

# Integrated system of bicycling and vehicle trip reduction

The section on Renewable Energy of the Budget Statement 2017 by the Minister of Finance on September 30, 2016 stated, "... the imperative to make the shift to renewable and clean energy and to promote energy efficiency remains our public policy agenda." Yet, the only two items in that section were about compressed natural gas and hybrid vehicles. Natural gas is not renewable, but might be considered cleaner than other fuels. But, cycling is sustainable, clean and renewable energy, also healthy, and if managed creatively can be tourism-boosting and traffic congestion-reducing. Yet, not a word in the Budget Statement.

The Los Angeles Department of City Planning adopted the 2010 Bicycle Plan, a component of the City of Los Angeles Transportation Element on March 1, 2011.

The 2010 Bicycle Plan is part of a move away from the auto-centric approach of the past, and toward a sustainable transport system—a system which supports motor vehicle use, but also enables the use of streets by other modes, such as bicycling, walking, and transit, and acknowledges the use of streets for other purposes, such as recreation, retail and public gatherings. The purpose of the 2010 Plan is to increase, improve, and enhance bicycling in the City as a safe, and enjoyable means of transportation and recreation, and to transform Los Angeles into a bicycle-friendly community.

*"It is helpful to classify bicyclists according to their experience, strength and skill level as this greatly affects their comfort level riding, as well as for better understanding of the characteristics and infrastructure preferences of different bicyclists.*

*"Since 1994, the US Federal Highway Administration has used the following general categories of bicycle user types (A, B and C) to assist highway designers in*

*determining the impact of different facility types and roadway conditions on bicyclists:*

*"(A) Advanced or experienced riders are generally using their bicycles as they would a motor vehicle. They are riding for convenience and speed and want direct access to destinations with minimum detour or delay. They are typically comfortable riding with motor vehicle traffic; however, they need sufficient operating space on the travel-way or shoulder to eliminate the need for either themselves or a passing motor vehicle to shift position.*

*"(B) Basic or less confident adult riders may also be using their bicycles for transportation purposes, e.g., to get to the store or to visit friends, but prefer to avoid roads with fast and busy motor vehicle traffic unless there is ample roadway width to allow easy overtaking by faster motor vehicles. Thus, basic riders are comfortable riding on neighbourhood streets and shared-use paths and prefer designated facilities such as bicycle lanes or wide shoulder lanes on busier streets.*

*"(C) Children, riding on their own or with their parents, may not travel as fast as their adult counterparts but still require access to key destinations in their community, such as schools, convenience stores and recreational facilities. Residential streets with low motor vehicle speeds, linked with shared-use paths and busier streets with well-defined pavement markings between bicycles and motor vehicles can accommodate cyclists without encouraging them to ride in the travel lane of major arterials."*

According to the 2010 Plan, "...bicycling has an annual operating cost less than 4% of the average car and as many as 7 to 12 bicycles can park in one automobile parking space. Bicycling, is of

*course but one form of transportation, and while it is not for everyone all the time even incremental shifts towards increased bicycle activity can reduce greenhouse gas emissions, provide personal health gains and reduce the amount of area within the public right-of-way devoted to the movement and storage of vehicles."*

As a start, T&T's urban communities can seek to apply the LA Neighbourhood Network, which is comprised primarily of bicycle-friendly streets, (on local and collector roads) characterized by low traffic volumes and slower speeds. [local streets are exclusively for access to properties, and collector road for both movement and access, with access as the predominant role].

The Neighbourhood Network provides a network where bicyclists of all experience levels may feel comfortable riding. The Neighbourhood Network will enable all bicycle riders, including children, women, families, young adults, and seniors, to access neighbourhood facilities including schools, libraries, shopping districts, and parks and open space. The Neighbourhood Network will also provide lower speeds, less traffic, and a less threatening environment than bikeways on arterial roadways.

Urban streets are our most available open spaces, and Neighbourhood Networks can provide the opportunity to enhance the function of these roads for bicyclists, pedestrians, and making them more civilized for sharing the road space with vehicles. Enforcement would ensure that motorists and bicyclists alike are supported by adhering to the traffic laws. Education would provide a venue to inform bicyclists and non-bicyclists how to use the roads.

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