TABLE OF CONTENTS

BACKGROUND 1

PURPOSE OF THE BPP 1

DEVELOPMENT CHARACTER 2

BIKE & PED INFRASTRUCTURE 3

RESIDENTS 4

ENGAGEMENT SUMMARY 5

VISION & OUTCOMES 6

- Safety 6
- Connectivity 6
- Use 6

PROJECTS 7

- Committed Project 7
- Near-Term Projects 7
- Long-Term Projects 7
- Projects with Development 7

ACTIONS 12

- High-Priority Actions 12
- Lower-Priority Actions 12

Organizational Vision, Mission, & Values

Our Vision:

Make Bel Aire a Hometown for Everyone – We continually hear how people love Bel Aire for the small town charm that runs deep within the community. We want to continue building on this with current residents, new citizens and all our businesses.

Our Mission:

Create a Friendly and Responsive Environment – Encourage friendliness from staff to citizens, citizens to citizens and citizens to staff. Staff will strive to be responsive to customer needs in quick fashion.

Attractive Growth and Safe Living – We have a clean city, people are proud of our community. Ranked in the top 10 annually of safest cities in Kansas. Encourage attractive neighborhoods and new developments through code enforcement and planning / zoning.

Build a Connected Community – Bel Aire has a large social media presence. Continue building on that as well as finding other innovative ways for public input. Also encourage mobility choices through sidewalks, paths and streets.

Our Values:

Small Town Pride, Regardless of Size – Regardless of how big we get, keep that hometown feeling and attitude.

People First – People are our number one resource within the organization. Citizen Service is our number one priority for the City. Know that help is around the corner.

Working Together – Departments working together as one team. Staff working with residents, HOA's and neighborhoods. Citizens working with each other.

Creativity and Innovation – Be open to new ideas, creativity and innovation within the organization and from the community.

Inclusion – Strive to involve everyone. Encourage collaboration.

BACKGROUND

The 2014 Comprehensive Development Plan established a vision for Bel Aire....."The City of Bel Aire is a safe, family-oriented, engaged community with focus on economics and growth to ensure an independent future for generations to come."

The Comprehensive Development Plan also includes recommendations to improve bicycling and walking in Bel Aire, which contribute to improved quality of life. It recommends concepts such as:

- Pedestrian friendly community
- Sidewalks on arterial and collector streets
- Walkways connecting neighborhoods
- Sidewalks in all new developments
- Accessibility to parks
- Connections to new center city
- Additional greenways

In 2017, the City developed a map showing the recommended future pedestrian and bicycle network. This was presented at the Planning for the Future Open House but was never formally adopted.

In 2018, Bel Aire secured funding from the Wichita Area Metropolitan Planning Organization (WAMPO) through the Planning Walkable Places program to develop the Bel Aire Bicycle and Pedestrian Plan.

PURPOSE OF THE BPP

The purpose of the Bel Aire Bicycle and Pedestrian Plan (BPP) is to describe the desired future of walking and bicycling in Bel Aire and how to make it a reality. This is done through a hierarchical process. It starts by defining the desired future with a vision statement. We then drill down further and provide focus on specific aspects expressed in the vision; ultimately leading to action steps and projects.

The purpose of this process is to ensure all actions are tied back to the vision; what the community ultimately desires. This provides clear direction of our course forward and gives justification for each action because each is logically tied to the vision.

In order to do these, we engaged the community to assess needs, determine preferences, and identify priorities. Through the process, the community has expressed specific desires. To summarize these into a simple statement. Bel Aire wants to connect the community. We want to have connections within our neighborhoods. We want to have our neighborhoods connected to one another. We want our neighborhoods connected to destinations around the community. And we want our community connected to adjacent communities.

DEVELOPMENT CHARACTER

Bel Aire is a city of just over 7,200 residents located northeast of Wichita. Bel Aire shares its southern and western border with Wichita and a small portion of its northwestern border with Kechi.

Bel Aire encompasses just under 7 square miles of land. Much of the development is in the southwest portion of Bel Aire. However, it is developing to the northwest and north central. There is also industrial-type development occurring in the east.

A quality bicycle and pedestrian network connects the community; connecting people to places. The network allows people to walk and bike from their neighborhoods to schools, parks, businesses, jobs, community spaces, and other neighborhoods.

Walking and bicycling is heavily influenced by the number and variety of destinations within a comfortable walking and bicycling distance from homes and between destinations.

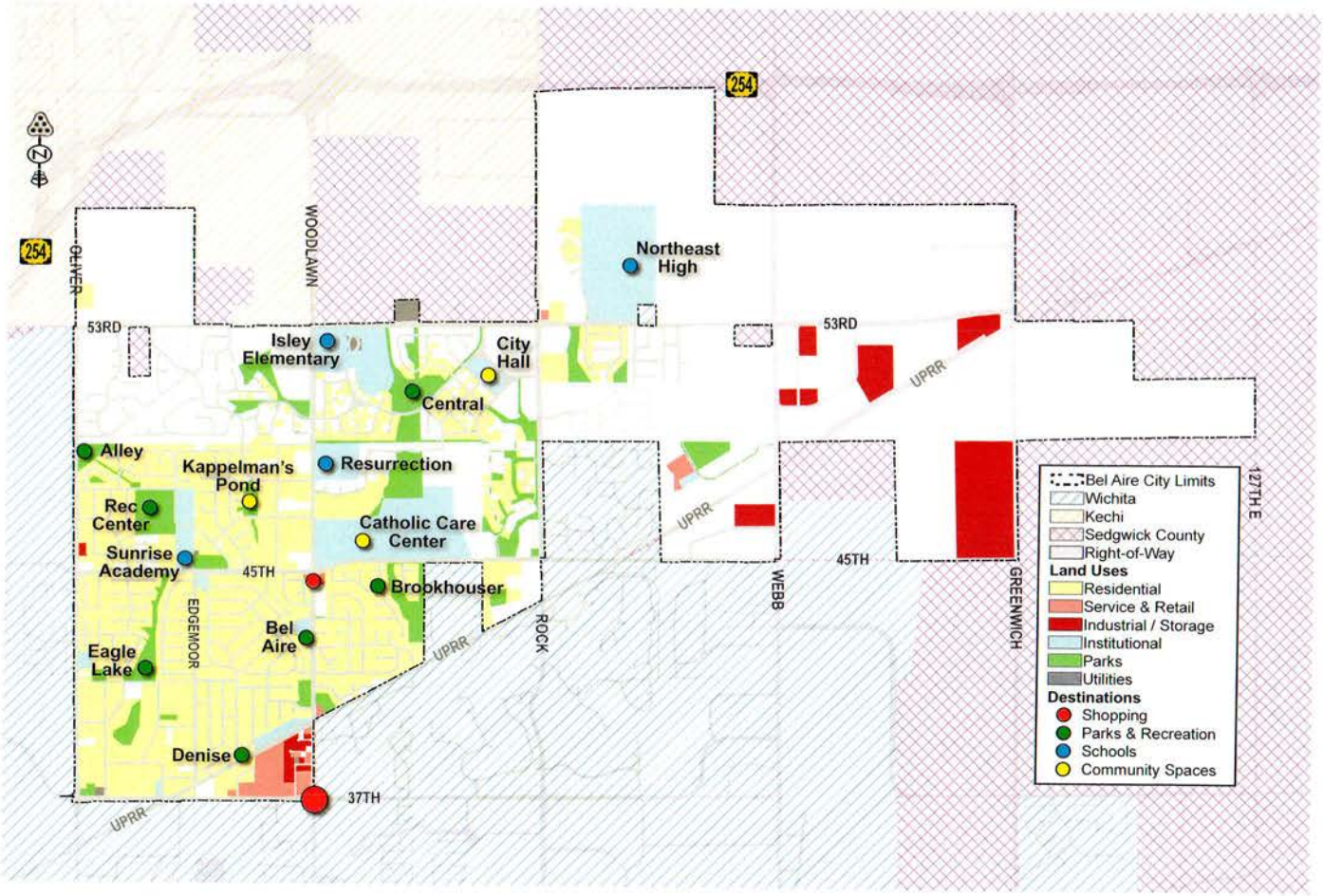
Primary walking and bicycling destinations in Bel Aire include the schools, parks, recreation center, and shopping. Destinations also include adjacent neighborhoods as well as places in Wichita such as Dillons and Chisholm Creek Park.

Shopping - The commercial service and retail businesses in Bel Aire are primarily located around two nodes. The largest node is at the Woodlawn and 37th St intersection, which includes businesses in Wichita. There is a smaller node at the Woodlawn and 45th St intersection.

Parks & Recreation - Bel Aire has six parks; Alley Park, Bel Aire Park, Brookhouser Park, Central Park, Denise Park, & Eagle Lake Park. There is also the Bel Aire Recreation Center. These destinations are fairly well distributed throughout the western portion of the City, which is primarily residential.

Schools - There are four schools in Bel Aire; Northeast High School, Resurrection School, Isley School, and Sunrise Christian Academy. Also, Stucky Middle School is located just west of Oliver St on the south side of 45th St.

Community Spaces - Other destinations in the community include City Hall, Catholic Care Center, and Kappelman's Pond.



BIKE & PED INFRASTRUCTURE

There is more than 27 miles of off-street pathway in Bel Aire, most of which is sidewalk (6 ft wide or less). This does not include sidewalk on private property such as those on the Catholic Care Center property.

Pathways consist of all dedicated bicycle and pedestrian facilities including sidewalks, shared-use paths, bike lanes, and shared travel lanes.

There is 1 mile of on-street bicycle facilities that includes a combination of bicycle lane and shared-lane markings. These facilities are in both eastbound and westbound 37th St between Oliver St and Woodlawn Blvd.

Bel Aire has about 54 miles of street. Of this, 14% have sidewalk on both sides of the street, 19% have sidewalk on one side, and 67% have no sidewalk.

In addition to the sidewalks, bike lanes, and shared-lane markings, streets and street shoulders are used by bicyclists and pedestrians. Walking and bicycling on low volume and low speed streets or on the shoulder of the road is often deemed acceptable.

Bel Aire has a fair amount of pathways, but lacks a complete network. Many of the neighborhoods are not connected to the community. Some destinations lack connections. Many of the busy streets lack any sort of pedestrian or bicycle facility. Some neighborhoods have sidewalks on both side of every street and some completely lack sidewalks.

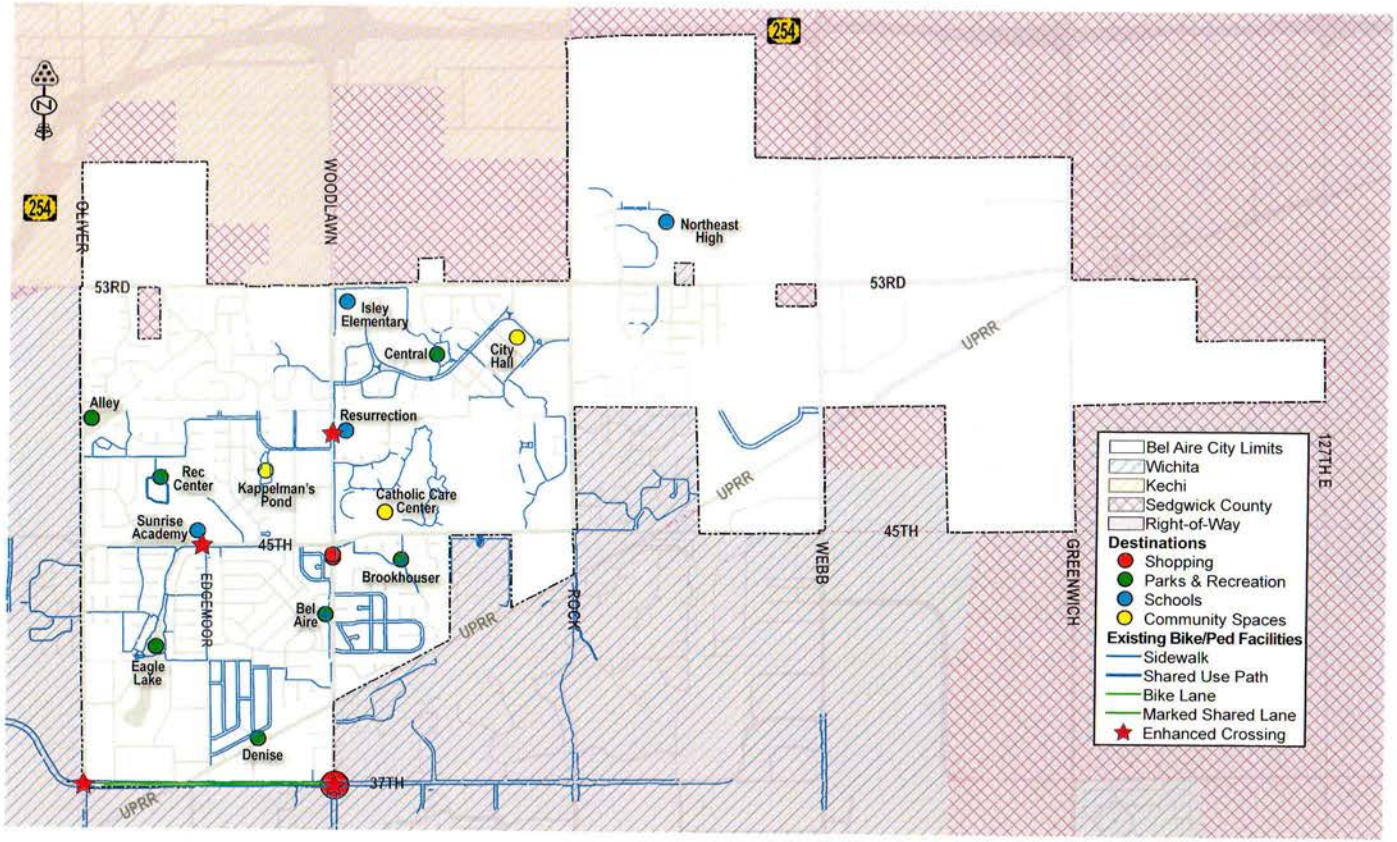
Condition - The vast majority of these facilities are in good condition. There are a few point locations that are in fair to poor condition, such as cracked, broken, or heaved panels. These are generally in the older parts of Bel Aire.

Curb Ramps - The majority of street crossings have curb ramps, many of which include truncated domes (small bumps) for Americans with Disabilities Act (ADA) compliance. Others have ramps but do not include the domes. ADA compliance was not determined due to very specific data being required, such as cross slope, running slope, landing area, and transition slopes.

Crosswalks - Most minor street crossings do not have crosswalk pavement markings. There are marked and signalized crosswalks at 37th St and Oliver St as well as 37th St and Woodlawn Blvd. There is are two pedestrian-actuated mid-block signalized crosswalks; one across 45th St west of Edgemoor near Sunrise Christian Academy and one across Woodlawn Blvd north of 48th St near Resurrection Catholic School. Pedestrian-actuated means that a pedestrian has to activate the traffic light.

The high volume and high speed streets are a barrier to pedestrian and bicycle travel. Crossing these streets creates real and perceived safety concerns. The limited pedestrian crossings of arterials and major collectors require walking and bicycling further, making it less convenient to walk or bicycle.

Regional Connections - There are existing and planned bicycle facilities that connect Bel Aire to the region. There are existing connections into Wichita via Oliver St and Woodlawn Blvd. Based upon Wichita's Bicycle Master Plan, there are planned connections extending north to Bel Aire via Rock Rd, Webb Rd, and Greenwich Rd. Although not officially planned, there has been discussions about a connection north to Kechi via Oliver St.



RESIDENTS

Population Change - Bel Aire has doubled in population since 1990. Even though population growth has slowed, Bel Aire is still growing. Bel Aire anticipates to continue to grow, primarily by new residential subdivisions in the northern portion of the current City Limits including Iron Gate, Central Park, Elk Creek, Deer Run, and Rock Spring.

More residents means more vehicle traffic and more demand for walking and bicycling. The location of these new residents will impact future bicycle and pedestrian connections and how the community will be fully connected.

Age of Residents - Bel Aire is an aging community and aging faster than Sedgwick County as a whole. Since 2000, the median age in Bel Aire as increased from 33.2 years old to 37.4 years old. Over that same period, Sedgwick County's median age increased from 33.6 years old to 35.0 years old.

The number of Bel Aire residents aged 45 years and older has increased by about 1,400 since 2000. In 2000, that age group comprised 29% of the population. Today, they comprise 41%. Also, residents aged 65 years and older has more than doubled since 2000.

Although the number of children in Bel Aire has remained fairly flat since 2000, the percent of Bel Aire households with children has decreased substantially. In 2000, just under 50% of households had individuals under the age of 18. It has decreased to 34% today.

The age of residents and household composition can impact how likely people are to walk and bicycle, the purpose of the activity (exercise, enjoyment, travel, etc.), as well as the destinations to which they walk and bicycle.

Generations of Residents - Each resident is a member of a specific generation, depending upon the year in which they were born. In 2000 and 2010, the Baby Boomers were the largest generation in Bel Aire. However, Generation Z is now the largest generation.

Each generation has different characteristics, including travel preferences, that influence walking and bicycling.

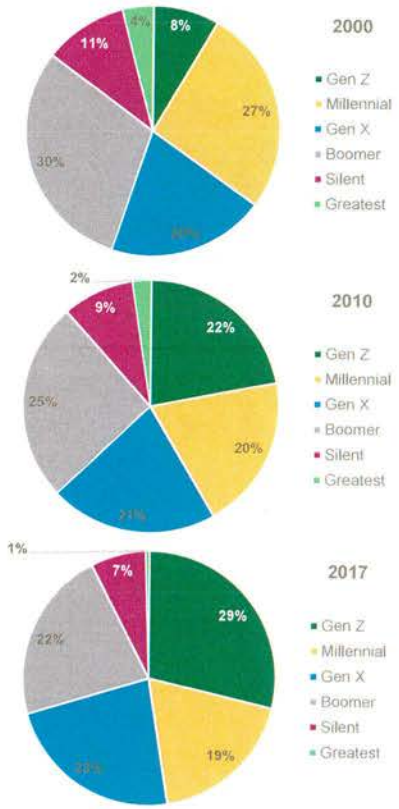
Transportation to Work - Over 91% of Bel Aire residents that are employed work outside of Bel Aire. This provides fewer opportunities for residents to walk and bicycle to work due to the longer trip length. In general, the acceptable trip length for walking trips is about 1/2 mile and about 2 miles for bicycle trips.

The vast majority (94%) of Bel Aire workers travel to work in a motor vehicle. There are no Bel Aire residents that walk to work and 1% of Bel Aire workers bicycle to work. Just under 4% work at home.

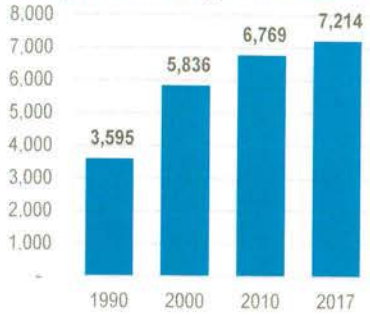
Vehicle Availability - The vast majority of occupied housing units have access to at least one motor vehicle with most having access to two or more. Most households do not have to rely on walking and bicycling as the only means of transportation. However, walking and bicycling can reduce the need for parents to drive their children to local destinations.

Generation	Born between	Age in 2017
Greatest Gen	1901-1927	90-116
Silent Gen	1928-1945	72-89
Baby Boomers	1946-1964	53-71
Gen X	1965-1980	37-52
Millennials	1981-1996	21-36
Gen Z	1997-Present	0-20

% of Population per Generation over Time

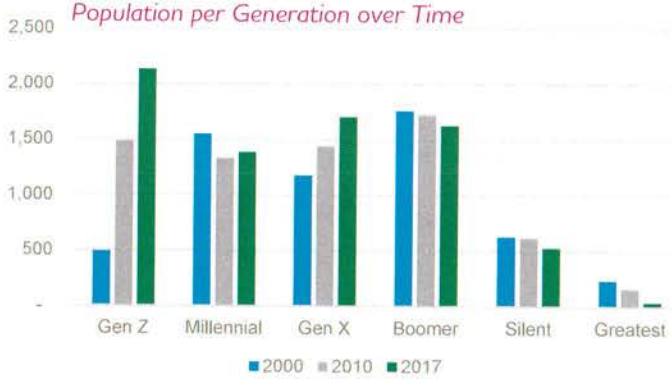


Population Change since 1990



Population Change by Age Groups

Population per Generation over Time



ENGAGEMENT SUMMARY

Public involvement was very important to the development of the Bel Aire Bicycle and Pedestrian Plan (BPP). There were several ways to get involved with the project.

- We shared information about the project on social media.
- We hosted a bicycle and pedestrian improvements survey.
- We held five pop-up meetings at community events and popular destinations.
- We hosted an interactive stakeholder discussion.

Engagement activities occurring during the fall of 2018. At the conclusion of our efforts, we talked with over 300 residents at events and meetings, and reached thousands through the City's social media pages.

Survey - Nearly 140 people participated in the online survey, which focused on bicycle and pedestrian needs and opportunities. Below is a summary of the results. Detailed results can be found in the appendix.

- 47% bicycle and 78% walk at least once per week
- 14% never bicycle and 3% never walk
- Residents want to be able to walk to parks and community buildings the most
- Residents want:
  - More off-street bicycle paths
  - Connections to schools, parks, and community buildings
  - Connections between neighborhoods
  - Improved crossings of busy streets
- Residents want improved safety and connectivity
- 88% support using local funds to improve walking and bicycling

Social Media - Project announcements were posted on Facebook and Twitter with the #BelAireBikePed hashtag to help spread the word about the bicycle and pedestrian survey and pop-up meetings.

Pop-Ups - We held pop-ups at the Fall Festival, Bob and Luigi's Pizza, Bel Aire Senior Club Potluck, Bel Aire Chamber of Commerce, Christmas in Bel Aire, and Ready Set...Bike! Those we engaged with identified perspectives, important bicycling and walking destinations and paths to them, projects, and priorities.

Stakeholder Workshop - City staff, City officials, and representatives of schools, home owners associations, community organizations, and citizens were invited to a stakeholder workshop. During the event, we discussed a vision for bicycling and walking in Bel Aire, strategies for the future, priorities, and improvement concepts and projects for high priority areas and corridors.

Key concepts for the vision statement included the following: active living and lifestyles, equity, a citywide view, creativity, connectivity, safe connections, recreation, transportation partnerships, and a small town feel. This group developed the vision statement for this Plan.

The group developed potential improvement concepts for priority corridors and areas.

- Top Priority Projects
  - Woodlawn Blvd from 37th St to 45th St - shared-use path on one side and sidewalk on the other side.
  - Rock Rd from Central Park Ave to Old Mill St - sidewalks with crossing of Rock Rd.
- Second Priority Project
  - 45th St from Oliver St to Woodlawn Blvd - shared-use path on one side and sidewalk on the other side with a crossing at Westlake Dr and provisions for seating near the Rock Rd and Woodlawn Blvd intersection.
- Third Priority Project
  - 45th St from Woodlawn Blvd to Rock Rd - shared-use path on one side and sidewalk on the other side with crossings at the 45th St and Rock Rd intersection.
- Fourth Priority Project
  - Woodlawn Blvd from 45th St to 53rd St - shared-use path on one side and sidewalk on the other side with a crossings near Central Park Ave and Bethany/48th St..

Another key takeaway from the discussion was that Bel Aire should focus on providing more pathways first and, over time, provide amenities such as benches, lighting, and trees.

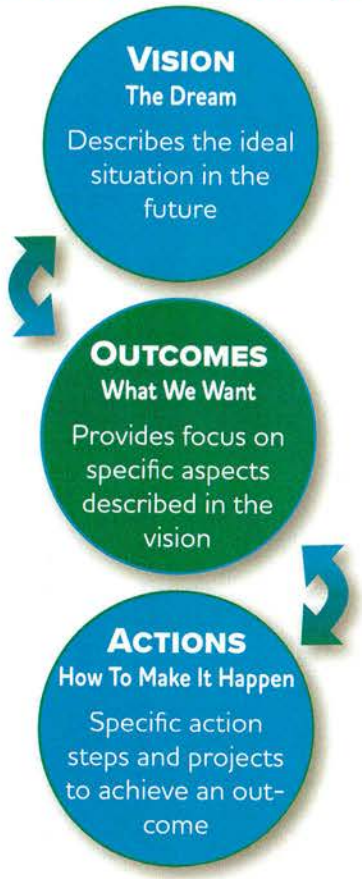
VISION & OUTCOMES

Vision - Bel Aire will be a community for all ages that promotes equitable and active living opportunities for its residents by providing an enhanced, safe, and connected bicycle and pedestrian network.

Safety Outcome - Bel Aire will be a safe environment for all ages and abilities to walk and bicycle.

Connectivity Outcome - Bel Aire will have a seamless network of bicycle and pedestrian connections where residents can conveniently get around the community.

Use Outcome - Bel Aire will be a place where residents walk and bicycle regularly.



Vehicle impact speed and pedestrian risk of severe injury and death:

16 MPH - 10% severe injury

23 MPH - 25% severe injury

23 MPH - 10% death

31 MPH - 50% severe injury

32 MPH - 25% death

39 MPH - 75% severe injury

42 MPH - 50% death

46 MPH - 90% severe injury

50 MPH - 75% death

58 MPH - 90% death

Source: Tefft, B.C. (2011). Impact Speed and a Pedestrian's Risk of Severe Injury or Death. AAA Foundation for Traffic Safety

SAFETY

The primary safety concern for pedestrians and bicyclist is motor vehicles. Pedestrians and bicyclists are much more vulnerable than motorists, as they lack the protection provided by a vehicle. In a crash, the bicyclists and pedestrians lose. Streets with high traffic volumes and speeds divide the community, creating safety barriers to walking and bicycling.

The busy streets affect users in different ways based upon age, experience, and ability. Street, pathway, and crossing designs should consider all users including children, disabled, and elderly. Design also includes appropriate lighting of routes as well as crossings.

Recommended actions related to the safety outcome:

- Dedicated bicycle and pedestrian facilities along busy streets and where it is deemed unsafe to have pedestrians and bicyclists mixed in with motor vehicle traffic.
- Safe crossings of streets and railroad tracks.
- Reduce vehicle speeds where motor vehicles cause safety concerns for pedestrians and bicyclists.
- Appropriate lighting of pathways and crossings.
- Education on safe bicycling, walking, and driving.
- Enforcement of walking, bicycling, and driving laws.

CONNECTIVITY

A quality bicycle and pedestrian network provides convenient connections to places people want to go. Each individual route is part of a larger network that links adjacent neighborhoods and connects to local and regional destinations.

There are currently many gaps in the network. Many neighborhoods lack pathways. Many neighborhoods are disconnected from the rest of the community. It is not uncommon for a neighborhood to have sidewalks that terminate at an arterial street with no pathways along the arterial street or safe crossings.

Pathways along arterial streets in Bel Aire could form a great backbone for the pathway network. The majority of local and regional destinations are in close proximity to the arterials.

Recommended actions related to the connectivity outcome:

- Pathways within neighborhoods, especially along busier streets.
- Pathways along arterial streets.
- Safe crossings of arterials streets and ensure they are in convenient locations.
- Street design guidelines that provide for bicyclists and pedestrians.
- City regulations that have provisions for bicyclists and pedestrians.
- Support development types that enhance bicycling and pedestrian opportunities.

USE

Bel Aire wants to be a place where it is easy and comfortable to walk and bicycle. This can be accomplished by removing or reducing barriers. By achieving the previous two outcomes; by making it safe and connected, more walking and bicycling is anticipated. However, we want to ensure the network gets used. There are a variety of programs

There are a variety of ways to promote walking and bicycling. These include programs for regular walking and bicycling, special events, education and awareness of the multitude of benefits, and providing enhancements or amenities along a route.

Recommended actions related to the use outcome:

- Develop promotional materials that raise awareness of the health, environmental, congestion, and quality of life benefits of walking and bicycling.
- Host walking and bicycling events.
- Provide amenities such as bicycling parking, seating, shade, bike fix-it stations, and wayfinding signage.
- Maintain pathways in good condition.
- Coordinate with other agencies to provide facilities and promote walking and bicycling.
- Making walking and bicycling easy by enhancing safety and connectivity.
- Making walking and bicycling more appealing by providing amenities

PROJECTS

The BPP identifies routing for future pathways. MAP XX shows the committed projects, near-term projects, long-term projects, and projects to be completed with development.

Although the Plan shows specific sides of the street, they could be placed on the opposite side due to circumstances unknown at this time.

COMMITTED PROJECT

The City is currently designing a street project on Woodlawn Blvd from 37th St to 45th St. This project also includes the pathway improvements identified below:

- Shared-use path along the west side of Woodlawn Blvd from 37th St to 45th St.
- Sidewalk along the east side of Woodlawn Blvd from 37th St to the existing sidewalk north of 45th St.
- Pedestrian traffic signals and marked crosswalks on all four legs of the intersection of Woodlawn Blvd and 45th St.
- Enhanced pedestrian crossing of Woodlawn Blvd near Bel Aire Park.

Near-Term Projects

ID	Project Name	Project Description	Cost Estimate*
A	West 45th St Connection	Sidewalk along the south side of 45th St from Dundee St to Woodlawn Blvd.	$25,000
B	Isley Connection	Sidewalk on east side of Woodlawn Blvd from Central Park Ave to existing sidewalk at Isley Elementary School.	$34,000
C	Alley Park to 45th St	Shared-use path loop around pond at Alley Park, along utility cooridor to 48th St, through Rec Center area, along southwest side of Hedgerow Ct, and along north side of 45th St to Sunrise Academy.	$345,000
D	Perryton St	Sidewalk along the west side of Danbury St from Perryton St to 41st St, along Perryton St from Danbury St to the drainage channel, and shared-use path from the drainage channel to Woodlawn Blvd.	$59,000
E	Lycee St	Sidewalk along the east side of Lycee St from Chris St to existing sidewalk near Lycee Ct with enhanced crossing of 53rd St at Lycee St.	$136,000 to $176,000
F	Prestwick Ave	Sidewalk along the southeast side of Prestwick Ave from Remington Ave northeast to existing sidewalk.	$8,000
G	Edgemoor St	Sidewalk on north side of 38th St from Edgemoor St to Parkwood Ln and on the west side of Parkwood Ln from 38th St to 37th St.	$34,000
H	Woodlawn Blvd Xing at Central Park Ave	Enhanced pedestrian crossing of Woodlawn Blvd at Central Park Ave.	$60,000 to $100,000
I	Rock Rd South of Central Park Ave	Shared-use path along the west side of Rock Rd from Elk Creek entrance to Central Park Ave with enhanced crossing of Rock Rd at Rock Spring Rd.	$156,000 to $171,000
		TOTAL	$857,000 to $952,000

*Cost estimates are for construction only and are general in nature and do not include design, major grading, drainage improvements, structures, right-of-way acquisition, utility relocation, or other elements that cannot be accounted for without careful examination of existing site conditions.

NEAR-TERM PROJECTS

The projects identified in the table below are planned to be constructed in the near-term, or about the next 10 years. The projects listed are not in priority order. To construct this group of projects over the next ten years would require an annual funding amount of between $85,700 to $95,200.

LONG-TERM PROJECTS

These projects identify the long-term desires for pathways in Bel Aire. They are not likely to be constructed in the next ten years. However, as priorities change or funding becomes available, these projects could move forward.

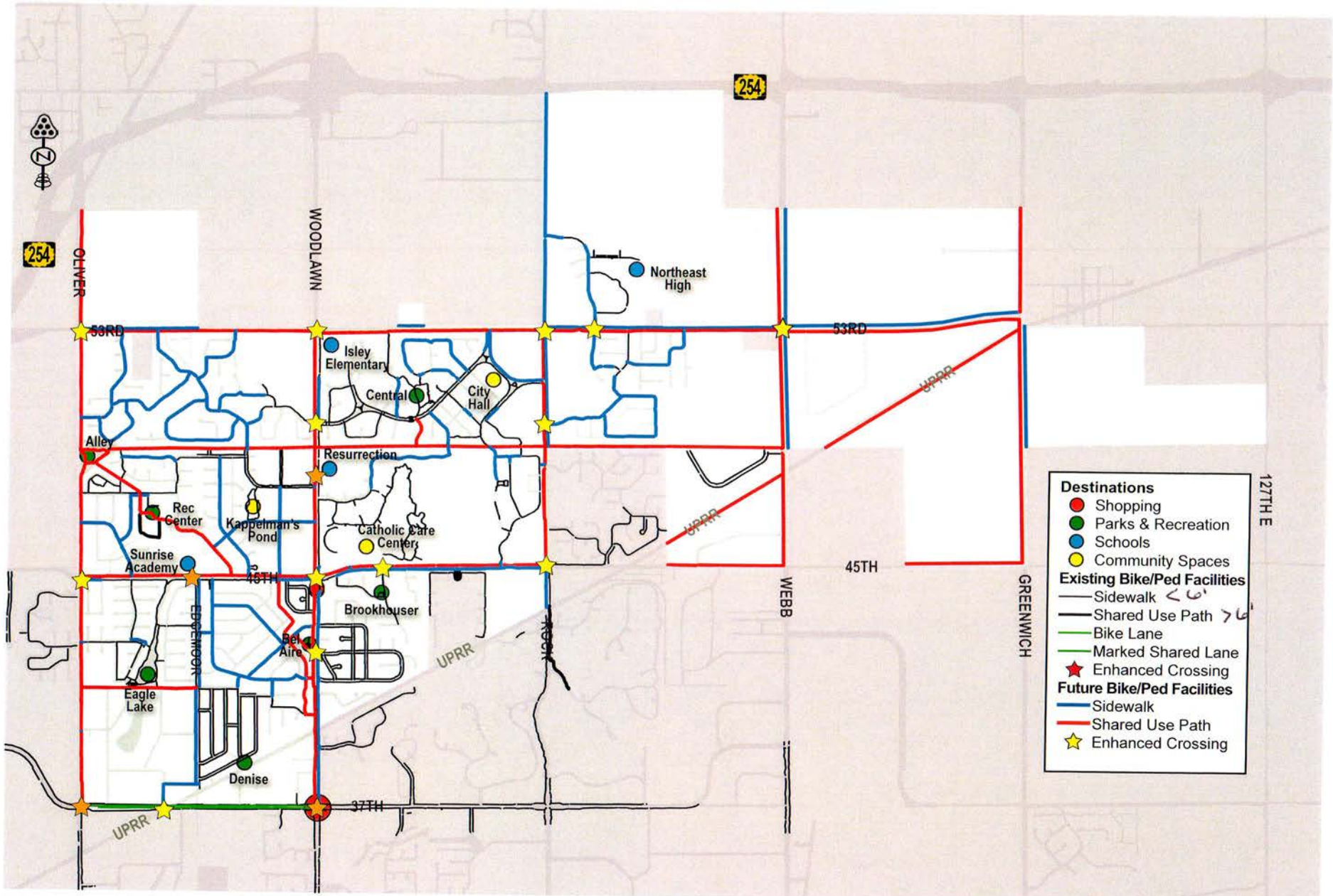
As the City completes street reconstruction projects, similar to Woodlawn Blvd between 37th St and 45th St, pathway improvements can be part of the larger street project.

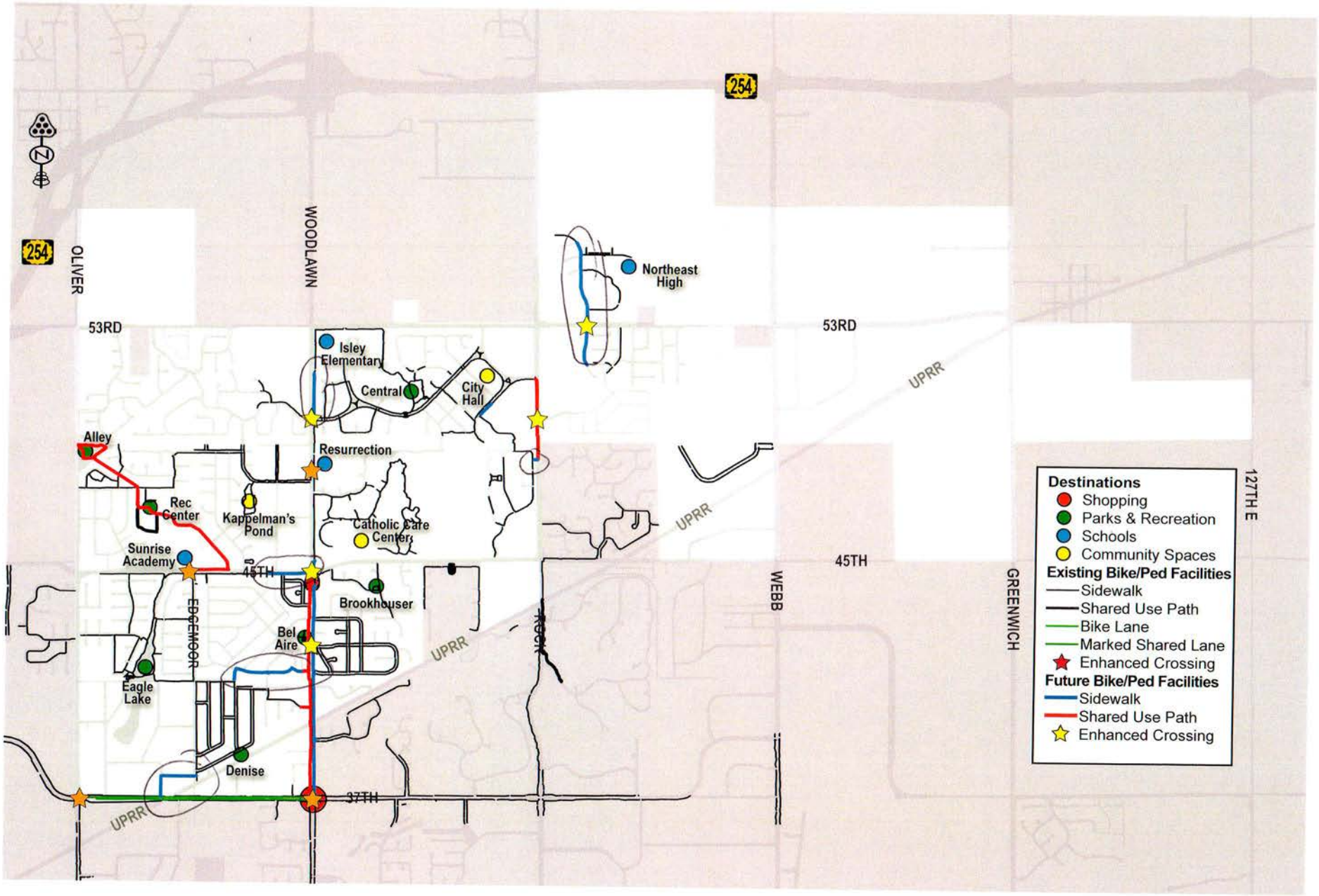
$85/SF conc
$6,700,000

PROJECTS WITH DEVELOPMENT

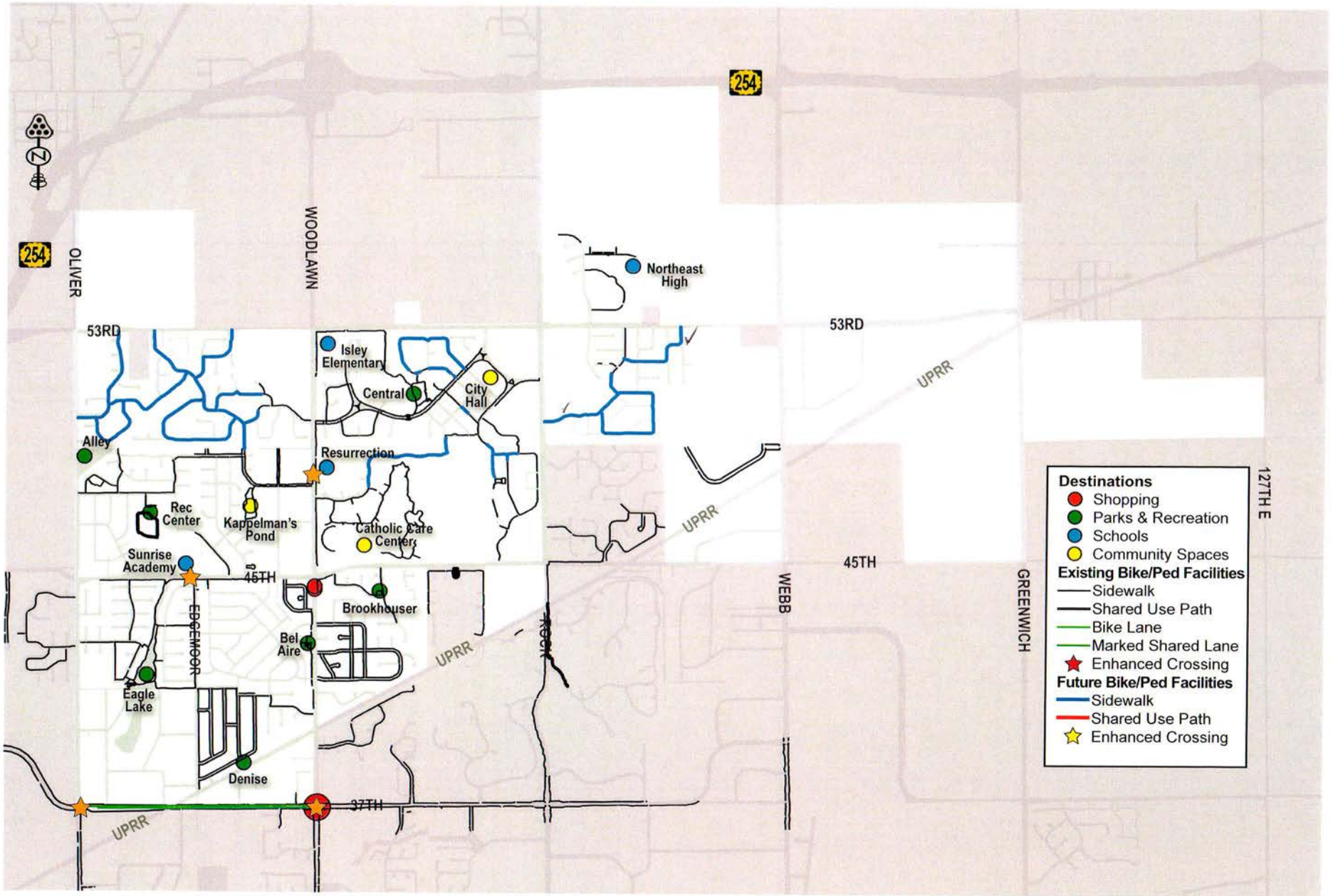
These pathways should be constructed as the residential subdivisions are developed. Another option is to require a fee-in-lieu of construction; collecting funds from the developer so the City can construct the pathways post-development.

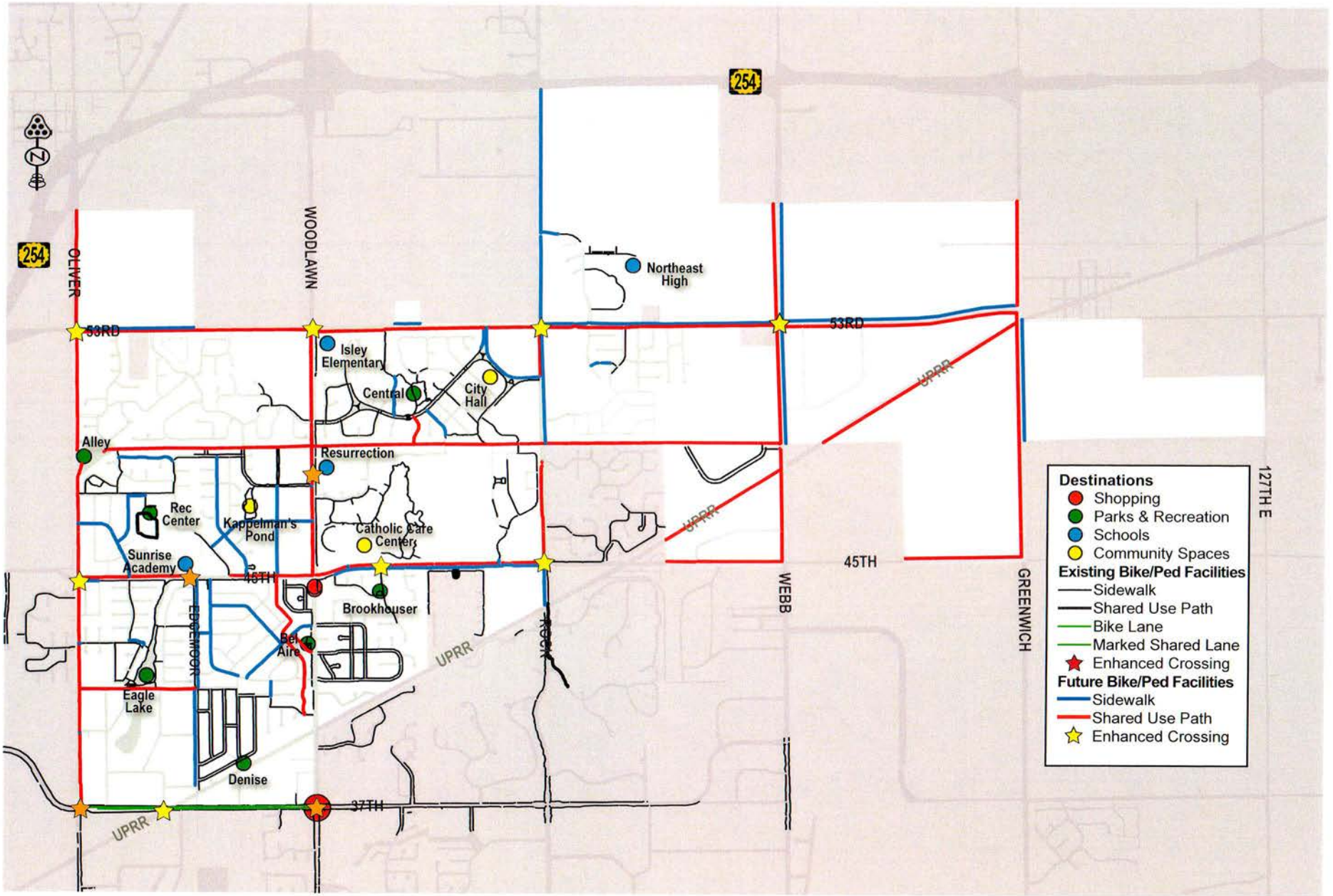
$772,000


254
OLIVER
WOODLAWN
254
Northeast High
53RD
53RD
Isley Elementary
Central
City Hall
UPRR
Alley
Resurrection
Rec Center
Kappelman's Pond
Catholic Care Center
UPRR
Sunrise Academy
45TH
45TH
WEBB
GREENWICH
127TH E
Brookhouser
Bel Aire
UPRR
TYLER
EDGEMOOR
Eagle Lake
Denise
37TH
UPRR
Destinations
Shopping
Parks & Recreation
Schools
Community Spaces
Existing Bike/Ped Facilities
Sidewalk
Shared Use Path
Bike Lane
Marked Shared Lane
Enhanced Crossing
Future Bike/Ped Facilities
Sidewalk
Shared Use Path
Enhanced Crossing


254
OLIVER
WOODLAWN
53RD
Northeast High
Isley Elementary
Central
City Hall
Alley
Resurrection
Rec Center
Kappelman's Pond
Catholic Care Center
Sunrise Academy
45TH
Brookhouser
Bel Aire
EDGEMOOR
Eagle Lake
Denise
37TH
UPRR
WEBB
GREENWICH
127TH E
Destinations
Shopping
Parks & Recreation
Schools
Community Spaces
Existing Bike/Ped Facilities
Sidewalk
Shared Use Path
Bike Lane
Marked Shared Lane
Enhanced Crossing
Future Bike/Ped Facilities
Sidewalk
Shared Use Path
Enhanced Crossing

With Development Projects Only




254
OLIVER
WOODLAWN
254
53RD
53RD
Northeast High
Isley Elementary
Central
City Hall
UPRR
Alley
Resurrection
Rec Center
Kappelman's Pond
Catholic Care Center
Sunrise Academy
45TH
WEBB
GREENWICH
127TH E
Brookhouser
Bel Aire
EDGEMOOR
ROCK
UPRR
Eagle Lake
Denise
37TH
UPRR
Destinations
Shopping
Parks & Recreation
Schools
Community Spaces
Existing Bike/Ped Facilities
Sidewalk
Shared Use Path
Bike Lane
Marked Shared Lane
Enhanced Crossing
Future Bike/Ped Facilities
Sidewalk
Shared Use Path
Enhanced Crossing

Actions

High-Priority Actions

- Program local funds for, and construct, short-term capital projects.
- Seek outside funding sources to supplement local funds for near-term capital projects.
- Require the provision of pedestrian and bicycle connections between adjacent neighborhoods and from neighborhoods to the bicycle and pedestrian network during the land development process.
- As development and redevelopment occurs, require the construction of bicycle and pedestrian projects, or portions thereof, consistent with this Plan, or require fee-in-lieu of construction.
- Coordinate with USD 259, individual schools, local businesses, and other organizations to fund the construction and maintenance of bicycle and pedestrian pathways.
- Coordinate with the City of Wichita, City of Kechi, and Sedgwick County to develop regional connections.
- Create promotional campaigns and/or public events as projects are completed to celebrate the project completion to promote use of the facility.
- Participate in the Wichita Area Metropolitan Planning Organization's bicycle and pedestrian count program.
- Assign City staff responsible for managing the implementation of this Plan.
- Seek out and engage community members to be champions of this Plan.
- When appropriate and feasible, incorporate pathway projects with other City projects, such as street and intersection improvement projects.

Lower-Priority Actions

- Program local funding for, and construct, long-term capital projects identified in this Plan.
- Seek outside funding sources to supplement local funds for long-term capital projects.
- Update the subdivision regulations related to bicycle and pedestrian accommodations to be consistent with this Plan.
- Develop and implement an Americans with Disabilities Act (ADA) pedestrian accessibility program that includes installing accessible curb ramps in locations that do not meet current requirements.
- Develop an arterial street access management policy that focuses on minimizing negative impacts on bicyclists and pedestrians at business driveways.
- Develop a pathway maintenance program that identifies responsible parties for maintenance, issue reporting procedures, enforcement, and funding mechanisms.
- Include pedestrian support facilities along major pedestrian routes such as seating, dog waste stations, trash receptacles, lighting, shade, exercise equipment/stations, educational components, and leisure areas.
- Provide safe and secure bicycle parking within public right-of-way in areas that have a high density of destinations for bicyclists. Consider requiring bicycle parking provisions for major destinations in the subdivision regulations.
- Include bicycle support facilities along major bicycle routes such as bicycle fix-it stations, rest areas, and potable water.
- Reduce motor vehicle travel speeds and incorporate traffic calming measures on streets along bicycle and pedestrian routes, especially those near parks and schools.
- Develop and implement a bicycle and pedestrian wayfinding plan.