

WHAT WILL THE COUNTYWIDE BIKEWAYS NETWORK DO?

Implementing the 400-mile Countywide Bikeways Network will address each of the network's Key Principles. Evaluation metrics for each principle are based on past countywide planning work, established regional methodologies, consistency with partner agency plans, and factors that would improve the competitiveness of projects on the network for a range of funding sources.



SAFETY



of the top 20 High-injury Network corridors are on or parallel to the network.

EQUITY



of Equity Priority Community census tracts are crossed by the network.

BARRIERS



of major freeways, waterways, and railways are crossed by the network.

CONNECTIVITY



of existing passenger rail stations are connected to the network and 100% of major transit hubs are within a 5-minute ride of the network.

ACTIVITY CENTERS



of Priority Development Areas are crossed by the network, and 90% of jobs are within a 5-minute ride of the network.

A NETWORK FOR ALL AGES AND ABILITIES

To achieve a truly safe, comfortable, and high-quality Countywide Bikeways Network, in December 2022 the Commission adopted a resolution setting an All Ages and Abilities bikeways standard.

At present, the National Association of City Transportation Officials' Contextual Guidance for Selecting All Ages and Abilities Bikeways provides the best context sensitive guidance to achieve an All Ages and Abilities standard. This guidance requires protected or separated facilities along major arterials and collector streets, providing an environment where people **are safe and feel safe on the Countywide Bikeways Network**. Striped and unprotected bike lanes (bike boulevards or neighborhood bikeways) are safe and comfortable treatments on low volume and speed streets.

Alameda CTC's All Ages and Abilities policy aligns with the existing Metropolitan Transportation Commission policy for the regional Active Transportation Network (of which the Countywide Bikeways Network is a subset) and conforms with the direction of an increasing number of federal and state funding conditions. Prioritizing the Countywide Bikeways Network and maintaining an All Ages and Abilities policy for Alameda CTC's discretionary funds ensures a consistent, high-quality network and that projects across the county are competitive for outside matching funds.

Commission Resolution adopted December 2022:

WHEREAS, the Alameda County Transportation Commission (Alameda CTC) is committed to deliver safe, accessible, sustainable, equitable, and multi-modal transportation programs and projects in Alameda County.

WHEREAS, the 2020 Countywide Transportation Plan (CTP) recommends the Complete Corridors Approach and calls for Alameda CTC to build the low-stress walking and biking network, including low-stress facilities on Arterials and/or Alternative Routes and prioritizing transit on major roadways.

WHEREAS, the 2020 CTP recommends the Safe System Approach to reduce the number of severe and fatal transportation injuries, an approach consistent with the United States Department of Transportation and the Metropolitan Transportation Commission's (MTC's) goal of zero roadway fatalities.

WHEREAS, the Countywide Bikeways Network builds off recent approved planning efforts, including the 2019 Countywide Active Transportation Plan and the 2020 Countywide Transportation Plan.

WHEREAS, on May 26, 2022 the Alameda CTC approved the Countywide Bikeways Network, which creates a vision for a more than 400-mile All Ages and Abilities bikeway network consisting of corridors of countywide significance.

WHEREAS, the five key principles of the Countywide Bikeways Network are that the network will be safe and comfortable, equitable, continuous and connected, high quality, and visionary.

WHEREAS, between 2016 and 2020, more than 2,600 people were injured in bicycle injury collisions reported on Alameda County roadways, more than 240 of whom were killed or suffered severe injuries.