

4 | Goals and Policies

THE ORIGINAL CBPP ESTABLISHED a set of goals and policies to guide the Authority's actions and decisions in implementing the plan and, more generally, in supporting walking and bicycling in Contra Costa. This chapter refines and clarifies the original goals and policies, in part to stress the Authority's special role as a countywide transportation planning, funding and coordinating agency. It also includes an overarching vision statement (at right) and new objectives for each, neither of which included in the 2003 CBPP.

The goals and policies define the roles and responsibilities of the Authority in implementing the CBPP. They serve as the basis for the more detailed implementation tasks, actions and prioritization criteria outlined in Chapter 9, "Implementation." In many cases, the Authority will need to rely on the cooperation of local agencies to pursue the goals and policies described here. Local jurisdictions, which include the County, cities and towns and special districts, are primarily responsible for implementing pedestrian and bicycling programs and for planning, designing and constructing facilities. As such, these ju-

risdictions will play an essential role in achieving the vision of the CBPP.

VISION STATEMENT

The vision statement is the expression of what walking and bicycling conditions will be like in Contra Costa if the Authority successfully implements the CBPP. The vision statement for the CBPP is:

More people who live, work, shop and go to school in Contra Costa will walk and bicycle, thereby improving health, reducing emissions of greenhouse gases and making our transportation system more sustainable. To support walking and bicycling, Contra Costa will have an integrated system of safe, convenient and comfortable pedestrian and bicycle facilities that provide access to schools, jobs, transit, shopping, neighborhoods, community facilities, parks and regional trails. Agencies within Contra Costa will collaborate on creating such facilities across jurisdictions and will accommodate the needs of pedestrians and bicyclists when planning, designing, building and maintaining all development and transportation projects.

Below are the five goals of the CBPP, each followed by an objective that the Authority will use to measure progress toward achieving that goal and policies that will guide the Authority toward that goal. The goals and policies are meant to apply to the Authority while achieving the objectives will require the concerted effort of all local jurisdictions and other public agencies in Contra Costa.

GOAL 1: EXPAND, IMPROVE AND MAINTAIN FACILITIES FOR WALKING AND BICYCLING

Contra Costa already possesses numerous pedestrian and bicycle facilities, including trails of regional importance, several pedestrian-oriented districts and a growing network of bicycle lanes. However, many significant gaps and major barriers remain, which inhibit mobility and access for pedestrians and cyclists. The following policies are meant to guide the development of an integrated system of facilities for nonmotorized transportation that would provide access for pedestrians and bicyclists to shopping, school, work and recreation activities, both within individual cities and throughout Contra Costa.

Objective | Increase the number of bikeway miles and pedestrian-oriented districts in Contra Costa.²

Policy 1.1 | Describe a countywide system of nonmotorized transportation facilities and key destinations and other attractors of pedestrians and bicyclists.

² Appendix B lists Contra Costa's pedestrian districts (see topic 2 in the appendix). Pedestrian districts are defined as locations where, by policy, local jurisdictions especially want to encourage walking and improve the safety and comfort of pedestrians. Depending on how broadly the definition is applied, there are approximately 20-30 existing or planned pedestrian districts in Contra Costa.

Policy 1.2 | Identify significant gaps and barriers to walking and bicycling and define funding priorities for removing these obstacles and implementing other needed pedestrian and bicycle projects and programs.

Policy 1.3 | Provide funding for the construction and maintenance of priority bicycle and pedestrian facilities to provide access to activity centers and other key destinations; connect cities within Contra Costa; and connect Contra Costa to neighboring counties.

Policy 1.4 | Include the costs to maintain pedestrian and bicycle facilities when estimating the maintenance needs of streets and roads; encourage local jurisdictions to do the same and also to maintain their pedestrian and bicycle facilities.

Policy 1.5 | Discourage jurisdictions in Contra Costa from removing, degrading or blocking access to pedestrian and bicycle facilities, or converting them to motor vehicle use, without providing an alternative that is at least equally safe and convenient.

Policy 1.6 | Work with neighboring counties to ensure that bicycle and pedestrian facilities are coordinated across county lines.

GOAL 2: IMPROVE SAFETY FOR PEDESTRIANS AND BICYCLISTS

Improving safety should be a central objective of every pedestrian and bicycle plan. Motorists, pedestrians and bicyclists need to understand and obey the rules of the road, as heightened consideration of and respect for other users generally leads to safer conditions. In addition to policies to expand and improve facilities for bicycling and walking, implementation of the following policies will help increase the safety of pedestrians and bicyclists.

Objective | Reduce the rate of pedestrian and bicycle fatalities and injuries per capita.

- Policy 2.1** | Give relative funding priority to projects that address safety deficiencies for pedestrians and bicyclists, especially conflicts with motor vehicles.
- Policy 2.2** | Provide funding for traffic calming, intersection improvements and other projects if they improve safety for both pedestrians and bicyclists.
- Policy 2.3** | Assist local jurisdictions in planning and designing safe streets by providing information, tools and other resources.
- Policy 2.4** | Analyze data on traffic collisions involving pedestrians and bicyclists and share this information with local agencies to assist them in identifying and remedying problem locations.
- Policy 2.5** | Support programs that educate drivers, bicyclists, and pedestrians of their rights and responsibilities, as well as pedestrian and bicycle education and safety programs for adults and youth.
- Policy 2.6** | Support the development of “bike trains,” “walking school buses” and “safe routes to school” programs at schools throughout Contra Costa to encourage more students of various ages to walk or bicycle to school.
- Policy 2.7** | Support enforcement by local police departments of laws that aim to protect pedestrians and bicyclists from collisions with motor vehicles.

GOAL 3: ENCOURAGE MORE PEOPLE TO WALK AND BICYCLE

Beyond providing funding for safe and direct routes, the Authority (and other public agencies) can help more people make walking and bicycling everyday activities by providing information, training and encouragement. Maps can help people find appropriate routes, for example, while training on bicycling safety can give people more con-

fidence to ride. The policies below seek to encourage more people in Contra Costa to walk or bicycle and to do so more often.



Objective | Increase the share of all trips made by walking and bicycling in Contra Costa.

- Policy 3.1** | Work with local and regional agencies to develop and implement encouragement and promotion programs for walking and bicycling aimed at a broad range of audiences and potential users.
- Policy 3.2** | Incorporate bicycle- and walking-related services into broader transportation demand management and commute alternatives programs and support events such as “bike to work” days, “walk to school” days and “National Walk at Lunch Day.”
- Policy 3.3** | Support wayfinding programs for pedestrians and bicyclists, such as free maps, trip-planning services, the regional 511 BikeMapperSM program and signage at transit stations; and

work with local agencies to develop a countywide signage scheme, including directional and destination signs for bike-ways and trails and location maps in pedestrian districts.

Policy 3.4 | Provide funding for secure short- and long-term bicycle parking and encourage local jurisdictions to install bicycle lockers and racks at public facilities and on sidewalks in downtowns and to require it as part of new developments.

Policy 3.5 | Support bicycling-skills classes and other programs that help bicyclists learn how to ride safely.



GOAL 4: SUPPORT LOCAL EFFORTS TO IMPROVE CONDITIONS FOR WALKING AND BICYCLING

Building an integrated system of walking and bicycling facilities in Contra Costa will require the collaboration of the County, cities and towns, and other agencies with land use responsibilities. While the Authority has an essential role in funding facilities and programs, local agencies are mainly responsible for planning, designing, constructing and otherwise implementing them. Local jurisdictions can

best accomplish those tasks by first developing their own pedestrian and bicycle plans to help them formulate and prioritize their actions. Below are ways in which the Authority will support and coordinate local efforts.

Objective | **Help every local jurisdiction in Contra Costa adopt a bicycle and pedestrian plan.**

Policy 4.1 | Provide a forum for local agencies and other stakeholders to identify and implement multi-jurisdictional projects and programs and to develop countywide or subregional approaches for resolving pedestrian- and bicycle-related issues of mutual concern.

Policy 4.2 | Continue to sponsor and support the multi-jurisdictional Countywide Bicycle and Pedestrian Advisory Committee (CBPAC), particularly in their efforts to select recommended projects for funding, review “routine accommodation” checklists (see page 96), and provide guidance during the next update of the CBPP.

Policy 4.3 | Inform local agencies of funding opportunities for pedestrian and bicycle projects and provide them with assistance in developing grant applications.

Policy 4.4 | Give relative funding priority to projects with countywide or multi-jurisdictional benefits.

Policy 4.5 | Maintain an updated online directory of best practices, model policies, standards and guidelines, and other resources for local agencies related to the planning, design and implementation of pedestrian and bicycle facilities and programs and pedestrian- and bicycle-friendly developments.

GOAL 5: CONSIDER AND PLAN FOR THE NEEDS OF PEDESTRIANS AND BICYCLISTS

Transportation improvements to facilitate automobile and truck traffic or mass transit can worsen conditions for pedestrians and bicyclists if their needs are not considered in advance. The same is true for new land use development or redevelopment projects. Retrofitting established land uses and roadways with limited right-of-way to accommodate pedestrians and bicyclists is challenging and costly, and produces unsatisfactory compromises. For this reason, all new transportation and land use projects should incorporate facilities for nonmotorized travel—including temporary ones needed during construction—from the earliest stages of development. At a minimum, new projects should not remove, degrade or cut off access to existing or planned facilities. Where demand for nonmotorized travel is low or the cost of facilities would exceed 20 percent of the cost of the larger project,³ agencies should consider creative and alternative ways to accommodate the needs of pedestrians and bicyclists in the area.

Objective | Help every local jurisdiction in Contra Costa adopt and begin implementing effective policies and standards for pedestrian- and bicycle-friendly developments.

Policy 5.1 | Encourage local jurisdictions to consider the impacts of their development decisions on walking and bicycling and, consistent with the Authority’s Growth Management Program, require the jurisdictions to adopt policies and standards that

support pedestrian, bicycle and transit access in new developments.

Policy 5.2 | Monitor capital improvement projects to ensure that the needs of pedestrians and bicyclists (including children, seniors and persons with disabilities) are considered in programming, planning, design, construction, operation and maintenance activities and products; encourage local agencies to do the same.

Policy 5.3 | Comply with the “routine accommodation” requirements of the Metropolitan Transportation Commission concerning the evaluation of needs for pedestrian and bicycle facilities, and assist local implementing agencies in meeting their responsibilities.

Policy 5.4 | Require that roadway projects funded by the Authority incorporate “complete streets” principles as appropriate so that they provide safe and convenient access to bicyclists and pedestrians, among other users.

Policy 5.5 | For transportation projects funded by the Authority that result in the removal or degradation of pedestrian or bicycle facilities, provide at least equally safe and convenient alternatives.

Policy 5.6 | For transportation projects funded by the Authority, provide temporary accommodations for pedestrians and bicyclists during construction activities.

³ The U.S. Department of Transportation’s policy statement on routine accommodation (see page 30) considers “the cost of establishing bikeways or walkways [to] be excessively disproportionate to the need or probable use” if it exceeds 20 percent of the cost of the larger transportation project.