



GOALS, OBJECTIVES, AND PROGRAMS UPDATE REPORT

C/CAG County Bicycle and Pedestrian Plan

May 26, 2020

T'OOLE
DESIGN



CHAPTER 5

DRAFT VISION, GOALS, AND OBJECTIVES UPDATE



This section includes the recommended updates to the vision, goals, and policies from the existing CBPP with language to reflect additions highlighted in the benchmarking assessment in Chapter 2, derived from the survey responses from local jurisdictions and the Technical Advisory Committee in Chapter 3, and discussed with local jurisdictions during in-person interviews in Chapter 4. The draft vision, goals, and objectives presented will be finalized upon further review from the CBPP Technical Advisory Committee and the C/CAG Bicycle and Pedestrian Advisory Committee. Previous policies have been designated as objectives to provide additional flexibility. Once the vision, goals, and objectives are finalized, corresponding performance measures will be developed to allow C/CAG to measure progress for achieving these goals and relevant responsible parties for each objective will be identified.

VISION

San Mateo County has an interconnected system of safe, convenient, and universally accessible bicycle and pedestrian facilities. These facilities provide access to jobs, homes, schools, transit, shopping, community facilities, parks and regional trails throughout the county. The county has a connected network of vibrant, higher-density, mixed-use and transit-accessible communities that enable people to meet their daily needs for all trip purposes without requiring access to a car. As a result, many more people in San Mateo County ride bicycles, walk, or use other forms of active transportation. More bicycling and walking reduces automobile dependence, traffic congestion, vehicle miles traveled, pollution, and the county's carbon footprint while increasing mobility options, promoting healthy lifestyles, and making our transportation system more equitable and sustainable.

GOALS AND OBJECTIVES

GOAL 1: ESTABLISH A CONNECTED NETWORK OF FACILITIES FOR BICYCLISTS AND PEDESTRIANS

- Objective 1.1: Local jurisdictions should plan, develop, fund, and install bicycle, pedestrian, and accessibility improvements in order to create complete networks of facilities for bicyclists and pedestrians.
- Objective 1.2: Program C/CAG funds for bicycle, pedestrian and accessibility improvements to local jurisdictions for the planning, design, construction and maintenance of facilities of countywide priority.
- Objective 1.3: In developing a countywide system of facilities, place special attention on implementing or improving north–south routes (particularly for bicyclists) and reducing gaps in and barriers to east–west access.
- Objective 1.4: Local jurisdictions should implement network support and end of trip facilities, including short- and long-term bicycle parking; wayfinding that is consistent with regional standards; locker rooms, showers and other amenities in public facilities for changing and for storing clothes and equipment; and devices for improving accessibility for people with disabilities.
- Objective 1.5: Provide funding for support facilities, including short- and long-term bicycle parking; wayfinding that is consistent with regional standards; locker rooms, showers and other amenities in public facilities for changing and for storing clothes and equipment; and devices for improving accessibility for people with disabilities.
- Objective 1.6: Update this plan every five years, particularly to incorporate needed changes to the list of proposed countywide projects.

- Objective 1.7: Support the creation of connected bicycle and pedestrian networks through the provision of resources and trainings.
- Objective 1.8: Encourage local and regional agencies to work together to provide comfortable walking and bicycling connections to regional transit stations and close first-/last-mile gaps.
- Objective 1.9: Coordinate with local jurisdictions and transit agencies to promote well maintained bicycle and pedestrian facilities (e.g., clear of debris).

GOAL 2: PROMOTE MORE PEOPLE RIDING AND WALKING FOR TRANSPORTATION AND RECREATION

- Objective 2.1: Work with local, county, and regional agencies and organizations—including those with a focus on zoning, public health, etc. — to develop effective encouragement programs that promote bicycling and walking as safe, convenient, and healthy modes of transportation.
- Objective 2.2: Support programs and events that encourage inclusive bicycling and walking among all communities.
- Objective 2.3: Work to get all local schools to participate in the Safe Routes to School (SRTS) San Mateo County Program and encourage school districts to implement projects and activities that promote bicycling and walking to school among students and staff.
- Objective 2.4: Promote integration of bicycle and walking-related services and activities into broader countywide transportation demand management and commute alternatives programs.
- Objective 2.5: Explore feasibility of micromobility programs (e.g., bikeshare) to increase access and convenience of walking and bicycling.

GOAL 3: IMPROVE SAFETY FOR WALKING, BICYCLING, AND ACCESSING TRANSIT

- Objective 3.1: When allocating funds, place an emphasis on projects that address safety deficiencies, especially conflicts with motor vehicles, for bicyclists, pedestrians and people with disabilities.
- Objective 3.2: Promote collaboration among law enforcement and other county and local agencies to develop and administer effective safety, education and enforcement strategies related to non-motorized transportation.
- Objective 3.3: Provide support for programs that educate drivers, bicyclists and pedestrians about their rights and responsibilities, as well as traffic education and safety programs for adults and youth.
- Objective 3.4: Encourage local jurisdictions to take a systemic approach to improving bicycle and pedestrian safety.
- Objective 3.5: Explore the feasibility to establish a countywide Vision Zero program and support local jurisdictions with Vision Zero and systemic safety guidance.
- Objective 3.6: Develop a consistent set of design recommendations and traffic calming treatments to better manage vehicular volumes and speeds along designated bikeways and streets with high pedestrian activity based on local standards and national best practices.
- Objective 3.7: Collaborate with local jurisdictions on an ongoing basis to identify and fund quick-build projects or temporary pilot projects.

GOAL 4: ADVANCE COMPLETE STREETS PRINCIPLES AND THE ACCOMMODATION OF ALL ROADWAY USERS

- Objective 4.1: Comply with the Complete Streets policy requirements of Caltrans and the Metropolitan Transportation Commission concerning safe and convenient access for bicyclists and pedestrians, and assist local implementing agencies in meeting their responsibilities under the policy.
- Objective 4.2: For local transportation projects funded by county or regional agencies, ensure that local implementing agencies incorporate Complete Streets principles as appropriate; that they provide at least equally safe and convenient alternatives if they result in the degradation of bicycle or pedestrian access; and that they provide temporary accommodations for pedestrians and bicyclists during construction.
- Objective 4.3: Monitor countywide transportation projects to ensure that the needs of bicyclists and pedestrians are considered in programming, planning, design, construction, operation and maintenance, and encourage local agencies to do the same for their projects.
- Objective 4.4: Provide support to local agencies in adopting policies, guidelines and standards for Complete Streets and for routine accommodation of bicyclists and pedestrians in all new transportation projects.
- Objective 4.5: Encourage local agencies to adopt policies, guidelines, standards and regulations that result in truly bicycle-friendly and pedestrian-friendly land use developments, and provide them technical assistance and support in this area such as through transportation demand management strategies.
- Objective 4.6: Discourage local agencies from removing, degrading or blocking access to bicycle and pedestrian facilities without providing a safe and convenient alternative, especially in construction zones.
- Objective 4.7: Encourage local jurisdictions to install facilities that accommodate bicyclists and pedestrians at crossings by adjusting signal timing, enhancing crossing treatments, and installing bicycle signal detection along major bikeways.

GOAL 5: DEVELOP, PRIORITIZE, AND FUND PROJECTS EQUITABLY

- Objective 5.1: Encourage local agencies to provide safe and convenient bicycle and pedestrian infrastructure for underserved communities.
- Objective 5.2: Involve the public and local agencies meaningfully in making decisions about the planning, design and funding of bicycle and pedestrian projects, and maintain an open and accessible process for providing input and influencing decisions.
- Objective 5.3: Encourage all local jurisdictions to designate bicycle and pedestrian coordinators that are responsible for promoting bicycling and walking, and ensuring the inclusion of disadvantaged populations in all facets of project planning and development. Establish local bicycle and pedestrian advisory committees or provide other meaningful opportunities for public input on issues related to non-motorized transportation.
- Objective 5.4: Encourage local jurisdictions to integrate equity-based best practices into active transportation planning and implementation efforts.
- Objective 5.5: Coordinate with regional and local partners to promote equitable distribution of funding to underserved areas of the County.

GOAL 6: COLLABORATION AND TECHNICAL SUPPORT

- Objective 6.1: Encourage all local jurisdictions to develop comprehensive bicycle and pedestrian plans, and provide assistance and support in this area as appropriate.
- Objective 6.2: Provide timely information to local jurisdictions on funding programs and sources not administered by C/CAG that may be used to implement bicycle and pedestrian facilities, and encourage them to submit applications for project funding.
- Objective 6.3: Encourage and collaborate with local and regional agencies to identify and implement regionally significant facilities within their jurisdiction. In particular, encourage Caltrans to provide safe bicycle and pedestrian crossings of state highways and local agencies to include bicycle and pedestrian projects in their capital improvement programs.
- Objective 6.4: Encourage local agencies and transit operators, such as SamTrans, Caltrain and BART, to work cooperatively to promote bicycling and walking to transit by improving access to and through stations and stops, installing bicycle parking, maximizing opportunities for on-board bicycle access, and providing safe at-grade rail crossing improvements.
- Objective 6.5: Investigate the feasibility of a countywide micromobility strategy and encourage the development of a consistent countywide approach to micromobility.
- Objective 6.7: Provide tools, technical assistance, and other resources to local jurisdiction staff to plan, prioritize, and implement active transportation programs and projects.
- Objective 6.8: Encourage collaboration between local jurisdictions to support seamless bicycle and pedestrian travel between jurisdictions within and adjacent to San Mateo County.
- Objective 6.9: Support local jurisdiction efforts to apply for competitive funding sources and help them become more competitive.