

## Appendix C. Plans and Policies Review

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Alameda County has a number of adopted plans and policies that can inform the unincorporated area's bicycle and pedestrian projects, investments, and priorities. Incorporating adopted plans and policies is important to have consistency and coordination across relevant policies, programs and projects; to align priorities; and to improve efficiency.

This Appendix summarizes the plans and policies, with an emphasis on any policies, proposed projects, or design guidance that may be applicable to the Alameda County Bicycle and Pedestrian Master Plan for the Unincorporated Areas.

### Alameda County Plans and Policies

#### Alameda County General Plan

The County's General Plan includes three area plans, which contain land use and circulation elements for their respective geographic areas, as well as area specific goals, policies and actions for circulation, open space, conservation, safety, and noise. The geographies and their respective plans include:

- **Eden Area Plan (2010).** Includes the communities of Ashland, Cherryland, Hayward Acres, San Lorenzo, and Fairview. The Eden Area General Plan specifies a desire to ensure new development is pedestrian-friendly and has a comprehensive network of bicycle lanes.
- **Castro Valley Area Plan (2012).** Consists of the Castro Valley urban area and the surrounding canyonlands. The Castro Valley general plan looks to balance the seemingly "built out" nature of the area, while understanding that many sites are still available for residential and commercial development and have an important centralized transportation role for the county.
- **East County Area Plan (2000).** This plan is for the remaining unincorporated areas beyond the Eden Area and Castro Valley. This plan details policies to expand a multi-modal and safe transportation system inside and outside of the designated urban growth boundary.

In addition, the County's general plan has the following "Countywide Elements:" Community Climate Action Plan, Housing, Conservation, Open Space, Noise, Seismic and Safety, and Scenic Routes. These elements provide an overview of goals, policies, and actions that apply to the entire unincorporated area.

#### General Plan Annual Reports

The General Plan includes policies consistent with the 2012 Bicycle and Pedestrian Plan for Unincorporated Areas. Since 2014, the County has completed the required annual reports which detail any development activities and current or near-term future planning processes. Most of the updates applicable to bicycle and pedestrian planning are associated with the Community Climate Action Plan, which specifies transportation strategies and measures to reduce vehicle miles traveled and emissions.

### Specific Plans

The following specific plans guide development, land use, and transportation in the Unincorporated Areas of Alameda County and may affect bicycle and pedestrian planning within these areas:

- **San Lorenzo (2004).** The San Lorenzo plan does describe the area as relatively pedestrian-friendly, although a limited number of factors (Hesperian Blvd, lack of sidewalks in the Plaza Subarea, auto-oriented businesses) can make the area feel threatening to pedestrians. The plan does not recommend bikeway improvements within the area but does include a general recommendation to connect bikeways outside of the plan area.
- **Castro Valley Central Business District (1992).** This plan includes guidance for seven corridors or areas within Castro Valley that serve as attractors and contain most of the area’s commercial development. There is little detail on pedestrian or bicycle desires in the plan, with only a mention of how land use should be organized to promote a pedestrian friendly environment in high-density areas.
- **Fairview Area (1997).** There is little mention of bicycle and pedestrian planning within the Fairview Area Plan. There is a commitment to evaluate streets for all transportation modes (including bicycles and pedestrians), and highlights several intersections that presented traffic challenges. Interestingly, there is a note that new development should complement existing development which specifies that, potentially, asphalt curbs, berms, and graveled walkways may be preferred to curb, gutter, and sidewalk.
- **Madison Avenue (2006).** This plan covers parcels accessed from Madison Ave and Common Rd. north of Seaview Ave in Castro Valley. Access to this area is extremely limited, many of the roads are private, and there is not much room for additional development. The Plan specifies that transportation needs and safety should be addressed through site development review.
- **Little Valley (1997).** Little Valley is the area northwest of Vallecitor Rd and east of I-680. There is no discussion of the pedestrian or bicycle environment in this plan.
- **South Livermore Valley (1993).** This plan looks to protect a historic wine region from the negative impacts of urban development through incentives, mitigation, and development of a land trust. There is no mention of pedestrian or bicycle planning in this document.

## Local Jurisdiction Plans

Connections to adjacent jurisdictions can provide a more complete bicycle and pedestrian network for Alameda County as a whole. The following are plans for incorporated jurisdictions in Alameda County:

- **San Leandro Bicycle and Pedestrian Master Plan (2017).** The San Leandro Bicycle and Pedestrian Plan is currently being updated and is looking to support a comprehensive system that encourages walking and biking, develop funding and implementation strategies, raise awareness through educational program, and ensure that land use and development standards support walking and biking.
- **Hayward Bicycle and Pedestrian Master Plan (2007).** The Hayward Plan built upon previously adopted plans in hopes of increasing the ability to implement recommendations, providing needed facilities, enhancing resident’s quality of life, integrating Hayward’s bicycle network into the regional network, and maximizing funding sources. The City will be updating this plan in late 2017 or 2018.
- **Pleasanton Bicycle and Pedestrian Master Plan (2017).** Pleasanton’s plan addresses five major categories to improve bicycling: creating a citywide network, providing a viable alternative to driving, establishing citywide design guidelines to serve all ages and abilities, encourage and educate residents about walking and bicycling opportunities, and improve safety for pedestrians and bicyclists.

- **Dublin Bicycle and Pedestrian Master Plan (2014).** The 2014 plan updated an existing bicycle plan in tandem with the City's first pedestrian plan. The plan's most notable updates include bicycle classifications featuring buffered green streets and green pavement, concept drawings and fact sheets for three bicycle and pedestrian priority projects, and a proposed list of pedestrian improvements for Downtown Dublin.
- **City of Union City Bicycle and Pedestrian Plan (2012).** The Union City plan provides a roadmap for improving conditions for walking and bicycling, supporting economic development goals by increasing the attractiveness of the city for walking and biking, and maximizing funding sources to implement the plan. The plan makes specific efforts to connect bike routes not only between neighborhoods within Union City, but also to the networks of Hayward, Newark, Fremont, and broader Alameda County.
- **Livermore Bikeways and Trails Master Plan (2001).** This plan provides recommendations for a system wide bicycle network, as well as serving as a tool for securing grants and funding to implement proposed projects. The plan focuses on network connectivity, design, interagency coordination, facilities, programmatic education, maintenance, and implementation. The City is currently updating the Bikeways and Trails Master Plan to become the City's *Bicycle, Pedestrian, and Trails Active Transportation Plan*.

## Regional Plans, Guidelines, and Policies

The following summarizes some of the most current and applicable plans, projects, and toolkits to assist in making the county more accessible and attractive for pedestrians and bicyclists:

- **Toolkit for Improving Walkability in Alameda County (2009).** This toolkit provides resources for both practitioners and the public who wish to promote walking within the County. Focus areas include planning and policies that encourage walking; innovative facility design; education, encouragement, and enforcement programs; and funding opportunities for improving the pedestrian environment.
- **Metropolitan Transportation Commission Complete Streets Policy (2006).** The MTC's Complete Streets Policy aims to help jurisdictions implement designs that promote and encourage walking and biking through a complete streets checklist and guidance to assist jurisdictions update general plans to incorporate complete streets ideas and designs.
- **Alameda County Transportation Commission Bicycle Master Plan Guidelines (2015).** Alameda CTC developed guidelines to help jurisdictions better understand and address requirements for bike master plans, include best practices, and meet requirements to be eligible for state grant funding.
- **Alameda County Transportation Commission Bicycle Master Plan (2012).** The County's bicycle plan set a vision, goals, priorities, programs, and project list that would encourage people of all ages and abilities to bicycle for transportation, health, and recreation. The plan focuses on infrastructure and design; safety, education, and enforcement; encouragement programs; planning; and funding and implementation.
- **Alameda County Transportation Commission Pedestrian Master Plan (2012).** In Alameda County, walking is only second to driving, representing 11% of all trips. This plan follows the same structure as the 2012 Bicycle Master Plan by focusing on infrastructure and design;

safety, education, and enforcement; encouragement programs; planning; and funding and implementation to build and use a safe pedestrian network.

- **BART to Livermore Extension Project (ongoing).** The San Francisco Bay Area Rapid Transit (BART) District is conducting a study to extend the BART with a new station in I-580 median at Isabel Avenue. The study is looking at three alternatives, and is concurrently being produced with the Isabel Neighborhood Plan to more fully understand how the station would impact or increase needs for more transportation choices, such as walking and biking in the immediate area.
- **East Bay Regional Park District Master Plan (2013).** The East Bay Regional Park District manages the regional parks for Alameda and Contra Costa counties. The Master Plan outlines the policies and programs to manage and guide the future stewardship and development of these areas, specifically focused on increasing system diversity, narrow trails, and unpaved trails.
- **MTC Pedestrian Districts Study (2005).** This study was completed in order to have an overview of the various types of pedestrian infrastructure in the Bay Area from raised crosswalk to pedestrian flags. It also includes information on funding opportunities and how to use advisory groups most efficiently and effectively.
- **Regional Bicycle Plan for the San Francisco Bay Area (2009).** This plan outlines methods that could help shift individuals from driving to biking. The original 2001 plan focused on network improvements, the 2009 update delved into encouraging, increasing and promoting safer bicycling; provide an analysis of bicycle trip- making and collision data; summarized countywide bicycle planning efforts; and provides examples of advances in bicycle parking and technologies that making bicycling a more attractive transportation mode.
- **San Francisco Bay Trail Maps (2017).** The San Francisco Bay Trail is a planned 500-mile network of walking and cycling trails along the San Francisco Bay. Currently, there are 225 paved miles are paved and 127 natural surface miles of trails encompassing nine counties and 47 cities within the Bay Area.
- **Bay Area Ridge Trail Project Maps.** These maps can either be viewed in hard copy (Bay Area Ridge Trail: The Official Guide for Hikers, Mountain Bikers, and Equestrians, by Jean Rusmore) or online as an interactive map. There are currently 367 miles of ridge trail; 85% of the trails are open to cyclists.

## Statewide Planning Efforts

The state of California is nationally recognized as an innovator in transportation policies and efforts to reduce auto use, both as a greenhouse gas reduction strategy and a public health effort. The following plans provide guidance to all jurisdictions throughout the state:

- **California Statewide Bike and Pedestrian Plan (2017).** This plan is California's first statewide effort to lay out policies and actions to guide Caltrans and its partner agencies as they look to achieve the department's ambitious statewide goals to double walking and triple bicycling trips by 2020. Policies that stem from this plan will guide decisions about future bicycle and pedestrian investments, and support local governments in creating a safe active transportation network.

- **California Strategic Management Plan (2015).** This plan provides strategic direction for Caltrans, including targets of doubling walking trips and tripling bicycling trips by 2020. Additionally, the plan calls for reducing user fatalities and injuries, promoting community health through active transportation, and improving the quality of life for all Californians by increasing accessibility to all modes of transportation.
- **Caltrans Complete Streets Policy (2014).** First implemented in 2008 and renewed in 2014, Caltrans is required to provide for the needs of all users (including pedestrian and bicyclists of all ages and abilities) on the State Highway System. As such, they developed a complete street action plan, training course, and technical advisory committee to assist the state and local jurisdictions meet Complete Street standards.
- **Smart Mobility 2010 (2010).** The California Smart Mobility Call to Action provides new approaches to implementation and lays the groundwork for an expanded State Transportation Planning Program. It enhances the scope of the existing California Transportation Plan by analyzing the benefits of multi-modal, interregional transportation projects. The Smart Mobility framework emphasizes travel choices and safety for all users, supporting the goals of social equity, climate change intervention, energy security, and a sustainable economy.
- **California Transportation Plan 2025 (2006).** The California Transportation Plan’s Vision Statement calls for California to have a “safe, sustainable, world-class transportation system that provides for the mobility and accessibility of people, goods, services, and information through an integrated, multimodal network that is developed through collaboration and achieves a Prosperous Economy, a Quality Environment, and Social Equity.” The first goal of the plan includes enhancing modal choice and connectivity.

## Federal Policies

In addition to the State of California, the Federal government has also committed to encouraging active transportation through policy and regulations. The following section summarizes the legislation most applicable to the Bicycle and Pedestrian Master Plan.

- **US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations.** On March 15, 2010, the United States Department of Transportation announced a policy statement which emphasized that “every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems.” Recommended actions to support the policy statement include considering walking and biking equal to other modes, ensuring that there are transportation choices for people of all ages and abilities, going beyond minimum design standards, collecting data on walking and biking trips, and additional actions.
- **FHWA Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts.** This publication highlights ways that designers can apply design flexibility found in current national design guidance to reduce multimodal conflicts and achieve “connected networks so that walking and bicycling are safe, comfortable, and attractive options for people of all ages and abilities.”