

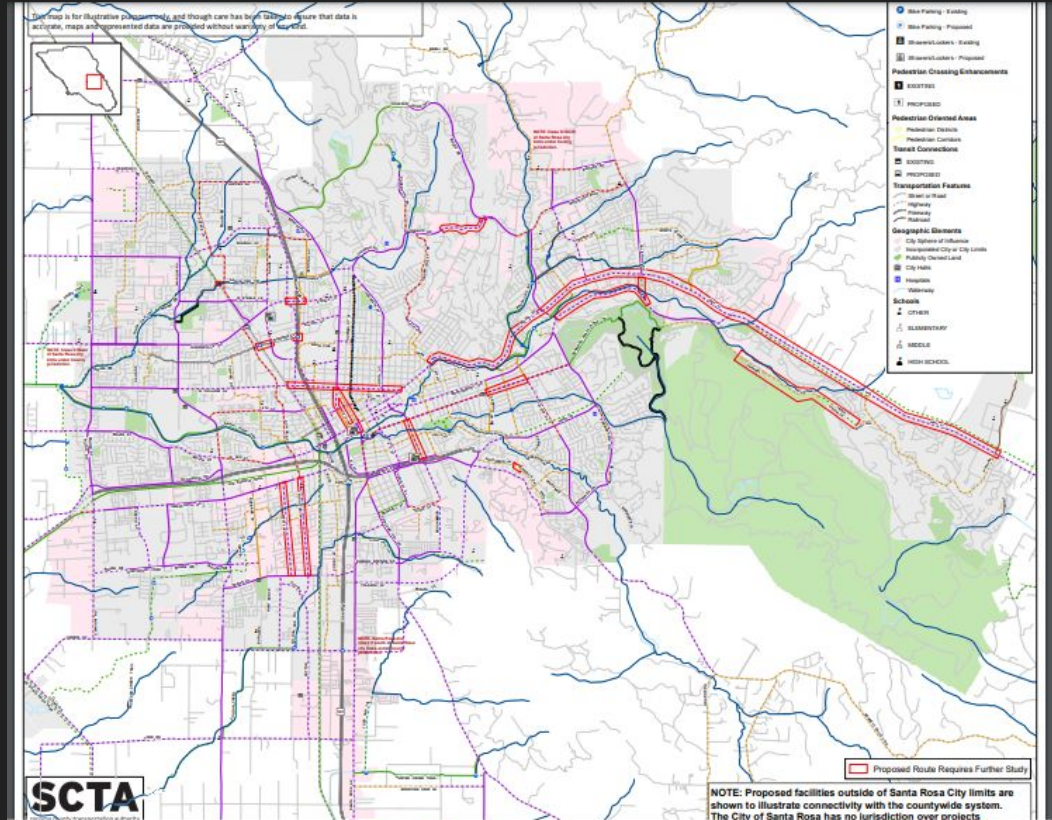


# Bike Lanes

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# Bike Lanes

- Unsafe
- Inaccessibility
- Accommodation
- Implementation



# Existing Conditions

- Broken lanes
  - Paint
  - Pavement
- Bad placement
  - Unsafe areas
  - Cars
- Don't reach
  - Inaccessibility
  - Bad routing



## Existing pt. 2

- Sonoma County announced it would use \$500,000 from its Climate Resilience Fund to support the creation of Class II bike lanes in Sonoma Valley.
- The county plans to expand Arnold Drive and add nearly 2 miles of bike lanes between Country Club Drive and Madrone Road. Class II bike lanes are defined by striping along roads and signage to more safely delineate part of roadways for bicycles.
- Add asphalt to the bike lanes so they are safer and don't have ditches where the sidewalk starts
- This will make cycling more comfortable for those of us who are already confident cyclists

# Case Studies



## Part 2



# Types of Bike lanes

- Class I Bike lane
- Class II Bike lane
- Class III Bike lane
- Class IV Bike lane

## Bike Lane Types



**CLASS I MULTI-USE PATH**



**CLASS II BIKEWAY**



**CLASS III BIKE ROUTE**



**CLASS IV CYCLE TRACK**

# Why do we need to make bike lanes safe in Santa Rosa?

- We want to make the bike lanes very safe around the whole city because a lot of kids ride their bikes to school.
- When Tourist visit the city of Santa Rosa they could use bikes to get around the city, and if we have class 4 bike lanes, people can ride faster and safer around the city.
- Also having safer bike lanes can reduce greenhouse gas emissions because people would want to start riding again



# Lessons Learned

- 2016, 840 cyclists were killed in motor vehicle accidents
- Bicyclists account for 2% of all traffic-related deaths in the United States
- Cyclists need to be taken more seriously and encouraged
- Many accommodations for cyclists need to be implemented in order to make it safer



# Short term recommendations

- Bike to nearby places instead of driving to them
- Participating in local cyclist events
- Bike through natural paths while manufactured paths continue to improve



# Long term Recommendations

- Voting on acts to support cyclists and their place on the road
- Sending letters to local governments concerning cycling
- Encouraging/ supporting local events



# Funding Part

- Nearly \$13 billion could realistically accelerate the planning and construction of biking and walking projects across the country
- California governments spend more than \$24 billion on transportation each year
- The Active Transportation Program (ATP) is the only significant source of funds dedicated to increasing bicycling and walking in California. At \$120 million per year, it represents approximately one percent of the state's annual transportation budget. ATP funds bike and pedestrian infrastructure projects, educational and promotional efforts, safe routes to school projects, and active transportation planning.

# The way we want the bike lanes to look like throughout Santa Rosa

