

### Mobility Chapter Sections

The proposed Mobility Chapter will focus on the following areas:

1. Thoroughfare (TH)
2. Transit (TR)
3. Active Mobility/Transportation (AT)
4. Recreational Trails (RT)
5. Alternatives/Future Transportation (FT)
6. General Transportation/Mobility (G)

**Intent:** The intent of this Mobility Plan is to provide an accessible, safe, comprehensive, multimodal transportation network that allows for the safe and efficient movement of goods and people throughout the County and into surrounding jurisdictions. The system includes networks of facilities and infrastructure, including roadways, transit stops and stations, elements supporting active transportation within the roadway right of way such as sidewalks, shared use paths and bike facilities, and trails separate from the roadway network. It also includes services, including transit operations, taxi and other ridehailing models, and potentially bikeshare and other emerging modes including autonomous vehicles and rentable e-scooters.

**Mobility Policies** – As part of the Mobility Chapter update, all policies will be titled “Mobility Policies” and the various Mobility action strategies related to the above areas will fall under one or more of the Mobility Policies.

**MOBILITY-POLICY 1:** Ensure that the County’s transportation network prioritizes safety for all mode users including motorists, transit riders, pedestrians, and bicyclists.

**MOBILITY-POLICY 2:** Prioritize equity and access when planning for mobility projects.

**MOBILITY-POLICY 3:** Promote sustainability and resiliency when proposing new infrastructure or upgrading existing facilities that impact environmental and cultural resources.

**MOBILITY-POLICY 4:** Maximize cost effectiveness of all multimodal projects through strategic project planning, programming, procurement, and delivery.

**MOBILITY-POLICY 5:** Enhance and expand the transit network and supporting infrastructure.

**MOBILITY-POLICY 6:** Adapt to changing and emerging mobility trends.

**MOBILITY-POLICY 7:** Align mobility priorities with land use to increase mobility options, minimize projected trip demand, and improve quality of life for residents.

**MOBILITY-POLICY 8:** Meet demand through capacity enhancements and innovative operational Improvements.

**MOBILITY-POLICY 9:** Continue to enhance and expand recreational trail opportunities throughout the County by providing a diverse mix of trail types and experiences to and within the County’s parks, and greenway and blueway corridors.

**MOBILITY-POLICY 10:** Encourage resident, stakeholder, and inter-jurisdictional participation in the planning and design of the County’s recreational trails, and greenway and blueway corridors, to promote a greater sense of community and to enhance regional connectivity.

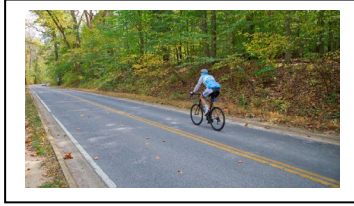
**MOBILITY-POLICY 11:** Balance recreational trail development and maintenance projects to ensure system-wide quality.

## Bicycle Facility Types



### Shared Roadway

Not designated by markings or signs as a bikeway.



### Wide Curb / Outside Lane

Allows motorist to pass bicyclists without encroaching into the adjacent lane. Also provides additional usable width on sections with steep grades or on sections where drainage grates, raised delineators, or on-street parking effectively reduces the usable width. A wide curb/outside lane is between 14 and 15 feet.



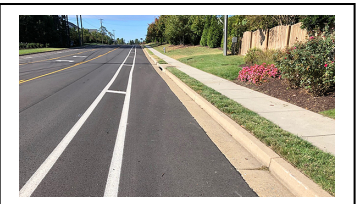
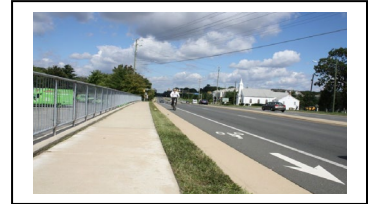
### Marked Shared Roadway

Marked Shared Roadways are designated by Shared Lane Markings "Sharrows" and are used only when the posted speed is equal to or less than 35 mph.



### Bike Lane

Bike Lanes have horizontal separation (i.e., pavement markings, such as 4" or 6" solid white lines) but do not have physical separation between the bike lane and the vehicle travel lane and/or parking lane.



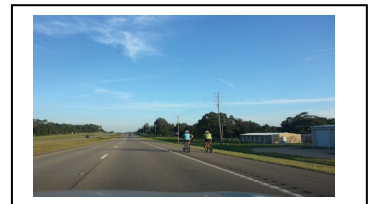
### Buffered Bike Lane

Bike lanes with horizontal separation (i.e., additional pavement markings, such as a parallel buffer) but without physical separation between the bike lane and vehicle lane and/or parking lane.



### Paved Shoulder

The paved portion of the roadway to the right of the edge of the pavement stripe.



### Shared Use Path

Shared use paths are 8'-10' wide trails designed for walking, jogging, and bicycling. They are often constructed with asphalt but may also be concrete.



### Bicycle / Pedestrian Bridge

These are structured and elevated facilities in high bike/pedestrian areas with safety challenges. These facilities are typically constructed over major roadways with high traffic volumes.

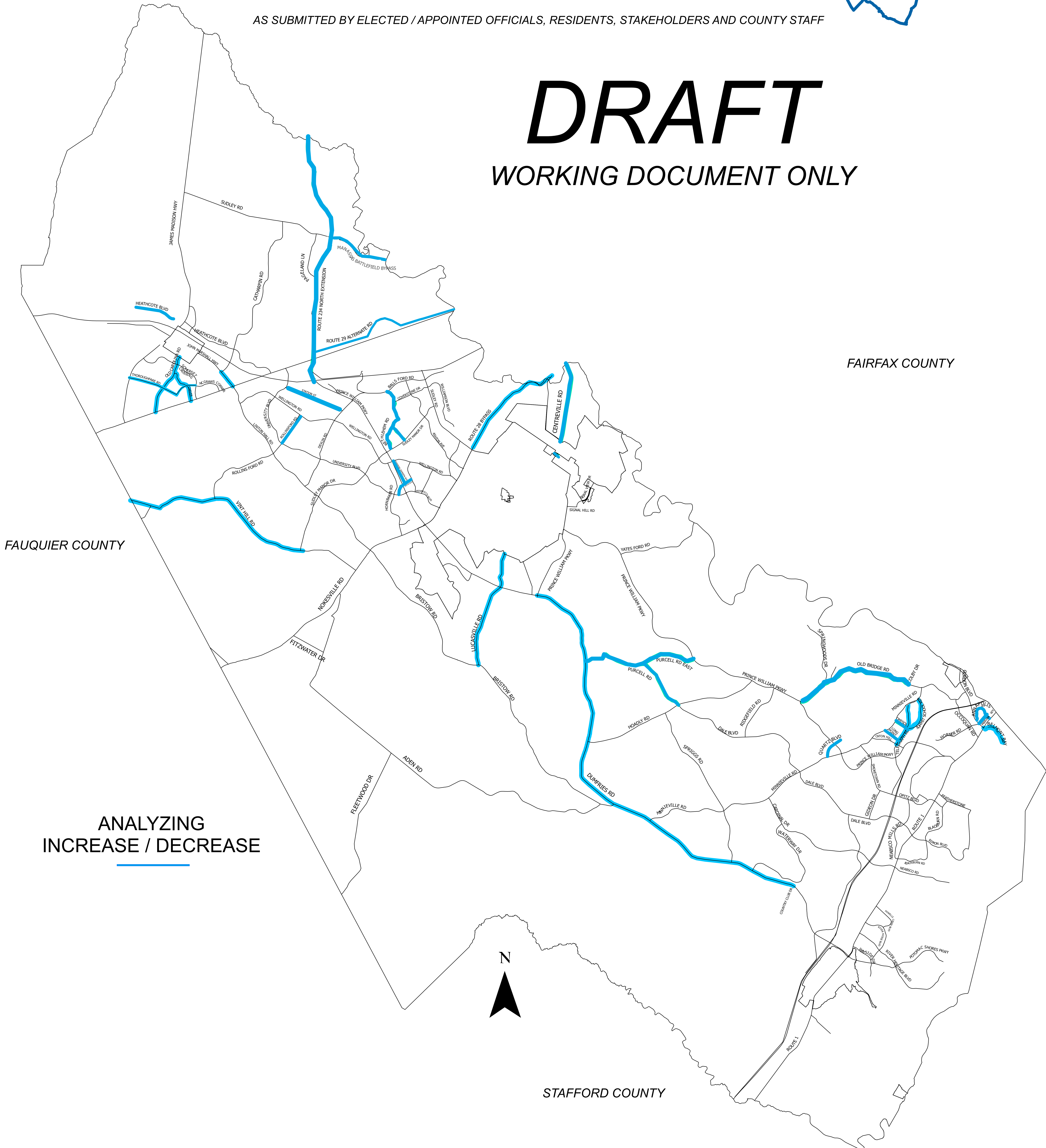




AS SUBMITTED BY ELECTED / APPOINTED OFFICIALS, RESIDENTS, STAKEHOLDERS AND COUNTY STAFF

# DRAFT

## WORKING DOCUMENT ONLY



ANALYZING  
INCREASE / DECREASE

