

BRAWLEY MAIN STREET PLAN CHAPTER 5: IMPLEMENTATION

This report outlines an ambitious plan that includes a full makeover of Main Street, changes in zoning requirements for the core area, and safety improvements to streets near Brawley's schools.

Funding limitations alone require a gradual approach, as do right-of-way ownership issues and external projects like the completion of the Highway 111 bypass.

So the sensible approach is to start with the easiest and least expensive improvements, and work up to more complicated and costly investments. Almost all of the short term recommendations can be done with paint.

Funding opportunities

A number of funding sources could help implement report recommendations. They offer alternatives for street design, community facilities, and other infrastructure. Some sources for funding are:

- City road maintenance and construction funds
- Development fees
- Special districts
- Community Development Block Grant (CDBG)
- California Trade and Commerce Agency
- Proposition 12 Tree Planting Grant Program
- Volunteer initiatives and private donations
- State and federal transportation funds

Each of these funding sources is subject to changes in state and federal law, budget levels, and target project priorities. A summary of the situation for

each as it existed at the time of this writing follow below.

City road maintenance and construction funds

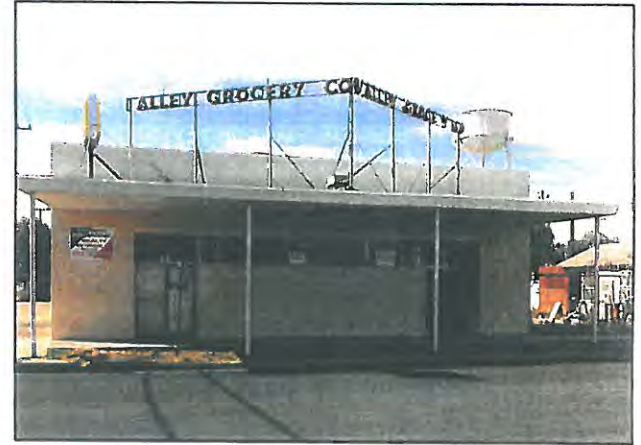
Brawley can add striping, traffic calming, sidewalks, curbs and similar elements to other projects that already involve digging up or rebuilding street sections in the downtown area. For example, storm drain and sewer improvements, utility undergrounding projects, and routine street resurfacing are all possibilities.

The greater the extent of the reconstruction, the greater the opportunity for adding elements such as bulbouts and medians at a fraction of the cost of a stand-alone project. Also, communities avoid the disruption, noise and expense of repeatedly digging up a street and detouring traffic.

Such combination projects will require coordination between departments and capital improvement projects whose schedules and budgets are often separate.

Many cities have incorporated traffic calming into street reconstruction projects. In Venice, FL, for example, officials added \$80,000 to a previously planned Main Street resurfacing project that provided for intersection bulbouts, mid-block bulbouts, median crossings, and crosswalks of colorful paver stones.

Seattle has added planted medians to several streets at reduced cost as part of sewer upgrade projects. County transportation sales tax measures can provide substantial funding for city street maintenance and rehabilitation.



Development fees

Some cities require developers to install or help pay for infrastructure improvements (streets, sidewalks, trails, landscaping, etc.) through individual development agreements. On a larger scale, Brawley could explore using development fees with a capital improvements program to help fund recommendations.

Special districts

A special district such as a Business Improvement District (BID) can provide up-front and on-going funding for projects benefiting the downtown area. Business-Based Improvement Districts are best suited for marketing, special events, and smaller expenditures like signage. Property-Based BIDs typically generate more revenues and are better suited for more expensive projects like landscaping. Landscaping and lighting districts are also sometimes established for streetscape improvements and maintenance.

Other types of facilities and infrastructure districts are sometimes created for parks, drainage and sewage. Special districts generally assess a charge levied upon parcels of real property within the district's boundaries to pay for "local improvements." So unlike redevelopment, to fund such a district it is necessary to charge an assessment or fee to property owners and/or merchants.

Community Development Block Grants (CDBG)

Under the State Small Cities Community Development Block Grant (CDGB) Program, cities and counties may seek funding for a broad range of activities ranging from establishment and

operation of revolving loan funds and construction of infrastructure improvements to construction of new housing and community facilities.

Applicants may also seek funding for planning studies and writing grant applications relating to these activities. Funding programs under the CDBG Economic Development Allocation include the Economic Enterprise Fund for small business loans, Over-the-Counter Grants for public infrastructure associated with private-sector job creation, and Planning and Technical Assistance Grants.

Applications under the Economic Development Allocation will require a job creation/retention component. Potential projects include street and traffic improvements, water system expansion and improvements, and sewer system expansion and improvements. For more information: www.hcd.ca.gov/fa

California Trade and Commerce Agency

The TCA administers a revolving fund program for local governments to finance infrastructure improvements, including city streets. This is a loan program for which the City can apply and receive funding from \$250,000 to \$10 million with terms of up to 30 years for a broad range of projects.

For more information: commerce.ca.gov/state/ttea/ttea_homepage.jsp

The California Main Street program is currently in limbo, without a formal agency structure to house it. The non-profit California Main Street Association (CAMSA) is the best resource for programs in California at this time. They recently assisted the City of Redding in setting up a new Main Street program.

The National Main Street organization is also a resource, and it may bring pressure to bear on the current situation in California which has left Main Street programs unsupported by state government.

Proposition 12 Tree Planting Grant Program

This California Department of Urban Forestry program provides over \$1 million per year in grants to cities, counties, districts and nonprofit organizations for planting, and three years of maintenance of trees in urban public settings.

The maximum award is \$25,000 for a "small population community" and \$50,000 for "regular Proposition 12 applicants." For more information: www.ufci.org/files/grantinfo/Prop12Planting-Grants.html For other possible funding sources for downtown trees: www.californiareleaf.org/grants_guide.html

Volunteer initiatives and private donations

In addition to funding sources, programs can be created for volunteer initiatives such as "Adopt-a" programs where individuals or groups engage in beautification projects such as tree plantings. A program can also fund some projects, such as public art, by enlisting private donors to sponsor downtown enhancement activities. These programs can be administered by the City or by other community organizations.

State and federal transportation funds

Major state and federal transportation funding resources are outlined below. For more information on these funding programs, visit Caltrans' Division of Local Assistance website: www.dot.ca.gov/hq/LocalPrograms

State Transportation Improvement Program (STIP)

Funded at \$8.3 billion over 1999-2005, this program represents the lion's share of California's state and federal transportation dollars. Three-quarters of the program's funds were earmarked for improvements determined by locally adopted priorities contained in Regional Transportation Improvement Programs (RTIP), submitted by regional transportation planning agencies from around the state.

STIP funds can be used for a wide variety of projects, including road rehabilitation, road capacity, intersections, bicycle and pedestrian facilities, public transit, passenger rail and other projects that enhance the region's transportation infrastructure.

The 2004 STIP was adopted by the California Transportation Commission, the body that ultimately programs projects by adopting the STIP, on August 5, 2004.

Transportation Enhancement Activities

Federal Transportation Enhancement funds are for construction projects that are "over and above" normal types of transportation projects. These projects may include street trees and landscaping along roadways, pedestrian and bicycle access improvements and other scenic beautification. These are apportioned throughout the county.

Hazard Elimination Safety Program (HES)

The Hazard Elimination Safety Program is a federal safety program that provides funds for safety improvements on all public roads and highways. These funds serve to eliminate or reduce

the number and/or severity of traffic accidents at locations selected for improvement. Some of the street design elements recommended may be eligible for funding if the site selected is considered a high hazard location. Caltrans solicits applications for projects. Any local agency may apply for these safety funds.

Safe Routes to School

Caltrans administers state and federally funded programs to improve walking and bicycling conditions in and around schools. Projects for federal funding must fall under infrastructure (capital) or non-infrastructure (education and encouragement) categories.

A standardized statewide SRTS training program with promotional materials and school resources will be developed to help communities implement programs.

The program seeks to fund projects that incorporate engineering, education, enforcement, encouragement and evaluation components.

For more information: www.dot.ca.gov/hq/LocalPrograms/saferoute2.htm

Bicycle Transportation Account (BTA)

This state fund, administered by the Caltrans Bicycle Facilities Unit, can be used to aid cyclists, including median crossings, bicycle/pedestrian signals and bike lanes. After 2005-06, annual BTA funding will be \$5 million.

To be eligible for BTA funds, a city or county must prepare and adopt a Bicycle Transportation Plan. Adoption of a plan establishes eligibility for five consecutive funding cycles.

Transportation Development Act (TDA)

TDA provides for two sources of funding: Local Transportation Funds (LTF) and State Transit Assistance (STA). The TDA funds a wide variety of transportation programs, including planning and program activities, pedestrian and bicycle facilities, community transit services, public transportation, and bus and rail projects.

Providing certain conditions are met, counties with a population under 500,000 (according to the 1970 U.S. Census) may also use the LTF for local streets and roads, construction and maintenance. The STA fund can only be used for transportation planning and mass transportation purposes. Annual apportionments of TDA funds for Imperial County average around \$4 million and are distributed to transportation projects by the Imperial Valley Association of Governments (IVAG).

California State Parks Recreational Trails Program (RTP)

The Recreational Trails Program provides funds annually for recreational trails and trails-related projects. The program provides funding for acquisition of easements and fee simple title to property for recreational trails, development of trailside and trailhead facilities, and construction of trails.

The maximum amount of RTP funds allowed for each project is 88% of the total project cost. The applicant is responsible for obtaining a match amount that is at least 12% of the total project cost. The grant cycle ends in early October of each year. For more information: www.parks.ca.gov

Additional federal funding resources are explained in Appendix Two of this report.

NEXT STEPS FOR BRAWLEY

Work on the recommended changes can begin immediately and proceed in phases. They will move forward on several fronts:

- Changes to the basic design of Main Street and its streetscape features that are the primary focus of this program.
- Redesigning the central Plaza portion of Main Street for parking, bicycle access, and special event space while rerouting east/west through traffic around the Plaza.
- Changes to land use requirements and building standards for future development along and near the improved Main Street.
- Safety improvements near Brawley's schools.

Main Street Improvements

Work on these improvements should begin immediately. The long-term recommendations must wait until the bypass is completed and heavy vehicle traffic has diminished. But the short-term changes can still make an impact, very quickly, for a minimal expenditure.

The biggest improvement will come from the simple re-striping of the lanes on Main Street to reduce through lanes from First Street/Highway 86 South through the Plaza area and on to East Main Street. Bike lanes and parking will be added, again with simple paint.

More involved work like constructing curb extensions and converting the Plaza center to space for parking and special events must wait.

Even the lane re-striping must be done with the cooperation and consent of Caltrans. Discussions

on that topic were part of the coordination for the charrette in October, and should continue for the duration of this project.

Brawley has the advantage of following in the footsteps of dozens of communities nationwide that have started with simple lane reductions and turned a once dysfunctional street into a centerpiece for neighborhood revitalization.

Caltrans staff will be able to look to the agency's experience with similar programs on current and former state highways in developed areas as they assist Brawley in this endeavor.

Land Use and Zoning

As Main Street begins to feel more like a people-friendly boulevard, it creates an opportunity for development, redevelopment, and renovation of the properties along and near the street. This new investment should be carefully guided into building forms that are a proper match with the improved street, and uses that can bring people downtown for all kinds of activities.

Chapter 4 of this report outlines the process to evaluate existing conditions, discuss the future the community would like to see, and write zoning code amendments that will make it happen. Three zoning districts should be created:

- West Main Street from the Arroyo to 1st or 2nd Streets.
- The central business district around Plaza Park.
- East Main Street.

Each of these areas has unique challenges and opportunities that must be addressed separately.

Improved School Safety

This topic comes last in this report because it was added to the project team's tasks at the request of the community, but it should be the first priority. Brawley has an unfortunate recent history with accidents near schools, many involving children. This problem should be addressed as soon as possible before worse tragedies occur.

The first thing to do is fairly simple, after the necessary procedural steps have been taken. Every intersection near a school with uncontrolled vehicle movements (no traffic signals or stop signs) should get stop signs. Better long-term solutions may come later, but this will lower the immediate danger.

Second, a citywide program on safe routes to school should be sought. Possible funding sources are indicated earlier in this chapter and in Appendix Two. Safer streets can make parents more comfortable allowing their children to walk or bike to school, which can be a positive thing for the child's health and social well-being. (As well as freeing the parent from taxi duties.)

Education and enforcement programs will be more effective with safer streets. They complement, but can never be a substitute for, good street design.

BRAWLEY MAIN STREET PLAN APPENDIX ONE: COMPLETE STREETS

After years of neglect, street design is re-emerging as a major element of neighborhood street engineering, town planning, and real estate development. The desire for healthy streets and neighborhoods is not something new, but recently real estate marketers have started to promote walkable and neighborly streets as an amenity that establishes a difference from what is usually offered in the real estate market. Pedestrians in most cities say they want well-designed neighborhood alleys, lanes, and streets that keep motorists speeds between 10 and 25 mph, and provide on-street parking, sidewalks, shade, benches, street lamps, and other community amenities. All these elements create a friendly environment that invites people to be on the street, reducing unnecessary car trips and traffic volume, and strengthening bonds between neighbors as they interact more frequently in the public realm.



What is Walkability?

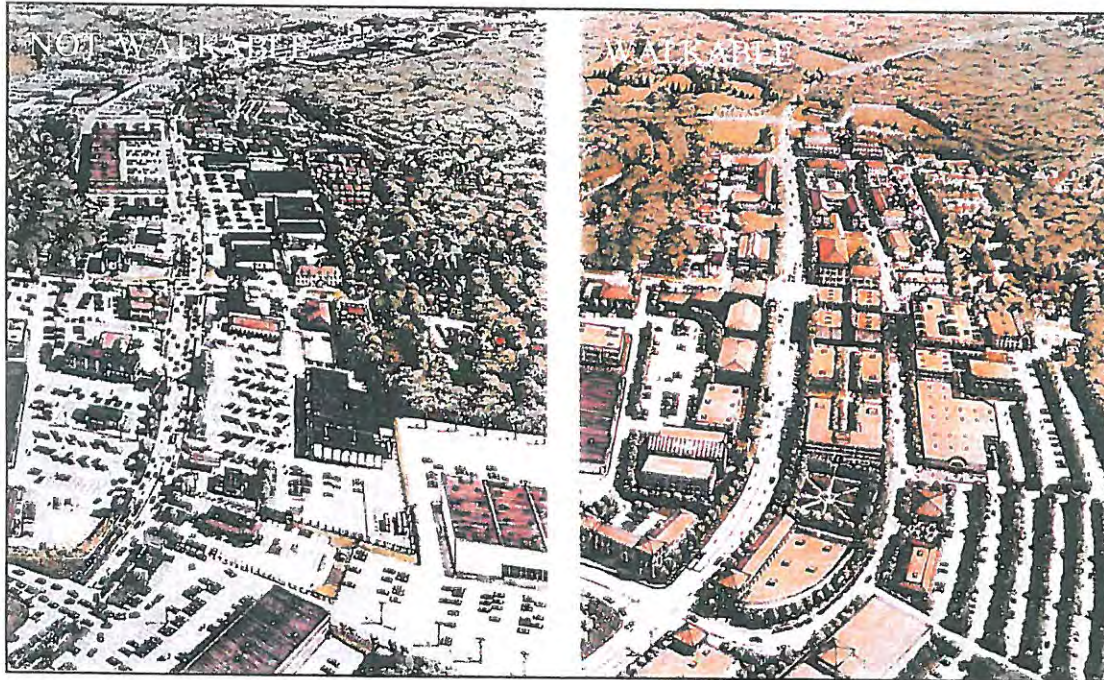
To understand the value of this planning activity, it is a good start to discuss walkability itself. To be safe and comfortable as pedestrians, we need facilities to complement our streets and built environment. The design and construction of sidewalks, paths, and crossings determines how effectively we can get where we want and need to go by walking.

What truly makes communities walkable is the relationship between the way its people move around on foot and the destinations and attractions to which they are moving. The nature of pedestrian facilities may be different based on what part of our community we are in, but we need to provide good infrastructure for walking throughout.

People created cities and towns to minimize the need for and distance of travel and to maximize exchange: of people, goods, services, culture, information and wisdom. The best cities and towns are places that are fully accessible by the most basic form of transportation — our feet.



Walkability and the Success of Place



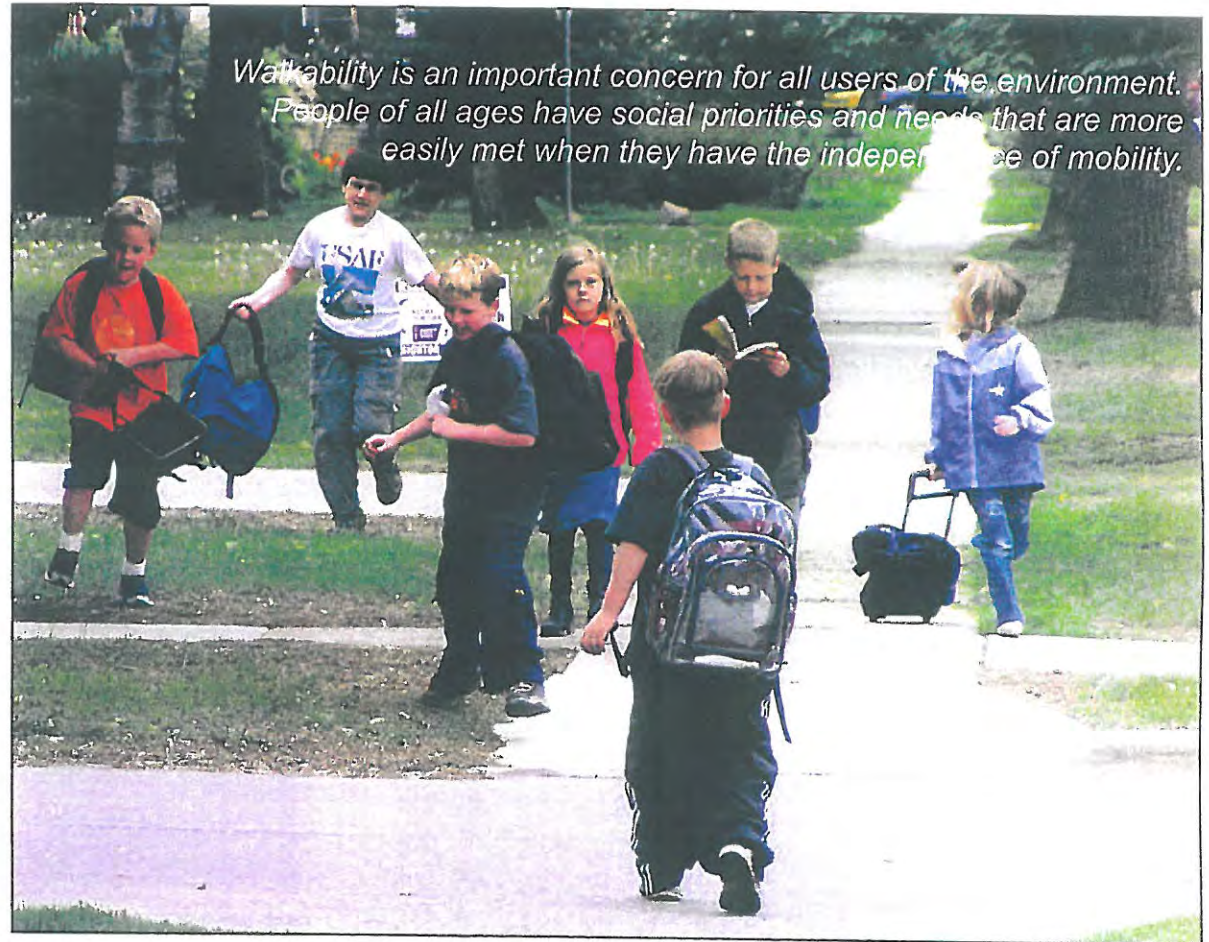
The most walkable communities are those that have succeeded at bringing all of these elements together. When land use and development are coordinated and ordered to allow the pedestrian as much comfort in reaching their destinations as the driver, the community is truly open and accessible to everyone. Adjacency and a human scale are part of the design of these places, not a need to accommodate the automobile.



Walkability and the Success of Place

As much as walkability promotes independence, it is also an important contributor to the strength of our sense of community—namely, of interdependence, social interaction, and common ownership of our cities and towns. Only in walkable environments do streets truly become public space, the incubator of cities' imperative for exchange.

While this design workshop process focused on the technical aspects of the pedestrian environment throughout the corridor, it asked larger questions of how pedestrians could understand and navigate their community and the nature of the community itself.



Walkability and the Success of Place

Understanding walkability means that we recognize how our towns and cities work for or against us in walking, bicycling and living. The built environment ranges widely in its safety, security and friendliness to pedestrians. The illustrations at the right demonstrate this wide range. Today as much as a quarter of the built environment is not friendly to pedestrians, providing no walking facilities and no eyes on the street. This makes these areas inconvenient or uncomfortable for walking. Much of what we have around us is tolerant, yet not supportive of walking. These are places where we can walk, but where walking might not be as rewarding as it could be. Environments that create “place” are the prize of walkability. Not everywhere will fully reach this level: Quality place locations generally make up only five or ten percent of our towns and cities. Communities that actively promote walkability understand that walking-tolerant environments can always be improved and made to be walking supportive. Creating walkability often starts with one model project. A mix of uses, improved connectivity, aesthetics and pedestrian scale are essential to these models.

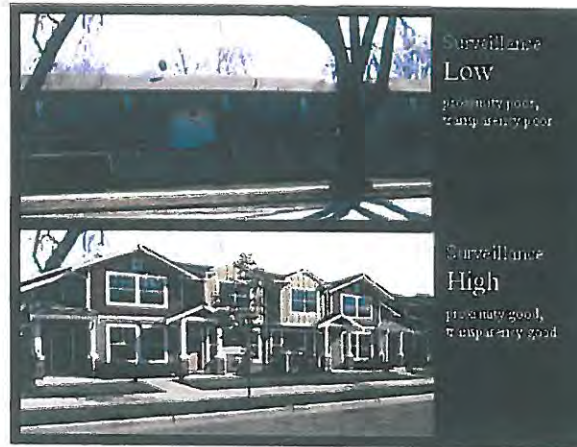


Walkability Principles

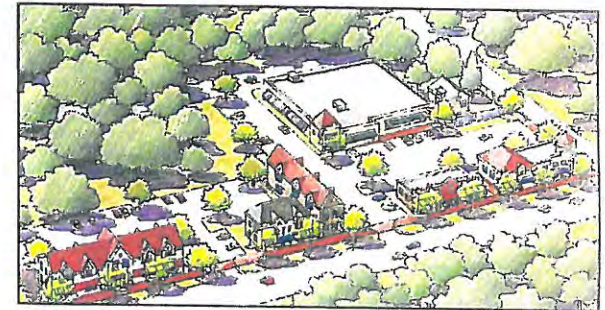
Security — Surveillance. People choose not to walk in those places where they do not feel secure. Design of facilities is not the only consideration. Pedestrians are most often traveling along streets and roads along with vehicles; even if their paths are separated, streets will not be amenable to pedestrians unless their design reflects the scale and needs of people.



Buildings should be built in close proximity to the street with their "prime" façade facing the main travel way. Secondary sides should also provide surveillance.



Eyes on the street is a very important component of providing safety to the public realm. Having porches and windows close to the street not only define the edge of the public space, but also provide surveillance and opportunities for interaction.



Revitalization and redevelopment along Nord Avenue in Chico, CA, should incorporate design for pedestrian dimensions and distances through compact form, layout, and streetscape characteristics. Similar strategies for new development can work in Brawley.

Convenience — Mixed Use. The more stores, services, entertainment and places to meet people exist in a place the more that place gets used. The most walkable communities are the least auto dependent and have succeeded by honoring historic town making principles of: (1) mix of land uses, (2) high connectivity, (3) proper density, size and placement of buildings, (4) aesthetics (place-making), and (5) quality street making. When land use and development are coordinated and organized to allow pedestrians as much comfort in reaching their destinations as drivers, the community is truly open and accessible to everyone. Adjacency and human scale drive the design of these places, not a need to overly accommodate and incentivize the automobile. As towns shift incentives from one mode of travel to many, more balanced communities result, and it is possible to provide relief for auto congestion.

Walkability Principles

Efficiency — Places that Work. People seek to spend time in places that work; where they can get back and forth across streets, travel up and down a street without vehicle conflicts, have easy access to stores, plazas and other places. The alignment of sidewalks and paths should allow pedestrians to find their path intuitively.

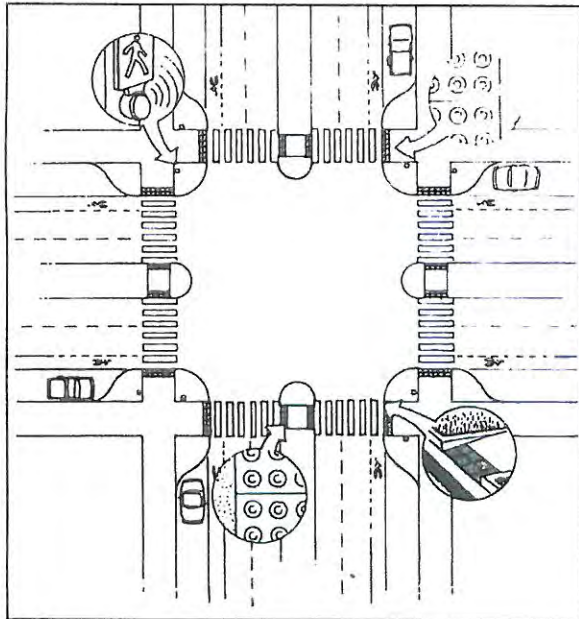
Comfort — Green, Sense of Place. People choose to walk in those places they find most comfortable, attractive, cared for and special. Street trees are a way to provide comfort to pedestrians. The presence of street trees provides a sense of enclosure, shade, protection for pedestrians, beauty, and environmental benefits such as the reduction of heat.

Welcome — Inviting. People will walk to and in an area if they find it to be a positive and rewarding experience. These areas typically have many other people present and are fun places to see and be seen. Places to sit, vegetation, rest rooms make people feel welcome.



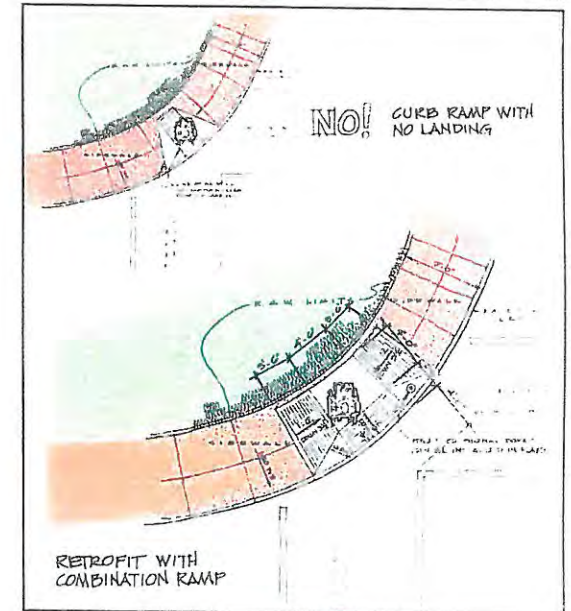
Street Design Features: Accessibility

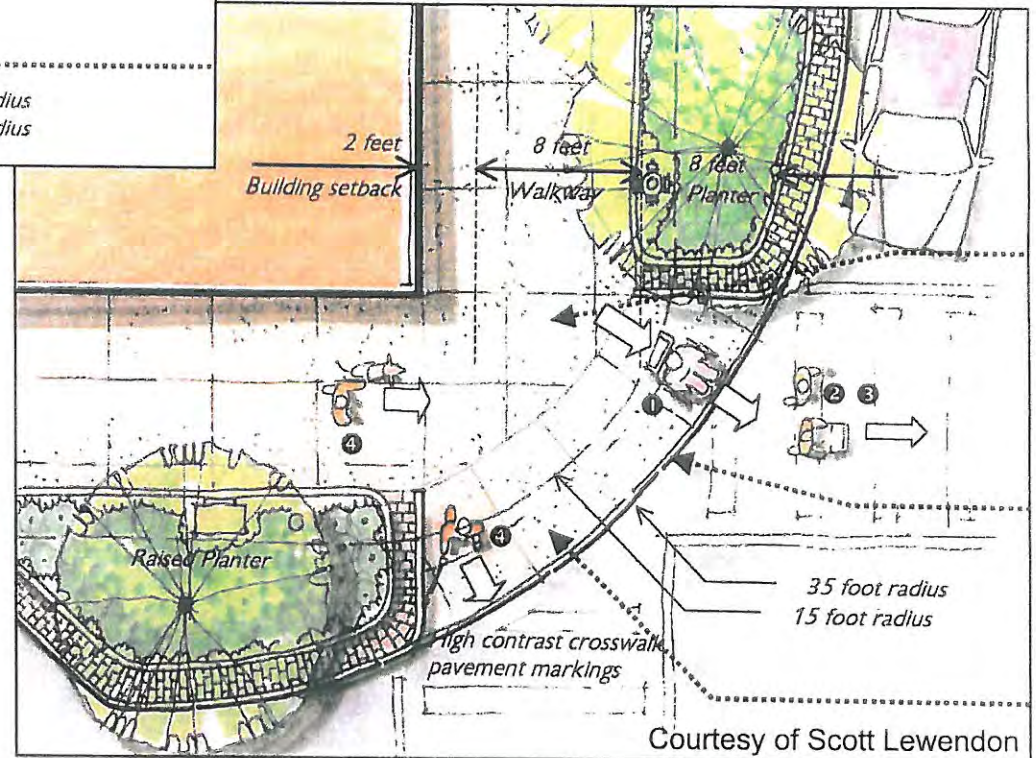
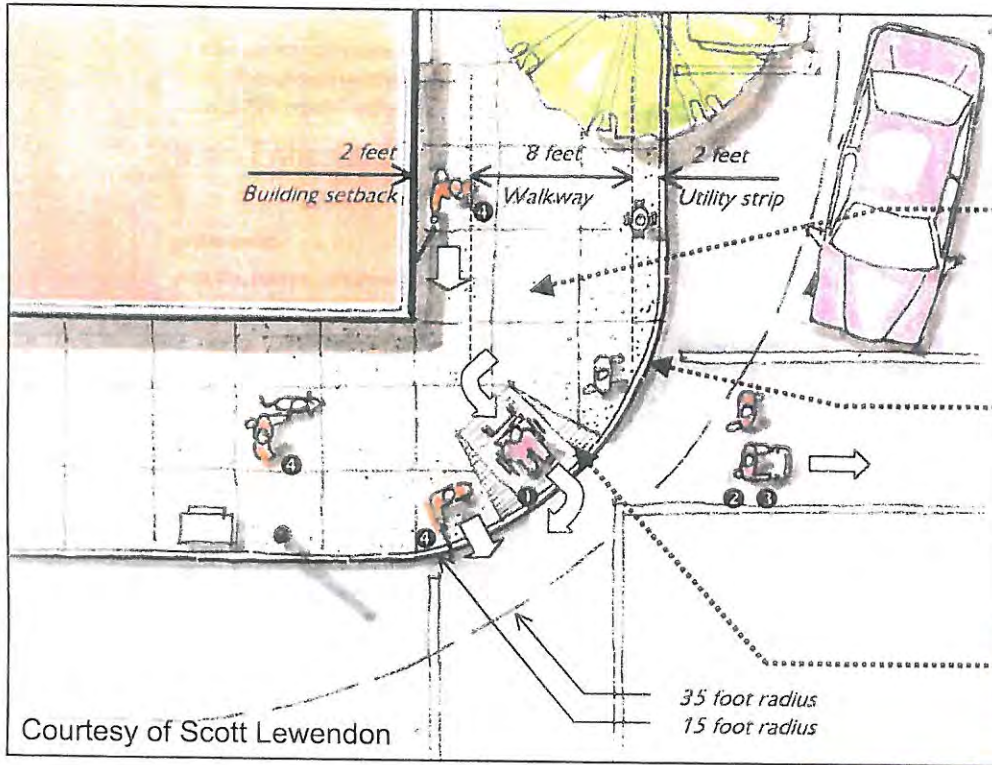
All parts of all communities must be accessible to all users. Today many locations in American communities are inaccessible to people with disabilities. This section summarizes measures to be taken along walkways, at transit stops, signalized intersections, roundabouts, along corridors, midblock crossings, driveways and other locations. The goal is to have communities become barrier-free places for people of all abilities to get around in. Prioritizing change is necessary.



Specific universal design objectives of this plan are to:

1. Provide full accessibility to all areas of the community, including all buildings, parks, plazas, trails and open space.
2. Provide the highest quality tactile and contrast materials to help guide all street users around obstacles, and alert people when they are entering and leaving motorized or bicycle conflict areas.
3. Provide curb extensions on many corners to minimize crossing distances, create greater sight distances and increase the numbers of locations where two ramps are used on corners.
4. Minimize the numbers of driveways and reduce crossing distances of driveways throughout the community.
5. Eliminate or minimize the creation of temporary barriers, especially along popular routes of travel.
6. Create frequent midblock crossings to keep people along their desired line of travel.

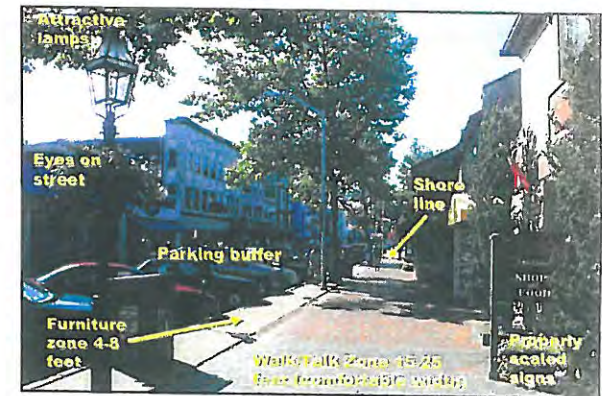
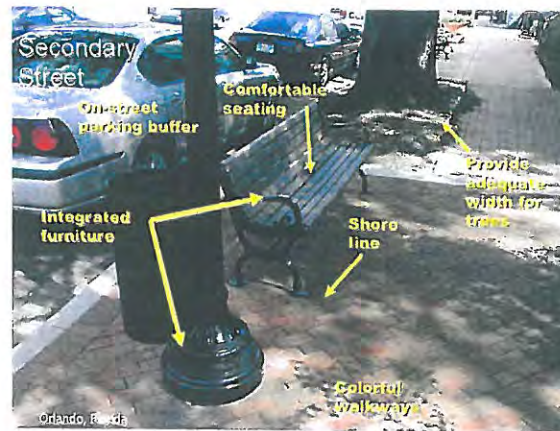
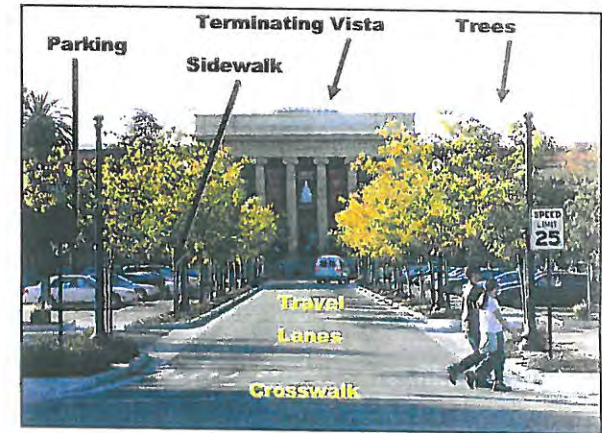




Street Design Features

Sidewalks and walking spaces have names and parts, just as buildings do. These images establish a working vocabulary for important parts in communities and urban retail streets. Omitting “eyes on the street” or leaving out a terminating vista or vertical wall of street trees that guide the eye down a street leads to a place that feels incomplete or uncomfortable.

Street furniture should be coordinated, just as it is in a living room. Comfort is achieved by having the right parts in the right place.



Not all elements of a street come together in an initial design. For this reason a working group should remain active to evaluate and give input on what changes are needed. The best remade places in North America are organic – tinkered with on a steady basis. Santa Barbara’s State Street has seen changes every year or two for two decades now, and continues to evolve as it matures.

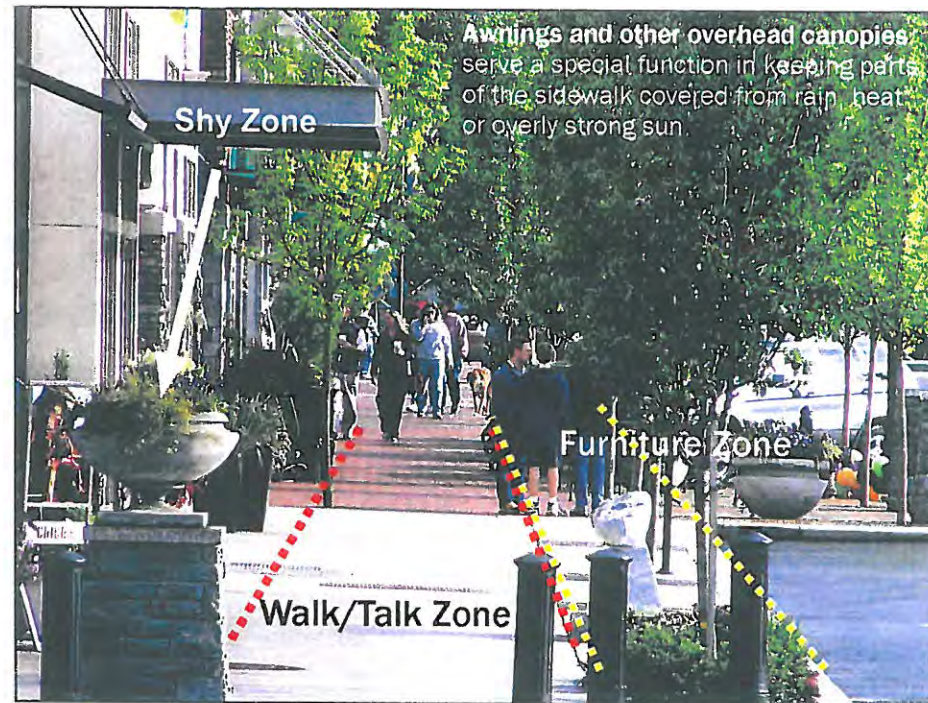
Street Design Features

The area of urban streets generally referred to as the “sidewalk” is actually composed of different parts, each of which serves its own function and defines the amenities and comforts of the pedestrian environment.

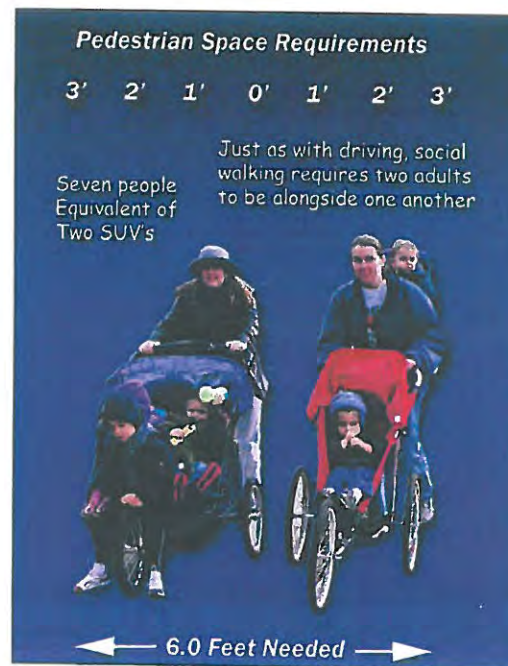
The “shy zone” is the portion of the sidewalk within two to three feet of the building where pedestrians may not feel comfortable walking due to the possibility of opening doors or decorative features on the building (it should be noted that these decorative features may include awnings and other overhead canopies, which can make the unused “shy zone” into the much-used “dry zone” in rainy weather).

The walk-talk zone is the part of the sidewalk accommodating the most activity, where people move and have room to stop and socialize. In healthy urban pedestrian environments, the width of this zone varies but always includes sufficient space for the volumes of pedestrians to move without needing to be diverted onto the street or other zones of the sidewalk.

The furniture zone is the part of the streetscape where trees and plants are placed, as well as benches, bus shelters, and other functional items allowing pedestrians to sit and wait or to connect to the other functions of the street.

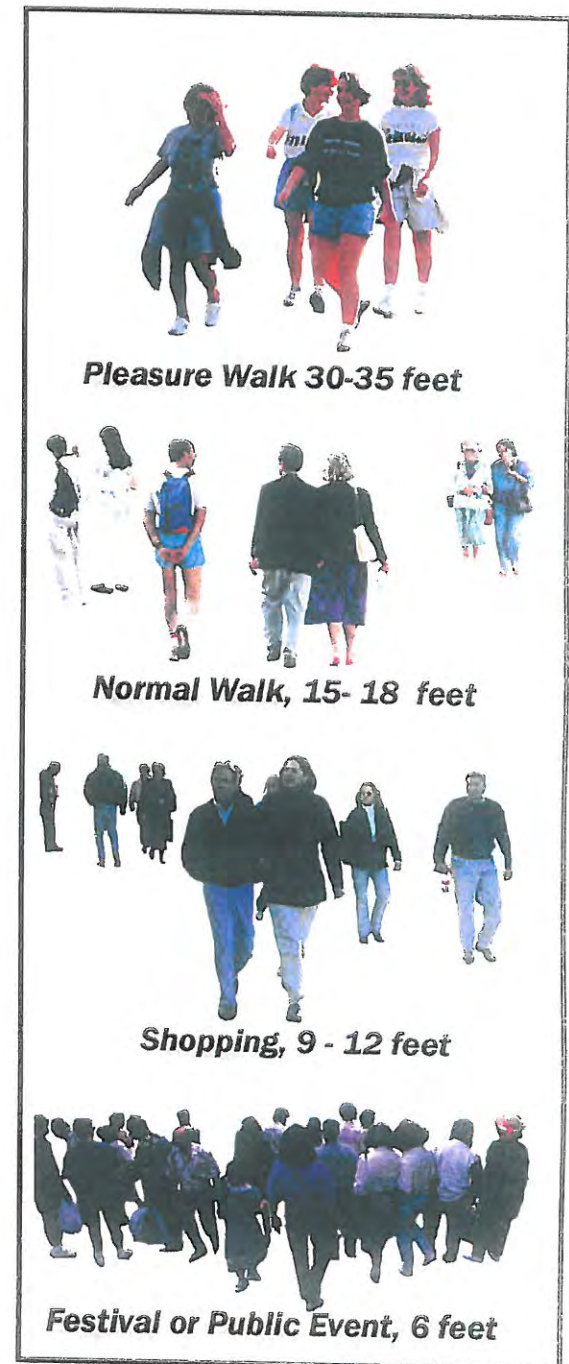


Street Design Features: Walking Dimensions



Space Needs. There is no "perfect" sidewalk dimension. Each street and sidewalk is unique. Meanwhile, it is important to know the minimal space needs of people. Too little space at certain times creates discomfort. Too much space at other times and a person feels lost and alone. At different times of day we use the same walkway for different purposes, and need more or less space. There are times of day where a walkway feels "just right" or leaves us with a desire to come back when more people are present.

The images at the right show how people have different preferences or tolerances for spacing in different circumstances. In general, as the pedestrian activity becomes less private and more public, people are more willing to accept others in closer proximity.



Pedestrian Levels of Quality

A walkable system relies on proper levels of quality and place.

Five Levels of Quality (LOQ) are specified. The Pedestrian Spine is the highest quality and walking experience, known as "place." This pedestrian spine corridor is the location where people want to linger and spend the greatest amount of time, and where the highest levels of association occur.

"A" quality is designated as "Place." Added sidewalk width, color, texture and great, actively used buildings create place. Traffic speeds and noise are under high levels of control. Crossing streets is safe and easy.

"B" and "C" quality streets provide highly desirable walking conditions. These areas are considered complete. They have high levels of building surveillance, 8 foot wide or wider sidewalks in most locations, shade and other qualities, such as ease of street crossings, low noise and well behaved traffic.

Quality "C" sidewalks are desirable, supportive walking environments with 6-8 foot widths, planter strips, trees and good building surveillance. These walkways offer a variety of connectivity to the spine, and to popular destinations found en route.

Quality "D" streets and walkways make up the bulk of other walking (50% or more) places, and form all areas not highlighted in A, B and C designations. Sidewalks are 5-6 feet wide, and usually detached from the curb. D streets and walkways will have comfortable and adequate walking conditions. Surveillance will be good to high, and walkways will be comfortable. Buildings watch over walking spaces. "E" locations in the chart are not graded. "E" walkways are trails and other open locations.

"A" Quality Place



"B" Quality High Support



"C" Quality Strong Support



"D" Quality Fair Support



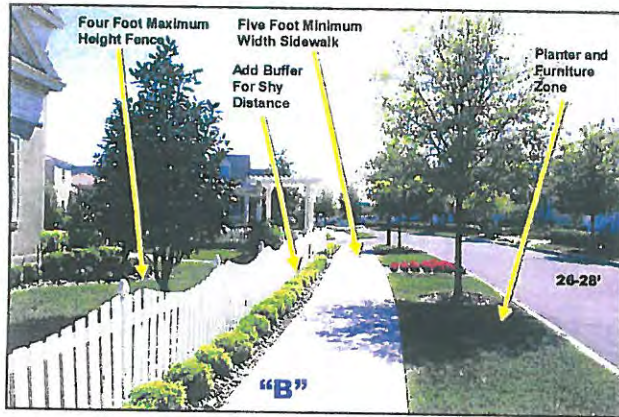
"E" Special Trails (Other)



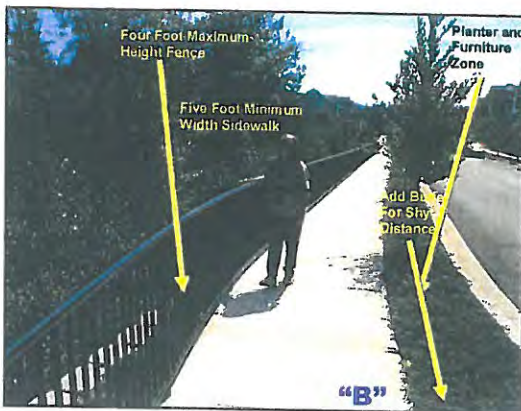
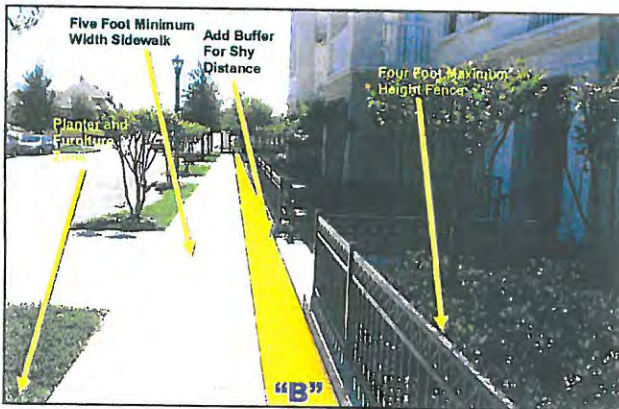
Pedestrian Levels of Quality



Comfortable B and C quality sidewalks and walking spaces meet minimum dimensional needs. Each of these walkways are comfortable for two people to walk side-by-side, and allow the occasional person coming the other way to pass. If walking volumes are moderate or high, added width is used to increase comfort.



Main street sidewalks: Main streets require that shy zones, furniture zones and walk-talk zones are adequate. When one of the zones does not exist, or is too narrow, comfort is decreased.



Neighborhood sidewalks: Fence heights are established to create a sense of public vs. private space, and to give psychological comfort when a significant drop off is encountered.



Pedestrian Levels of Quality: Transforming Streets



At left, Existing Streetscape vs Ideal Streetscape at right.



These examples show how a road with intolerant pedestrian conditions can be turned around into a focal point for the community. Creating places for people, not just cars, benefits everyone by increasing the potential of the local economy, providing transportation options, and strengthening the social fabric of the community.

Bicycle Friendly Streets

Specific bicycling objectives of this plan are to:

1. Develop a bicycle-friendly system of trails, bike lanes, shared routes, connectors and links.
2. Integrate the City's bicycle-friendly roads and bikeways with surrounding bicycle-friendly roads and bikeways to maximize connectivity.
3. Develop bicycle-friendly roads and bikeways that serve the full spectrum of bicyclists, from the most youthful to the most senior.
4. Provide clear bike route information to bicyclists by installing adequate signs along bikeways. Signage should be specific. A route numbering system should be used, and signs should guide cyclists to key locations such as the Plaza or Cattle Call Park.
5. Build new bicycle paths on separate rights-of-way to transit stops, schools, the SDSU satellite campus, and other places where it can be done, with convenience to bicyclists and in a cost effective way.
6. Build appropriate bridges and connection systems.
7. Build high quality trails to protect and preserve public access to open space.
8. Plan and configure undeveloped land to maximize bicycle transportation and recreation.
9. Each time arterial and collector streets are resurfaced they should be re-striped to add bike lanes where there is enough width. Travel and turn lanes should be narrowed to as little as 11 or 10 foot widths in order to make these accommodations.

10. When any road work repairs are done by the City or other agencies such as utilities, the road shall be restored to its original quality, with particular attention to surface smoothness and re-striping suitable for bicycling.



Bicycle Facilities and Shared Use Trail Definitions:

Bikeway – Any of a number of facilities designed, constructed and operated for support of bicycling. Bikeways can be either on-road or off-road facilities.

Multi-Use Trail – A pathway fully separated from a highway right-of-way traveled by pedestrians, bicyclists, inline skaters and other non-motorized vehicles and devices.

Bike Lane – An exclusive lane of a roadway fully dedicated for bicycling and sometimes other non-motorized vehicle movement, such as inline skaters.

Wide Curb Lane – Many roadway lanes are wider than the standard 12 foot lane width. Many are as wide as 20 feet. When wide lanes are used to support bicycling they are often signed as bike routes. A minimum width for a wide curb lane is 14 feet.

Paved Shoulder – On highways in many suburban and rural areas paved shoulders of 4 or more feet are added to each side. These are either left unmarked, or may be marked as bike lanes or bike routes.

Bike Route – Bike routes are travel ways shared by bicyclists and motor vehicles that are signed as a navigational aid for bicyclists. Generally bike routes should have a secondary sign such as, "To Library."

Bicycle Boulevard – Bicycle boulevards are generally a single or a series of local streets that are connected to form a throughway for bicycling and walking. These boulevards often include tree canopies, occasional diverters to keep motorists from using them for direct travel, and some connectors, bridges and other methods to provide trip continuity.

Greenway – A wide corridor of open space traversing long sections of land. Often multi-use trails are built in greenway systems to help protect and preserve them and to allow bicyclists and pedestrians to enjoy their features.

– Walkable Communities