



Policy Framework for the San Mateo County Comprehensive Bicycle and Pedestrian Plan

September 20, 2010

The 2000 San Mateo County Comprehensive Bicycle Route Plan included a set of goals, objectives, policies and actions to guide development and implementation of the plan and, more generally, to support bicycling in San Mateo County. This chapter revises the policy framework of the original plan in several ways. It has been updated to reflect changes in thinking and practice on non-motorized transportation that have occurred over the past decade. The goals have been expanded to also address walking, and have been consolidated into a more manageable set of five. Also, the policy framework now includes a long-term vision statement for the CBPP, something that the 2000 plan did not contain.

More broadly, the policy framework has been refined to reflect C/CAG's unique role and responsibilities as the countywide transportation planning, funding and coordinating agency. C/CAG itself does not design or build bicycle and pedestrian facilities. That is the role of local jurisdictions with land use authority, including Caltrans and, more importantly, San Mateo County, the 20 cities in the county and special districts such as Midpeninsula Regional Open Space District. Instead, C/CAG's roles are to coordinate multi-jurisdictional planning, serve as a clearinghouse on information and resources, and, most crucially, direct funding to local agencies for the planning, design, construction and maintenance of bicycle and pedestrian improvements.

VISION STATEMENT

The policy framework begins with an overarching vision statement, which expresses what bicycling and walking will be like in San Mateo County in the future if C/CAG successfully implements the CBPP. The vision statement for the CBPP is:

San Mateo County has an interconnected system of safe, convenient and universally accessible bicycle and pedestrian facilities, for both transportation and recreation. These facilities provide access to jobs, homes, schools, transit, shopping, community facilities, parks and regional trails throughout the county. At the same time, the county has strengthened its network of vibrant, higher-density, mixed-use and transit-accessible communities, which enable people to meet their daily needs without access to a car. As a result, many more people in San Mateo County ride bicycles and walk, making our transportation system more balanced, equitable and sustainable. More bicycling and walking have reduced automobile dependence, traffic congestion, pollution and the county's carbon footprint while increasing mobility options, promoting healthy lifestyles, saving residents money and fostering social interaction.

GOALS, OBJECTIVES AND POLICIES

The CBPP contains a set of five goals. These are broad ends or statements of purpose, each dealing with a separate topic, designed to support implementation of the long-term vision for bicycling and walking in the county. The goals set the overall directions and provide guidance to C/CAG on the general subject areas in which it should concentrate its efforts related to non-motorized transportation.

Just as the goals buttress the vision statement, each goal is supported by several policies. These identify more specific action areas that will enable C/CAG to attain each goal. The policies serve as the basis for the detailed tasks and actions that will be developed as part of the implementation chapter; as such, policies are the bridge between the general goals and specific implementable actions. Together, the goals and policies define C/CAG's role in implementing the CBPP. In many cases, however, C/CAG will need to rely on the cooperation of other agencies, especially local jurisdictions, to pursue the policies and achieve the goals outlined here.

GOAL 1: A COMPREHENSIVE COUNTYWIDE SYSTEM OF FACILITIES FOR BICYCLISTS AND PEDESTRIANS

- **Policy 1.1:** Direct funds for bicycle, pedestrian and accessibility improvements to local jurisdictions for the planning, design, construction and maintenance of facilities of countywide priority.

- **Policy 1.2:** In developing a countywide system of facilities, place special attention on implementing or improving north-south routes (particularly for bicyclists) and eliminating barriers to east-west access.

- **Policy 1.3:** Encourage and collaborate with Caltrans and local agencies to implement countywide priority facilities within their jurisdiction. In particular, encourage Caltrans to provide safe bicycle and pedestrian crossings of state highways in San Mateo County and local agencies to include bicycle and pedestrian projects in their capital improvement programs.

- **Policy 1.4:** Promote cooperation among local agencies and with San Francisco and Santa Clara counties to pursue funding for multi-jurisdictional projects and implement bicycle and pedestrian facilities across jurisdictional lines.

- **Policy 1.5:** Provide funding for support facilities, including short- and long-term bicycle parking; a countywide bike-way signage scheme; 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.

- **Policy 1.6:** Update this plan every five years, particularly to incorporate needed changes to the list of proposed projects of countywide priority.

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

- **Policy 2.1:** Work with local, county and regional agencies and organizations—including those with a focus on public health—to develop effective encouragement programs that promote bicycling and walking as safe, convenient and healthful modes of transportation.

- **Policy 2.2:** Provide funding for effective support programs and events that encourage bicycling and walking among a broad range of potential users, including people with disabilities.

- **Policy 2.3:** Encourage local school districts to implement projects and activities that promote bicycling and walking to school among students and staff.

- **Policy 2.4:** Encourage SamTrans, Caltrain and BART to promote bicycling and walking to transit by collaborating with cities and the County to improve access to stations and stops, by installing bicycle parking and by maximizing opportunities for on-board bicycle access.

- **Policy 2.5:** Promote integration of bicycle- and walking-related services and activities into broader countywide transportation demand management and commute alternatives programs.

- **Policy 2.6:** Serve as a resource to county employers on promotional information and resources related to bicycling and walking.

GOAL ③: IMPROVED SAFETY FOR BICYCLISTS AND PEDESTRIANS

- **Policy 3.1:** When allocating funds, give relative funding priority to projects that address safety deficiencies for bicyclists, pedestrians and people with disabilities, especially conflicts with motor vehicles.

- **Policy 3.2:** Promote collaboration among the Sheriff's Office, local police departments and other county and local agencies to develop and administer effective safety, education and enforcement strategies related to non-motorized transportation.

- **Policy 3.3:** Provide support for programs that educate drivers, bicyclists and pedestrians of their rights and responsibilities, as well as traffic education and safety programs for adults and youth.

- **Policy 3.4:** Collect and analyze data on traffic collisions involving bicyclists or pedestrians and share this information with local agencies to assist them in identifying and remedying problem locations.

GOAL ④: COMPLETE STREETS AND ROUTINE ACCOMMODATION OF BICYCLISTS AND PEDESTRIANS

- **Policy 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.

- **Policy 4.2:** For transportation projects funded by county or regional agencies, require 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.

- **Policy 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.

- **Policy 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.

- **Policy 4.5:** Strongly encourage local agencies to adopt policies, guidelines, standards and regulations that result in truly bicycle- and pedestrian-friendly land use developments, and provide them technical assistance and support in this area.

- **Policy 4.6:** Discourage local agencies from removing, degrading or blocking access to bicycle and pedestrian facilities without providing a safe and convenient alternative.

GOAL 5: STRONG LOCAL SUPPORT FOR NON-MOTORIZED TRANSPORTATION

- **Policy 5.1:** Encourage all local jurisdictions to develop comprehensive bicycle and pedestrian plans, and provide assistance and support in this area as appropriate.

- **Policy 5.2:** Encourage all local jurisdictions to designate bicycle and pedestrian coordinators and to establish local bicycle and pedestrian advisory committees or provide other meaningful opportunities for public input on issues related to non-motorized transportation.

- **Policy 5.3:** 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.

- **Policy 5.4:** 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.