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MEMORANDUM

To: Sergio Ruiz, Caltrans District 4
From: Hugh Louch and Dara O'Byrne, Alta Planning + Design
Date: July 25, 2017
Re: **Caltrans District 4 Bicycle Plan: Vision, Goals, & Objectives**

The Caltrans District 4 Bicycle Plan Vision, Goals, & Objectives will build on the California State Bicycle and Pedestrian Plan – *Toward an Active California*. The District 4 Bicycle Plan complements the statewide plan, as well as local and regional plans being developed across the nine county Bay Area.

This memo describes:

- The overall purpose of the District 4 Bicycle Plan
- The framework of vision, goals, objectives, and strategies developed as part of the California State Bicycle and Pedestrian Plan
- Several areas of emphasis within that framework for the District plan.

District 4 Bicycle Plan Purpose

The following purpose statement will guide the work conducted on the District 4 Bicycle Plan:

The Plan will identify and prioritize investments to improve bicycling on and across the State-owned transportation network. This Plan complements and builds on statewide, regional and local planning efforts to help create a connected, comfortable, and safer bicycle network for the Bay Area.

California State Bicycle and Pedestrian Plan Framework

The District 4 Bicycle Plan is being developed within the framework of *Toward an Active California*, the California State Bicycle and Pedestrian Plan. This framework includes an overall vision, goals, objectives, and strategies that are intended to shape the statewide policy direction in California. The District 4 Bicycle Plan adopts this framework. The following section identifies specific emphasis areas for the District plan.

Vision

By 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their everyday transportation needs.

Goals

The goals for *Toward an Active California* were adopted from the multimodal California Transportation Plan (CTP), adopted in 2016, providing consistency with state transportation planning. Specific CTP/*Toward an Active California* goals include:

1. Improve multimodal mobility and accessibility for all people
2. Preserve the multimodal transportation system
3. Support a vibrant economy
4. Foster livable and healthy communities and promote social equity
5. Improve public safety and security
6. Practice environmental stewardship

Objectives

Toward an Active California includes four objectives:

- Safety – Reduce the number, rate, and severity of bicycle and pedestrian involved collisions
- Mobility - Increase walking and bicycling in California
- Preservation - Maintain a high quality active transportation system
- Social Equity - Invest resources in communities that are most dependent on active transportation and transit

Strategies

The following strategies were identified in *Toward an Active California*. These strategies are in the process of being finalized and may change somewhat before the plan is finalized.

Safety

- S1: Safer Streets & Crossings – Address safety of vulnerable users in roadway design and operations
- S2: Education - Provide consistent, accessible, and universal education about the rights and responsibilities of all roadway users
- S3: Safety Data - Invest in the quality, completeness, timeliness, and availability of data on bicycle and pedestrian collisions
- S4: Enforcement - Focus state and local enforcement of safety laws on highest risk behaviors by all road users

Mobility

- M1: Connected and Comfortable Network - Develop local and regional networks of high-quality bicycle and pedestrian facilities for all ages and abilities
- M2: Multimodal Access – Integrate bicycle and pedestrian needs in planning and design of multimodal transportation systems and services
- M3: Efficient Land Use and Development – Support regional and state efforts to integrate land use and transportation planning to maximize the effectiveness of active transportation investments
- M4: Network and Travel Data - Develop consistent, high quality data on bicycle and pedestrian travel and facilities
- M5: Statewide & Regional Trails - Support low-stress or physically separated pedestrian and bicycle trail routes of statewide or regional significance for tourism, recreation, and utilitarian transportation
- M6: Encouragement - Promote bicycling and walking for everyday transportation, recreation, improved health, and active living

Preservation

- P1: Quality of Condition - Establish and meet an expected quality of condition for bicycle and pedestrian infrastructure
- P2: Program Integration - Pursue internal and external partnerships to address bicycle and pedestrian needs in maintenance and preservation activities

Social Equity

- E1: Community Support - Strengthen engagement with disadvantaged communities by proactively seeking input on needs and providing technical guidance
- E2: Equity Lens - Address social equity when implementing all strategies from this plan
- E3: Access to Funding - Provide disadvantaged communities with the opportunity to participate in active transportation funding programs

Emphasis Areas for District 4 Bicycle Plan

While the District 4 Bicycle Plan will build upon all of the strategies identified in *Toward an Active California*, there are areas that are particularly important to District 4 that deserve emphasis. These areas of emphasis can be incorporated into strategies or actions throughout the plan and will help inform implementation priorities. Four emphasis areas include:

1. **Prioritize safety and comfort in creating complete bicycle networks.**

Safety is a high priority for community members, local agencies, regional agencies, and the state, so safety and comfort of the bicycle network will be prioritized in the District 4 Bicycle Plan. The plan will include safety criteria for identification of needs and prioritization of projects. These criteria will identify areas where higher levels of fatalities or injuries have occurred, along with a systemic safety analysis for areas that may not currently be used by many bicyclists. Development of safe and comfortable bicycle networks will require integration with internal programs and partnerships with local jurisdictions. This Emphasis Area is particularly relevant to Strategies S2, M1, M3, P1, and P2.

2. **Design safer and more intuitive highway crossings and interchanges**

State highways can act as barriers to the overall bicycle network, often separating communities. The District 4 plan will include an equity-focused approach to identifying opportunities for improved crossings, working with local communities and agencies to plan, design, and implement improved crossings and interchanges. These improvements will include both interim improvements to existing interchanges and crossings and longer term solutions that may require more capital investment. This Emphasis Area is particularly relevant to Strategies S2, M1, and E2.

3. **Streamline and communicate the process for local agencies to engage with Caltrans and for Caltrans to engage with local communities**

From early planning processes through project implementation, local agencies and Caltrans will benefit from a clear, predictable, and transparent process for engagement and collaboration, ultimately resulting in better projects. By streamlining and communicating a clear and predictable process, local agency staff can understand who within Caltrans to engage and at what times in the process. The Plan will include information to help establish consistent checkpoints within Caltrans' processes to engage local agencies and communities within project timelines. The Plan will also explore developing guidance on how Caltrans can

support local agencies on placemaking initiatives in coordination with transportation projects. This Emphasis Area is relevant to all of the strategies listed above.

4. Promote innovation through design and testing new bicycle treatments

Many Bay Area communities are testing newer bicycle facility designs through pilot projects and experimental treatments in order to gauge their efficacy and to solicit feedback from the public. Caltrans District 4 can build off this energy through collaborations with local agencies to advance and test innovative designs on the State highway system. In order to do this, District 4 can work more closely or partner with local agencies and guide them through the permitting process, as outlined in Emphasis Area 3, for pilot projects that would require Caltrans District 4 approval. This Emphasis Area is particularly relevant to Strategy M3.

5. Increase investment in bicycle facilities on state highways.

A key role of the District 4 plan will be to identify specific projects that can be incorporated into various Caltrans programs, including both routine maintenance projects funded by SHOPP and bigger picture projects funded by other programs. Pursue opportunities to incorporate bicycle improvements with regular resurfacing projects that can be done without significantly impacting the costs of projects, including adding bike lanes, colored pavement, and other low cost safety improvements for bicyclists. Also identify bigger picture projects for implementation through various funding mechanisms (ATP, STP, HSIP) that may require separate or larger projects. This Emphasis Area is particularly relevant to Strategy M1.

6. Incorporate social equity into the prioritization process for the District 4 plan.

Equity is one of the four objectives of *Toward an Active California*, including recognizing the importance of considering equity analysis within active transportation planning efforts like the District 4 Bike Plan. The District 4 Bike Plan will include equity as a prioritization criteria within the project prioritization process. This Emphasis Area is particularly relevant to the Social Equity objective and in Strategy M1 and S2.