

Blueprint Highlights

Compiled by the California Bicycle Coalition and the Surface Transportation Policy Project

(The following are direct quotes from the California Blueprint for Bicycling and Walking prepared pursuant to the Supplemental Report of the 2001 Budget Act and released in May 2002 by Governor Gray Davis, Business Transportation and Housing Secretary Maria Contreras-Sweet and California Department of Transportation Director Jeff Morales)

Bicyclists and pedestrians should be given increased priority in road safety programs.

1. Blueprint Recommendations

Require appropriate pedestrian and bicycle facilities whenever state funding programs are used for roadway improvements.

Because designs have evolved over many years, some existing roads do not conform fully with current standards including accommodations for non-motorized travel. On these roads, additions or improvements (such as new or improved shoulders, sidewalks, striping, and other features) may enhance safety and encourage non-motorized travel.

To maximize the potential benefits of these measures, transportation professionals must explicitly plan for non-motorized transportation.

1. Full Consideration

Traditionally, traffic management has emphasized safety and efficiency for motor vehicles with less emphasis on non-motorized travel. Motor vehicle capacity improvements on facilities where bicycles and pedestrians are permitted should accommodate these modes and avoid creating impediments to future enhancements for non-motorized travel. Accommodating bicycling and walking requires consideration

throughout the planning, programming, design, and construction stages.

The existing roadway network, including bicycle and pedestrian facilities, should be evaluated using non-motorized audit procedures.

Funding criteria should place a high priority on bicycling and pedestrian travel facilities and strategies to integrate those modes with public transportation.

1. New Development

State and local jurisdiction agencies should consider adopting an ordinance requiring developers and employers to provide secure bicycle parking at commercial developments and employment sites.

Secure bicycle parking should be included in the earliest phases of project planning to ensure safety and convenience for bicyclists and minimal intrusion into areas frequented by pedestrian and vehicles.

Adopt appropriate pedestrian LOS methods for California.
