

Alameda Countywide Bicycle Plan

Vision, Goals and Objectives

November 15, 2010

Introduction

This chapter establishes a vision, a set of five goals and nearly 40 objectives to guide the actions and decisions of the Alameda CTC in implementing the plan and, more generally, in supporting bicycling in the county. The vision statement is an ambitious yet achievable description of what bicycling in Alameda County could be like by 2040. The goals are broad statements of purpose meant to support realization of the vision. Under each goal is a set of more specific and detailed objectives that could enable the Alameda CTC to attain that goal. Together, the goals and strategies generally define the roles and responsibilities of the Alameda CTC—and, to a lesser extent, of other agencies and organizations—in implementing the Bicycle Plan.

The 2006 Countywide Bicycle Plan established five goals to guide the actions and decisions of the Congestion Management Agency (CMA; now the Alameda CTC) to support bicycling in the county. In summary, the goals were to, (1) establish a countywide bicycle network; (2) integrate bicycling in transportation plans and projects; (3) encourage bicycling for transportation; (4) improve bicycling safety; and, (5) maximize the use of resources toward implementation of the plan. In general, the CMA's pedestrian-related decisions and priorities since 2006 have been guided by these broad, overarching goals.

This plan update acknowledges the existing vision, goals and objectives as its starting point, rather than starting from scratch. This policy framework was updated to reflect data and insights gathered from the "Existing Conditions" and "Evaluation of Current Practices" chapters. The updated Bicycle Plan generally reaffirms the original policy framework but refines it in three main ways. First, the goals have been reorganized in ways that parallel those in the updated Countywide Pedestrian Plan, to stress the complementarity and synergies between the two plans. Second, the vision was expanded and the goals and objectives were updated to reflect recent policy changes affecting the practice of bicycle planning (these policy changes include recent efforts to promote active transportation and public health, and to address climate change). Third, the vision now incorporates quantitative objectives, which were not present in the 2006 Plan.

The vision

The vision is a long-range statement expressing what bicycling will be like in Alameda County in 2040, roughly 30 years after adoption of this plan. The vision statement for the 2006 Plan, while brief, incorporated the concept of bicycling as a safe and viable form of transportation integrated with other

modes and the importance of multi-jurisdictional coordination in implementing bicycle projects. The updated vision statement strengthens these concepts while incorporating new ones that have emerged in importance to bicycle planning. The new vision also incorporates three quantitative objectives for the 2010–2040 period. The updated vision for the Bicycle Plan is provided below.

Bicycling in Alameda County is a mainstream form of transportation for people of all abilities with an extensive network of safe, convenient and interconnected facilities linked to transit that inspire people to bike for everyday transportation and for recreation. More people bicycling is reducing traffic congestion, air pollution and the county's carbon footprint while promoting active, healthy lifestyles, fostering social interaction and making the transportation system balanced, equitable and sustainable. Between 2010 and 2040, (i) the percentage of trips made by biking has increased to 5% of all trips; (ii) the number of bicycle injuries and fatalities has dropped by half; and, (iii) the daily amount of time spent per person on active transportation (walking or biking) has increased to 10 minutes.

Below is a more detailed description of the three quantitative objectives:

(i) Increase the percentage of trips made by biking to 5% of all trips.

According to MTC's Bay Area Travel Survey from 2000—the latest year for which such data exists—biking represented 2 percent of all trips in Alameda County. Meeting this objective of 5% of all trips will be a 150% increase over 40 years. The Caltrans' 2002 "California Blueprint for Bicycling and Walking" called for a 50 percent increase in bicycling trips over a ten year period (between 2000 and 2010).

(ii) Reduce the number of bicycle injuries and fatalities by half.

This objective borrows from, and adapts, the safety objective in Caltrans' 2002 "California Blueprint for Bicycling and Walking" (50 percent decrease in bicycle fatality *rates* between 2000 and 2010) and a target being considered by MTC for the 2040 Regional Transportation Plan ("reduce by 50 percent the *number* of injuries and fatalities from all collisions").

(iii) Increase the daily amount of time spent walking or biking per person to 10 minutes.

This objective emphasizes the benefits of bicycling, as a form of active transportation, to individual and public health. The objective is a streamlined version of a target being considered by MTC for the 2040 Regional Transportation Plan, to increase the average time walking or biking per person per day by 50 percent from 2000 levels to 10.5 minutes. The regional average in 2000 was approximately 7 minutes per person. A 50 percent increase equals 10.5 minutes. This is roughly one-third the 30 minutes of physical activity recommended per day by the U.S. Surgeon General.

Attaining the vision will require a strong and sustained commitment of finances, resources and political will by not only the Alameda CTC but also other agencies, advocates and local jurisdictions in the county.

Goals and objectives

The goals provide guidance to the Alameda CTC, and set overall directions, on the general areas in which the agency should concentrate its efforts related to bicycling. Under each goal is a set of objectives detailing the efforts needed to achieve that goal. The objectives serve as the basis for any specific tasks, actions and prioritization criteria developed later, as part of the chapter on implementation; as such, they are the bridge between the general goals and implementable actions.

Together, the goals, objectives and actions define the Alameda CTC's role and responsibilities in implementing the Bicycle Plan. The Alameda CTC influences bicycle planning by allocating funds, providing technical assistance and coordinating the efforts of local jurisdictions. Nevertheless, the Alameda CTC relies on the cooperation of other agencies—especially Caltrans, the County, its cities and towns, and various special districts, and bicycling advocates—to accomplish the goals and objectives outlined here. It is these agencies and entities, rather than the Alameda CTC, that are responsible for planning, designing and constructing bicycle facilities and for carrying out support programs. For this reason, the goals and objectives in the Bicycle Plan are meant to support those adopted by other relevant agencies and are not limited to areas over which the Alameda CTC has jurisdiction. This recognizes that other agencies play a critical role in implementing the Bicycle Plan and achieving the plan's vision.

As mentioned earlier, each goal deals with a separate topic area. The five goals in the 2006 plan have been reorganized into the following areas: (1) facilities; (2) safety, education and enforcement; (3) encouragement and support; (4) planning; and, (5) funding and implementation.

① Infrastructure

Create and maintain a safe, convenient and continuous countywide bicycle network, with finer-grained connections around transit and other major activity centers.

- 1.1 Designate appropriate bicycle facilities on routes and important corridors that serve transit stations, employment and shopping centers, schools, parks and other key destinations, and that connect cities within the county and to neighboring counties.
- 1.2 Support the design and construction of bicycle facilities that serve a broad range of travel purposes, abilities and experience levels, including school-aged children, families, seniors, recreational riders and commuters.
- 1.3 Provide funding and technical assistance to local jurisdictions for the implementation of bicycle projects of countywide significance that create seamless facilities by eliminating major physical barriers or impediments.
- 1.4 Collaborate with and promote coordination among Caltrans and local agencies to implement facilities on the countywide bicycle network.
- 1.5 Establish a network of multi-use urban pathways by building the East Bay Greenway and completing the San Francisco Bay Trail, the Iron Horse Trail and other paved inter-jurisdictional trails that serve populated areas.

- 1.6 Encourage transit operators to improve bicycle routes to stations and stops in collaboration with local jurisdictions, to meet current and future demand for bicycle parking at stations and to maximize opportunities for on-board bicycle access, and provide funding for such projects.
- 1.7 Encourage and support the construction of “complete streets” throughout Alameda County that incorporate best practices in bicycle design and minimize conflicts between cyclists and other travel modes.
- 1.8 Provide technical assistance to local jurisdictions on bicycle parking best practices; and encourage them to install parking to meet current and future demand, and to require it as part of new developments.
- 1.9 Support and encourage the development of effective, coordinated bicycle wayfinding signage systems that are seamless across jurisdictional boundaries.

② Safety, education and enforcement

Improve bicycle safety through engineering, education and enforcement, with the aim of reducing the number of bicycle injuries and fatalities.

- 2.1 Collect and analyze data on traffic collisions involving bicyclists to determine trends, rates, hot spots and impacted communities, and use this information to guide funding decisions to focus on areas and communities with the greatest need.
- 2.2 Provide funding for intersection improvements, traffic calming and other projects that address safety deficiencies for bicyclists.
- 2.3 Provide technical assistance and other tools to local jurisdictions for selecting priority areas for bicycle safety improvements, and planning and designing safer streets and facilities.
- 2.4 Support the delivery of effective bicycle safety education programs for a variety of audiences, including drivers.
- 2.5 Support and encourage efforts by state, County and local agencies to enforce laws that aim to protect bicyclists from collisions with motor vehicles.

③ Encouragement

Provide support for programs that encourage people to bicycle for everyday transportation, including as a way to replace car trips, with the aim of raising the percentage of trips made by bicycling.

- 3.1 Work with all levels of public agencies, non-profits and advocacy groups to implement effective encouragement programs that promote bicycling as a safe and convenient form of transportation among a broad range of potential users, including children, people with disabilities and seniors.
- 3.2 Provide funding for informational and promotional materials such as bicycle route maps; and trip-planning services.

- 3.3 Enhance public awareness of bicycling as a physically active form of transportation that improves individual and public health, and also as an environmentally sustainable transportation option that can help Alameda County and its jurisdictions meet their greenhouse gas reduction goals.
- 3.4 Support the expansion of the countywide Safe Routes to Schools program to every elementary school in the county and to high schools, and encourage local school districts and jurisdictions to implement projects, activities and events that promote walking to school among both students and staff.
- 3.5 Promote integration of bicycling into broader countywide transportation demand management programs and serve as a resource to employers on promotional information and resources related to biking to work.

④ Planning and Design

Integrate bicycling needs into transportation planning activities, and support local planning efforts to encourage and increase bicycling.

- 4.1 Update this plan every four years to ensure that current bicycle priorities are incorporated into the Countywide and Regional Transportation Plans.
- 4.2 Between plan updates, make technical amendments to the plan as needed to incorporate revisions to the project and program priorities, to the list of proposed projects and to the map of the countywide bicycle network.
- 4.3 Ensure that all local jurisdictions have a current bicycle master plan by providing adequate countywide funding.
- 4.4 Incorporate bicycling needs into Alameda CTC plans and studies, as appropriate, and move toward using transportation models that are sensitive to bicycling demand and to the supply of bicycle infrastructure and programs.
- 4.5 Improve the state of the practice of bicycle infrastructure design so that all transportation facilities are well-designed and standardized, including by encouraging local agencies to develop and follow bicycle design guidelines and amend local ordinances as appropriate to reflect them.
- 4.6 Strongly encourage local jurisdictions to adopt policies, guidelines, standards and regulations that result in bicycle-friendly communities, and, where applicable, transit-oriented land use development, and provide them with technical assistance and resources to do so.
- 4.7 Promote and provide training programs for city and county staff on bicycle planning and engineering best practices.
- 4.8 Inform elected and appointed officials about the importance of creating bikeable communities, and the opportunities and constraints for doing so.
- 4.9 Encourage all local jurisdictions to designate a bicycle coordinator or primary contact, and to establish a bicycle advisory committee or provide other meaningful opportunities for public input on bicycling issues.

- 4.10 Continue to serve as a forum for local agencies and other stakeholders—including through the Pedestrian and Bicycle Working Group—to plan multi-jurisdictional projects and countywide programs and to share information about bicycle-related issues of mutual concern.

- 4.11 Support and fund research into bicycle planning and program implementation when it has a direct benefit for Alameda County.

- 4.12 Continue to collect and analyze data on bicycle trips and travel behavior, and encourage other public agencies, special districts and transit agencies to do so as well.

5 Funding and implementation

Maximize the capacity for implementation of bicycle projects, programs and plans.

- 5.1 Encourage and support local and countywide agencies in adopting and implementing complete streets policies.

- 5.2 Continue to work on securing maximum funding for bicycle projects and programs from countywide, regional, state and federal sources and also on attracting funding from private and non-traditional sources.

- 5.3 Provide timely information to local jurisdictions on funding opportunities for bicycle projects and provide assistance to these jurisdictions, as appropriate, in submitting applications for project funding.

- 5.4 Collaborate with local agencies and others on identifying and securing sustainable funding streams for the construction and, in particular, maintenance, of bicycle infrastructure.

- 5.5 Develop and maintain a prioritized list of diverse bicycle projects and programs throughout the county to position Alameda County to maximize funding opportunities as they arise.

- 5.6 Support and encourage sufficient funding to implement this plan.