Stormwater facilities are often used to capture and cleanse various pollutants that originate from motor vehicles. An alternative to this treatment approach is to prevent pollutants from being released by motor vehicles in the first place. There are essentially two ways to accomplish this goal. One option is to build cleaner automobiles, but this technology is still evolving and "clean" cars may still be decades away. The second option is to give people more transportation choices, such as walking, biking, and mass transit. The equation is simple: a reduction in cars equals a reduction in the pollution associated with cars. The solution, however, is not so easy. Our street infrastructure is designed predominately for the movement of automobiles, providing little incentive for people to walk, ride their bikes, or take a bus or train to reach a nearby destination. Designing streetscapes that are pleasant, safe, and have a strong sense of livability is the best way to inspire people to use alternative forms of transportation.

In order to balance the need for walking, biking, and mass transit, some difficult decisions will undoubtedly need to be made. However, there are many opportunities to provide a more balanced transportation system. Cost-effective strategies include providing:

- Access to bus and light rail by creating incentives for new development and redevelopment to occur near stops/stations or by providing shuttle service
- Bicycle lanes on streets
- Bicycle racks in parking lots
- Bicycle storage and changing rooms
- Preferred parking or drop-off areas for car/vanpooling

SOURCE: NEVUE NGAN ASSOCIATES

Figure 2-29: *This well-designed street emphasizes a strong pedestrian realm.*

SOURCE: WWW.FLICKR.COM/PHOTOS/KGRADINGERS

Figure 2-30: *A bike-friendly street design.*

SOURCE: NEVUE NGAN ASSOCIATES

Figure 2-31: *This street in South San Francisco accommodate both pedestrians and bus transit.*