

## 2010 Active Transportation Campaign - Alameda County Case Statement

### *“Active Alameda– Kids, Commuters & Community”*

*Published June 30, 2008*

#### **Executive Summary**

Alameda County is on the move. As the second most populous county in the San Francisco Bay Area, with 1.5 million people, we have over 700,000 walk trips and almost 100,000 bike trips everyday. We also have six of the ten most heavily congested freeway corridors in the Bay Area, and delays are on the rise.

With our local active transportation funding sources, our adopted planning documents, and our extensive transit systems, we are committed and ready to close the gaps in our bicycling and walking networks, and increase these active modes.

We are ready to take bold action to address skyrocketing fuel costs, global warming, increasing auto congestion, and the poor health of our community, by shifting people from cars to walking, biking and an array of transit.

Our Active Transportation Plan will:

#### ***ADVANCE Pedestrian & Bicycle Access to Transit by...***

- Making it easy and safe to get to transit by walking or biking, which will at the same time increase transit ridership.

#### ***CONNECT Communities with Urban Greenways by...***

- Filling the gaps in existing inter-jurisdictional multi-use trails, like the stellar Bay Trail and the Iron Horse Trail to *connect* people to jobs, shopping and schools, along with nature.
- Building a new East Bay Greenway through the heart of the county which *connects* communities to each other and to transit, work, and schools, and provides a new green space for communities sorely lacking it.

#### ***INSPIRE the Community to Walk and Bike by...***

- Expanding the current successful Safe Routes to Schools program to *inspire* even more students to become more active.
- Develop a new Safe Routes for Seniors program to *inspire* seniors to feel empowered to walk, and even bike, especially as they transition out of driving.

#### ***Campaign Partners***

Our Active Transportation Plan is the result of over a year of collaborative planning with four separate committees, involving partners from mayors to non-profit staff to community members.

- The **Organizing Committee** plans and oversees the entire campaign, representing interests of children, seniors, transit, and all transportation users. We are: the Alameda County Transportation Improvement Authority (ACTIA); the Transportation and Land Use Coalition, a regional non-profit with deep roots in Alameda County; United Seniors of Oakland and Alameda County, a non-profit working to improve walkability for seniors; and the Rails-to-Trails Conservancy.
- The **Steering Committee**, made up of mayors, councilmembers, transit district directors, county supervisors and high-level public health department staff, provides direction on the case statement, campaign strategy and outreach.
- ACTIA’s broad-based Pedestrian/Bicycle Working Group, made up of bicycle/pedestrian local agency staff and non-profits serves as our **Technical Advisory Committee**. They assist with research and provide input on the development of the case statement, along with coalition building.
- ACTIA’s Bicycle and Pedestrian Advisory Committee (BPAC), which includes eleven community members from throughout the county, enthusiastically participates as our **Community Advisory Committee**, reviewing and providing input on the case statement, and outreach.

Along the way, ACTIA, as the lead organization, has brought this campaign and its vision to its Board, made up of all five county supervisors, mayors and councilmembers, who have endorsed and strongly support the effort.

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## 1. Introduction

### *Active Alameda– Kids, Commuters & Community*

Alameda County is on the move. As the second most populous county in the San Francisco Bay Area, with 1.5 million people, we have over 700,000 walk trips and almost 100,000 bike trips everyday. We also have six of the ten most heavily congested freeway corridors in the Bay Area.

Our community is clamoring for safe, healthy and inexpensive ways to get where they need to go – to school, to work, to shop and to play. Gas prices are soaring, obesity is on the rise, and our streets have been built for cars, not people.

The infusion of \$50 million, through a proposed new federal transportation funding program, “2010 Active Transportation,” matched by significant local investments, will make Alameda County alive with walking and biking.

Alameda County developed this **Active Transportation Plan** to invest in:

*Kids* – teaching and inspiring children to safely walk and bike to school; linking multi-use pathways to schools; instilling healthy habits early in life to reverse the diabetes and obesity epidemics.

*Commuters* - changing habits; making it easy and attractive to walk and bike to transit; building new multi-use pathways to transit; leveraging the county’s significant investments in transit and nearby development; promoting transit for all trips, not just to get to work.

*Community* - supporting all ages through convenient, affordable access to schools, businesses and recreation; creating opportunities for healthy, active lifestyles; providing infrastructure and targeted education that support safe walking and biking by youth, teens, adults and seniors, including people with disabilities.

What will the results be?

- More people walking and biking
- Reduced auto congestion
- Improved air quality
- Lowered carbon emissions
- Connected communities
- Changes that preserve and enhance our quality of life

*Highlight:*

- Thirty percent of trips in the San Francisco Bay Area are one mile or less, making biking and walking a healthy alternative for a significant portion of daily trips.<sup>1</sup>

**2. We're committed and ready**

**Alameda County is committed and ready to make active transportation a primary, not alternative, way to travel.**

*We've done the planning*

Our county's highest priority projects and programs are laid out in our up-to-date **adopted Countywide Pedestrian and Bicycle Plans**. Access to transit, connected countywide bikeway and trail networks, and educational programs are all at the top of the priority lists. This active transportation plan builds on these adopted plans.

Thirteen of our 15 local jurisdictions have also adopted their own local bicycle, pedestrian and/or combined plans. Even our largest transit agencies, BART and AC Transit, have developed plans to promote walking and biking.

<i>Local Bicycle and Pedestrian Master Plans</i>			
JURISDICTION	PED PLAN	BIKE PLAN	PED/BIKE COMBINED
<b>North Planning Area</b>			
Alameda (City of)	Underway	✓	
Albany	Underway	✓	
Berkeley	Underway	✓	
Oakland	✓	✓	
Piedmont			
Emeryville			✓
<b>Central Planning Area</b>			
San Leandro			✓
Hayward		✓	
Unincorporated	✓	✓	
<b>South Planning Area</b>			
Fremont	✓	✓	
Newark			
Union City			✓
<b>East Planning Area</b>			
Pleasanton			Underway
Dublin		✓	
Livermore		✓	
<b>Total</b>	<b>6</b>	<b>9</b>	<b>4</b>

*We're committing local dollars - \$100 million for walking and biking*

Our community showed its tremendous support for active transportation in 2000 when **81.5% of voters approved a \$100 million investment** in improving walking and biking as part of the passage of a twenty year local sales tax measure (Measure B). With these funds and plans in place, our county has already begun the groundwork of training its staff, creating programs and building infrastructure which will enable new funding to quickly show results.

In addition, our county has supported transit, parks and transportation infrastructure through various bond measures. The Regional Park District is preparing a re-authorization of Measure AA for the November 2008 ballot. Many new walking and biking facilities would be implemented with this \$500 million bond measure.

Highlights:

- Over half a million walk trips are made each day in Alameda County. Additionally, about 200,000 walk trips are made to transit each day.

*Current mode split for all trips:*  
 12% walk + 2% bike + 8% transit = 22% active transportation

*Goal for 2016:*  
 30% active transportation (walk, bike, transit)

- Alameda County Bicycle and Pedestrian Work Trips Compared to All Trips  
*(note: walk/bike to transit trips not included):*  
 Walk to work trips = 3% of all work trips  
 All Walk trips = 12% of all trips  
 Bike to work trips = 2.3% of all work trips  
 All Bike trips = 2.1% of all trips

*We're investing in transit and smart growth*

To make walking and biking viable transportation options for more than just short trips, they must be combined with transit. And, similarly, good walk and bike access is essential for transit to be successful and flourish.

Alameda County already has a robust and well-used transit network with 19 BART stations, 187 miles of major bus transit lines, 10 rail stops, and 3 ferry terminals. AC Transit, the largest bus transit provider in our county, has outfitted each of their buses with bicycle racks.

As gas prices have sky-rocketed, BART ridership has increased by 4.5% in the first three months of 2008 alone<sup>2</sup>. Transit ridership will increase even further once new transit investments coming online in the next eight years are implemented,

**Alameda County is the second most populous and second densest county in the San Francisco Bay Area.** Oakland, the third largest city in the Bay Area, Fremont and Berkeley are all located here.

- 1.5 million people and growing. 1.9 million expected by 2030. <sup>1</sup>
- 15 jurisdictions
- Academic and research excellence: UC Berkeley and Lawrence Berkeley National Laboratory
- Mix of urban and suburban land uses
- Diverse population
- About 10% of our county's population lives in poverty.

such as Bus Rapid Transit, BART extensions, new BART stations (such as West Dublin, Warm Springs), and new ferry terminals.

Placing a mix of land uses close to housing and transit is key to increasing biking and walking. Alameda County has 25 adopted Priority Development Areas - communities

which welcome more residents and are committed to creating more housing choices in locations easily accessible to transit, jobs, shopping and services.<sup>3</sup>

### **3. Our commitment is great, but so is our need**

#### *Huge funding gap for Pedestrian and Bicycle Plans*

Even with \$174 million in anticipated revenue, less than 20% of the Countywide Pedestrian Plan priorities can be implemented. With available revenue, just over a third of the Countywide Bicycle Plan priorities could be constructed.

#### *Global Warming is happening now*

Fifty percent of greenhouse gas emissions in the Bay Area are due to transportation, and auto trips are the biggest contributor.

#### *Driving alone isn't getting us there*

Congestion in the Bay Area is the second worst in the country. And, Alameda County has 6 of the top 10 most congested corridors in the Bay Area. As a mostly built out community, simply widening roads is not a solution, and it's expensive. With gas prices rising towards \$5 per gallon, people want and need other options.

#### *An exploding population of seniors needs a spectrum of mobility options*

The senior population (those over 65 years) in Alameda County will almost double between 2000 and 2020. Providing good infrastructure that is comfortable and safe for seniors gives them the ability to live healthier, more fulfilling lives.

#### *The health of our community is suffering.*

Our community is living with the myriad health impacts of an auto-oriented society. High rates of driving have led to less physical activity, which increases the rates of cardiovascular disease, stroke and diabetes. The growing number of vehicle miles traveled has increased air pollution, increasing the rates of asthma, especially in the poorest areas, which tend to be closer to major transportation corridors. And, more cars on the road, driving at higher speeds, results in an increased risk and severity of bicycle and pedestrian collisions. Lowering auto use overall and increasing opportunities to access services via walking, biking and transit, will improve the health of our residents.

#### *Highlights:*

- In Alameda County today, over half of adults are considered obese or overweight. Of the county's school children in three grades tested, 68% were not considered physically fit.
- The majority of deaths in our county are from heart disease, cancer and stroke, all of which can be reduced with modest increases in physical activity.

- Asthma hospitalization rates in Alameda County exceed California rates and national objectives for all age groups, most notably for children under five years old.
- Pedestrians make up 23% of all people killed in Alameda County motor vehicle collisions, while just 12% of all trips are by foot.

### *Social Equity*

Transportation systems must serve all of society equitably, but too often this isn't the case. Moreover the negative impacts of our transportation system disproportionately impact the poor and people of color.

- Households earning less than \$20,000 per year spend over half of their income on transportation.
- Overall, 11% of Alameda County households have no vehicle. In Oakland, the largest city in the county, that number is 20%.
- Only 69% of low income households own cars, making access to jobs difficult, and access to transit essential to compete with others for work.
- West Oakland residents breathe air that contains three times more diesel particles than in the rest of the Bay Area.
- Our low-income neighborhoods have a disproportionately high rate of pedestrian and bicyclist injuries, and the diseases that are linked to low levels of physical activity.
- The doubling of our senior population leads to more frailty and a greater number of people on fixed incomes.

**ACTIVE TRANSPORTATION PLAN**

**4. Priority #1: ADVANCE Pedestrian & Bicycle Access to Transit**

Combining transit with walking and biking, can make traveling without a car feasible, time efficient and inexpensive. **In Alameda County, most residents live within a quarter-mile of a bus transit line.** Safe, direct and comfortable routes to transit are needed to encourage more people to walk and bike to transit.

Seamless walking and bicycling connections to major transit stations and stops can decrease congestion, increase transit ridership and increase opportunities for physical activity. Alameda County is spending millions of dollars to expand transit and to promote mixed-use development, and is focusing transportation investments near transit.

What we'll do:

1. **Make “last mile” improvements around key transit stations/stops, including safety and personal security improvements.** The county’s adopted Pedestrian and Bicycle Plans prioritize safe access to transit, and specifically identify the type and extent of investments needed. We’ll select the priority areas based on where new transit investments are occurring, and what our existing countywide plans, and transit agency plans, recommend. Investments will go to areas with the greatest potential for increasing bicycle and pedestrian access.
2. **Invest in secure bike parking at transit stations, and expanded capacity for bikes on buses and rail transit.**

*Highlights:*

- Eighteen of our county’s 20 existing or soon-to-be-opened BART stations have active Transit Oriented Development projects in place or in the planning stages.<sup>4</sup>

*Current walk/bike to transit mode share:*

Walk access to transit – 90% to bus, 22% to BART<sup>1</sup>  
 Bike access to transit – 3% to bus, 3% to BART<sup>1</sup>

- Transit *is* active transportation: People who use transit spend a median of 19 minutes a day walking to and from transit.
- Residents in highly walkable neighborhoods engage in about 70 more minutes per week of moderate and vigorous physical activity than residents in low-walkability neighborhoods.<sup>5</sup>
- Since most public transit trips begin and end with walking, increased access to public transit can provide more opportunities for people to be physically active.
- With 11.2% of work trips made via transit, Alameda County ranks high (23<sup>rd</sup>) among over 700 large counties in the nation. In California, only San Francisco ranked higher.

*Investing in Transit*

There are 25 adopted Priority Development Areas (PDAs) in Alameda County, where new housing and jobs will be focused. Recently, six cities in Alameda County were awarded close to \$2,000,000 through the region's Station Area Planning grant program to make sure local standards, guidelines and policies are in place to maximize transit use, and to ensure that walking and biking to transit will be safe and convenient.

Potential for Change:

- 39% of BART riders live within 1 mile of the BART station<sup>6</sup>, easy walking or biking distance, yet many still drive. Access improvements will raise the percentage of people walking and biking to BART above the current 22% and 3%, respectively.
- Of BART riders who drove alone to a station, 23% said it was “very possible” to bicycle to BART with 21% responding it was “somewhat possible.”<sup>7</sup>
- With an increasing amount of resources going to support Priority Development Areas, investing in walking and biking to transit has the potential to have an even greater impact.
- Cities and transit agencies are eager to make improvements to bicycle and pedestrian access. A regional “Safe Routes to Transit” grant program has only been able fund 25% of the total amount requested.

Benefits:

1. Increased transit ridership.
2. Reductions in peak commute hour auto congestion, which creates the heaviest load on the roadway network.
3. Improvements will benefit everyone in the vicinity, not just transit riders.
4. And, since densities are higher around transit, more of the community benefits from the infrastructure improvements.

## **ACTIVE TRANSPORTATION PLAN**

### **5. Priority #2: CONNECT Communities with Urban Greenways**

Greenways connect cities to each other and connect people to where they want to go. They provide vital transportation and they create opportunities to be active and play. Our vision in Alameda County is to create a network of urban greenways that connect the community to schools, transit, jobs, and parks.

Alameda County has already made significant progress on building major inter-jurisdictional, multi-county trails, such as the Bay Trail which will circle the entire San Francisco Bay, and the Iron Horse Trail in eastern Alameda and Contra Costa Counties. This funding will allow us to build a continuous urban greenway network by eliminating gaps and building new trails.

#### *The newest trail: East Bay Greenway*

A visionary new countywide urban greenway, extending from the northern to southern county borders, is being planned to run through the heart of western Alameda County, along the Union Pacific Railroad and BART rights-of-way. Ultimately, it will link twelve communities, including very low income neighborhoods, and connect to eleven or more BART stations, multiple trunk bus lines, other rail stops, schools, and more. The final project will be a wide urban greenway with neighborhood amenities, such as parks and open space.

With this funding, we will be able to complete the first phase of this countywide trail – the East Bay Greenway. This 12-mile multi-use trail is envisioned as a short term, implementable project that focuses on creating a transportation link between five BART stations. Along the way it will transform an eyesore into a vibrant, useful, pathway that connects people to jobs, parks, schools, transit and shopping. Easy, safe access connecting the greenway to the surrounding communities will be prioritized. The Concept Plan is complete and the four cities along this trail, along with the regional and countywide agencies, are all on-board and ready to move ahead.

What we'll do:

1. **Complete the signature Bay Trail from Fremont to Albany.** With over 60% of the Bay Trail built, completion is becoming a near-term reality. Just over 110 miles are built in our county, and this would complete another 35 miles of trail. We'll put our investment into completing the spine and the connections from the spine to the residential areas and transit.
2. **Build the East Bay Greenway,** Phase 1 of a countywide urban greenway. When completed, this new 12-mile multi-use pathway will provide an inland spine, parallel to the Bay Trail, passing directly through residential, commercial and industrial areas.
3. **Finish the vision of the Iron Horse Trail.** Building the trail from its current southern terminus at the Dublin/Pleasanton BART station to Livermore will complete this well-used inter-county 28-mile trail.

- 4. Complete the network with connectors.** On and off-street connections will be built to connect these trails with each other, and with transit, local and regional destinations.

Potential for Change:

- One third of the trips on the Iron Horse Trail are utilitarian: people getting to work, school or doing errands.
- All of these trails, but especially the new East Bay Greenway and Iron Horse Trail pass through heavily populated areas, and connect to transit, jobs, schools and shopping, making mode shift to biking and walking likely.
- Children and adults new to riding are often not comfortable bicycling with cars, but will try riding on a separated pathway. After a few recreational rides, they are likely to try riding for other purposes.

Benefits:

1. Multi-use trails are transportation corridors that can be used for short or long trips.
2. New green space and meeting places which builds community.
3. Increased open space in urban areas with limited access to parks.
4. More opportunities for being active.
5. Direct connections to BART stations and many trunk transit lines.

*Highlights:*

- Studies show that 43% of people with safe places to walk within ten minutes of home meet recommended activity levels, compared to only 27% of those without safe places to walk.<sup>8</sup>

## **ACTIVE TRANSPORTATION PLAN**

### **6. Priority #3: INSPIRE the Community to Walk and Bike**

New trails, bike lanes, sidewalks and bike racks will attract people to them, but capital projects are most effective when combined with promotional and educational campaigns.

Alameda County is already leading the region in developing innovative, broad-based programs to inspire people of all ages to walk and bike. These programs can begin to permeate our culture if they are dramatically expanded.

- Our county has instituted a coordinated **countywide safe routes to schools (SR2S) program**, currently targeting 50 schools. SR2S programs inspire children to walk and bike to school, and give them the tools to do it safely, including lessons in dealing with crime and “stranger-danger”. After starting to walk and bike to school, children tend to become more active in their day-to-day lives in general, and therefore more healthy overall.
- We’re implementing **individualized transportation marketing campaigns**. Locally, TravelChoice provides individuals in a targeted area with the specific transportation information they want, encouraging realistic mode shift.

With this new funding, we’ll expand our current programs to reach even more of the community. And, we’ll take the lessons learned from SR2S and apply them to a new **Safe Routes for Seniors campaign**, which will coordinate safety information, walking clubs and travel-training throughout the county. Our current community of seniors often don’t feel safe walking, either because of a broken sidewalks, or a fear of crime. And, as the baby boomers age, they will be demanding more mobility choices. Just like for SR2S, this new program will give seniors the tools to safely walk, bicycle and access transit, so they can accomplish daily tasks and participate more fully in life.

The county will also provide technical assistance to local agencies, and encourage the local adoption of complete streets policies to ensure that all new infrastructure meets the needs of seniors and children, and ultimately everyone.

What we’ll do:

- 1. Bring SR2S to every elementary school in the County.** Right now Alameda County’s program cannot respond to all of the schools that request programs. With this funding, the program will become much more extensive and reach approximately 100,000 children at 226 schools each year.
- 2. Create Safe Routes for Seniors program.** This new program will coordinate the many existing local walking clubs, safety programs and travel training for seniors, providing a coordinated program, similar to our SR2S program.
- 3. Provide technical assistance to local agency staff.** Engineering experts will provide assistance to local agencies which may not have the internal capacity to develop fixes for the more difficult biking and walking facility challenges. This is particularly important in a built-out, mostly urban, community like ours.

4. **Promote the adoption of local Complete Streets policies.** Communities are eager to make walking and biking integral to all new projects, and well-designed and implemented Complete Streets policies can be a tool to do this.
5. **Expand campaigns that promote walking, biking and transit use.** New programs, such as bicycle safety education for adults and individualized transportation marketing programs make it possible for people to see another way to travel.

Potential for Change:

- Our countywide Safe Routes to School program anticipates a 10% mode shift to walking and/or biking by parents and students. This modest goal is based on the experience of other SR2S programs, such as Marin County, California, where car trips to school went down by 23%, and bike and walk trips increased by almost 40%.<sup>9</sup>
- The proposed expanded SR2S program could result in almost 26 million fewer vehicle miles traveled each year, according to a recent analysis.<sup>10</sup>
- Children, and parents, who walk or bike to school are more likely to use these modes for other trips.
- Our local TravelChoice program, an individualized transportation marketing campaign, has seen 20% increases in walking and 40% increases in biking.

Benefits:

1. Biking and walking skills are lessons that children take with them as they grow.
2. Increased walking and biking safety skills.
3. Highly utilized facilities.
4. Social activities and opportunities for seniors to participate fully in life.
5. Less isolation from the community, as seniors spend more time outside and on the streets.
6. Longer lives, through increased physical activity.

Highlights:

- Travel to school accounts for 25% of all morning traffic.
- Only one in ten children walks to school today, down from 50% in 1969.

**ACTIVE TRANSPORTATION PLAN****7. Making it happen – the Financial Plan**

Making change is not cheap. The total cost to implement the three priorities outlined in this Active Transportation Plan is over \$135 million.

<b>Active Transportation Plan – Implementation Costs</b>	
Advancing Access to Transit	\$ 60,000,000
Connecting Communities with Urban Greenways	\$ 57,000,000
Inspiring Walking and Biking	\$ 18,000,000
<b>Total Cost</b>	<b>\$135,000,000</b>

Alameda County will leverage the new \$50 million in 2010 Active Transportation funding with an additional \$85 million coming from a combination of its own local sales tax revenue dedicated to bicycle and pedestrian safety (\$15 million), plus other local, regional, state and federal sources projected to come to the county through 2016.

<b>Active Transportation Plan – Funding</b>	
Local Sales Tax Revenue (Measure B)	\$ 15,000,000
Other Anticipated Funding (Local/Regional/State/Federal)	\$ 70,000,000
<b>2010 Campaign Funding</b>	<b>\$ 50,000,000</b>
<b>Total Cost</b>	<b>\$135,000,000</b>

*\*Funding Estimates for 2008 through 2016*

## **8. Alameda County is ready to roll!**

- *Local agencies are on board* – We have already involved local and transit agency staff, and non-profit staff in the development of this case statement.
- *Public Health is on our team.* Our county has established collaborative working relationships between public health, city planning and transportation planning. We are supporting each other's efforts to create healthier communities for all.
- *Local elected officials are continually supportive,* advocating for funding for transit, walking and biking.
- *A history of collaborative efforts* – We're highly functioning at the citizen, government and non-profit levels. For example, the UC Berkeley Traffic Safety Center and many local agencies have collaborated on bicycle/pedestrian research projects.
- *Projects, programs and funding are in place* – We've already started many great programs, and are ready to expand them to bring the benefits to more people.
- *We're preparing now for this new infusion of funds.* We're:
  - Funding local Pedestrian Plans in each jurisdiction by 2012.
  - Starting a technical assistance program.
  - Providing trainings for local agency staff.
  - Collecting data through a partnership with UC Berkeley.
- *We are testing out innovative solutions.* Alameda County is a transportation leader in the Bay Area in establishing new successful walking and biking projects and programs. Now more than ever, our country needs replicable innovative solutions to combat global warming, reduce obesity rates and address auto congestion.

### *Highlights:*

- As a founding member of the “Cool Counties” initiative, Alameda is committed to working with our communities to reduce countywide greenhouse gas emissions 80% by 2050.
- Walking is the one transportation mode that everyone uses at some point for each and every trip, so everyone benefits when walking is safer and more convenient and attractive.
- Communities with good walking and biking conditions can expect a five to 15 percent reduction in overall vehicle miles traveled.<sup>11</sup>

## **9. Taking the Next Step**

*The choices we make are shaped by the choices we have.*

Right now, Alameda County residents – especially those most in need: those who are poor, elderly and disabled – don't have good choices to live healthy, active lives.

Our communities are asking for more active transportation options, and high gas prices, combined with the threat of global warming, are pushing people to try them.

### **Investing in Alameda County's Active Transportation Plan will:**

- Create a truly multi-modal transportation system.
- Address social equity.
- Increase economic vitality and access to jobs.
- Improve all areas of the county.
- Create opportunities for physical activity and access to parks.
- Create a package of projects and programs that is more effective than capital projects alone.

### **The Plan will:**

- Build on our many existing innovative and proven efforts, such as the countywide Safe Routes to Schools program and the Bay Trail.
- Build on established local and countywide planning priorities and goals.
- Support our Regional Transportation Plan goals and Countywide Transportation Plan projects.
- Build on our established and growing regional and countywide focus on transit oriented development.

**Endnotes**

<sup>1</sup> Regional Pedestrian Planning for the San Francisco Bay Area [DRAFT, 5-Jun-08], p.17

<sup>2</sup> <http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2008/06/03/MN2S111RJTDTL&hw=transit+ridership&sn=004&sc=425>

<sup>3</sup> <http://www.bayareavision.org/initiatives/prioritydevelopmentareas.html>

<sup>4</sup> Kenya Wheeler, BART, email 6/20/08

<sup>5</sup> *Alameda Countywide Strategic Pedestrian Plan*, p. 31

<sup>6</sup> From Table P3 in the appendix of MTC's Station Area Residents Survey (STARS), which was part of BATS—Bay Area Transportation Survey.

<sup>7</sup> [http://bart.gov/docs/BART\\_Bicycle\\_Access\\_Parking\\_Plan.pdf](http://bart.gov/docs/BART_Bicycle_Access_Parking_Plan.pdf), p. 13

<sup>8</sup> *Alameda Countywide Strategic Pedestrian Plan*, p. 31

<sup>9</sup> [http://transcoalition.org/c/sus\\_rtp/bringing\\_safe\\_routes\\_to\\_scale.pdf](http://transcoalition.org/c/sus_rtp/bringing_safe_routes_to_scale.pdf)

<sup>10</sup> [http://transcoalition.org/c/sus\\_rtp/bringing\\_safe\\_routes\\_to\\_scale.pdf](http://transcoalition.org/c/sus_rtp/bringing_safe_routes_to_scale.pdf): 258 fewer VMT/year/student. (see footnote #21 in report)

<sup>11</sup> Litman 2007, from RTC issue paper on Mobility