth should safely accommodate all users of the public right-of-way including: pedestrians, (including people requiring mobility aids);...bicyclists; drivers and passengers of transit vehicles, trucks, automobiles and motorcycles."	2006	http://www.vhb.com/mhdGuide/mhd_GuideBook.asp
Caltrans Deputy Directive 64-R1	State	internal policy	"...[P]rovides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system."	2008	http://www.dot.ca.gov/hq/tp/offices/bike/guidelines_files/DD64.pdf
New Jersey Department of Transportation Complete Streets Policy	State	internal policy	"The New Jersey Department of Transportation shall implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities..."	2009	http://www.completestreets.org/webdocs/policy/cs-nj-dotpolicy.pdf
North Carolina Department of Transportation Complete Streets Policy	State	internal policy	"Complete Streets is North Carolina's approach to interdependent, multi-modal transportation networks that safely accommodate access and travel for all users."	2009	https://apps.dot.state.nc.us/pio/releases/details.aspx?r=2777
State of Oregon ORS 366.514	State	legislation	"Footpaths and bicycle trails, including curb cuts or ramps as part of the project, shall be provided wherever a highway, road or street is being constructed, reconstructed or relocated."	1971	http://www.pdxtrans.org/bicycles/bikebill.htm
State of Florida Statute 335.065	State	legislation	"Bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into state, regional, and local transportation plans and programs. Bicycle and pedestrian ways shall be established in conjunction with the construction, reconstruction, or other change of any state transportation facility, and special emphasis shall be given to projects in or within 1 mile of an urban area."	1984	http://www.leg.state.fl.us/statutes/index.cfm?mode=View%20Statutes&SubMenu=1&App_mode=Display_Statute&Search_String=335.065&URL=CH0335/Sec065.HTM
Metropolitan Transportation Commission San Francisco Bay Area Regional Policy for the Accommodation of Non-Motorized Travelers	MPO	resolution	"Projects funded all or in part with regional funds (e.g. federal, STIP, bridge tolls) shall consider the accommodation of non-motorized travelers, as described in Caltrans Deputy Directive 64...to facilitate the accommodation of pedestrians, bicyclists, and disabled traveler needs into all projects where non-motorized travel is consistent with current, adopted regional and local plans."	2006	http://www.marinbike.org/Campaigns/CompleteStreets/MTCres.pdf
East-West Gateway Council of Governments St. Louis Area Legacy 2030 Long-Range Plan	MPO	plan	"... [A]s a matter of standard practice the transportation system should be designed, built, and maintained in a manner that accommodates not only automobiles but transit vehicles and non-motorized modes of travel as well."	2007	http://www.ewgateway.org/pdffiles/library/trans/legacy2030/legacy2030-032105.pdf

Policy	Level	Type	Language	Adoption Year	Source
Bloomington-Monroe County, IN, MPO Complete Streets Policy	MPO	internal policy	"This policy will ensure that the entire right-of-way is designed and operated to enable safe access for all users and that all transportation agencies participating in the BMCMPPO adhere to implementing the principles of inclusion in all transportation projects appropriate to the local context and needs."	2009	http://bloomington.in.gov/media/media/application/pdf/4425.pdf
San Diego County, CA, Transnet Tax Extension	County	tax ordinance	"All new projects, or major reconstruction projects, funded by revenues provided under this Ordinance shall accommodate travel by pedestrians and bicyclists, except where pedestrians and bicyclists are prohibited by law from using a given facility or where the costs of including bikeways and walkways would be excessively disproportionate to the need or probable use."	2004	http://www.sandag.org/uploads/committeeid/committeeid_75_5344.pdf
Ada County, ID, Complete Streets Policy	County	resolution	"Streets, bridges and transit stops within Ada County should be designed, constructed, operated and maintained so that pedestrians, bicyclists, transit riders, motorists, and people of all ages and abilities can travel safely and independently."	2009	http://www.achd.ada.id.us/PDF/staff_reports/2009/052709/6.pdf
Sacramento, CA, Best Practices Guide	City	best practices	"This document outlines an approach to designing streets that are more "complete" in the sense of accomplishing all of the goals associated with the dominant form of public space in urban societies—our streets. . . . Complete streets are those that adequately provide for all roadway users, including bicyclists, pedestrians, transit riders, and motorists, to the extent appropriate to the function and context of the street."	2005	http://www.cityofsacramento.org/transportation/dot_media/engineer_media/pdf/bp-UniversalDesign.pdf
San Francisco, CA, Transit First policy	City	legislation	"Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety."	1995	http://library.municode.com/HTML/14130/level1/AVIIIA.html#AVIIIA_s8A.115
Hendersonville, TN, Transportation & Land Use Plan	City	plan	"The inclusion of complete streets in the Hendersonville Land Use & Transportation Plan is a response to a public interest. Local citizens, business owners, and officials recognize the importance of a shift from an automobile-dominated roadway to a balanced, multi-modal transportation system that respects all users of the roadway and the rights of adjacent land owners."	2009	http://www.hvilletn.org/comprehensiveplan.aspx
Colorado Springs, CO, Amendment to the Intermodal Transportation Plan	City	plan amendment	"Construct complete streets designed to accommodate all users. In all new roadway projects or major reconstruction projects, accommodate travel by pedestrians, bicyclists, and transit users, except where pedestrians and bicyclists are prohibited by law from using a given facility or where. . . unsafe or impractical."	2005	http://www.springsgov.com/units/council/051122/051122_40.pdf
Rockville, MD, Complete Streets Policy	City	internal policy	"The Complete Streets policy of the City of Rockville is developed to provide guidance for its residents, decision makers, planners and designers to ensure that multimodal elements are incorporated into all transportation improvement projects."	2009	http://www.rockvillemd.gov/residents/traffic/pdf/complete_streets_policy_adopted.pdf

Policy	Level	Type	Language	Adoption Year	Source
Charlotte, NC, Urban Street Design Guidelines	City	internal policy	"The Guidelines will allow us to . . . provide more capacity and safe and comfortable travel for motorists, pedestrians, bicyclists, and transit riders." Establishes a new six-step planning process that begins by assessing all user needs."	2007	http://www.charmeck.org/Departments/Transportation/Urban+Street+Design+Guidelines.htm
North Myrtle Beach, SC, Complete Streets Ordinance	City	ordinance	"All streets shall be designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street."	2009	http://www.completestreets.org/webdocs/policy/cs-sc-northmyrtle-beach-ordinance.pdf
Rochester, MN, Complete Streets Policy	City	ordinance	"The City of Rochester will seek to enhance the safety, access, convenience and comfort of all users of all ages and abilities, including pedestrians (including people requiring mobility aids), bicyclists, transit users, motorists and freight drivers, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities..."	2009	http://www.co.olmsted.mn.us/departments/planning/transportation_planning.asp
Decatur, GA, Community Transportation Plan	City	plan	"... CTP employs a Complete Streets philosophy that defines the street by more than just its mobility and accessibility functions, but by its role as a critical community character shaper."	2008	http://www.decaturga.com/cgs_citysvcs_dev_transportationplan.aspx
DeSoto, MO, Bill No. 45-08	City	ordinance	"The City of De Soto establishes a "policy statement" to ensure that the City will design, build, and maintain its roadways in a manner that accommodates safe and contiguous routes for all users including pedestrians, individuals of all ages and abilities (including individuals with disabilities), bicyclists, transit vehicles and users and motorists."	2008	http://www.completestreets.org/webdocs/policy/cs-mo-desoto-ordinance.pdf
Las Cruces, NM, Resolution No. 09-0058R1	City	resolution	"Every public right-of-way shall be planned, designed, constructed, and maintained such as that each Las Cruces will have transportation options to safely and conveniently travel to their destinations."	2009	http://lcmpoweb.las-cruces.org/Complete%20Streets/City%20of%20Las%20Cruces%20Complete%20Streets%20Resolution.pdf
Seattle, WA, Complete Streets Ordinance	City	ordinance	"... [S]o that transportation improvements are planned, designed and constructed to encourage walking, bicycling, and transit use while promoting safe operations for all users."	2007	http://clerk.ci.seattle.wa.us/~scripts/nph-brs.exe?d=CBOR&s1=115861.cbn.&Sect6=HITOFF&l=20&p=1&u/=~public/cbor2.htm&r=1&f=G

PLANNING COMPLETE STREETS FOR AN AGING AMERICA

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COMPLETE STREETS POLICY INVENTORY AND EVALUATION

Complete Streets Policy Analysis Ratings Descriptions

Since Complete Streets policies are adopted in so many different forms, it is important to note that different policy types will be strong in different areas. A resolution, for example, is more likely to get a strong ranking for purpose and vision than a state law, which would be expected to do better in the Policy Reach category. Therefore, policies should be compared to their own policy type. Note that this evaluation is based entirely on the language contained in the policy document.

Users	What type of road users are covered by the policy?				
Modes	 Pedestrians	 Bicycles	 Motorists	 Transit	 Freight
	A policy that covers a wider variety of modes is considered stronger than others.				
Users with Disabilities	<input type="radio"/> No Mention	<input checked="" type="radio"/> Acknowledged	<input checked="" type="radio"/> Extensive		
		If a policy makes note of users with disabilities in its text, these users' needs are "acknowledged."	If a policy makes specific references to the special considerations and design necessary to properly accommodate users with disabilities, the policy is "extensive."		
Older Adults	<input type="radio"/> No Mention	<input checked="" type="radio"/> Acknowledged	<input checked="" type="radio"/> Extensive		
		If a policy makes note of older adults in its text, these users' needs are "acknowledged."	If a policy makes specific references to the special considerations and design necessary to properly accommodate older adults, the policy is "extensive."		
Policy Reach	How far does the policy reach in affecting road planning and construction decisions? Is it likely to be implemented?				
	<input type="radio"/> Limited	<input checked="" type="radio"/> Average	<input checked="" type="radio"/> Broad		
	Limited Complete Streets policies often cover only roads controlled by the policy-making agency, which does not include privately owned or built roadways. They are often not linked to other planning documents and infrequently list specific next steps in enacting the policy.	Average policies usually affect only roads controlled by the policy-making agency, though occasionally cover private roadways as well. They are often explicitly linked to other procedures and documents and feature next steps and goals more frequently. They tend to use stronger prescriptive language.	Broad policies are most likely to affect privately built roads in addition to roadways controlled by the policy-making agency. They are almost always linked to other plans and have specific next steps in policy enactment. Language used in these policies is generally quite firm.		
Purpose & Vision	Does the policy express a clear purpose and vision for the transportation system?				
	<input type="radio"/> Limited	<input checked="" type="radio"/> Average	<input checked="" type="radio"/> Strong		
	Limited Complete Streets policies rarely acknowledge the importance of establishing a network of Complete Streets or balancing user needs. Specific measurable outcomes are rarely established.	Average policies always acknowledge the need for Complete Streets networks and for balancing a variety of user needs, occasionally making extensive notes on one or the other. They occasionally list specific outcomes.	Strong policies almost always have extensive sections on establishing Complete Streets networks and on the necessity of balancing user needs across those networks. They frequently outline quantifiable results of the policies.		
Coverage	What roads and what types of projects does the policy cover, and are exceptions clear and specific?				
	<input type="radio"/> Limited	<input checked="" type="radio"/> Average	<input checked="" type="radio"/> Extensive		
	Limited Complete Streets policies most often do not apply to anything other than new construction or reconstruction. They generally do not specify allowable exceptions to policy implementation.	Average policies rarely apply to anything beyond new construction or reconstruction projects. They generally do specify allowable exceptions, of which there are generally three or fewer.	Extensive policies usually cover a variety of road projects beyond new construction and reconstruction, including repaving and retrofit projects. They frequently specify allowable exceptions, of which there are generally three or fewer.		
Context	<input type="radio"/> No Mention	<input checked="" type="radio"/> Acknowledged			

Agency	Policy	Level	Description/Language
Type: Legislation/Ordinance			
San Francisco County, CA	Transit First Policy	County	“Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.”
State of California	The Complete Streets Act (AB 1358)	State	“This bill would require...that the legislative body of a city or county...modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.”
State of Florida	Bicycle & Pedestrian Ways statute (335.065)	State	“Bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into state, regional, and local transportation plans and programs. Bicycle and pedestrian ways shall be established in conjunction with the construction, reconstruction, or other change of any state transportation facility, and special emphasis shall be given to projects in or within 1 mile of an urban area.”
Honolulu, HI	Charter Amendment 8	City	“It shall be one of the priorities of the department of transportation services to make Honolulu a pedestrian- and bicycle-friendly city.”
State of Illinois	Public Act 095-0665	State	“An act...requiring incorporation of bicycle and pedestrian ways into state, regional, and local transportation plans and programs; bicycle lanes shall be established if there is sufficient right-of-way whenever there is construction, reconstruction, or other change of any state transportation facility...Provides for the inclusion of bicycle and pedestrian ways into planning and design standards for scenic highway designation.”
Louisville-Jefferson Metro, KY	Cornerstone 2020 Comprehensive Plan Complete Streets Ordinance	County & City	“A thoroughfare system that creates ‘Complete Streets’ will require facilities that promote safe pedestrian trips for individuals of all ages and abilities.”
State of Massachusetts	Bicycle-Pedestrian Access Law (Chapter 90E)	State	“The commissioner shall make all reasonable provisions for the accommodation of bicycle and pedestrian traffic in the planning, design, and construction, reconstruction or maintenance of any project undertaken by the department.”
State of Maryland	Trans. Code Ann. Title 2 subtitle 602	State	“Include enhanced transportation facilities for pedestrians and bicycle riders as an essential component of the State’s transportation system...in all phases of transportation planning, including highway design, construction, reconstruction, and repair as well as expansion and improvement of other transportation facilities.”

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Agency	Year	Modes Covered	Users with Disabilities	Older Adults	Policy Reach	Purpose & Vision	Coverage	Context
Type: Legislation/Ordinance								
San Francisco County, CA	1995							
State of California	2008							
State of Florida	1984							
Honolulu, HI	2006							
State of Illinois	2007							
Louisville-Jefferson Metro, KY	2008							
State of Massachusetts	1996							
State of Maryland	2000							

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Agency	Policy	Level	Description/Language
Montgomery County, MD	County Road Code (Bill 4806)	County	"Each County road and street must be designed so that the safety and convenience of all users of the roadway system - including pedestrians, bicyclists, transit users, automobile drivers, commercial vehicles and freight haulers, and emergency service vehicles - is accommodated. Each road and street must facilitate multi-modal use and assure that all users can travel safely in the public right of way."
Columbia, MO	Model Street Standards	City	"All new development will include: residential streets that are 28' wide (instead of 32'); residential sidewalks that are 5' wide (instead of 4'); major collectors and arterials with 8' or 10' multi-use 'pedways'; major collectors and arterials with 6' striped bike lanes or wide shared-use travel lanes."
DeSoto, MO	Bill No. 45-08 (Amending Municipal Code Section 410.020)	City	"...[T]o ensure that the City will design, build, and maintain its roadways in a manner that accommodates safe and contiguous routes for all users including pedestrians, individuals of all ages and abilities (including individuals with disabilities), bicyclists, transit vehicles and users and motorists."
Ferguson, MO	Bill Amending Article 1 of Chapter 40 of the Municipal Code	City	"The purpose of this Policy is to set forth guiding principles and practices to be considered in public transportation projects, where practicable, economically feasible, and otherwise in accordance with applicable law, so as to encourage walking, bicycling and transit use while promoting safe operations for all users."
Buffalo, NY	Complete Streets Ordinance Amending Chapter 413 of the Code	City	"The Commissioner of Public Works, Parks and Streets shall include pedestrian and bicycle facilities in all new street construction, street reconstruction, street maintenance, public works and park projects undertaken by the City of Buffalo..."
State of Oregon	ORS 366.514	State	"Footpaths and bicycle trails, including curb cuts or ramps as part of the project, shall be provided wherever a highway, road or street is being constructed, reconstructed or relocated."
State of Rhode Island	Chapter 31-18: Pedestrians Section 31-18-21	State	"Department of Transportation is authorized and directed to provide for the accommodation of bicycle and pedestrian traffic in the planning, design, construction and reconstruction, and to consider this in the resurfacing and striping of any project undertaken by the department..."
Roanoke, VA	Complete Streets Policy	City	"...[A]ll transportation agencies within the City shall routinely plan, fund, design, construct, operate, and maintain their streets according to the Complete Street principles of the City's 'Street Design Guidelines' with the goal of creating an attractive connected multimodal network that balances the needs of all users, except where there are demonstrated exceptional circumstances."
University Place, WA	Pedestrian Sidewalks and Bicycle Lanes	City	"Develop facilities for pedestrians and bicyclists as alternative travel modes to the automobile...Require sidewalk facilities on all public streets...Develop a system of bicycle routes, both east/west and north/south, that provides for travel within the City with connections to local parks and regional facilities."
Kirkland, WA	City Ordinance (Ordinance No. 4061)	City	"Bicycle and pedestrian ways shall be accommodated in the planning, development and construction of transportation facilities, including the incorporation of such ways into transportation plans and programs."

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Agency	Year	Modes Covered	Users with Disabilities	Older Adults	Policy Reach	Purpose & Vision	Coverage	Context
Montgomery County, MD	2007							
Columbia, MO	2004							
DeSoto, MO	2008							
Ferguson, MO	2008							
Buffalo, NY	2008							
State of Oregon	1971							
State of Rhode Island	1997							
Roanoke, VA	2008							
University Place, WA	2004							
Kirkland, WA	2006							

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Agency	Policy	Level	Description/Language
Seattle, WA	Ordinance No. 122386	City	"An ordinance relating to Seattle's Complete Streets policy, stating guiding principles and practices so that transportation improvements are planned, designed and constructed to encourage walking, bicycling, and transit use while promoting safe operations for all users."
Redmond, WA	Municipal Code Chapter 12.06: Complete the Streets	City	"The City of Redmond will plan for, design and construct all new transportation projects to provide appropriate accommodation for bicyclists, pedestrians, transit users and persons of all abilities in comprehensive and connected networks."
Issaquah, WA	Municipal Code Chapter 12.10: Complete Streets (Ordinance No. 2514)	City	"Bicycle and pedestrians facilities should be included in the planning, engineering, design and construction of transportation facilities, including transportation plans and programs."
Type: Resolution			
Sacramento, CA	Pedestrian Friendly Street Standards	City	"The city's street system should encourage alternate mode use, especially walking and bicycling, by working toward a balance of all street users...Staff [will] revise street standard variance procedures to include consideration of enhancing and improving the pedestrian environment and encouraging alternate mode use."
Metropolitan Transportation Commission (San Francisco Bay Area)	Regional Policy for the Accommodation of Non-Motorized Travelers	MPO	"Projects funded all or in part with regional funds...shall consider the accommodation of non-motorized travelers, as described in Caltrans Deputy Directive 64...These recommendations are intended to facilitate the accommodation of pedestrians, bicyclists, and disabled traveler needs into all projects where non-motorized travel is consistent with current, adopted regional and local plans."
Novato, CA	City Council Resolution	City	"...consider the installation of multi-modal transportation elements in each project in the City of Novato..."
Fairfax, CA	Town of Fairfax Resolution #2527	City	"Town of Fairfax recognizes that Complete Streets, which serves the needs of pedestrians, bicyclists, transit users, the disabled and automobile users generally provide for the safest travel conditions..."
San Anselmo, CA	Bicycle Master Plan Appendix B: Complete Streets Resolution	City	"...shall consider the installation of Complete Streets transportation elements in each capital project and development project."
La Plata County, CO	Resolution No. 2007-33	City	"...[T]he La Plata County Board of County Commissioners hereby requests that all transportation planning initiatives and development take into consideration a balanced, responsible, and equitable approach with regards to the recommendations set forth in the Inventory and Prioritization of Roads in La Plata County for Improved Bicycling, Pedestrian, and Motorist Safety."

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Agency	Year	Modes Covered	Users with Disabilities	Older Adults	Policy Reach	Purpose & Vision	Coverage	Context
Seattle, WA	2007							
Redmond, WA	2007							
Issaquah, WA	2007							
Type: Resolution								
Sacramento, CA	2004							
Metropolitan Transportation Commission (San Francisco Bay Area)	2006							
Novato, CA	2007							
Fairfax, CA	2008							
San Anselmo, CA	2008							
La Plata County, CO	2007							

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Agency	Policy	Level	Description/Language
Cascade, IA	Policy Statement: Complete Streets	City	"The design and construction of new facilities...should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future developments... Bicycle and pedestrian ways shall be established in new construction and reconstruction projects with in the city limits of Cascade..."
Iowa City, IA	Resolution Adopting a Complete Streets Policy for the City of Iowa City, IA and Repealing Resolution No. 07-109	City	"All public street projects or public street reconstruction projects (not including maintenance) in the City of Iowa City shall be designed to accommodate travel by pedestrians, bicyclists, public transit, and motorized vehicles and their passengers."
Des Moines, IA	Complete Streets Policy	City	"The City of Des Moines recognizes this need for complete streets and will accommodate elements that create a complete street where possible...The design and development of the transportation infrastructure shall improve conditions for transit users, motorists, bicyclists and pedestrians..."
DuPage County, IL	Healthy Roads Initiative	County	"Construct a sidewalk or bicycle path where right-of-way is available; ensure that the new construction project is safe for both the user and the community; ensure that the new construction project adds a lasting value to both motorized and non-motorized users; ensure the project incorporates context sensitive and environmentally sensitive design..."
Region 2 Planning Commission (Jackson, MI)	Complete Streets Resolution	MPO	"...[T]hat bicycling and walking accommodations using the latest design standards should be a routine part of the [Region 2 Planning] Commission's planning, design, construction, maintenance, and operating activities, and will be included in the everyday operations of our transportation system."
Jackson, MI	Complete Streets Resolution	City	"...[T]hat bicycling and walking accommodations using the latest design standards should be a routine part of the City's planning, design, construction, maintenance, and operating activities, and will be included in the everyday operations of our transportation system."
Jackson County, MI	Complete Streets Resolution	County	"...[T]hat bicycling and walking accommodations using the latest design standards should be a routine part of the [Road] Commission's planning, design, construction, maintenance, and operating activities, and will be included in the everyday operations of our transportation system."
State of North Carolina Department of Transportation	Bicycling and Walking in North Carolina	State	"... bicycling and walking accommodations shall be a routine part of the North Carolina Department of Transportation's planning, design, construction, and operations activities."
Binghamton, NY	A Resolution Adopting Complete the Streets/Institute for Healthy Infrastructure Policies	City	"Whereas Complete the Streets supports construction of streets to enable safe access for all users, including motorist, pedestrians, bicyclist, and public transportation."

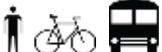
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Agency	Year	Modes Covered	Users with Disabilities	Older Adults	Policy Reach	Purpose & Vision	Coverage	Context
Cascade, IA	2006							
Iowa City, IA	2007							
Des Moines, IA	2008							
DuPage County, IL	2004							
Region 2 Planning Commission (Jackson, MI)	2006							
Jackson, MI	2006							
Jackson County, MI	2006							
State of North Carolina Department of Transportation	2000							
Binghamton, NY	2007							

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Agency	Policy	Level	Description/Language
Erie County, NY	Complete Streets Resolution	County	"...[T]he Erie County Commissioner of Public Works shall include pedestrian and bicycle facilities in all new street construction, street reconstruction and park projects undertaken by the County of Erie, where feasible."
Columbus, OH	Complete Streets Resolution	City	"That this Council supports the implementation of Complete Streets policies in Columbus, and urges the Public Service Department and the Transportation Division to include these policies in all street construction, reconstruction and repair projects."
State of South Carolina Department of Transportation	Commission Resolution	State	"...[B]icycling and walking accommodations should be a routine part of the Department's planning, design, construction and operating activities."
Spartanburg, SC	Complete Streets Resolution	City	"...[T]hat in making decisions regarding the use, maintenance, and enhancement of public street and sidewalk space, the City shall seek to facilitate and encourage the use of public rights of way by pedestrians and bicyclists and shall strive to reduce traffic and improve public health and safety."
Greenville, SC	Resolution 2008-49	City	"...[S]o that transportation systems are planned, designed, constructed, and operated to make bicycling and pedestrian movements an integral part of the City's transportation planning and programming while promoting safe operation for all users."
Pierce County, WA	Resolution 2008-86s	County	"...[T]hat the Transportation Plan Update include an assessment of the plan's support of the "Complete Streets" concept, identification of relevant policies within the plan that support the creation of 'Complete Streets,' and an identification of barriers to, and opportunities for, the development of 'Complete Streets' throughout Pierce County. The Council further requests that a specific 'Complete Streets' policy be included within the Transportation Plan Update."
Type: Tax Ordinance			
Sacramento, CA	Ordinance No. STA 04-01	County	"Revenues from the tax shall be used for transportation purposes only and may include, but are not limited to, administration, construction, maintenance, improvements, and operation of local streets, roads, and highways, state highways and freeways, public transit systems including rail, bicycle and pedestrian facilities and related purposes."
San Diego County, CA	Transnet Tax Extension (Proposition A)	County	"All new projects, or major reconstruction projects, funded by revenues provided under this Ordinance shall accommodate travel by pedestrians and bicyclists, except where pedestrians and bicyclists are prohibited by law.. or where the cost...would be excessively disproportionate to the need or probable use. Such facilities for pedestrian and bicycle use shall be designed to the best currently available standards and guidelines."

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Agency	Year	Modes Covered	Users with Disabilities	Older Adults	Policy Reach	Purpose & Vision	Coverage	Context
Erie County, NY	2008		◐	◑	○	○	◐	◑
Columbus, OH	2008		◐	◐	◐	◐	●	✓
State of South Carolina Department of Transportation	2003		◑	◑	○	○	○	◑
Spartanburg, SC	2006		◑	◑	○	○	○	◑
Greenville, SC	2008		◐	◐	◐	○	○	✓
Pierce County, WA	2008		◐	◐	○	○	○	◑
Type: Tax Ordinance								
Sacramento, CA	2004		◐	◐	●	○	○	✓
San Diego County, CA	2004		◐	◐	●	◐	◐	◑

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Agency	Policy	Level	Description/Language
Seattle, WA	Bridging the Gap	City	"The Mayor and City Council support the principles of 'Complete Streets' and will work with SDOT so that to the maximum practicable extent, all Bridging the Gap projects will provide appropriate accommodation for pedestrians, bicyclists, transit riders, and disabled persons while promoting safe operation for cars and trucks."
Type: Executive Order			
Salt Lake City, UT	Executive Order on Accommodation of Bicyclists and Pedestrians	City	"All transportation facilities in the public right of way owned by Salt Lake City on which bicyclists and pedestrians are permitted by law...shall be designed, constructed, operated, and maintained so that users, including people with disabilities, can travel safely and independently."
Type: Internal Policy			
Marin County, CA	Best Practice Directive for Inclusion of Multimodal Elements into Improvement Projects	County	"At the outset of all projects, other than routine maintenance (e.g. cape seals, slurry seals, skin patches, crack seals, and dig outs and patches), the City Engineer of each MPWA municipality shall review each relevant capital project for consideration of inclusion of all necessary, appropriate and reasonable multi-modal facilities and improvements."
State of California Department of Transportation	Deputy Directive 64-R1	State	"The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices."
Wilmington Area Planning Council (Wilmington, DE Area)	Regional Transportation Plan 2030	MPO	"All projects funded through the TIP shall address bicycles and pedestrian facilities in both planning and design...sidewalks, shared use paths, street crossings, pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways should be designed, constructed, operated and maintained so that all modes, including pedestrians and people with disabilities, can travel safely and independently."
Johnson County Council of Governments (Iowa City, IA Area)	Complete Streets Policy	County	"All new roadway projects, or major reconstruction projects (not including maintenance), funded in whole or part by JCCOG under this policy shall accommodate travel by pedestrians and bicyclists."
Chicago, IL	Safe Streets for Chicago	City	"The safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers shall be accommodated and balanced in all types of transportation and development projects and through all phases of a project so that even the most vulnerable – children, elderly and persons with disabilities – can travel safely within the public right of way."

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Seattle, WA	2006							
Type: Executive Order								
Salt Lake City, UT	2007							
Type: Internal Policy								
Marin County, CA	2007							
State of California Department of Transportation	2008							
Wilmington Area Planning Council (Wilmington, DE Area)	2007							
Johnson County Council of Governments (Iowa City, IA Area)	2006							
Chicago, IL	2006							

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Agency	Policy	Level	Description/Language
State of Kentucky	Pedestrian and Bicycle Travel Policy	State	"The Kentucky Transportation Cabinet (KYTC) will consider the incorporation of pedestrian facilities on all new or reconstructed state-maintained roadways in existing and planned urban and suburban areas....KYTC will consider the accommodation of bicycles on all new or reconstructed state-maintained roadways. KYTC will also consider accommodating bicycle transportation when planning the resurfacing of roadways, including shoulders."
Northeast Ohio Areawide Coordinating Agency (Cleveland, OH Area)	Regional Transportation Investment Policy	MPO	"Bicycle and pedestrian ways shall be established in new construction and reconstruction of road and bridge projects unless one or more of four conditions are met."
Mid-Ohio Regional Planning Commission (Columbus, OH Area)	Bicycle and Pedestrian Planning Policy	MPO	"Project sponsors are required to accommodate bicycles and pedestrians in the planning and design of all proposed transportation projects using MORPC-attributable federal funds. Sponsors using local, state, or other federal funds are encouraged to accommodate bicycles and pedestrians in the planning and design of all proposed transportation projects."
State of Pennsylvania Department of Transportation	Design Manual 1A Appendix J: Bicycle and Pedestrian Checklist	State	"Department policy requires the evaluation of the access and mobility needs of pedestrians and bicycle users in highway and bridge transportation corridors. This revised policy mandates that highway and bridge projects must evaluate the existing, latent, and projected needs of pedestrians and bicycle users. It requires the integration of the identified needs into project planning and design processes."
State of Tennessee Department of Transportation	Bicycle and Pedestrian Policy	State	"The policy of TDOT is to routinely integrate bicycling and pedestrian facilities into the transportation system as a means to improve mobility and safety of non-motorized traffic."
United States Department of Transportation	Design Guidance - Accommodating Bicycle and Pedestrian Travel: A Recommended Approach	Federal	"Bicycle and pedestrian ways shall be established...Sidewalks, shared use paths, street crossings, pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated, and maintained so that all pedestrians, including people with disabilities, can travel safely and independently...Manuals...should incorporate design information that integrates safe and convenient facilities for bicyclists and pedestrians - including people with disabilities [- and] also be amended to provide flexibility...to develop facilities that are in keeping with transportation needs, accessibility, community values, and aesthetics."
Commonwealth of Virginia Department of Transportation	Policy for Integrating Bicycle and Pedestrian Accommodations	State	"The Virginia DOT will initiate all highway construction projects with the presumption that the projects shall accommodate bicycling and walking."

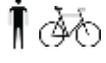
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Agency	Year	Modes Covered	Users with Disabilities	Older Adults	Policy Reach	Purpose & Vision	Coverage	Context
State of Kentucky	2002							✓
Northeast Ohio Areawide Coordinating Agency (Cleveland, OH Area)	2003							✓
Mid-Ohio Regional Planning Commission (Columbus, OH Area)	2004							
State of Pennsylvania Department of Transportation	2007							✓
State of Tennessee Department of Transportation	2003							✓
United States Department of Transportation	2000							✓
Commonwealth of Virginia Department of Transportation	2004							✓

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Agency	Policy	Level	Description/Language
Type: Plan			
Scottsdale, AZ	Transportation Master Plan	City	"To design, operate and maintain Scottsdale's streets to promote safe and convenient access and travel for all users: pedestrians, bicyclists, transit riders, and equestrians, as well as cars, trucks, and buses."
Santa Barbara, CA	Circulation Element to the City General Plan	City	"Emphasize alternative modes in order to provide real options and opportunities for people to choose among different forms of transportation rather than relying exclusively on the automobile."
Boulder, CO	Multimodal Corridors: Transportation Network Plans	City	"Improve access and mobility to, through, and within the BVRC area for all modes of travel by developing a multi-modal transportation grid where possible."
Fort Collins, CO	Master Street Plan	City	"It is critical that the transportation system provide mobility throughout the community and access between origins and destinations for all travel modes, accommodating all types of people...The MSP network is designed to achieve the following results: A significant shift in travel behavior, with more trips shifting away from single-occupant travel into transit, walk and bicycle, and multi-occupant vehicle travel modes; A reduction of growth in daily Vehicle Miles Traveled (VMT); Attainment of City air quality objectives."
Colorado Springs, CO	Complete Streets Amendment to the City's Intermodal Transportation Plan	City	"Construct complete streets designed to accommodate all users. In all new roadway projects or major reconstruction projects, accommodate travel by pedestrians, bicyclists, and transit users, except where pedestrians and bicyclists are prohibited by law from using a given facility or where...unsafe or impractical."
West Palm Beach, FL	Transportation Element to the Comprehensive Plan	City	"To provide transportation systems that achieve the economic, social, and environmental goals of the City of West Palm Beach which fosters sustainability, livability, and economic success."
Florida-Alabama Transportation Planning Organization (Pensacola, FL Area)	Bicycle & Transportation Plan	MPO	"The purpose of this plan is to provide transportation choices by integrating bicycle and pedestrian facilities in transportation planning activities, and to encourage and implement complete streets."
Decatur, GA	Community Transportation Plan	City	"Complete Streets are defined as streets with safe travel facilities for all users – pedestrians, bicyclists, motorists and transit riders – of all ages and ability levels...As the focus is...on increasing opportunities for non-motorized transportation alternatives, it provides safe and reliable options for everyone to become active participants, both physically and socially, in the community. It is especially beneficial to the City's most vulnerable populations such as low income households, children and older adults, all of who experience differing physical, mental and financial challenges to mobility."

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Agency	Year	Modes Covered	Users with Disabilities	Older Adults	Policy Reach	Purpose & Vision	Coverage	Context
Type: Plan								
Scottsdale, AZ	2008							
Santa Barbara, CA	1998							
Boulder, CO	1996							
Fort Collins, CO	2004							
Colorado Springs, CO	2005							
West Palm Beach, FL	2003							
Florida-Alabama Transportation Planning Organization (Pensacola, FL Area)	2005							
Decatur, GA	2008							

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Agency	Policy	Level	Description/Language
Champaign, IL	Transportation Master Plan	City	"The Plan creates a vision for a multi-modal transportation system that helps achieve the City's goals of sustainable growth. Champaign Moving Forward considers all transportation modes, including cars, public transportation, bicycling, and walking."
Washtenaw County, MI	Non-Motorized Plan	County	"Road agencies...shall provide for pedestrian and bike movements with appropriate crossings that are ADA compliant...for all urbanized area road reconstruction. Facilities shall be constructed so that there is adequate access for all types of non-motorized users and to support transit wherever possible...For areas outside the urbanized area at a minimum all road reconstruction or major improvements involving federal aid eligible roads and non federal aid eligible roads that connect existing or proposed non-motorized facilities shall include a paved shoulder or paved shoulder and accessible ADA compliant sidewalks on rural roads where traffic and speed necessitate a separate pedestrian facility."
St. Joseph Area Transportation Study Organization (St. Joseph, MO Area)	St. Joseph Bicycle and Pedestrian Master Plan	MPO	"Bicycle and pedestrian ways shall be established in new construction and reconstruction projects throughout the metropolitan area...Sidewalks, shared use paths, street crossings, pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated, and maintained so that all pedestrians, including people with disabilities, can travel safely and independently."
East-West Gateway Council (St. Louis, MO Area)	St. Louis Legacy 2035 Long-Range Plan	MPO	"...[E]very road project should provide routine accommodations. That is, as a matter of standard practice the transportation system should be designed, built, and maintained in a manner that accommodates not only automobiles but transit vehicles and non-motorized modes of travel as well."
Charlotte, NC Department of Transportation	Urban Street Design Guidelines and Transportation Action Plan	City & County	"The Guidelines will allow us to provide better streets throughout Charlotte – streets that reflect the best aspects of the streets built in the past, and that will provide more capacity and safe and comfortable travel for motorists, pedestrians, bicyclists, and transit riders."
New York City, NY	Sustainable Streets Strategic Plan	City	"Our streets must be safe for all New Yorkers, of all ages. We will design, build, sign, and signal roadways to safely move motorists, cyclists, transit passengers and pedestrians and ensure the safety of [ferry passengers]."
Capital Area Metropolitan Planning Organization (Austin, TX Area)	Texas Mobility Plan 2030	MPO	"...[P]rovide pedestrian facilities/bicycle accommodations with all new construction and reconstruction of roadways in this plan within urban and suburban areas unless pedestrians/bicycles are prohibited by law from using the roadway, or the jurisdiction constructing the project has demonstrated that providing the bicycle accommodation is not feasible due to excessive cost."
Arlington County, VA	Master Transportation Plan	County	"Ensure all streets are 'complete streets,' safe and comfortable for pedestrians, bicyclists, transit riders, motorists and other users."

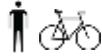
This inventory of policy language is based on an assessment by the National Complete Streets Coalition as part of an AARP Public Policy Institute research project; actual policy performance was not evaluated. It is based on policies in the National Complete Streets Coalition database as of December 2008.

Agency	Year	Modes Covered	Users with Disabilities	Older Adults	Policy Reach	Purpose & Vision	Coverage	Context
Champaign, IL	2008		◐	◐	◐	●	◐	✓
Washtenaw County, MI	2006		●	◐	◐	●	●	✓
St. Joseph Area Transportation Study Organization (St. Joseph, MO Area)	2001		◐	◐	◐	◐	◐	✓
East-West Gateway Council (St. Louis, MO Area)	2007		◐	◐	◐	◐	○	✓
Charlotte, NC Department of Transportation	2007		◐	◐	◐	●	◐	✓
New York City, NY	2008		◐	●	◐	◐	○	◐
Capital Area Metropolitan Planning Organization (Austin, TX Area)	2005		◐	◐	◐	◐	◐	◐
Arlington County, VA	2006		◐	◐	◐	●	○	✓

This inventory of policy language is based on an assessment by the National Complete Streets Coalition as part of an AARP Public Policy Institute research project; actual policy performance was not evaluated. It is based on policies in the National Complete Streets Coalition database as of December 2008.

Agency	Policy	Level	Description/Language
State of Vermont Agency of Transportation	Bicycle Pedestrian Plan	State	“Institutionalize bicycle and pedestrian planning and accommodation within all VAOT programs and project development...Accommodate the need for flexibility with respect to established design standards and increased awareness of aesthetic considerations with transportation project design... Develop a bicycle and pedestrian design manual for use by bicycle and pedestrian project designers and agency personnel.”
Madison Area Transportation Planning Board (Madison, WI Area)	Regional Transportation Plan Update	MPO	“Develop and maintain a safe, effective, and efficient street and roadway system that meets the combined needs of all users for travel within and through the region, and enhances community and economic vitality.”
Type: Manual/ Standards			
San Diego, CA	Street Design Manual	City	“To offer guidelines for the design of streets that will create harmony and promote function for all users while respecting and supporting the needs of the surrounding community.”
Sacramento, CA	Best Practices Guide	City	“This document outlines an approach to designing streets that are more “complete” in the sense of accomplishing all of the goals associated with the dominant form of public space in urban societies – our streets...Complete streets are those that adequately provide for all roadway users, including bicyclists, pedestrians, transit riders, and motorists, to the extent appropriate to the function and context of the street.”
Basalt, CO	Complete Street Design	City	“Creating a pedestrian environment priority within the overall transportation system and ensuring all modes are adequately considered and properly addressed is a goal of this document and of the Town of Basalt...While there needs to be functionality to the management of the vehicle, there also needs to be safety, accessibility, and pleasure for individuals walking or using alternative transportation to move and enjoy the qualities of Basalt.”
Louisville-Jefferson Metro, KY	Complete Streets Manual	County & City	“Louisville Metro’s transportation system shall accommodate and balance a broad range of factors within all transportation and development projects, both new and retrofit, including design, planning, maintenance, and operations, for the entire right of way. The goal of this policy is to develop a multi-modal network....”
State of Massachusetts	Project Development and Design Guide	State	“...[T]o ensure that the safety and mobility of all users of the transportation system (pedestrians, bicyclists and drivers) are considered equally through all phases of a project so that even the most vulnerable (e.g., children and the elderly) can feel and be safe within the public right of way.”

This inventory of policy language is based on an assessment by the National Complete Streets Coalition as part of an AARP Public Policy Institute research project; actual policy performance was not evaluated. It is based on policies in the National Complete Streets Coalition database as of December 2008.

Agency	Year	Modes Covered	Users with Disabilities	Older Adults	Policy Reach	Purpose & Vision	Coverage	Context
State of Vermont Agency of Transportation	1998							✓
Madison Area Transportation Planning Board (Madison, WI Area)	2006							✓
Type: Manual/ Standards								
San Diego, CA	2002							✓
Sacramento, CA	2005							✓
Basalt, CO	2005							✓
Louisville-Jefferson Metro, KY	2007							✓
State of Massachusetts	2006							✓

This inventory of policy language is based on an assessment by the National Complete Streets Coalition as part of an AARP Public Policy Institute research project; actual policy performance was not evaluated. It is based on policies in the National Complete Streets Coalition database as of December 2008.

APPENDIX B:

Examples of Walking and Bicycling Policies and Policy Language Excerpts

Complete Streets Policies

FUNDING POLICIES

Entity	Source	Policy Language
Cambridge, MA	Boston Regional Bike Plan 2007	<p>CMAQ [Congestion Mitigation and Air Quality] and TE [Transportation Enhancement] funds should be fully obligated. . . . Allocating funds to TE and CMAQ to the full obligation authority would show a commitment to a more sustainable transportation system.</p> <p>A mechanism for funding smaller scale bicycle and pedestrian projects should be developed.</p> <p>The Chapter 90 Program, funded by the State, is a 100 percent reimbursement program for local transportation projects. Chapter 90 funds may also be used to design and construct bicycle and pedestrian projects.</p> <p>Boston MPO should consider a funding program for the local communities in Boston Region to develop local bicycle and pedestrian plans.</p>
Charlotte, NC	City of Charlotte Bicycle Plan	<p>Seek all potential funding opportunities to implement the recommendations in the Bicycle Master Plan.</p> <p>The City will strive to continue to fund the full-time Bicycle Program Manager position to spearhead the City's bicycle planning efforts.</p> <p>The City will strive to provide an annual allotment for bicycle improvements in the City budget to implement bicycle projects called for in this Plan and to leverage other funds.</p> <p>The City will seek State and Federal funds for bicycle projects.</p> <p>The City will seek additional funding and partnerships for planning, design, and construction of critical greenway and bike connection projects.</p> <p>The City will seek public and private partnerships to implement bicycle improvements.</p>
Colorado	Colorado Department of Transportation	<p>Virtually all the major transportation funding programs can be used for bicycle and pedestrian-related projects. It is the intent of this policy to apply funds in the most efficient and effective way possible by integrating full consideration of bicycle and pedestrian needs early in the project development and programming process, by encouraging use of low-cost solutions to increase safety and mobility for all modes, and by focusing on high-priority bicycle corridors for the more costly improvements. Project programming estimates used for the Statewide Transportation Implementation Program (STIP) shall include the costs related to planned bicycle and pedestrian accommodations.</p>
Columbus, OH	Columbus Bicentennial Bikeways Plan	<p>Clear Ohio Trail Fund: Columbus receiving approximately \$400,000 per year to fund cyclists.</p> <p>Bicycle facility funding is estimated at 25 percent of the total available funding for Columbus.</p>
Madison, WI	Platinum Biking City Plan 2008	<p>Establish a mini-grant program to support community efforts that encourage bicycling.</p>

**Federal
Nonmotorized
Transportation
Pilot Program¹**

In carrying out the program, the Secretary may make a grant of \$6,250,000 per fiscal year for each of the communities set forth in subsection (a) to State, local, and regional agencies that the Secretary determines are suitably equipped and organized to carry out the objectives and requirements of this section. An agency that receives a grant under this section may suballocate grant funds to a nonprofit organization to carry out the program under this section.

AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to carry out this section, out of the Highway Trust Fund (other than the Mass Transit Account), \$25,000,000 for each of fiscal years 2006 through 2009. (2) CONTRACT AUTHORITY.—Funds authorized to be appropriated by this section shall be available for obligation in the same manner and to the same extent as if the funds were apportioned under chapter 1 of title 23, United States Code, except that the Federal share of the cost of the project shall be 100 percent, and the funds shall remain available until expended and shall not be transferable.

Minneapolis, MN	Minneapolis Pedestrian Plan 2009	The City will explore potential cost sharing programs, such as the bike rack cost share program, to fund different types of pedestrian improvements.
	ORS 366.514 Funding Bill	The law requires that in any given fiscal year, the amounts expended to provide walkways and bikeways must be a minimum of 1 percent of the state highway fund received by the Department, a city, or county.
New Hampshire	New Hampshire Statewide Bicycle and Pedestrian Plan	NHDOT [New Hampshire Department of Transportation] will receive approximately \$31.4 million in NHS [National Highway System] funds each year. These funds may be used for . . . bicycle transportation, and pedestrian walkways. All classes of STP [Surface Transportation Program] funds can be used for bicycle/pedestrian projects.
New York State	Law A 2343 Hoyt	The new law includes bicycle and pedestrian paths within the types of construction and improvement projects of the department of transportation which are eligible for “Marchaselli funds.” These funds can be used for the local 20 percent match for federal funding projects and the law specifies that such eligibility shall not be interpreted to restrict the use of other funds for the design, construction, land acquisition, or other ancillary uses for bicycle paths or pedestrian paths.
Portland, OR	Bicycle Bill 366.514	Out of the funds received by the department or by any county or city from the State Highway Fund reasonable amounts shall be expended as necessary to provide footpaths and bicycle trails, including curb cuts or ramps as part of the project. Footpaths and bicycle trails, including curb cuts and ramps as part of the project, shall be provided wherever a highway, road or street is being constructed, reconstructed or relocated. Funds received from the State Highway Fund may also be expended to provide footpaths and trails along other highways, roads, and streets and in parks and recreation areas. The amount expended by the department or by a city or county as required or permitted by this section shall never in any one fiscal year be less than 1 percent of the total amount of the funds received from the highway fund.
	Oregon Bicycle and Pedestrian Advisory Committee	The Pedestrian and Bicycle Grant Program is a competitive grant program that provides approximately \$5 million dollars every 2 years to Oregon cities, counties, and ODOT [Oregon Department of Transportation] regional and district offices for design and construction of pedestrian and bicycle facilities. Proposed facilities must be within public rights-of-way.
	2009 Oregon Statewide Bicycle and Pedestrian Transportation Plan	Portland receives \$1 million in traffic fine revenues annually and dedicates a portion of those funds to bicycle and pedestrian safety campaigns.
	Safe Routes to School	In Portland, OR, a portion of an increase in fines for violations such as speeding and red-light running goes to the comprehensive pilot Safe Routes to School program at 25 elementary schools. The program has generated over \$1.2 million in its first 2 years.
San Francisco, CA	City and County of San Francisco Notes to Basic Financial Statements	The one-half cent sales tax would be used for maintenance of local streets; transportation for the elderly and disabled; construction of a Central Subway; upgrades to the bus system, including new buses, stations, and dedicated lanes; a Caltrain extension to a new Transbay Terminal; projects to improve pedestrian and bicycle safety; support for regional transportation systems (BART, Caltrain, and ferries); and replacing the roadway to Golden Gate Bridge (Doyle Drive).

Bicycle Programs for City and County of San Francisco Employees

The City offers employees the following two bicycle programs:

1. The City Bicycle Fleet: Instead of driving from one meeting to another, employees can conduct work-related business by pedaling around San Francisco, helping reduce vehicle trips and greenhouse gas emissions. Individuals or departments can sign up to receive a free bicycle, helmet, U-lock, and a 1-year maintenance plan.
2. The City Hall Bicycle Room: For employees who work at or near the City Hall, there is a secure bike room available to store bicycle and personal items for day use only. Lockers and showers are also available.

San Francisco County Transportation Authority: The Authority is the designated TFCA [Transportation Fund for Clean Air] Program Manager for San Francisco. In that capacity, it programs approximately \$800,000 every year to bicycle, pedestrian, and other transportation projects that help clean up the air by reducing motor vehicle emissions. The Authority also provides assistance to project sponsors in applying regional TFCA funds, programmed directly by the Bay Area Air Quality Management District.

Tucson, AZ

Regional Bicycle Plan 2009

Regional Transportation Authority's (RTA) regional transportation plan includes \$60 million for Bicycle, Pedestrian, and Shared-use Path facilities (as part of the much larger \$2.1 billion RTA plan).

Provide dedicated local funding sources for the construction and maintenance of bikeways: Revenue Bonds issued by local jurisdictions, General Obligation bonds issued by local jurisdictions, Roadway Overlay Program (local jurisdictions), RTA funds, Public/Private Grants, Highway User Revenue Funds (HURF).

Bicycle facilities can be built using local and federal funds, and can take advantage of the land use development process. Developers, in constructing commercial and industrial properties, provide roadway improvements and new construction, including bicycle facilities, lockers, and racks for employees and customers.

Regional Pedestrian Plan 2000

Support the establishment of a dedicated funding source for alternative modes of travel.

Encourage local jurisdictions to establish and/or increase their budgets for pedestrian facilities.

Encourage the formation of Special Improvement Districts (SID) for pedestrian facility construction in neighborhoods.

Wisconsin

Funding for Bicycle and Pedestrian Facilities

Sidewalk Construction—Each year, WisDOT [Wisconsin Department of Transportation] constructs or replaces about 15 miles of sidewalk and another mile of sidewalk as part of bridge projects at an annual investment of about \$1.5 million.

Safety, Education, and Enforcement—WisDOT invests about \$350,000 of federal and state funds each year on bike and pedestrian education, safety, and enforcement.

Bicycle Transportation Plan for Madison Urban Area and Dane County (September 2000)

WisDOT created the Transportation Demand Management (TDM) Grant Program in 1991, which is supported solely with state funds. Projects that promote alternatives to automobile travel, including bicycling and walking, are eligible for funding. A 20 percent applicant matching share is required.

Thirty percent of the Recreational Trails Program funds must be used for nonmotorized trail uses, and 40 percent for diverse trail uses (any combination).

The Dane County Highway and Transportation Department has a relatively small "Bicycle Paths" fund, which may be used by local municipalities for bicycle-related projects. No more than 50 percent of the total available funds may be requested by any one municipality.

PLANNING POLICIES

Entity	Source	Policy Language
Davis, CA	Comprehensive Bike Plan 2006	Assure safe and convenient bicycle access to all areas of the city. Provide bicycle lanes along all collector and arterial streets.
Cambridge, MA	Journey to 2030 (Boston Region Metropolitan Transportation Plan)	To improve mobility for people and freight, the MPO [metropolitan planning organization] will provide better access for all to transportation throughout the region, including for our youth, elderly, and disabled users, and members of zero-vehicle households. This includes identifying and addressing structural and operational barriers to mobility. To improve mobility for people and freight, the MPO will: <ul style="list-style-type: none"> • Put a priority on projects and programs that increase the availability of transportation options for people and freight by improving connections, access to and within the system, services, and infrastructure to meet needs. • Assist agencies and communities in planning and implementing projects that provide bicycle and pedestrian routes, networks, and facilities.
	Boston Regional Bike Plan 2007	To better distribute knowledge and technical assistance, MAPC [Metropolitan Area Planning Council] should develop materials such as a handbook, Web site, and video that address the process of planning, funding, constructing, and maintaining shared-use paths.
	Boston Regional Bike Plan 2007	To guide users of off-road paths to destinations and to other bicycle routes, it is vital to include descriptive signage along the route, especially at the path's beginning and end. Signage can be provided on kiosks with a map of an entire path, indicating connections and destinations, or with directional signs provided at junctions with important roads or other paths. Printed bicycle maps are a valuable tool as well, but the reality is that not every cyclist will have the right map with them at all times: it should be easy for cyclists without a map to find popular destinations and connect to other routes.
		To improve safety and security for all transportation system users and prepare the transportation system for its role in emergency response preparedness, the MPO will: <ul style="list-style-type: none"> • Support designs and fund projects and programs that address safety problems and enhance safe travel for all system users. This includes designs and projects that encourage motorists, public transportation riders, bicyclists, and pedestrians to share the transportation network safely.
		To promote the integration of land use, economic development, and transportation planning to achieve efficiencies; benefits for mobility and the environment, including sustainable communities and transportation; and stronger economic opportunities, the MPO will: <ul style="list-style-type: none"> • Make transportation investments where existing or planned development will encourage public transportation use, walking, and bicycling.
	Boston Regional Bike Plan 2007	Cities and towns without an advisory bicycle and pedestrian committee, or with an unofficial committee, should explore creating an official local bicycle and pedestrian committee.

Charlotte, NC**City of Charlotte
Bicycle Plan**

Incorporate bicycle facilities in all transportation planning, design, and construction activities.

The Bicycle Program Manager should continue to be a member of the Mecklenburg-Union Metropolitan Planning Organization's Technical Coordinating Committee (TCC). This continued appointment will ensure that bicycle issues have a voice on projects and planning initiatives at the regional level.

The City will require that Bicycle issues be considered in all plan reviews and that the Bicycle Program Manager has a voice in all roadway construction review processes.

The City will continue to incorporate prioritized bicycle improvements into the annual Transportation Improvement Program (TIP).

The City should update the Bicycle Master Plan every 5 years in conjunction with TIP updates.

The City will coordinate with the Mecklenburg County Parks and Recreation Department to provide connections between on-street bikeways and greenway trails.

The City will seek to improve coordination between resurfacing and bicycle planning efforts.

The City will strive to complete the Near to Medium-Term bicycle route network by 2015. In doing so, it will enable the City to exceed the goal set in the TIP to create 150 miles of bicycle facilities by 2015.

The City should install a signed bicycle route system as shown on the Bicycle Route Network and Near to Medium-Term Opportunities maps in this Plan. This will accomplish Policy 2.6.2 in the TIP which states "The City will place bike route signs on selected local streets as bike routes, as needed, to provide a connected network of bikeways." These signed bicycle routes should be on roads with favorable bicycling conditions that also provide important functional connections throughout the City. Signed routes can link major destinations such as key parks, transit stations, and schools while providing information on continuous bicycle routes in the City. Signed routes also draw attention to bicycling as an efficient form of transportation.

The City will explore ways that the Urban Street Design Guidelines and key code changes can provide for bicycle connections between residential developments and activity centers and between new roads and the existing road network.

The City will consider amending the subdivision and zoning ordinances to incorporate provisions for on-road bicycle facilities and other bicycle-friendly amenities.

Colorado**Colorado Department
of Transportation**

Planning for existing and potential bicycle and pedestrian use shall be integrated into the overall Statewide transportation planning process. Along with the Statewide Long Range Plan update, a statewide bicycle and pedestrian plan will be developed or revised as part of that process. CDOT [Colorado Department of Transportation] staff shall provide technical support and education assistance for bicycle and pedestrian planning to the rural Transportation Planning Regions (TPRs). Planning for bicycle and pedestrian improvements shall be consistent with local and regional transportation plans. The transportation planning process shall identify criteria for high-priority corridors that can be used to evaluate locations within each region for bicycle and pedestrian improvements for the purpose of focusing resources for future improvements and/or maintenance activities. The Metropolitan Planning Organizations include a bicycle and pedestrian plan as part of their Regional Transportation Plan (RTP). Those plans will be included within the Statewide Long Range Plan.

**Colorado Department
of Transportation**

It is the policy of the Colorado Transportation Commission to provide transportation infrastructure that accommodates bicycle and pedestrian use of the highways in a manner that is safe and reliable for all highway users. The needs of bicyclists and pedestrians shall be included in the planning, design, and operation of transportation facilities, as a matter of routine. A decision to not accommodate them shall be documented based on the exemption criteria in the procedural directive.

Colorado Department of Transportation

CDOT shall continue its ongoing programs that support education for motorists, bicyclists, pedestrians, and law enforcement personnel regarding their shared responsibilities, as well as programs that provide design and planning instruction to internal and external audiences.

Columbus, OH **City of Columbus Operation SAFEWALKS**

SAFEWALKS program: Operation SAFEWALKS was created by Mayor Coleman in February 2007 and aims to provide safe pedestrian routes along major arterial roadways through the investment in new roadway infrastructure, including sidewalks, within older areas of the City of Columbus incorporated by 1958. The program signals a more meaningful cooperation between the Departments of Public Utilities and Public Service in how they manage their Capital Improvement Programs (CIP) to advance pedestrian safety. Issues to be addressed by any projects under Operation SAFEWALKS include:

- Provision of safer pedestrian routes along older arterial roadways;
- Installation of storm sewers, curbs, and gutters along roadways where flooding occurs;
- Resolution of roadway and adjacent property flooding;
- Replacement of old roadway pavement.

Leadership in Energy and Environmental Design

LEED School Rating System

Provide dedicated bike lanes that extend at least to the end of the school property in two or more directions with no barriers (e.g., fences) on school property.

Madison, WI **Platinum Biking City Plan 2008**

Accelerate development of bicycle routes, lanes, and paths.

Create a community of compact, walkable, transit and bicycle-oriented mixed-use neighborhoods, districts, and corridors.

Identify an arterial bicycle network and incorporate into the Bicycle Transportation Plan and other appropriate plans.

Study and determine a location for two to three bike boulevards. Construct one and evaluate.

Develop, implement, and enforce a written bicycle access policy through and around public and private construction projects.

Complete a comprehensive review of physical barriers and missing links to biking routes.

Accelerate elimination of sidewalk bike routes by providing convenient alternate routes and/or bike lanes.

Identify, formalize, and improve known bike "shortcuts."

Convert current bike route network and signage to a destination-based network. Ensure traffic signals actuate to bicycles and allow sufficient time for a bicyclist to cross the street with the signal.

Consider bicycle signals (has bike symbol) at appropriate signal locations where bikes may have a different movement than a motor vehicle.

Develop policy to mark bike lanes at signalized intersections on bike routes (and other streets where bikes are expected) even if the street does not have bike lanes.

Where a side path crosses an intersecting street with a stop sign or yield sign, place a supplemental sign indicating two-way bicycle traffic. Install bicycle actuation for signals and pedestrian countdown signals at signalized path crossings (where appropriate). Adjust signal timing/progression on significant bike routes to better favor bicycle commuters.

Update and repair the current network of wayfinding map signs on the path system and install additional wayfinding map signs on the expanding path system and at key locations on the street system. Ensure that path etiquette is clearly outlined. Evaluate placing stop signs on low-volume local streets where a high-volume path crosses. Evaluate adding lighting to paths or sections of paths that do not currently have lighting. Install Bicycle Friendly Community signs at path and on-street bike route entrances to the city.

Review and strengthen the zoning ordinance to ensure adequate onsite pedestrian and bicycle access, parking, and circulation.

Review and strengthen the subdivision ordinance to ensure a connected street network with bicycle facilities.

Develop a map of urban-to-rural routes and a written policy for their future preservation and rehabilitation.

Provide all needed bicycle facilities when constructing or reconstructing city streets and including the requirements of bicycle traffic in the design of all traffic control devices.

**City of Madison
Comprehensive
Plan**

In general, the City will encourage and support the transformation of existing, auto-oriented strip commercial areas, stand-alone “big box” retail developments, conventional suburban-style shopping centers, and malls into compact, mixed-use “town centers” that are visually attractive and equally conducive to pedestrian, bicycle, transit, and motor vehicle activity. Such transformations should be consistent with adopted detailed plans for the area.

Create a city interdepartmental staff team to meet at least quarterly to improve communication and joint planning for future bicycle facilities.

Dedicate shared-use paths recommended in adopted plans in the same manner as streets and roads in the development approval process.

Support designing new neighborhoods to minimize the need for driving to access school, shopping, and recreational facilities.

To enhance pedestrian comfort and create a more pedestrian-oriented environment, encourage a mix of land uses and densities, high-quality design of the built environment, and pedestrian-scale streetscapes.

Enhance the pedestrian environment and pedestrian connections throughout the City of Madison. Encourage a scale of development and variety of land uses that make walking an attractive alternative to other means of travel.

**Madison
Comprehensive
Plan**

Integrate on-street bicycle lanes as part of roadway construction and reconstruction projects. Stripe and sign on-street bicycle routes and lanes, as appropriate.

Ensure that bicycle facilities are adequately planned for as part of Madison’s detailed neighborhood development planning processes.

Ensure that these planned bicycle facilities provide for good connectivity within and between neighborhoods.

Ensure that facilities for bicycling and walking are included as components of newly constructed or reconstructed arterial or collector streets, and local streets, as appropriate.

Sidewalks should be provided on all new streets in all new subdivisions.

Improve and enhance the pedestrian connections between buildings within development areas, utilizing pedestrian amenities such as trees, planters, street furniture, awnings, building windows, etc.

Consider the use of in-street “yield to pedestrian” signs in neighborhood business districts.

Identify existing barriers to bicycle and pedestrian mobility (such as highways without adequate crossing facilities, cul-de-sacs, and other nontraditional street designs such as L-shaped streets) and prioritize locations where improvements are most needed. Such improvements could include new crossings or connections to link areas within neighborhoods (including sidewalks or multiuse paths that link the ends of cul-de-sacs to one another). Identify barriers to pedestrian mobility for users of the pedestrian system with special needs (such as elderly populations and wheelchair users) and prioritize locations where improvements are most needed. Such improvements could include pedestrian ramps and special crossing accommodations.

Require continuity of walking and/or bike paths along the lakeshore adjacent to new lakeshore development.

Retain public rights-of-way that extend to the lakeshore and improve and maintain them to provide pedestrian access to the lake, whether or not they are improved for vehicular traffic.

**Madison General
Ordinances**

The Subdivider, at his/her sole expense, shall install public streets and walkways within the subdivision in accordance with the plans prepared by the City Engineer.

**Minneapolis,
MN**

**2008 Comprehensive
Plan Policies Relating
to Bicycles**

Ensure that development plans incorporate appropriate transportation access and facilities, particularly for bicycle, pedestrian, and transit.

Support a limited number of Major Retail Centers, while promoting their compatibility with the surrounding area and their accessibility to transit, bicycle, and foot traffic.

Encourage growth and reinvestment by developing a multimodal transportation system that includes light rail, commuter rail, intercity high-speed rail, streetcars, high-frequency buses, and other modes.

Endorse the use of alternative modes of transportation, such as public transit, bicycles, car and bike share programs, and carpools, as well as promote alternative work schedules.

Ensure that bicycling throughout the city is safe, comfortable, and pleasant.

Complete a network of on- and off-street primary bicycle corridors where bicycles are given priority. Strive to accommodate bicycles on all streets but, when other modes take priority in a corridor, provide accessible alternate routes.

Increase public recreational access to and across the river in the form of parks, cyclist/pedestrian bridges, greenways, and trails along the river.

**Minneapolis Plan for
Sustainable Growth**

Ensure that development plans incorporate appropriate transportation access and facilities, particularly for bicycle, pedestrian, and transit.

Support a limited number of Major Retail Centers, while promoting their compatibility with the surrounding area and their accessibility to transit, bicycle, and foot traffic.

Encourage walking throughout the city by ensuring that routes are safe, comfortable, and pleasant.

Through attention to the mix and intensity of land uses and transit service, the City will support development along Community Corridors that enhances residential livability and pedestrian access.

**The Metropolitan
Council 2030
Transportation
Policy Plan**

Local governments shall consider safe and convenient access when planning neighborhoods and places with the potential to draw significant numbers of pedestrians, such as schools, civic gathering sites, and employment and commercial centers. In addition, cities, counties, and MnDOT [Minnesota Department of Transportation] shall consider pedestrians when planning, designing, and constructing all roadways and bridges.

The Council will coordinate with MnDOT's Bicycle and Pedestrian section and city and county planners to improve interjurisdictional coordination and provide technical assistance to communities.

The Metropolitan Council will work with local trail implementing agencies, MnDOT, the DNR [Department of Natural Resources], counties, and cities to develop and implement a signage plan, including guidelines for sign content and placement to help bicyclists navigate the network within and between jurisdictions.

The Metropolitan Council, along with local and state agencies, will coordinate planning efforts to develop efficient and continuous bikeway systems and pedestrian paths, eliminate barriers and critical gaps, and ensure adequate interjurisdictional connections and signage.

Local and state agencies will implement a multimodal roadway system and design and planning for principal or minor arterial road construction, and reconstruction projects will explicitly consider off-road walkway and both on- and off-road bicycle accommodation with special emphasis placed on travel barrier removal and safety for bicyclists and pedestrians.

The Council supports interjurisdictional coordination to resolve conflicts and to create connections across boundaries (for continuous bike network).

Every bridge that is newly constructed or reconstructed that removes or crosses a barrier for pedestrians and bicyclists must safely accommodate bicycle and pedestrian travel unless a reasonable alternative exists within one-half mile for bicyclists and one-quarter mile for pedestrians.

When there is potential for trail user conflict, bicycle facilities should be separate from pedestrian facilities. All new or reconstructed roadways, with the exception of freeways, should be designed with the assumption that bicycles and pedestrians may use them and so designed to minimize conflict with motorized vehicles. Particular attention to bicycle and pedestrian safety should be paid at intersections where vehicle movement is most complex and conflict points increase.

The Council encourages local governments to implement a system of interconnected arterial and local streets, pathways, and bikeways.

Zoning Code

Most zoning districts should have “pedestrian walkways connecting building entrances to public sidewalks.”

**Zoning Code:
Pedestrian
Oriented Overlay
Districts**

The purpose of these districts is to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity by regulating building orientation and design and accessory parking facilities, and by prohibiting certain high-impact and automobile-oriented uses. There are currently 17 Pedestrian Oriented Overlay Districts in Minneapolis, including many of the activity centers and commercial corridors identified in The Minneapolis Plan for Sustainable Growth.

**Minneapolis
Pedestrian Plan 2009**

Establish sidewalks as standard infrastructure.

Investigate funding sources and legal mechanisms to fill sidewalk gaps: The City will investigate funding tools and legal mechanisms to fill sidewalk gaps, including the current requirement that private property owners fund 100 percent of the cost of sidewalk infill and a potential 50/50 cost share program similar to the bike rack cost share program where the cost is shared equally between the City and property owner.

Maintain and improve pedestrian network connectivity.

The City will implement the skyway related recommendations in the Access Minneapolis Downtown Transportation Action Plan related to skyway expansion, skyway and building design, skyway sidewalk vertical access, wayfinding, hours of operation, maintenance, and security.

The City will continue to work with community partners to implement pedestrian wayfinding improvements in appropriate locations and where funding and responsibility for maintenance of signage is established.

The City will develop wayfinding signage guidelines to foster consistent placement, use, and design of wayfinding signage and to create a highly legible Minneapolis wayfinding system.

Identify and remove accessibility barriers on pedestrian facilities.

Improve and institutionalize best design practices for accessibility.

The City will investigate using the school pedestrian safety program model for other types of vulnerable users, such as a Safe Routes to Parks program or a Safe Routes for Seniors program. The City will pursue potential funding sources to support these potential programs.

The City will investigate strategies to encourage private property owner participation in keeping porch and storefront lighting on at night.

The City will implement a coordinated street furniture program to improve the condition and placement of bus shelters, bus benches, and potentially other street furniture.

The City will continue to implement the successful Art in Public Places program to integrate public art into the pedestrian environment. The City will also support other arts partnerships that enhance the pedestrian environment and that comply with City policies and regulations.

The City will investigate new approaches for creating vibrant public spaces for street life. This could include expanded use of street vendors, pocket parks, and spaces for sidewalk cafes.

Local governments shall consider the needs of all bicyclists—experienced, commuter, and recreational—when planning and designing bicycle facilities and programs.

When planning for bicycle transportation, local governments should seek the knowledge of local bicyclists to understand the local conditions for bicycling and to identify barriers to travel and safety problems. Many jurisdictions have created bicycle advisory committees that provide advice to cities and counties on bicycle issues in transportation.

New York, NY	NYC Bicycle Master Plan 1997, Appendix A: Recommendations	Reconstructing New York City with Bicycles In Mind. City agencies should consider permanent, dedicated bicycle/pedestrian facilities in the planning, design, and reconstruction of such major facilities as bridges and highways.
	New York City Bike Master Plan 1997	Implement the city-wide network, starting with the on-street priority routes. Implement the New York City Greenway system.
	PlaNYC Agenda—Promote Cycling	Investigate enhanced access and safety to Brooklyn and Manhattan termini of the promenade (Bridge Access). We will complete the city's 1,800-mile bike master plan.
Portland, OR	Portland Bicycle Plan For 2030	<p>Create conditions that make bicycling more attractive than driving for trips of 3 miles or less. Form a citywide network of connected bikeways on streets, including streets with low traffic speeds and low traffic volumes. Provide the highest degree of separation on busier streets to preserve access to common destinations. Accommodate cyclists of all ages and abilities.</p> <p>Provide continuous bicycle facilities and eliminate gaps in the bikeway network.</p> <p>Install bicycle signage along bikeways where needed to define the route and/or direct bicyclists to a destination or other bikeway.</p> <p>Maintain a system of bikeways to serve all bicycle users and all types of bicycle trips in a manner that makes bicycling more attractive than driving for short trips. This system include "bicycle districts," "major city bikeways," "city bikeways," "local service bikeways."</p> <p>Ensure that the health, social, economic, and environmental benefits of bicycling are accessible to all Portlanders regardless of race, ethnicity, age, economic status, geographical location, or language spoken.</p> <p>Promote bicycling as safe and convenient transportation to and from school. Provide bikeway system improvements that will serve key destinations, such as Metro 2040 centers and main streets, employment centers, commercial districts, transit stations, institutions, schools, and recreational destinations. Support bike-sharing programs aimed at visitors, tourists, employees, and residents to increase access to bicycles.</p> <p>Provide planned bicycle facilities on designated alignments and in conjunction with street improvements, or develop equally safe and convenient alternative access for bicycles on parallel streets when the appropriate bikeway facility cannot be provided on the designated street.</p> <p>Require adequate right-of-way or easements where adequate space for planned bikeway and pedestrian facilities is not available.</p>
Seattle, WA	Designation 2030	<p>By the year 2030, biking and walking could account for as much as 20 percent of all trips in the region. Destination 2030 calls for creating a regionally integrated network of nonmotorized facilities linking bicycle and pedestrian infrastructure within urban places and connecting these facilities to regional transit services. Priority investments are those that complete the nonmotorized system by filling gaps in the existing network, creating connections to, and improved circulation within, urban centers and high-capacity station areas, and developing intermodal connections. Nonmotorized transportation investments include:</p> <ul style="list-style-type: none"> • Over 700 miles of new paths and bikeways by 2010, including over 180 miles of separated off-road bicycle/pedestrian paths and over 550 miles of on-road bicycle lanes. • Over 500 additional miles of new paths and bikeways by 2030, including over 170 additional miles of off-road bicycle/pedestrian paths and over 370 miles of on-road bicycle lanes. • Five commuter bicycle stations by 2010. • Pedestrian improvements in selected transit station and designated urban center zones.

Seattle Comprehensive Plan 2004–2024

Provide sufficient transportation facilities and services to promote and accommodate the growth this Plan anticipates in urban centers, urban villages, and manufacturing/industrial centers while reducing reliance on single-occupancy vehicles.

Designate, in the Transportation Strategic Plan, a bicycle classification network to accommodate bicycle trips through the City and to major destinations. Designate as follows:

- URBAN TRAILS: a network of on- and off-street trails that facilitate walking and bicycling as viable transportation choices, provide recreational opportunities, and link major parks and open spaces with Seattle neighborhoods.
- STREETS: an on-street bicycle network that connects neighborhoods and urban centers and villages and serves major intermodal connections.
- Increase walking and bicycling to help achieve City transportation, environmental, community, and public health goals. Improve mobility and safe access for walking and bicycling, and create incentives to promote nonmotorized travel to employment centers, commercial districts, transit stations, schools and major institutions, and recreational destinations.
- Create and enhance safe, accessible, attractive, and convenient street and trail networks that are desirable for walking and bicycling. Look for opportunities to reestablish connections across I-5 by enlarging existing crossings, creating crossing under, or constructing lids over I-5 that can also provide opportunities for development or open space.
- Recognize that stairways located within Seattle’s public rights-of-way serve as a unique and valuable pedestrian resource in some areas of the City. Discourage the vacation of public rights-of-way occupied by stairways, and protect publicly owned stairways from private encroachment.
- Accelerate the maintenance, development, and improvement of pedestrian facilities, including public stairways. Give special consideration to: access to recommended school walking routes; access to transit, public facilities, social services, and community centers; access within and between urban villages for people with disabilities and special needs; areas with a history of pedestrian/motor vehicle crashes and other safety problems; and areas with high levels of growth.
- Provide and maintain a direct and comprehensive bicycle network connecting urban centers, urban villages, and other key locations. Provide continuous bicycle facilities and work to eliminate system gaps.
- Provide facilities for nonmotorized modes of travel that keep pace with development in the City.
- Promote safe walking, bicycling, and driving behavior through education, enforcement, and engineering design in order to provide public health benefits and to reinforce pedestrian, bicycle, and motorist rights and responsibilities.

Tucson, AZ

**Arizona Department of Transportation
Statewide Bicycle and Pedestrian Plan**

Promote the link between land use and transportation by encouraging smart growth initiatives.

ENGINEERING AND DESIGN POLICIES

Entity	Source	Policy Language
Davis, CA	Comprehensive Bike Plan 2006	<p>Consider bicycle-operating characteristics in the design of intersections and traffic control systems.</p> <p>Require compliance with bikeway policies and standards for new development, including bikeways within greenbelts. Ensure interconnection of new facilities with the existing bikeway system.</p>
Cambridge, MA	Boston Regional Bike Plan 2007	<p>Chapter 90 projects funded by the state are exempt from the excellent design provisions of MassHighway's [Massachusetts Department of Transportation Highway Division] Guidebook for bicyclists and pedestrians, though following these provisions is encouraged. EOT and MassHighway should consider what elements of the Guidebook might be applied to the Chapter 90 program to ensure that the many roads improved with those funds accommodate bicyclists and pedestrians.</p>
Charlotte, NC	City of Charlotte Bicycle Plan	<p>Design and build new and reconstructed roadways to be bicycle-friendly.</p> <p>The City and NCDOT [North Carolina Department of Transportation] will require bicycle lanes designed consistent with the Urban Street Design Guidelines on all new or reconstructed roadways within the City. Where bicycle lanes are not feasible, justifications will be included as part of the road preliminary design process and alternative routes will be identified. The City of Charlotte will be widening many roads in the future, and new and reconstructed roads will be part of the development process. The Urban Street Design Guidelines will play an important role in ensuring that these new roads include bicycle facilities. In doing so, they will ensure that Charlotte becomes a more bicycle-friendly City in the future.</p> <p>The City of Charlotte prefers bicycle lanes over wide outside lanes on both City and State-maintained roads.</p> <p>The City will develop design standards and guidelines for intersection and greenway/bike crossings.</p> <p>The City will seek to implement a minimum 5-foot bicycle lane on all new or reconstructed bridges and overpasses depending on posted speeds and on-street parking.</p> <p>The City will further study how to retrofit drainage grates in a way that would accommodate paving over the gutter pan so as to widen the road for adding bike lanes.</p> <p>The City will consider eliminating or reducing the gutter pan to 12 inches on roadways with constrained right-of-way to improve the quality of the bicyclists' experience and reduce tensions that exist between passing motorists and bicyclists.</p>
Colorado	Colorado Department of Transportation	<p>The Department will continue to publish a Colorado Bicycle Manual to provide guidance on shared roadway usage.</p> <p>A wide range of options can serve to enhance bicycle and pedestrian mobility. Bicycle and pedestrian accommodation comes in many sizes and styles from signage and striping to sidewalks and shoulders. Context-sensitive solution practices shall be used to determine the appropriate solution for accommodating bicyclists and pedestrians within the project area so that they are consistent with local and regional transportation plans. Proposed bicycle and pedestrian improvements shall be integrated into the overall design process for state highway projects. Current AASHTO [American Association of State Highway and Transportation Officials] and MUTCD [Manual on Uniform Traffic Control Devices] standards for bicycle and pedestrian facilities shall be used in developing potential facility improvements. To provide consistent information on accommodating bicyclists and pedestrians on the state highway system, staff shall develop a chapter on bicycle and pedestrian design guidelines as part of the existing CDOT Design Manual. Safety analysis of state roadways will include bicycle and pedestrian information. Any rumble strip installation shall abide by CDOT's Rumble Strip Standard M-614-1.</p> <p>In high-use areas or routes for bicyclists or pedestrians, accommodations for continued use during construction will be made or reasonable detour routes will be provided and appropriately signed.</p>

Madison, WI	Platinum Biking City Plan 2008	<p>Convert existing wide streets to two- or three-lane roads with bike lanes.</p> <p>Review the impact on commuting bicycles of the Rush Hour Parking Policy that converts parking lanes to motor vehicle lanes.</p>
	Madison Comprehensive Plan	<p>New developments should include walkways that create a grid pattern for pedestrians at locations where cul-de-sacs and other nontraditional street designs fail to provide direct routes along a roadway sidewalk.</p> <p>Revise the Standard Detail Drawings and construction standards to address several bicycle-related elements.</p> <p>Allow two-way bicycle operation on short one-way streets.</p> <p>Streets should be designed to facilitate transportation by foot, bicycle, auto, and transit. A balanced circulation system promotes mobility choices and helps make transit comfortable and convenient.</p>
	Madison General Ordinances	<p>Public walkways or sidewalks shall be installed within all public rights-of-way and public walkway easements unless the Plan Commission, after considering the recommendations of the Planning Unit Director, the City Engineer, and the Traffic Engineer, determine that public walkways are not required. In making this determination, consideration shall be given to anticipated pedestrian volumes, pedestrian access to schools or bus routes, continuity of the sidewalk or bicycle route systems, land use density, cul-de-sacs or loop street patterns, and the pattern of development of adjacent lands. The installation and location of public walkways may be modified to protect and preserve significant trees.</p> <p>The subdivider shall install public walkways or sidewalks within the right of way of existing streets on the perimeter of the subdivision.</p>
Minneapolis, MN	Minneapolis Plan for Sustainable Growth	<p>Integrate pedestrian-scale design features into Downtown site and building designs and infrastructure improvements.</p> <p>New multifamily development or renovation should be designed in terms of traditional urban building form with pedestrian-scale design features at the street level.</p> <p>Design streets and sidewalks to ensure safety, pedestrian comfort, and aesthetic appeal.</p>
	2008 Comprehensive Plan Policies Relating to Bicycles	<p>New multifamily development or renovation should be designed in terms of traditional urban building form with pedestrian-scale features at the street level.</p>
	Metropolitan Council 2030 Transportation Policy Plan	<p>Pedestrian facilities should be provided along roads unless demonstrated to be impractical, considering that many roads in the region currently do not have adjacent sidewalks or separated pedestrian paths. Designs for major complex multilane intersections on minor arterials and collectors should also pay particular attention to the safety of bicyclists and for pedestrians.</p> <p>Bicycle facilities should be provided within existing rights-of-way whenever feasible instead of acquiring exclusive new rights-of-way. Improvements could include the addition of wide marked shoulders or bike lanes, sidewalks, or multiuse paths, as well as intersection treatments that are sensitive to the safety of nonmotorized users of the roadway. Improvements for bicycle and pedestrian safety and mobility should be made on minor arterials so long as they do not diminish the capability for multimodal function and capacity.</p>
	Minneapolis Pedestrian Plan 2009	<p>The City will develop a plan and priorities for installing pedestrian countdown signals citywide over the 10-year period anticipated to be required by the proposed 2009 version of the MUTCD.</p> <p>The City will explore new technologies for detecting pedestrians at signals, such as automatic pedestrian detection, and for making pedestrian signal push buttons more convenient, such as “hot response” buttons that give a visual indication that the signal system has received the pedestrian’s call.</p>

The City will utilize the Design Guidelines for Streets and Sidewalks in all infrastructure improvements to provide the sidewalk and boulevard width needed to accommodate the four distinct pedestrian zones (edge zone, furnishing/planting zone, through walk zone, and frontage zone).

The City will design bridges and underpasses to encourage walking.

The City in coordination with the Minneapolis Park and Recreation Board will develop and implement guidelines for trees and landscaping in the public right of way, consistent with previous City Council direction. These guidelines will be published as Chapter 9 of the Access Minneapolis Design Guidelines for Streets and Sidewalks.

The City will develop guidelines for staff and contractors on safety and accessibility in work zones, drawing upon guidance in the Manual on Uniform Traffic Control.

The City will actively promote use of 311 for the public to report pedestrian issues and track and respond to those issues.

The Council supports improvements such as on-street bike lanes or wide shoulders on roads that can accommodate them or off-road separated bike paths, as long as they provide safe bicycle travel conditions.

Communities should strive to become truly walkable by including features such as trees, plantings, and other landscaping, benches for resting, and attractive pedestrian-scale lighting in pedestrian projects.

New York, NY **Street Design Manual**

Sidewalks should always be provided on both sides of the street roadway.

Sidewalks (and planting strip, if applicable) should be as wide as possible appropriate to foot traffic and available street width.

New York City Bike Master Plan 1997

The Plan's Bicycle Facility Design Guidelines should be followed in implementing the citywide bicycle network. Agencies should implement demonstration projects of innovative bicycle facilities, such as shared bike-bus lanes, pigmented lanes, bicycle boulevards, speed tables, and traffic circles.

Reconstructing New York City With Bicycles in Mind. City agencies should consider permanent, dedicated bicycle/pedestrian facilities in the planning, design, and reconstruction of such major facilities as bridges and highways.

Portland, OR **Portland Bicycle Plan for 2030**

Design bicycle facilities with safety and comfort as basic requirements to attract riders of all ages and skill levels

Continue to test, evaluate, and implement appropriate innovative design treatments that improve operating conditions and safety for cyclists.

Utilize interim bicycle facility improvements where the preferred design treatment is not currently feasible.

Tucson, AZ **Arizona Department of Transportation Statewide Bicycle and Pedestrian Plan**

Provide planning and design training of bicycle and pedestrian accommodations to other ADOT [Arizona Department of Transportation] staff, MPOs, and city staff. Assist in the development of state, regional, and local bicycle maps.

MAINTENANCE POLICIES

► Entity

► Source

► Policy Language

Cambridge, MA **Boston Regional Bike Plan 2007**

A centralized, Internet-based hazard-reporting system would simplify matters for both the public and the various agencies and governments responsible for maintenance. Increasingly common tools like digital cameras and wireless Internet access make it easier for the public to provide accurate and useful information on road hazards, and the World Wide Web provides an excellent means for collecting, tracking, and reporting these hazards. A system of this type at the regional level could improve prioritization, efficiency, and organization for governments and agencies, while also being user friendly and responsive to the public.

Fix-It-First is a smart growth policy of the Office for Commonwealth Development that places priority on the improvement, repair, and maintenance of existing roads, bridges, transit, and parks over investment in new infrastructure.

Cambridge Pedestrian Plan: Sidewalk Cleanliness

LITTER: The City Municipal Code bans littering (8.24.170, 180, 190, 200). However, littering is widespread. According to the code, every owner or occupant of private property is required to maintain his property free of litter and to prevent litter from escaping from his property. Every owner or occupant of private property bordering on a sidewalk is required to keep the sidewalk and the adjoining gutter to the center of the street free of litter. Actions: Publicize responsibilities of people using the sidewalks and of building owners and occupants to keep sidewalks clean. Emphasize quality-of-life benefits of clean sidewalks. Trash cans need to be in place near major sources of litter (e.g., outside convenience stores).

DOGS: The Cambridge Municipal Code (6.04.060) states: "It shall be the duty of each person who owns, possesses or controls a dog to remove and dispose of any feces left by his dog on any sidewalk, gutter, street, or other public area, or on any private property neither owned nor occupied by such person. No such person shall appear with a dog on any sidewalk, gutter, street, or other public area, or on any private property neither owned nor occupied by such person without the means of removal of any feces left by such dogs." The Cambridge Animal Commission has three full-time Animal Control Officers, but it is difficult for them to enforce the ordinance because they can rarely catch dogs in the act. Instead they rely primarily on public education, including written materials sent to owners when they license their dogs.

PIGEONS: Pigeon excrement on sidewalks can be a problem in some areas. There is no law against feeding pigeons, and as long as they are fed and have shelter they are unlikely to stop congregating in places like Central Square. Public education and social pressure are the best ways to eliminate litter and excrement. Undertake a public relations campaign to remind people of the law and to persuade them that dirtying our sidewalks diminishes the quality of everyone's life.

Cambridge Pedestrian Plan: Sidewalk Maintenance

Sidewalks should be kept free of impediments such as branches and roots that can impede pedestrians. Residents are expected to consider this when planting trees or bushes and to maintain plantings so they do not interfere with passage on the sidewalk. Inspectional Services is the city department that responds to complaints about botanical obstructions from private property. At the same time, Cambridge is full of old trees that intrude on sidewalk space but add greatly to the quality of life. Recognition of the need for clear passage for pedestrians and the need to accommodate these trees and other important vegetation should be the guiding principles. Actions: Develop planting guidelines for residents and businesses and increase public education about the importance of keeping sidewalks clear.

Develop additional public education and systematic enforcement to increase awareness and compliance to the City Ordinance 12.16.110 regarding snow and ice: the owner or occupant of property that borders a sidewalk must clear it within 12 hours after snow ceases to fall in the daytime and before 1:00 p.m. the day after a snowfall during the evening. Building owners and occupants must remove all ice or cover it with salt, sand, or another suitable substance within 6 hours after the sidewalk becomes icy. For people with corner property, responsibility for shoveling or sanding includes clearing the sidewalk to its intersections with the street. Property owners are also responsible for clearing paths from the sidewalk to the street at bus stops unless other agreements exist.

CONSTRUCTION SITES: Pedestrian safety will be considered equally with vehicular safety at all construction sites in conformance with the Manual on Uniform Traffic Control Devices. A safe pedestrian walkway will be maintained and signed through all construction areas on City projects. The Department of Public Works will also work with utilities in the city to bring them into compliance with pedestrian safety requirements.

It is important that Cambridge, its abutting communities, and the MDC [Metropolitan District Commission] work together to develop solutions to the problem of uncleared sidewalks on bridges and MDC roads.

Charlotte, NC	City of Charlotte Bicycle Plan	<p>Implement bicycle improvements as a part of all resurfacing and maintenance activities.</p> <p>The “Dial 311” system is a central number that citizens can call to report problems and seek improvements. Numerous spot-improvement requests such as bicycle lane sweeping or drainage grate replacement are received and acted upon each year through the 311 system. The City should publicize this as an important resource for identifying needed bicycle-related spot improvements and ensuring that they are addressed. The City should ensure that the menu selection as part of the online 311 system includes bicycling as a category.</p>
Colorado	Colorado Department of Transportation	<p>When shoulders, bike lanes, and paths are filled with sanding materials, broken glass, and other debris, bicyclists will avoid them and use travel lanes. To reduce conflict with motorized vehicles, to provide safer travel for all users, and to protect the investment of public funds in bikeways and walkways, maintenance plans should provide accommodation for bicycle travel to include scheduled inspection and maintenance of state facilities. Priority should be given to high-use areas and to facilities where potential conflicts with other users are greatest.</p> <p>Bikeways which are adjacent to or are an integral part of State Highways including the shoulder area, and which are not separated by a physical barrier from that portion of the highway used by motor vehicles, shall be maintained by the Department of Transportation. Bikeways within the right-of-way of controlled-access State Highways will be maintained by the Department, except where a maintenance agreement provides otherwise. All traffic control devices within State Highway right-of-way shall be maintained by the Department of Transportation. All bikeways other than those defined above shall be the maintenance responsibility of others. These will include, but not be limited to 1) Bikeways which are within federal-aid system right-of-way, but which are beyond that portion of the highway used by motor vehicles including the shoulder area and, 2) Bikeways which are outside the federal-aid system right-of-way. Responsibilities for operation, maintenance, and policing of facilities in CDOT ROW shall be determined and outlined prior to construction of such facilities.</p>
Madison, WI	Platinum Biking City Plan 2008	<p>Update, improve, and implement a written street, path, bridge/tunnel, and bicycle parking maintenance policy.</p>
Minneapolis, MN	Minneapolis Pedestrian Plan 2009	<p>The City will build upon existing priorities for snow and ice clearance on sidewalks to establish a hierarchy of pedestrian facilities for prioritized snow and ice and clearance. The City will focus enforcement of private property responsibilities and City responsibilities for snow and ice clearance according to this priority system, as is currently done for snow clearance on streets.</p> <p>The City will investigate expanding the fee based assistance programs provided to property owners unable to clear snow themselves, using community organizations and youth programs.</p> <p>The City will continue to implement an annual sidewalk repair program and will seek to resume and maintain an appropriate frequency of inspections and repairs to maintain safe and accessible sidewalks.</p>
	Minneapolis City Ordinance Chapter 445: Snow and Ice Removal	<p>The person having the care, custody, or control of any building or lot (except one- and two-family dwellings) adjoining, abutting, or bordering on any street located within the city shall, within the first 4 hours of daytime after the ceasing to fall of any snow, cause the snow and/or ice to be removed from the sidewalk adjoining said building or lot.</p>
Portland, OR	Portland Bicycle Plan for 2030	<p>Make improvements to the bicycle network, including removing physical hazards, and maintain the bicycle infrastructure in a timely and efficient manner. Support activities and programs that preserve, maintain, and prevent deterioration of the existing transportation system.</p>

Supporting Policies

MOTOR VEHICLE PARKING POLICIES

Entity	Source	Policy Language
Minneapolis, MN	Minneapolis Plan for Sustainable Growth	<p>Balance the demand for parking with objectives for improving the environment for transit, walking, and bicycling, while supporting the city's business community.</p> <p>Reduce the visual impact of automobile parking facilities.</p>

MOTOR VEHICLE RESTRICTIONS

Entity	Source	Policy Language
Madison, WI	Platinum Biking City Plan 2008	Provide information (print and Web) to city employees who drive for work purposes about sharing the road with bicycles.
Minneapolis, MN	Minneapolis Statutes 2005, Table of Chapters, Driving Rule	The operator of a motor vehicle overtaking a bicycle or individual proceeding in the same direction on the roadway shall leave a safe distance, but in no case less than 3 feet clearance, when passing the bicycle or individual and shall maintain clearance until safely past the overtaken bicycle or individual.
	Minneapolis Plan for Sustainable Growth	<p>Limit new and expanded auto-oriented uses in the city so impacts on the form and character of commercial areas and neighborhoods can be minimized.</p> <p>Discourage new and expanded high-traffic, auto-oriented uses in neighborhood commercial nodes. Direct auto-oriented uses to locations on Commercial Corridors that are not at the intersection of two designated corridors, where more traditional urban form would be appropriate.</p> <p>Auto-oriented uses should be designed with aspects of traditional urban form, to minimize the impact on the pedestrian realm.</p>
Portland, OR	Oregon Driver and Motor Vehicle Services Driver Manual About Bicycles	<p>Do not drive on a bicycle lane. You may cross a bicycle lane when turning or when entering or leaving an alley, private road or driveway. You may use a bicycle lane as part of an official duty, such as delivering mail. Farm equipment may briefly use a bicycle lane to let other traffic pass.</p> <p>You must yield to bicycles in a bicycle lane or on a sidewalk before you turn across the lane or sidewalk.</p> <p>You may not park any motorized vehicle on a bicycle path or lane.</p> <p>You must yield to bicycle riders at intersections, the same as you do for other types of vehicles.</p> <p>Do not crowd bicyclists. Wait for a clear stretch of road before passing a bicycle that is moving slower than your motor vehicle in a lane too narrow to share. Remember, the bicycle is a slow-moving vehicle and may require you to slow down. The greater the speed difference between you and a bicyclist, the more room you should allow when passing.</p> <p>Do not honk at a bicyclist unless you have good cause to warn them you are close by. The loud noise could startle the rider. There may be good reason for the bicyclist to be riding in the travel lane, such as roadway hazards not visible to motorists.</p>
	City of Portland Bureau of Transportation: Pedal Power-Bicycle Legal Guide and Resource Manual	<p>VULNERABLE USER LAW ORS 811.135(3): Pedestrian and bicyclists are defined as "vulnerable users" in the law, which are protected with an enhanced penalty for careless driving.</p> <p>"SAFE PASSING" LAW: The driver of a motor vehicle may only pass a person operating a bicycle by driving to the left of the bicycle at a safe distance and returning to the lane of travel once the motor vehicle is safely clear of the overtaken bicycle. For the purposes of this paragraph, a "safe distance" means a distance that is sufficient to prevent contact with the person operating the bicycle if the person were to fall into the driver's lane of traffic.</p>

CROSSWALK LAWS: The pedestrian crosswalk law requires that vehicles allow pedestrians to exercise the right-of-way in a marked or unmarked crosswalk or with a walk signal if the pedestrian is in the lane or next to the lane of travel. If the intersection has a traffic control device, the vehicle must yield if the pedestrian is less than 6 feet from the lane into which the vehicle is turning. If the roadway has a safety island, then the vehicle must only yield when the pedestrian is on the vehicle's side of the island. And all overtaking vehicles are to stop and remain stopped if one vehicle stops to allow a pedestrian to cross. On a street without a signal, the driver may proceed only if the lane involved in a turn and the adjacent lane are clear of pedestrians.

Oregon law allows bicyclists to have the right-of-way in crosswalks like a pedestrian; the law also sets a speed limit for bicycle riders that conditions the right-of-way on proceeding no faster than a "walking speed."

TRAFFIC CALMING

Entity	Source	Policy Language
Charlotte, NC	City of Charlotte Bicycle Plan	Vehicle speed is one of the main factors influencing a bicyclist's perception of a roadway. The City should consider lowering the speed limit on roads that provide important connections in the bicycle network. On roads that provide important bicycle connections, the City should consider reducing the speed limit to at most 35 miles per hour.
	City of Charlotte Pedestrian and Bicycle Neighborhood Connectivity Study 2006	It is recommended that the City of Charlotte develop new details which will enable designers to select an end of roadway treatment that will allow for pedestrian and bicyclist access in areas where it is not necessary to restrict their access for safety considerations.
Madison, WI	Platinum Biking City Plan 2008	Construct Bike Boxes at select and appropriate signalized intersections.
	City of Madison Comprehensive Plan	Utilize traffic calming techniques and strategies in high pedestrian activity areas, such as schools and parks, using the Traffic Engineering Neighborhood Traffic Management program. Identify priority areas for the possible use of traffic calming strategies in a sidewalk system plan.
Portland, OR	Portland Bicycle Plan for 2030	Use traffic calming tools and other available tools and methods to create and maintain sufficiently low automotive volumes and speeds on bicycle boulevards to ensure a comfortable cycling environment on the street.

END-OF-TRIP FACILITIES

Entity	Source	Policy Language
Davis, CA	Comprehensive Bike Plan 2006	Develop and implement bicycle parking standards.
Cambridge, MA	Boston Regional Bike Plan 2007	Every Boston Region community should consider zoning requirements for appropriately placed and designed bicycle parking in new developments and for significant redevelopments.
		Every community, especially suburban communities with open land that will be developed, should consider enacting subdivision regulations that plan ahead for bicyclists and pedestrians. Example: Bicycling- and Pedestrian-Friendly Zoning and Subdivision Regulations.
		Communities are encouraged to participate in the Regional Bike Parking Program. All Boston Region communities are eligible to purchase bike parking racks at a discount through the program. Communities are also eligible for reimbursement of 100 percent of the purchase costs through funds allocated by the Boston Region MPO.

Amount of Bicycle Parking: For residential uses with seven (7) dwelling units, one (1) unit of bicycle parking shall be provided. For residential uses with more than seven (7) dwelling units, bicycle parking will then be provided at a ratio of one (1) bicycle parking space for every three (3) additional residential units. Any fraction of one half or greater shall require one (1) additional parking space. All other uses: bicycle parking shall be provided in proportion to the number of off-street parking spaces required by this Article.

Bicycle parking shall conform to the following requirements:

1. A bicycle rack, post, or bicycle storage fixture or structure shall accommodate a bicycle six feet (6') in length and two feet (2') in width. Bicycle racks, posts or storage fixtures must be secured against theft by attachment to a permanent surface that has a foundation. Bicycle parking apparatus shall be installed in a manner that will not obstruct pedestrian or motor vehicle traffic.
2. To the extent feasible, bicycle parking shall be separated from motor vehicle parking to minimize the possibility of bicycle or auto damage.
3. Bicycle racks or posts shall be capable of securing a standard bicycle frame and one wheel using a common U-type security lock without the need to remove either wheel. Bicycle racks designed to hold a bicycle by its front wheel alone shall not be considered to meet the bicycle parking requirements of this Ordinance.
4. Bicycle parking shall be located on the property where off-street parking is located, except where the SPGA [Special Permit Granting Authority] is agreeable to allowing required bicycle parking on City-owned property through its bicycle ring program. Any outdoor bicycle parking located on site shall not be included as part of a lot's minimum landscaping requirement.
5. When covered off-street parking is provided for more than four (4) vehicles, or when off-street parking is provided in a secured lot or garage, covered bicycle parking or bicycle parking in the secured lot or garage, or inside a building, shall be provided in proportion to the number of covered or garaged off-street parking spaces as determined by Section 9.15.1.
6. For commercial uses requiring bicycle parking for less than ten (10) bicycles, the bicycle parking shall be provided no further away from the main egress of the building than the nearest motor vehicle parking space.
7. For commercial uses requiring bicycle parking for ten (10) or more bicycles, at least ten percent of the bicycle parking shall be provided within fifty feet (50') of the main egress point of the building.

Charlotte, NC**City of Charlotte
Bicycle Plan**

The City will work with government agencies as well as private employers to provide incentives for biking to work. Local governments and employers should provide incentives for bicycle use. Some employers reimburse employees for parking and/or travel costs. The Bicycle Program Manager should assist the City and County governments in setting good examples for other major employers in the area. Bike parking should be visible and accessible. If possible, bicycle travel should be incorporated into all reimbursable travel expenses. It will be easier to approach private companies to adopt bicycle-friendly practices if the City and County are leading the way with good examples. Additional incentives for biking to work include availability of lockers and showers, bike/bus passes, convenient bike parking locations, and flextime for bicyclists.

Continue to provide bicycle parking and other supporting facilities to encourage bicycling as a viable mode of transportation.

The City should continue to provide bicycle racks at major destinations and provide bicycle racks and lockers at major transit connections. The City should continue to make bicycle racks available to private properties through a public/private partnership arrangement.

The City will seek to improve enforcement of the bicycle parking ordinance to ensure that parking is located close to building entrances.

**City of Charlotte
Zoning Ordinance,
Part 2: Off-Street
Parking and
Loading**

(b) Location. Short-term bicycle parking should be located along a major building approach line and clearly visible from the approach. The rack area should be no more than a 30-second walk (120 feet) from the entrance it serves and should preferably be within 50 feet. A rack area should be as close or closer than the nearest nonhandicap car parking space. A rack area should be clearly visible from the entrance it serves. A rack area should be provided near each actively used entrance. In general, multiple buildings should not be served with a combined, distant rack area. It is preferred to place smaller rack areas in locations that are more convenient.

The City will provide bicycle parking in all City garages and encourage bicycle parking in private garages.

**Leadership in Energy and
Environmental Design**

**LEED Silver
Standards**

Providing bicycle storage and changing and shower facilities.²

**LEED
New Building
Construction and
Major Renovation
Standards**

For commercial or institutional buildings, provide secure bicycle storage with convenient changing/shower facilities (within 200 yards of the building) for 5 percent or more of regular building occupants.

LEED-ND

For retail buildings, provide at least one onsite shower with changing facility for any development with 100 or more new workers and at least one additional onsite shower with changing facility for every 150 new workers thereafter. For nonresidential other than retail, provide at least one onsite shower with changing facility for any development with 100 or more new workers and at least one additional onsite shower with changing facility for every 150 new workers thereafter.³

**LEED-
Core and Shell**

INTENT: To reduce pollution and land development impacts from automobile use.

REQUIREMENTS: For commercial or institutional projects 300,000 square feet or less, provide secure bicycle racks and/or storage within 200 yards of building entrance for 3 percent or more of all building users (calculated on average for the year); provide shower and changing facilities in the building, or within 200 yards of a building entrance, for 0.5 percent of fulltime equivalent (FTE) occupants.

For commercial or institutional projects larger than 300,000 square feet: Provide secure bicycle storage for 3 percent of the occupants for up to 300,000 square feet, then an additional 0.5 percent for the occupants for the space over 300,000 square feet. Mixed-use buildings with a total gross square footage greater than 300,000 square feet must apply this calculation for each use of the building. Provide shower and changing facilities in the building, or within 200 yards of a building entrance, for 0.5 percent of FTE occupants.

**LEED-
Neighborhood
Development**

Provide bicycle parking and storage capacity to new buildings as follows:

a. Multiunit residential. Provide at least one secure, enclosed bicycle storage space per occupant for 30 percent of the planned occupancy but no fewer than one per unit. Provide secure visitor bicycle racks onsite, with at least one bicycle space per 10 dwelling units but no fewer than four spaces per project site.

b. Retail. Provide at least one secure, enclosed bicycle storage space per new retail worker for 10 percent of retail worker planned occupancy. Provide visitor or customer bicycle racks onsite, with at least one bicycle space per 5,000 square feet of retail space, but no fewer than one bicycle space per business or four bicycle spaces per project site, whichever is greater. Provide at least one onsite shower with changing facility for any development with 100 or more new workers and at least one additional onsite shower with changing facility for every 150 new workers thereafter.

c. Nonresidential other than retail. Provide at least one secure, enclosed bicycle storage space per new occupant for 10 percent of planned occupancy. Provide visitor bicycle racks onsite with at least one bicycle space per 10,000 square feet of new commercial nonretail space but not fewer than four bicycle spaces per building. Provide at least one onsite shower with changing facility for any development with 100 or more new workers and at least one additional onsite shower with changing facility for every 150 new workers thereafter. Secure, enclosed bicycle storage areas must be locked and easily accessible to residents and/or workers. Provide informational signage on using the storage facilities.

Madison, WI**Platinum Biking
City Plan 2008**

Complete a public bicycle parking needs study for the central city area.

Institute a program of city-provided public bicycle parking racks. The City would provide bicycle racks (usually a two-bike rack such as a U-rack, post, or ring) to be placed in the public right-of-way at the request of businesses or citizens. Also consider using a limited number of on-street automobile parking spots as locations for public multi-bicycle racks.

Revise, implement, and enforce the existing bicycle parking ordinance.

Bicycle parking should be provided at all city buildings and transit centers.

Promote business-based bicycling programs and incentives.

**City of Madison
Comprehensive
Plan**

Ensure that bicycle parking facilities within the public right of way, within public parking facilities, and on development sites are located in appropriate locations (such as near building entrances), are appropriately designed and sized, are located in prominent and convenient public areas, and are well maintained (including adequate snow removal).

Ensure that development review processes acknowledge bicycle parking and other bicycle facility needs.

**Madison General
Ordinances**

For all buildings and structures erected and all uses of land established after the effective date of this ordinance, accessory parking and loading facilities shall be provided as required by the regulations of the districts in which such buildings or uses are located. However, where a building permit has been issued prior to the effective date of this ordinance, and provided that construction is begun within ninety (90) days of such effective date and diligently prosecuted to completion, parking and loading facilities in the amounts required for the issuance of said building permit may be provided in lieu of any different amounts required by this ordinance.

Bicycle parking facilities shall be provided as required for all new structures and uses established as provided in Sec. 28.11(2)(a)1. or to changes in uses as provided in Secs. 28.11(2)(a)2. and 3.; however, bicycle parking facilities shall not be required until the effective date of this paragraph. Notwithstanding Secs. 28.08(1)(i), 28.09(1)(i) and 28.09(5)(a), bicycle parking facilities shall be provided in all districts including districts in the Central Area. (Cr. by Ord. 9426, 3-11-88).

Required bicycle parking spaces shall be at least 2 feet by 6 feet. An access aisle of at least 5 feet shall be provided in each bicycle parking facility. Such space shall have a vertical clearance of at least 6 feet. (Am. by Ord. 11,205, Adopted 3-21-95).

Accessory off-street parking for bicycle parking shall include provision for secure storage of bicycles. Such facilities shall provide lockable enclosed lockers or racks or equivalent structures in or upon which the bicycle may be locked by the user. Structures that require a user-supplied locking device shall be designed to accommodate U-shaped locking devices. All lockers and racks must be securely anchored to the ground or the building structure to prevent the racks and lockers from being removed from the location. The surfacing of such facilities shall be designed and maintained to be mud and dust free. (Cr. by Ord. 9426, 3-11-88) (Sec. 28.11(3)(h)2. R. & Recr. by Ord. 4556, 5-13-74.)

Minneapolis, MN**Minneapolis
Parking Ordinance**

Motorized and nonmotorized bicycles shall be permitted to be parked upon a sidewalk and to be temporarily attached to sign posts and bicycle racks. When parked or attached as permitted, motorized and nonmotorized bicycles shall not impede the normal and reasonable movement of pedestrian or other traffic.

**2008 Comprehensive
Plan Policies
Relating to
Bicycles**

Manage parking in line with objectives for improving the environment for transit, walking, and bicycling.

The Metropolitan Council 2030 Transportation Policy Plan

Recognizing the importance of walking and bicycling to a multimodal transportation system, the Council will strongly encourage local units of government to develop a safe and attractive pedestrian environment near major transit corridors and stations with linkages for pedestrians and bicyclists from origins and destinations to buses and trains.

To encourage a strong intermodal link, the policy for all transit modes, including light-rail transit and commuter rail, will be to allow bicycles on board.

The Council will pursue bike rack technology that can accommodate the greatest number of bikes as reasonably possible.

The Council shall pursue ways to provide covered bike parking at bus stops, park-and-ride lots, and transit stations wherever practical. The Council will monitor bicycling potential to park-and-ride lots and other transit stops and provide bicycle parking to encourage such travel.

New York, NY

New York City Bike Master Plan 1997

Continue to implement on-street bicycle parking throughout the City under DOT's CITYRACKS Program.⁴

Investigate amending City regulations to improve opportunities for secure bicycle storage in public and private buildings.

Install bicycle lockers at intermodal stations throughout the city.

Portland, OR

Portland Bicycle Plan For 2030 Policy 6.26 On-Street Parking Management

Support land uses in existing and emerging regional centers, town centers, and main streets with an adequate supply of on-street parking spaces while emphasizing grouped bicycle parking in the street.

Provide and maintain public bicycle parking at high-demand locations in the Central City, neighborhood business nodes, cultural and recreational destinations, transit nodes, and employment centers. Ensure a highly functional and high-quality design of bicycle parking installed in the public right-of-way.

Portland Bicycle Plan for 2030 Policy 6.27 Off-Street Parking

Support changes to regulations to ensure that all land uses provide an ample quantity of short- and long-term bicycle parking and end-of-trip facilities consistent with an increasing bicycle mode share.

Encourage owners of existing residential or commercial buildings to supplement and upgrade off-street long-term and short-term bicycle parking.

Portland Bicycle Plan for 2030

Encourage the provision of showers and changing facilities for commuting cyclists, including the development of such facilities in commercial buildings and at central locations.

Tucson, AZ

City of Tucson

The City Cycle Bike-Sharing Program offers City of Tucson employees an easy and healthy option for traveling to appointments. Three-speed KHS Manhattan Green bikes, helmets, locks, and other safety equipment are available for use at designated check-out locations. The bikes can also be used for wellness rides.

INTEGRATE WITH TRANSIT

Entity	Source	Policy Language
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Charlotte, NC

City of Charlotte Bicycle Plan

Include bicycle improvements in ongoing transit and greenway planning activities.

The City will consider bicycle accommodations in the planning, design, and development of all rapid transit corridors, station areas, and transit hubs.

Madison, WI

Platinum Biking City Plan 2008

Increase bicycle capacity on Madison Metro buses.

Work to improve bicycle access on State Van Pool vans.

Incorporate bike access and bike transport in/on all streetcars, and commuter rail planning and construction, and remain mindful of impact of tracks on bicyclists.

Support efforts to improve bike access on/in intercity buses.

Provide high-quality bicycle route and bicycle facility linkages among recommended high intensity activity centers (such as TODs [transit-oriented developments] and other areas of high trip generation) and transit hubs/stations. Ensure that adequate bicycle parking facilities are located at TODs and transit hubs/stations.

Ensure that adequate wayfinding facilities are included along bicycle routes.

**City of Madison
Comprehensive
Plan**

Maintain sidewalks and walkways for year-round use, including appropriate snow removal. Enforce sidewalk snow removal and maintenance ordinances, as appropriate. Ensure adequate snow removal at transit boarding pads, and at areas connecting to and within transit shelters.

Create strong pedestrian and bicycle linkages between major activity areas and existing and future transit facilities.

Minneapolis, MN

**Minneapolis Plan
for Sustainable
Growth**

Support urban design standards that emphasize traditional urban form with pedestrian scale design features at the street level in mixed use and transit oriented development.

New York, NY

**New York City
Bike Master Plan
1997**

SUBWAY: The MTA [Metropolitan Transit Authority] should guide cyclists by placing bicycle stencils on the front and rear cars.

RAIL: The MTA should standardize the permitting process for the LIRR [Long Island Rail Road] and MetroNorth; permit cyclists on trains which travel against the dominant flow during peak hours; and provide bicycle access and storage as the trains are upgraded.

FERRIES: Access on the Staten Island Ferry could be improved through the installation of bicycle storage at the terminals and on-board the ferries. Bicycle access on privately operated ferries should be required by the City.

BUSES: Install bike-on-bus racks in appropriate locations, such as those areas of the city with limited subway access.

Portland, OR

**Portland Bicycle
Plan For 2030**

Increase the number of multimodal trips that include bicycling for at least one trip segment by improving and simplifying connections and transfers to transit.

Seattle, WA

**Seattle
Comprehensive
Plan 2004–2024**

Integrate pedestrian and bicycle facilities, services, and programs into City and regional transportation and transit systems. Encourage transit providers, the Washington State Ferry System, and others to provide safe and convenient pedestrian and bicycle access to and onto transit systems, covered and secure bicycle storage at stations, and especially for persons with disabilities and special needs.

**Seattle
Comprehensive
Plan 2004–2024**

Accelerate the maintenance, development, and improvement of pedestrian facilities, including public stairways. Give special consideration to: access to recommended school walking routes; access to transit, public facilities, social services, and community centers; access within and between urban villages for people with disabilities and special needs; areas with a history of pedestrian/motor vehicle crashes and other safety problems; and areas with high levels of growth.

EDUCATION POLICIES

Entity	Source	Policy Language
Cambridge, MA	<p>DOT Safety Education Program</p> <p>Boston Regional Bike Plan 2007</p>	<p>The Bicycle Network Development Project will work closely with the Safety Education Program in Part II of the Project.</p> <p>Local officials at DPWs [departments of public works] and highway departments will need training in the policy changes of MassHighway's new Project Development and Design Guidebook, and would likely appreciate general guidance on the needs of bicyclists on the roadway. Part of this training should focus on bicycle and pedestrian issues. The Baystate Roads Local Technical Assistance Program has been conducting thorough training sessions on the Guidebook in 2006, but continued reinforcement of the new focus on pedestrians and bicyclists will help to implement this paradigm shift.</p> <p>Educating bicyclists on safe on-road riding practices is an excellent way to increase the number of safe riders. MassBike [Massachusetts Bicycle Coalition] offers frequent courses in on-road riding skills with instructors certified by the League of American Bicyclists. Recently, the Town of Natick paid the costs for interested residents to take this low-cost course. Other communities should consider providing venues and resources for their residents to learn how to be safe bicyclists.</p>
Charlotte, NC	<p>City of Charlotte Bicycle Plan</p>	<p>Provide targeted and effective educational and awareness opportunities for bicyclists and motorists.</p> <p>The City will initiate and hold annual bike events to provide education opportunities and raise awareness of bicycling.</p> <p>The City will educate bicyclists on the use of bike racks on buses to promote safe usage.</p> <p>The City will encourage Mecklenburg County Schools to implement a bicycle education curriculum in local schools.</p> <p>The City will support and encourage programs that promote motorist awareness of bicycle rights.</p> <p>The City will support and encourage programs that educate bicyclists on responsibilities and safe riding habits.</p> <p>The City will consider supporting the addition of bicycle safety information in the local Safety and Health Council of North Carolina driver safety courses.</p>
Germany	<p>www.fahrradinspiration.de/links-zum-kapitel-radfahren-zur-schule (also see specific references after each item)</p>	<p>Germany has numerous school-based safety programs that promote as well as educate school-aged children about traffic safety.</p> <ol style="list-style-type: none"> 1. Campaigns "Ride your bike!" for children and young people 2. Mobility education for grades five through seven (www.nationaler-radverkehrsplan.de/praxisbeispiele/anzeige.phtml?id=2017) 3. Tandem to School—Innovative and environmentally friendly family mobility: the parental taxi (www.nationaler-radverkehrsplan.de/praxisbeispiele/anzeige.phtml?id=2107) 4. Road safety activities for children and young people (www.nationaler-radverkehrsplan.de/praxisbeispiele/anzeige.phtml?id=2013) 5. Student Transportation: Action bike2school (www.nationaler-radverkehrsplan.de/praxisbeispiele/anzeige.phtml?id=2080)

Germany and The Netherlands	www.policy.rutgers.edu/faculty/pucher/AJPHfromJacobsen.pdf	Driver training for motorists in the Netherlands and Germany is much more extensive, thorough, and expensive than in the United States. A crucial aspect of that training in the Netherlands and Germany is the need to pay special attention to avoiding collisions with pedestrians and cyclists. Motorists are required by law to drive in a way that minimizes the risk of injury for pedestrians and cyclists even if they are jaywalking, cycling in the wrong direction, ignoring traffic signals, or otherwise behaving contrary to traffic regulations. Traffic education of children has high priority in both the Netherlands and Germany. By age 10, all schoolchildren have received extensive instruction on safe walking and bicycling practices. They are taught not just the traffic regulations, but also how to walk and bicycle defensively, anticipate dangerous situations, and react appropriately. That sort of safety education is completely lacking in the United States.
Madison, WI	Platinum Biking City Plan 2008	Create a training, peer review, on-the-job training, and mentoring program for bicycle facility concept, design, and construction.
Minneapolis, MN	Minneapolis Pedestrian Plan 2009	<p>The City will collaborate with regional partners to help educate the public about the pedestrian safety and traffic laws. Potential efforts include the Bike/Walk Ambassador Program, press releases, information on the City's Web site, school traffic safety education programs, driver education programs, and public media campaigns.</p> <p>The City will Create a social norm of snow clearance through communications and education.</p> <p>The City will improve communication tools and online information to inform the public and property owners of requirements for maintaining landscaping, fencing, newspaper boxes, sandwich boards, and other potential encroachments into the public sidewalk, as well as how to report problems.</p>
	The Metropolitan Council 2030 Transportation Policy Plan	<p>The Council encourages educational and promotional programs to increase awareness of and respect for the rights of pedestrians and bicyclists by motorists and to educate bicyclists on the proper and safe use of public roadways.</p> <p>The Council supports building upon the existing education and promotion activities of community and county bicycle/pedestrian advisory boards, Metro Transit Rideshare, local Transportation Management Organizations, and local community initiatives in support of bicycling and walking, including helping to improve the knowledge and ease of bicycle commuting by interested residents and employees in congested activity centers.</p> <p>Local and state agencies are encouraged to establish safety programs oriented toward educating the public in the proper use of sidewalks and crosswalks by pedestrians and of shared lanes, bicycle lanes, and paths by bicyclists. Programs will also provide training in proper bicycling procedures such as making turns and stopping at stop signs and signals. In addition, programs will educate motorists regarding pedestrian roadway crossing laws, how to safely interact with bicyclists riding legally in the roadway, and generally to be aware of pedestrians and bicyclists.</p>
New York, NY	New York City Bike Master Plan 1997	<p>Public schools must instruct elementary and secondary school students in safety education, including highway, traffic, and bicycle safety, as required by NYS [New York State] Education Law. Successful DOT projects, such as the YES (Youth Education for Safety) and the Safety City Program should be expanded.</p> <p>The DOT-NYPD [New York City Police Department] Share the Road Safely public service effort should be expanded from radio announcements to include bus and subway posters.</p>
Portland, OR	Portland Bicycle Plan For 2030	<p>Increase bicycle safety education, enforcement, and outreach to encourage safe travel behavior of all modes and to increase bicycling in Portland.</p> <p>Promote bicycling as safe and convenient transportation to and from school.</p> <p>Maintain an education program to promote bicycle use and safety.</p>

Sweden

**www.cykelmart.se/tag/skolprojekt/
(translated using Google Translate)**

Swedish Cycling's national School Project Cycle Heroes:

The "Cycle Heroes" program is a half-day cycling safety education program for fourth-graders in Sweden. Students learn about why cycling is good for their health and environment, as well as receive classroom instruction on how to bicycle on the roads. Then the fourth-grade students participate in practical exercises on a bicycle obstacle course. The "Cycling Heroes" program started in May 2010 with four schools in Sweden. The program is now open to other schools within Sweden.

**http://publikation-swebbutik.vv.se/upload/1603/88514_pedestrian_and_bicycle_crossings.pdf
(translated using Google Translate)**

Driving Rules regarding pedestrians and cyclists:

1. You must give way to pedestrians who have correctly entered or are about to enter a pedestrian crossing.
2. You must give enough time to pedestrians to cross the road. This applies even if the motor vehicle traffic signals are green.
3. When you have turned off at a crossroad, you must drive at a low speed and you must give way to pedestrians who have correctly entered or are about to enter a pedestrian crossing.
4. When you are about to enter a road from a cycle path, you must give way (for cyclists).
5. When you are approaching an unsupervised bicycle crossing, you must adjust your speed so as not to endanger cyclists or Class II moped riders who are using the crossing.
6. When you have turned off at a crossroad and are about to pass an unsupervised bicycle crossing, you must drive at a low speed and give cyclists and Class II moped riders who are on or about to enter the bicycle crossing an opportunity to cross.
7. When you are exiting a roundabout and are about to pass an unsupervised bicycle crossing, you must drive at a low speed and give cyclists and Class II moped riders who are on or about to enter the bicycle crossing an opportunity to cross.

Tucson, AZ

Arizona Department of Transportation Statewide Bicycle and Pedestrian Plan

Support advertising campaigns and public service announcements that educate the public on the virtues of nonmotorized transportation.

Develop basic pedestrian and bicycle education programs for communities and schools.

Continue to consider additions to driver's education products that emphasize safe motorist driving when encountering bicyclists and pedestrians on the road.

Local governments, school districts, and civic groups need to continue and expand sessions on traffic safety, including adult courses such as the Bicycle Education Program of the League of American Bicyclists.

ADOT [Arizona Department of Transportation] also should develop a program to provide important instructional and informational brochures and safety literature, including guides that will expand knowledge of laws implementing pedestrians and the safe operation of bicycles and motor vehicles.

United Kingdom

www.direct.gov.uk/en/TravelAndTransport/Highwaycode/DG_069858

The U.K. Highway Code has a specific section entitled “Road users requiring extra care” (excerpts below):

- There is a risk of pedestrians, especially children, stepping unexpectedly into the road. You should drive with the safety of children in mind at a speed suitable for the conditions.

- Drive carefully and slowly when
 1. In crowded shopping streets, Home Zones, and Quiet Lanes (see Rule 218) or residential areas.
 2. Driving past bus and tram stops; pedestrians may emerge suddenly into the road.
 3. Passing parked vehicles, especially ice cream vans; children are more interested in ice cream than traffic and may run into the road unexpectedly.
 4. Needing to cross a pavement or cycle track; for example, to reach or leave a driveway. Give way to pedestrians and cyclists on the pavement.
 5. Reversing into a side road; look all around the vehicle and give way to any pedestrians who may be crossing the road.
 6. Turning at road junctions; give way to pedestrians who are already crossing the road into which you are turning
 7. The pavement is closed due to street repairs and pedestrians are directed to use the road.
 8. Approaching pedestrians on narrow rural roads without a footway or footpath. Always slow down and be prepared to stop if necessary, giving them plenty of room as you drive past.

- Near schools. Drive slowly and be particularly aware of young cyclists and pedestrians. In some places, there may be a flashing amber signal below the ‘School’ warning sign which tells you that there may be children crossing the road ahead. Drive very slowly until you are clear of the area.

- Motorcyclists and cyclists:
 1. It is often difficult to see motorcyclists and cyclists, especially when they are coming up from behind, coming out of junctions, at roundabouts, overtaking you, or filtering through traffic. Always look out for them before you emerge from a junction; they could be approaching faster than you think. When turning right across a line of slow-moving or stationary traffic, look out for cyclists or motorcyclists on the inside of the traffic you are crossing. Be especially careful when turning, and when changing direction or lane. Be sure to check mirrors and blind spots carefully.
 2. When passing motorcyclists and cyclists, give them plenty of room (see Rules 162–167). If they look over their shoulder it could mean that they intend to pull out, turn right, or change direction. Give them time and space to do so.
 3. Motorcyclists and cyclists may suddenly need to avoid uneven road surfaces and obstacles such as drain covers or oily, wet, or icy patches on the road. Give them plenty of room and pay particular attention to any sudden change of direction they may have to make.

United Kingdom

www.bikeforall.net/linkcat.php?cid=67

The United Kingdom has numerous school-based safety programs that promote as well as educate school-aged children about traffic safety. These include:

- Cycle Training
- Bike It!
- School Travel Plan grants
- Sustainable travel to school program

ENCOURAGEMENT POLICIES

Entity	Source	Policy Language
Cambridge, MA	Journey to 2030	<p>To minimize transportation-related pollution or degradation of the environment; promote energy conservation; support preservation of natural resources and community character; advance sustainability, regional environmental benefits, and health promoting transportation options, the MPO will</p> <ul style="list-style-type: none"> • Support, through planning and programming, projects that make transportation in the region more sustainable. • Encourage, through planning and programming, transportation choices that promote a healthy lifestyle such as walking and bicycling.
Davis, CA	Comprehensive Bike Plan 2006	Promote use of bicycles as a viable and attractive alternative to cars.
Madison, WI	Platinum Biking City Plan 2008	<p>Institute a Sunday Parkways ride once per month.</p> <p>Pilot an individualized marketing campaign to people receptive to replacing automobile trips with bicycling.</p> <p>Provide information and incentives to all city employees about bicycling for transportation/recreation and encourage other businesses and corporations to do so as well.</p> <p>Establish a Bicycling Buddy program.</p> <p>Establish Bicycle User Groups (BUGs).</p> <p>Establish neighborhood-based bike clubs.</p> <p>Encourage regular bike programs/workshops at neighborhood centers and nonprofit organizations.</p> <p>Contract with a media public relations firm to develop a comprehensive traffic safety and bicycle promotion campaign to run throughout the year.</p> <p>Develop an online interactive bicycle route mapping to include segment suitability and average biking time.</p> <p>Develop a bike festival.</p> <p>Create a Bicycle Ambassador program.</p> <p>Investigate implementation of a bike sharing program.</p>
	City of Madison Comprehensive Plan	<p>Employer-based Transportation Demand Management (TDM) measures should be instituted as part of a comprehensive City-wide TDM program, in order to enhance the desirability of nonsingle-occupancy vehicle-based transportation modes, including bicycle transportation. The formation of Transportation Management Associations should be considered, where appropriate, as a mechanism to organize individual employers and administer TDM initiatives.</p> <p>Utilize streetscapes and other creative pedestrian crossing improvements to enhance pedestrian safety and security, and improve the overall pedestrian environment in the City.</p>
Minneapolis, MN	Minneapolis Pedestrian Master Plan	<p>The City will promote walking among youth to other activities in addition to school, consistent with work underway by the Bike Walk Ambassador Program.</p> <p>The City will continue to promote walking for health purposes, including through programs such as the Steps to a Healthier Minneapolis.</p> <p>The City will continue to promote walking to work, including through programs such as Bike Walk to Work Week.</p> <p>The City will collaborate with other public and private entities to develop walking maps that showcase great places to walk in Minneapolis.</p> <p>The City will collaborate with other public and private entities to develop and promote walking tours, such as the current Minneapolis Heritage Preservation commission Walking Tours. These tours could be promoted in conjunction with the walking maps referenced above.</p>

The City will collaborate with other public and private entities to showcase and encourage walking through public celebrations. Opportunities could include: an annual walking celebration that showcases the many programs and resources for walking; one or more summer street closures to celebrate and enjoy bicycling and walking, such as the Sunday Streets in San Francisco, Summer Streets in New York City, and the Sunday Parkways in Portland, Oregon; a combined walkability audit and walking celebration, such as the Pasadena Playhouse District Association Walkabout.

The City will foster positive public messaging about great places to walk, improvements to the pedestrian environment, and experiences of people who walk through the media and city communications tools.

The City will support neighborhood-level advocacy for pedestrian needs. One means of doing so is to offer training in walkability audits.

New York, NY	Law of Bicycle in the Building⁵	The Building Owner or Manager will either: Implement and post a Bicycle Access Plan that allows the Tenant's employees to bring bikes into the Tenant's office space within 30 days of receipt of Tenant Request OR Request an exception due to A) alternate bicycle parking facilities or B) safety concerns related to the building's freight elevator(s) within 15 days of receipt of Tenant Request.
	New York City Bike Master Plan 1997	Distribute the New York Cycling Map, and update as needed. Expand the use of bicycles in issuing parking summonses if the DOT pilot program proves successful. The NYPD should expand the highly successful Community Policing Bicycle Patrol Program.
	PlaNYC Agenda: Promote Cycling	The All-Agency Bicycle Policy should be formally adopted by the relevant agencies as a step toward institutionalizing cycling. We will pursue strategies to encourage the growth of cycling across the city. We will facilitate cycling.
Portland, OR	Portland Bicycle Plan For 2030	Continue and expand encouragement programs that provide services and equipment, support behavior changes, raise awareness, and provide incentives that increase bicycling in Portland.
Tucson, AZ	Arizona Department of Transportation Statewide Bicycle and Pedestrian Plan	Assist in promoting bike-to-work days and safe routes to school programs.

ENFORCEMENT POLICIES

Entity	Source	Policy Language
Charlotte, NC	City of Charlotte Bicycle Plan	<p>The City should consider providing funding to enable the Police Department to do more enforcement to protect pedestrians and bicyclists while ensuring livable neighborhoods. The Police Department should work with the Bike, Pedestrian, and Traffic Calming programs within CDOT [Charlotte Department of Transportation] and in other City departments to undertake targeted police work for traffic control for bicyclists.</p> <p>Encourage law enforcement agencies and community organizations to improve bicycle safety through increased bicycle helmet usage.</p> <p>The City will consider supporting the inclusion of bicycle safety information in the State of North Carolina's Department of Motor Vehicles (DMV) procedures as part of the City's annual legislative request and lobbying efforts.</p>
Colorado	Colorado Department of Transportation	The Colorado State Patrol will police bikeways within State Highway right-of-way which are adjacent to and are an integral part of the traveled portion of State Highways and the shoulder area, and which are not separated from the roadway by a physical barrier, except where such bikeways are within the jurisdiction of a city, city and county, or incorporated town. The policing of all other bikeways shall be the responsibility of local law enforcement agencies or other state agencies.

Germany and The Netherlands	www.timesonline.co.uk/tol/news/politics/article6841326.ece	In both Germany and the Netherlands, the civil law places “. . . the presumption of blame against whoever was driving the most powerful vehicle involved in an accident, so they or their insurers would be liable for costs or damages. If a cyclist were hit by a car, the presumption of blame would fall on the driver, while a cyclist would automatically be blamed if he or she knocked down a pedestrian.”
Madison, WI	Platinum Biking City Plan 2008	<p>Create a formal bicycle program, with an identified program coordinator, within the Madison Police Department to standardize police bicycle operations and to increase the degree to which bicycles are used as a mode of transport by police personnel for general enforcement as well as for bicycle/pedestrian enforcement.</p> <p>Increase the number of police personnel available to be assigned to traffic law enforcement to allow for consistent enforcement.</p> <p>Continue practice of deferring prosecution for cited bicyclists who successfully complete bicycle traffic safety classes.</p> <p>Improve use of media in covering crashes.</p>
Minneapolis, MN	Minneapolis Pedestrian Plan 2009	The City will investigate opportunities to improve enforcement of traffic violations that endanger pedestrians. One option is the use of crosswalk “stings,” whereby police officers, behaving in accordance with traffic laws, provide education, warnings, and citations to motorists who violate traffic laws in a particular location. To ensure public support of these operations, crosswalk stings are typically well publicized in advance and provide clear identification of the crosswalk, sight distance, and the presence of pedestrians. Another option is to prioritize investigating crashes involving pedestrians and prosecuting the responsible party.
New York , NY	New York City Bike Master Plan 1997	<p>The NYPD should increase awareness of the bicycle registration program in an attempt to deter bicycle theft.</p> <p>All modes—motorists, pedestrians, and cyclists—must respect the rightful place of others in the street. Such traffic violations as double-parked motor vehicles in bicycle lanes must be enforced.</p> <p>The City will identify strategies to reduce the amount of time it takes to respond to snow removal complaints and investigate the expanded use of enforcement mechanisms, such as citations and business license/permit revocation, which are currently infrequently used.</p>
Tucson, AZ	Arizona Department of Transportation Statewide Bicycle and Pedestrian Plan	<p>Develop enforcement strategies and programs aimed at bicyclist and pedestrian law violations that are most likely to result in serious crashes.</p> <p>Develop enforcement strategies aimed at motorist errors and aggressive behaviors.</p>

SYSTEM EVALUATION POLICIES

Entity	Source	Policy Language
Cambridge, MA	Boston Regional Bike Plan 2007	<p>Regular bicycle counts at specified locations and times, including bicycle parking counts at transit stations and usage surveys of bus bike racks, would be an excellent aid to planning bicycle projects and evaluating their benefits. Regular counts would also improve our ability to address safety problems. As the program progresses, its recommendations should be incorporated into a bicycle and pedestrian counting program for the Boston Region.</p> <p>A standardized bicycle crash analysis system should be developed at the regional or state level. MAPC should, at a minimum, prepare annual reports analyzing the last year’s bicyclist/auto and pedestrian/auto crash data, as this data is available from the Registry of Motor Vehicles.</p> <p>Adding information about on-road bicycle facilities to the Roadway Inventory File would help to keep track of our progress and develop priorities.</p> <p>The City will conduct field tests of various emerging design treatments to improve bicycling conditions in the City.</p>

The City will conduct regular before and after bicycle counts and studies to evaluate the impact of the emerging bicycle network.

The City will continue to conduct annual accident analyses to determine local accident characteristics.

Madison, WI	Platinum Biking City Plan 2008	<p>Create a Bicycle Level of Service Analysis.</p> <p>Annual bicycle counts are taken on major bicycle routes and bicycle/pedestrian counts on bike paths.</p> <p>Develop a Bicycle Crash Report “study sheet” so officers reporting bicycle crashes include necessary information for crash analysis.</p> <p>Continue to educate and train law enforcement personnel in the enforcement of laws concerning bicyclists’ rights and responsibilities.</p> <p>As part of the programmed retiming of all traffic signals citywide in 2009–2012 and other future signal retiming activities, the City will evaluate signal timing for pedestrians and provide recommended pedestrian crossing times and other signal timing improvements.</p>
Portland, OR	Portland Bicycle Plan For 2030	<p>Maintain Portland’s position as a national leader in the evaluation of bicycle improvements and ridership through ongoing data collection and monitoring of changes to bicycling infrastructure and in riding behavior. Support changes to remove institutional barriers in statutes, policies, and codes that discourage safe and efficient bicycle use.</p>
Seattle, WA	Seattle Comprehensive Plan 2004–2024	<p>Develop, apply, and report on walking and bicycling transportation performance measures in the Transportation Strategic Plan to evaluate the functioning of the nonmotorized transportation system; to ensure consistency with current industry standards; to identify strengths, deficiencies, and potential improvements; and to support development of new and innovative facilities and programs.</p>
Tucson, AZ	Arizona Department of Transportation Statewide Bicycle and Pedestrian Plan	<p>ADOT should develop a program to provide data, data analysis, resources, tools, standards, and guidance on bicycle and pedestrian safety.</p>

ENDNOTES

1. SAFEATEA-LU Section 1807 established the Nonmotorized Transportation Pilot Program (NTPP). This program provides \$25 million each to four communities—Columbia, MO; Marin County, CA; Minneapolis Area, MN; and Sheboygan County, WI—to demonstrate how improved walking and bicycling networks can increase rates of walking and bicycling. The Federal Highway Administration is required to report on the results of the NTPP.
2. <http://leedcasestudies.usgbc.org/process.cfm?ProjectID=654>
3. <http://www.cnu.org/leednd>
4. CITYRACKS is a program run by the New York City Department of Transportation that provides free sidewalk bicycle parking racks throughout New York City to encourage cycling for commuting, short trips, and errands. CityRacks are not intended to be used for long-term parking.
5. www.nyc-gov/html/dot/html/bicyclists/bikesinbuildings.shtml



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