

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.

A NETWORK FOR ALL AGES AND ABILITIES (CONT.)

WHEREAS, high-quality bikeways are an important component of the Safe System approach to preventing these injuries and fatalities, and such facilities also support Alameda CTC goals toward safe, connected, and comfortable facilities to encourage sustainable mode shift.

WHEREAS, the MTC passed an updated Complete Streets Policy on March 25, 2022, requiring projects on the regional Active Transportation Network applying for regional discretionary transportation funding or support to incorporate design principles based on National Association of City Transportation Officials (NACTO) Contextual Guidance for Selecting All Ages and Abilities Bikeways.

WHEREAS, the Alameda CTC Countywide Bikeways Network aligns with the Metropolitan Transportation Commission Active Transportation Network and the Alameda CTC strives to support local jurisdictions in achieving local and regional goals for safety, comfort, and sustainability.

NOW THEREFORE, BE IT RESOLVED, that Alameda CTC shall prioritize staffing, funding, and advocacy for projects on the Countywide Bikeways Network which prioritize the safety and comfort of people of All Ages and Abilities walking, biking, rolling and riding transit.

BE IT FURTHER RESOLVED, that Alameda CTC shall utilize an established methodology, like the NACTO Contextual Guidance for Selecting All Ages and Abilities Bikeways to determine appropriate bicycle facility types to achieve an All Ages and Abilities standard for facilities on the Countywide Bikeways Network.

BE IT FURTHER RESOLVED, that Alameda CTC shall require a Complete Corridors Approach to planning projects on the Countywide Bikeways Network, including prioritizing transit and balancing competing needs for different modes as appropriate.

BE IT FURTHER RESOLVED, that Alameda CTC shall develop and maintain a set of design expectations for facilities on the Countywide Bikeways Network to ensure they are safe, comfortable, and high-quality, and accessible to people of All Ages and Abilities.

BE IT FURTHER RESOLVED, that Alameda CTC shall compile best design practices from national and international guidance, local project examples, and other sources as appropriate to support All Ages and Abilities project design and implementation.

BE IT FURTHER RESOLVED, that Alameda CTC shall provide training opportunities or information exchanges and publish supplementary guidance on specific emerging topics to support implementation of All Ages and Abilities facilities that are safe and comfortable for all users.

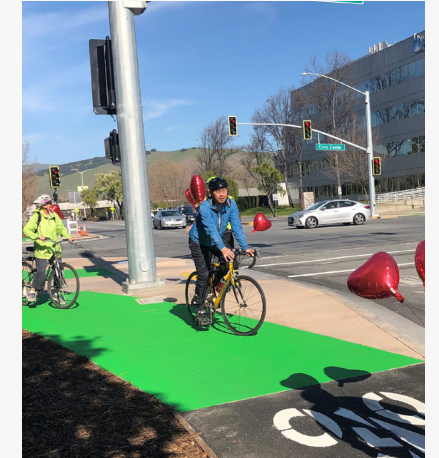
DESIGN EXPECTATIONS

The implementation of the All Ages and Abilities policy for the Countywide Bikeways Network will be guided by a set of design expectations.

COUNTYWIDE BIKEWAYS FACILITIES ARE EXPECTED TO:

Incorporate All Ages and Abilities design principles defined in the NACTO Contextual Guidance for Selecting All Ages and Abilities Bikeways.

- Class II and Class III facilities should demonstrate the appropriateness (vehicle speed and volume requirements) of the facility relative to an All Ages and Abilities standard.
- Separated (Class I) or Protected (Class IV) bike facilities achieve this standard on any roadway, even major arterials with higher volumes and speeds.
- On some corridors, a single street may not be able to best serve all modes, but a set of parallel facilities together (e.g. a transit priority street and parallel All Ages and Abilities bikeway) can provide strong multimodal travel options.



COUNTYWIDE BIKEWAYS FACILITIES SHOULD ALSO:



Separate Modes

Maximize separation between all modes, to the extent feasible, and reduce or avoid conflict points.



Address the HIN

Address the Countywide or local High-injury Networks, with a focus on active transportation and safety needs in Equity Priority Communities.



Continue Through Intersections

Continue protection through intersections.

- Where feasible, provide protected intersections for separated and protected facilities.
- Ensure safe and comfortable crossings of arterials for bicycle boulevards.



Prioritize Transit

Prioritize transit operations and transit rider comfort along with multimodal safety, as appropriate.

- Use the Complete Corridors Approach, especially on major bus corridors, to balance multimodal priorities.
- Demonstrate appropriate and substantive coordination with transit operators beginning early in the process and at major design decision points.
- Demonstrate efforts to improve bus service travel time, reliability, and quality.



Be Accessible

Use best practices for accessibility and universal design.

- Design bikeways for people bicycling of all ages and physical abilities, including those using adaptive bicycles.
- Design for the needs of people with disabilities navigating near or crossing the bikeway. Beyond ADA compliance, designs should consider the comfort and navigation experience from the perspective of people with disabilities, including those with visual impairments, those using wheeled mobility devices, and those debarking from transit, paratransit, or private vehicles.



Use Safe Materials

Deploy durable materials appropriate to the funding source. Treatments should be designed to prioritize the safety of people biking, walking, rolling, and using transit.



As a next step, the Alameda CTC will compile design best practices from national and international guidance, local project examples, and other sources as appropriate to support All Ages and Abilities design and implementation.