



Chapter 2: Goals and Policies

The Bicycle and Pedestrian Master Plan contains goals and policies for developing and implementing a bikeway system and pedestrian improvements that meet the County’s vision for the Unincorporated Areas with safe, attractive and convenient opportunities for bicycling and walking for all types of trips and user groups. This includes trips for work, school, running errands, and recreation accommodating adults, children, seniors, disabled community, and transit users. Goals and policies are defined as the following:

- Goals are broad expressions of long-term vision that guide the plan and express the desired direction of bicycle and pedestrian planning.
- Policies are more specific statements of how to accomplish the vision and identify specific targets to measure the attainment of a specific goal.

The Bicycle and Pedestrian policies reflect the current thinking about the role of bicycling and walking in our communities. While County staff has always endeavored to design and operate roadways for safe and efficient access for all users, the advent of Complete Streets gives even greater weight to these in accommodating all travel modes. Following the direction of the County and of the Complete Streets Act, this Bicycle and Pedestrian Master Plan seeks to elevate the importance of bicycling and walking in Alameda County.

The policies show that bicycling and walking should be encouraged due to their positive impacts on the environment, physical and mental fitness, and neighborhood cohesion.

Special attention was given to school, senior center, disabled and transit access because pupils, senior citizens, disabled citizens and transit passengers tend to rely on walking for transportation purposes. However, improvements to the pedestrian environment benefit all people regardless of their primary mode of travel because everyone is a pedestrian for at least a portion of their journeys.

Specific bicycle and pedestrian projects and programs that would implement these policies are recommended in the implementation plan (**Chapter 6**).

Chapter 2: Goals and Policies

GOAL 1: Improve bicycle and pedestrian access and circulation for all users as a means to meet the goals of the Alameda County Unincorporated Areas Climate Action Plan⁸

- Policy 1.1: Work to ensure that all streets in the Unincorporated Areas are bicycle and pedestrian-friendly providing access for all users, particularly disabled users, seniors, transit users, and children.
- Policy 1.2: Provide safe and appropriate bicycle and pedestrian accommodations for every type of trip.
- Policy 1.3: Encourage bicycling and walking as alternatives to the automobile to reduce transportation-related greenhouse gas emissions.
- Policy 1.4: Provide reasonable accommodations for bicyclists and pedestrians where natural or man-made barriers restrict access.
- Policy 1.5: Implement safe and convenient bicycle and pedestrian connections to transit stops and stations including appropriate bicycle parking facilities.
- Policy 1.6: Provide multi-use trails in rural and open space areas.
- Policy 1.7: Update the Bicycle and Pedestrian Master Plan for Unincorporated Areas for adoption by the Board of Supervisors every five years to identify future and existing needs and provide specific recommendations for facility and program improvements and phasing.
- Policy 1.8: Develop design guidelines for bicycle and pedestrian facilities as part of the Plan which shall be used by the Public Works Agency to implement the Plan.

GOAL 2: Create and maintain a comprehensive system of bicycle and pedestrian facilities in the local and sub-regional transportation network in order to establish a balanced multi-modal transportation system.

- Policy 2.1: Continue to support and execute Complete Streets policies in the planning, design, construction, operation, and maintenance of the entire roadway right-of-way to enable safe access for all users in the rural, suburban, and urban Unincorporated Areas. Complete streets are for drivers, pedestrians, bicyclists, and transit riders, as well as for older adults, children, and people with disabilities.
- Policy 2.2: Designate appropriate bicycle and pedestrian facilities to effectively link major activity centers, including transit stations, schools, parks, and employment and shopping centers to encourage bicycling and walking as an alternative to driving.
- Policy 2.3: Create and maintain a safe, convenient, and effective bicycle network that maximizes bicycle use for commuting, recreation, and local transportation.

⁸ The Climate Action Plan (CAP) outlines a course of action to reduce community-wide greenhouse gas emissions generated within the Unincorporated Areas of Alameda County. The CAP recognizes that transforming neighborhoods into places that provide safe and healthy environments where residents can meet their trip needs by foot, bicycle, and public transit is an important component in reducing greenhouse gas emissions.

- Policy 2.4: Provide bicycle parking at public use buildings, retail areas, employment centers, transit centers, recreational facilities and other areas that may attract bicycle traffic.
- Policy 2.5: Identify and implement improvement projects which provide connections to areas frequented by pedestrians such as schools, retail and employment centers, parks, community/senior centers, and libraries.
- Policy 2.6: Designate appropriate bicycle and pedestrian facilities on routes linking schools, after-school child care facilities, libraries, parks, trails, and recreational sites to facilitate the mobility of school-age children.
- Policy 2.7: Eliminate gaps and improve sub-standard conditions on the identified Bicycle Network and Pedestrian Activity Corridors.
- Policy 2.8: Routinely maintain bicycle and pedestrian facilities and amenities.

GOAL 3: Maximize the use of public and private resources for implementing bicycle and pedestrian improvements.

- Policy 3.1: Establish priorities for the allocation of public funds for bicycle and pedestrian improvements, balancing the needs of commuter and recreational bicyclists and pedestrians.
- Policy 3.2: The County shall pursue public and private funding sources for bicycle and pedestrian projects, such as SAFETEA-LU, Transportation Development Act (TDA) Article 3, Transportation Funds for Clean Air (TFCA), Regional Measure 2, Alameda County Measure B, Bicycle Transportation Account (BTA), non-profit organizations, foundations, and development fees.
- Policy 3.3: Pursue multi-jurisdictional funding applications with other County agencies, neighboring cities, private entities, and other potential partners such as health agencies, school districts, law enforcement, East Bay Regional Park District, AC Transit, and BART.

GOAL 4: Provide a safer bicycling and walking environment

- Policy 4.1: Monitor bicycle and pedestrian-involved collisions in the Unincorporated Areas and target the high incidence locations for bicycle and pedestrian improvements.
- Policy 4.2: Plan, design, and construct bicycle and pedestrian facilities to meet or exceed guidelines for bicycle and pedestrian safety.
- Policy 4.3: Use research programs to address specific safety issues.
- Policy 4.4: Work with law enforcement officials on education and enforcement programs that increase safety awareness of all road users for bicyclists and pedestrians and that reduce bicycle and pedestrian-involved collisions.
- Policy 4.5: Institute comprehensive bicycle and pedestrian planning, design, and operations training programs for planners and engineers.

Chapter 2: Goals and Policies

Policy 4.6: Design roadway crossings to maximize bicyclist and pedestrian safety.

Policy 4.7: Provide bicycle and pedestrian-scale lighting on bicycle routes and pedestrian walkways, on trails and within urban and suburban areas, where lighting is currently lacking and desired by the community.

GOAL 5: Promote land uses and urban design that support a pleasant environment for bicycling and walking

Policy 5.1: Promote use of the bicycling, transit, ridesharing, and walking through land use and transportation planning.

Policy 5.2: Design new development and redevelopment projects to facilitate bicycle and pedestrian access, reduce bicycling and walking trip lengths, and avoid adverse impacts to the bicycle and pedestrian safety, access, and circulation.

Policy 5.3: Consider options for commercial and industrial development projects to include bicycle storage facilities for employees and customers, shower/locker areas, and other facilities identified in this plan for employees that commute by bicycle. This could include on-site facilities or services available through local partnerships. Encourage including bicycle parking and shower/locker areas in new construction or major remodel projects.

Policy 5.4: Provide for bicyclist and pedestrian access to public use buildings, such as schools, libraries and senior centers.

Policy 5.5: Adopt sidewalk design guidelines and provide pedestrian amenities to create a more comfortable and pleasant walking environment in high pedestrian activity areas.

Policy 5.6: Work with transit providers (e.g., AC Transit, BART, Wheels, ACE, and Amtrak) to improve transit stops and stations and create a more pleasant and comfortable and safe waiting environment.

Policy 5.7: Require that all traffic impact studies and analyses of proposed street changes address impacts on bicycling and pedestrian transportation. Specifically, the following should be considered:

- Consistency with General Plan and the Bicycle and Pedestrian Master Plan policies;
- Impact on the existing and future Bicycle and Pedestrian Master Plan Bikeway System;
- Permanent travel pattern or access changes including the degree to which bicycle and pedestrian travel patterns are altered or restricted due to any change to the roadway network; and
- Conformity to accepted bicycle and pedestrian facility design standards and guidelines.

Policy 5.8: Ensure that roadway design includes bicycle and pedestrian elements that are consistent with the goals and recommendations of this plan and does not compromise bicycle and pedestrian travel (e.g., narrowing of a curb lane that will compromise bicycle travel, eliminating of pedestrian roadway crossings, widening pedestrian roadway crossings, or providing a double right-turn lane particularly where the second lane is a shared through-right lane.)

GOAL 6: Support agency coordination for the improvement of bicycle and pedestrian access

Policy 6.1: Coordinate bicycle and pedestrian planning efforts between the Public Works Agency, Community Development Agency, Public Health, Law Enforcement, School Districts, and other County and local agencies (e.g., East Bay Regional Park District, Hayward Area Recreation and Park District, Livermore Area Recreation & Park District, Alameda County Flood Control and Water Conservation District, Zone 7) as well as agencies outside of Alameda County's jurisdiction. Coordination related to access to/from transit stops and stations should be coordinated with transit agency providers such as AC Transit, BART, Wheels, ACE and Amtrak.

Policy 6.2: Maximize use of public and private resources in establishing bicycle and pedestrian facilities.

Policy 6.3: Consider the needs of bicyclists for smooth and level pavement through County street and road maintenance practices

Policy 6.4: Incorporate bicycle facilities in roadway improvement projects, and on roadways designed for bicycle routes such as widenings, overlays, and restripings, to the extent feasible and not limited to those described in this plan, recognizing that there may be compromises involved for each mode of travel.

Policy 6.5: Encourage the Congestion Management Agency (CMA) to include bicycle facilities in the list of exempt projects whose implementation may exceed Congestion Management Program (CMP) and level of service (LOS) standards.

Policy 6.6: Coordinate this Plan and its implementation with the Alameda Countywide Bicycle and Pedestrian Plan including the defined countywide bicycle network.

Policy 6.7: Coordinate this Plan and its implementation with adjacent counties for connectivity across county lines.

GOAL 7: Encourage bicycling and walking through education and outreach

Policy 7.1: Support bicycling and walking as an alternative to the automobile and as a means to reduce greenhouse gas emissions, consumption of non-renewable energy resources, and congestion while increasing mobility choices and livability of our communities.

Policy 7.2: Promote fitness and health benefits of active transportation, i.e. bicycling and walking.

Chapter 2: Goals and Policies

- Policy 7.3: Support strategies to increase activity levels of County residents through encouragement of bicycle and walking activities.
- Policy 7.4: Encourage County employees and residents to use bicycling and walking for transportation.
- Policy 7.5: Develop and disseminate bicycle and pedestrian safety materials working with other agencies as appropriate including educational materials for school age children distributed to elementary and middle schools.
- Policy 7.6: Provide information to all street network users of their rights and responsibilities targeting not only cyclists and pedestrians but also motorists, transit drivers, and law enforcement officials.
- Policy 7.7: Install directional signage and provide bicycling and walking maps to encourage these activities.
- Policy 7.8: Engage law enforcement officials in identifying strategies to improve safety for bicyclists and pedestrians.
- Policy 7.9: Work with transit providers (e.g., AC Transit, BART, Wheels, ACE, Amtrak) to increase accessibility on board transit vehicles to bicycle users, especially during peak commute hours and to provide secure Class I parking at stations.