

- B4** Coordinate with Parks and Recreation staff to promote bicycling as a healthy recreational activity and ensure that recreational bicycle enthusiasts are provided for in plans for future projects.
- B5** Evaluate the impacts on bicycle travel and integrate bicycle facility improvements into proposed roadway and development projects as part of the project review process.
- B6** Implement bicycle facilities based on a priority program that considers existing deficiencies, safety, commuting needs, connectivity of routes, and community input.
- B7** Recognize that bicyclists use all City roadways. Design future roadways and existing roadway improvements to accommodate bicycle travel where feasible. Carry out routine maintenance of roadways and eliminate hazards to cyclists.
- B8** When traffic signals are upgraded on bicycle routes, the upgrades should include bicycle detection as required by the Manual of Uniform Traffic Control Devices via pavement loop or video detection.
- B9** Upgrade existing roadways to enhance bicycle travel, including upgrading or adjusting on-demand traffic signals to detect bicycles.

**OBJECTIVE C:**

Maintain and improve the quality, operation and integrity of the bikeway network and roadways regularly used by cyclists.

**Policy Actions**

- C1** Continue routine maintenance of bikeway facilities, such as sweeping streets regularly traveled by bicyclists and other designated bikeways, including paint and striping, signage, pavement surface maintenance, tree trimming, and other facets of maintaining the operational integrity of the bikeway network.
- C2** Where applicable, pursue traffic calming improvements on existing residential streets to increase safety of cyclists and prevent high-speed motor vehicle cut-through traffic.
- C3** Consider implementing “sharrow” street markings along Class III bike route facilities to further alert motorists of the shared use of roadway and increase safety to cyclists by guiding them clear of opening car doors, an area commonly referred to as the “door-zone”.
- C4** Coordinate roadway improvements to provide reasonable alternate routes if necessary and minimize disruption for cyclists. This includes maintaining bikeway access through construction zones or providing bikeway detours.
- C5** Consider bicycle friendly design using new technologies and innovative treatments on roads and bikeways.

**OBJECTIVE D:**

Encourage the development of safety education programs aimed at youth and adults. Increase public awareness of the health and environmental benefits of bicycling and of available resources and facilities.

**Policy Actions**

- D1** Encourage the development and implementation of safe and effective adult and youth cycling programs. Programs should include education for both cyclists and motorists responsibility to obey traffic laws and traffic control devices.
- D2** Promote the health benefits of bicycling.
- D3** Promote and pursue funding programs for bicycle safety and education programs.
- D4** Support Transportation Demand Management programs at worksites to encourage commuters to bicycle to work. This effort will be coordinated through the transportation management organizations and employment centers.
- D5** Distribute a regularly updated bikeway map at local schools, bike shops, the Chamber of Commerce, and other visible areas to encourage cycling.
- D6** Dedicate staff time and solicit volunteer support to set up bicycle valet and repair seminars at major community events.

**OBJECTIVE E:**

Encourage short-term and long-term bicycle parking and other bicycle amenities in employment and commercial areas, in multi-family housing, at schools, at parks, and at transit stations.

**Policy Actions**

- E1** Establish, implement, and revise as needed, bicycle parking requirements on new development projects.
- E2** Establish an annual budget of transportation funds for the continued installation and maintenance of city-owned public bicycle parking.
- E3** Encourage the installation of short- and long-term bicycle parking in the public right-of-way through streetscape plans, new development, street improvement projects, transit stations, and at municipal facilities such as parks, or at other locations where specific needs are identified.
- E4** As an incentive for increased development densities or as potential measures to mitigate traffic impacts, encourage end-of-trip amenities, such as additional bicycle