



**Social Service
Human Relations Board**
July 23, 2020



TOOLE
DESIGN



Agenda



Rochelle

1. Plan Overview
2. What We've Heard So Far
3. Draft Recommendations
4. Next steps
5. Questions




Purpose

Getting people where they want to go **safely**, **comfortably**, and **enjoyably** using active transportation



Project Schedule

***** *Phase 2 Engagement*

Tasks	2019		2020				2021
	Fall	Winter	Spring	Summer	Fall	Winter	Spring
Project Kick-off							
Community Outreach	*			*		*	
Existing Conditions				We are here!			
Needs and Demand Analysis							
Vision and Goals							
Recommended Bicycle and Pedestrian Networks							
Recommended Programs and Policies							
Implementation Strategy and Project Prioritization							
Updated Active Transportation Plan							

What We Heard & Learned



Kick-off Open House
November 2019

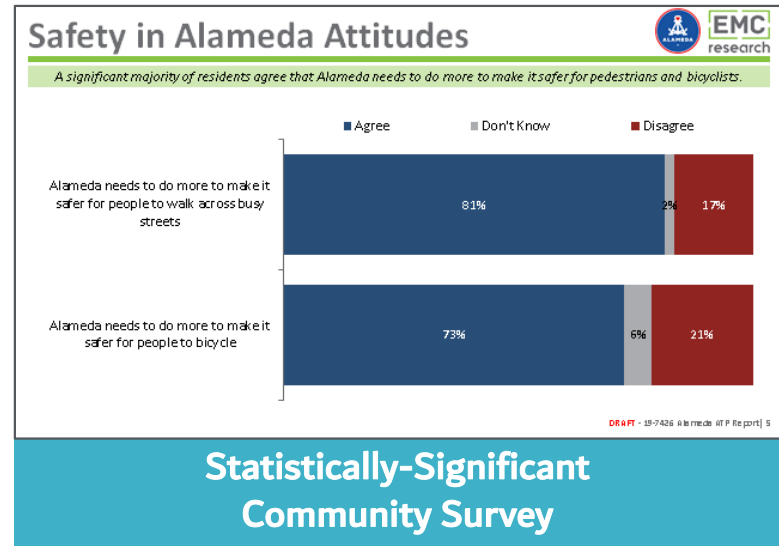


Community Advisory Group Meeting
November 2019



Online, Interactive Map
December 2019 – January 2020

What We Heard & Learned



What We Heard & Learned

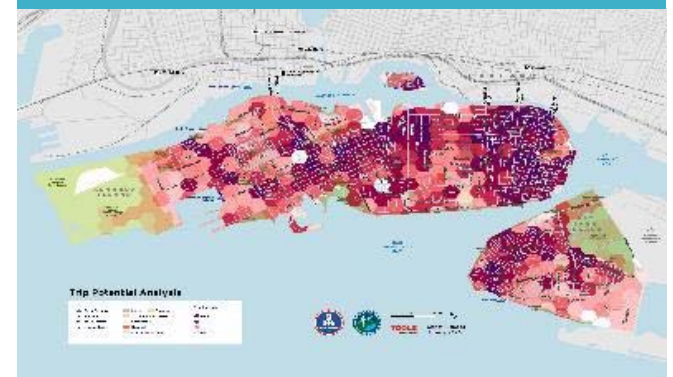
Collision Analysis for Pedestrians and Bicyclists



Level of Traffic Stress for Pedestrians and Bicyclists



Trip Potential for Walking and Bicycling Trips



Key Takeaways: public input

- ✓ People want to walk and bike more
- ✓ Parents want their children to be able to walk and bike to school safely
- ✓ Safety is a priority
- ✓ Large streets need improvements to help people feel more comfortable walking and bicycling
- ✓ Many people are concerned about speeding
- ✓ Existing bike routes do not feel comfortable for most bicyclists
- ✓ People want to see a combination of infrastructure improvements and programs to improve safety and encourage more people to walk and bike

Key Takeaways: community survey

- 56% of Alameda residents regularly take trips by bike, while 92% regularly take trips by walking
- Over half of residents agree they would drive less if biking and walking were safer.
- Over 80% of City residents think Alameda should do more to make it safer to walk across busy streets, and over 70% think Alameda should do more to make it safer for people to bicycle.
- 62% say they would bike more if there were safe and connected bicycle lanes, routes and path.



www.ActiveAlameda.org

BACKGROUND

GET INVOLVED!

TIMELINE

DOCUMENTS & ACTIONS

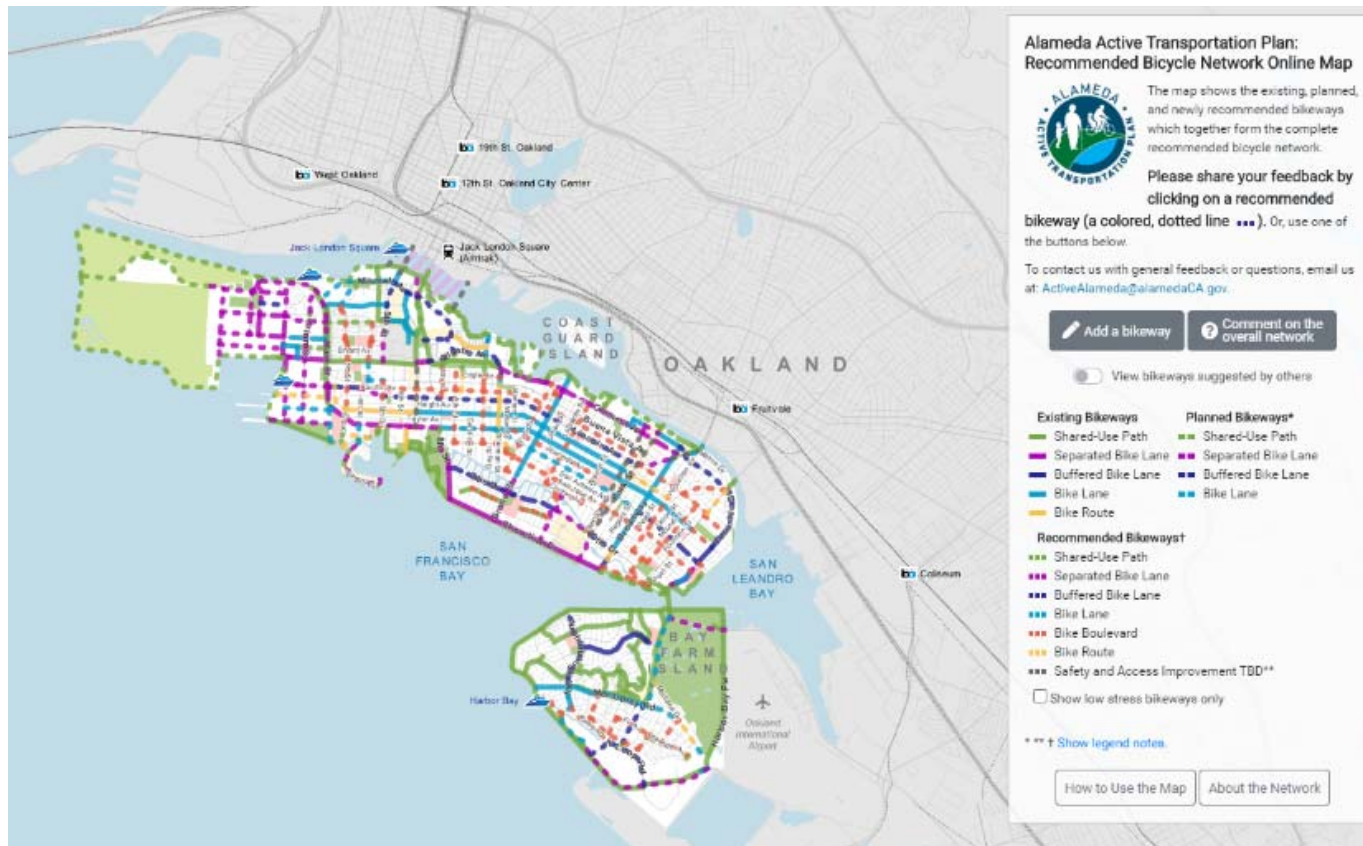
Home / Draft Recommendations

Draft Recommendations

- [Tell Us What You Think!](#)
- [Draft Vision and Goals](#)
- [Proposed Bicycle Network](#)
- [Pedestrian Infrastructure Recommendations](#)
- [Webster Street Concept Designs](#)
- [Park Street Concept Designs](#)
- [Lincoln Ave Concept Designs](#)
- [Proposed Programs and Policies](#)
- [Your Priorities](#)

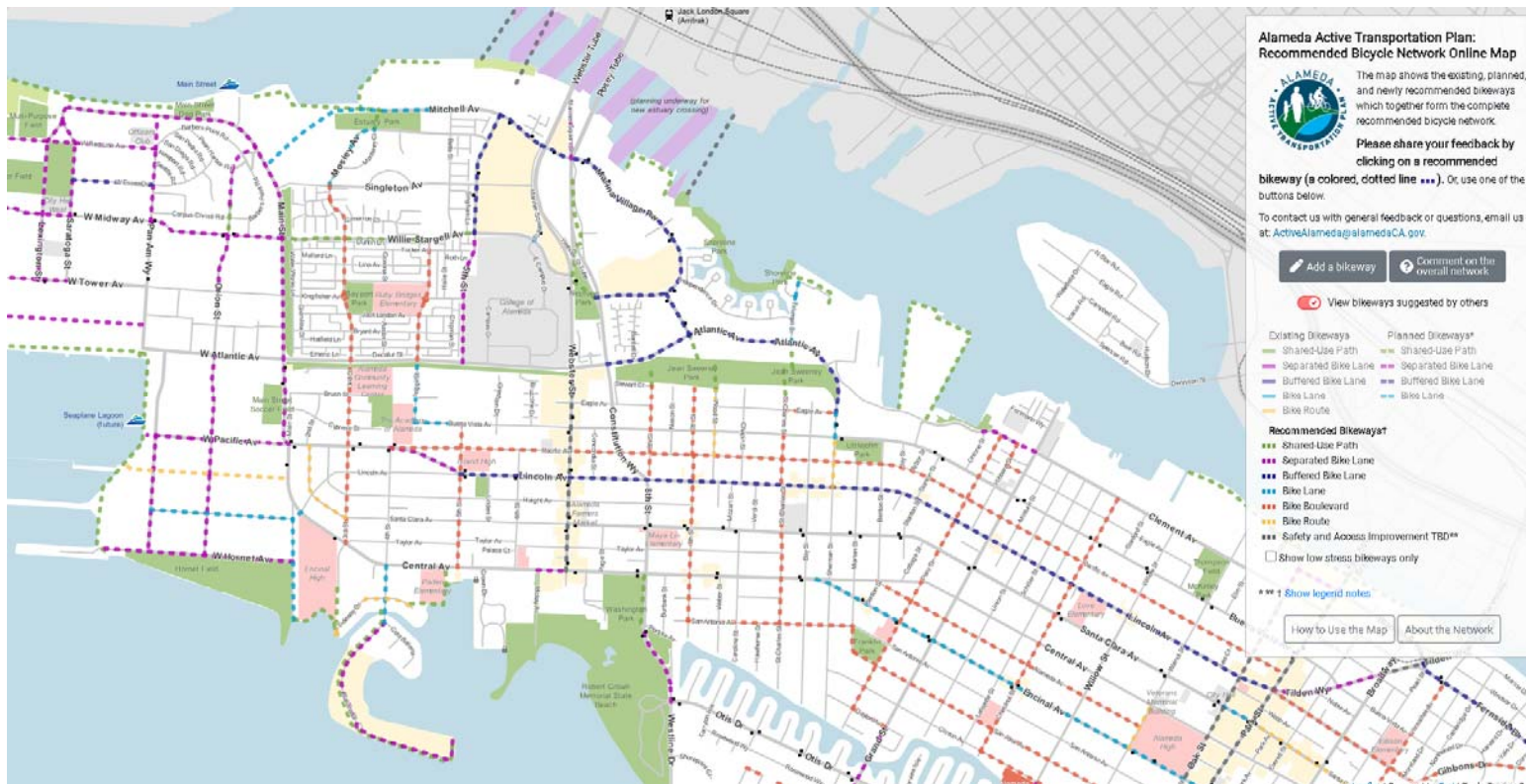
Proposed Bicycle Network

Provide your feedback on the online map!



Proposed Bicycle Network

Provide your feedback on the online map!



Closer look!
Low Stress Network

Draft Pedestrian Infrastructure Recommendations

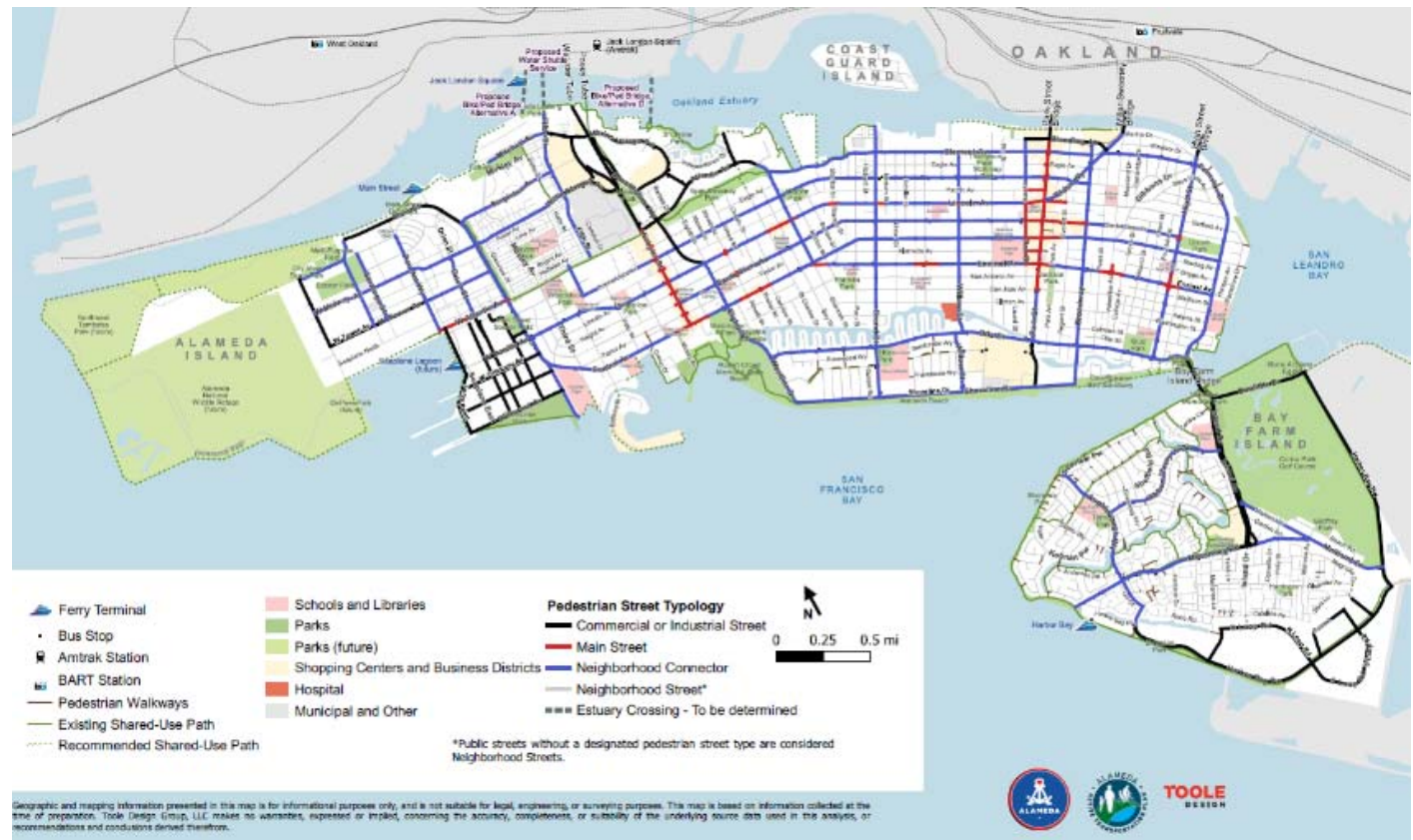
Street Typology
Map +
Overlay Map +
Design Treatment
Matrix



- Pedestrian Street Typology**
- Commercial or Industrial Street
 - Main Street
 - Neighborhood Connector
 - Neighborhood Street*
 - Estuary Crossing - To be determined

Draft Pedestrian Infrastructure Recommendations

Street Typology
Map +
Overlay Map +
Design Treatment
Matrix



Geographic and mapping information presented in this map is for informational purposes only, and is not suitable for legal, engineering, or surveying purposes. The map is based on information collected at the time of preparation. Toole Design Group, LLC makes no warranties, expressed or implied, concerning the accuracy, completeness, or suitability of the underlying source data used in the analysis, or recommendations and conclusions derived therefrom.

Draft Pedestrian Infrastructure Recommendations

Street Typology
Map +
Overlay Map +
Design Treatment
Matrix



Draft Pedestrian Infrastructure Recommendations

Street Typology
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Treatments	Street Types					
	Neighborhood Street	Neighborhood Connector	Main Street	Commercial or Industrial Street	School	Transit
Crossing Treatments						
Curb extension	X	X	X	X	X	X
Median refuge island ¹		X	X	X	X	X
In-street pedestrian crossing sign (paddle sign) ²	X	X	X	X	X	X
Mid-block crossing		X	X		X	X
Pedestrian Hybrid Beacon (PHB) ³		X	X	X	X	X
Rectangular Rapid Flashing Beacon (RRFB) ³		X	X	X	X	X
High-visibility crosswalk marking (i.e., ladder- or continental-style markings)		X	X	X	X	X
Raised crossing ⁴	X	X	X		X	X
Crosswalk visibility enhancements (advance yield lines, pedestrian yield sign)		X	X	X	X	X
Truck aprons on bulb outs						X
Parking prohibition near intersection	X	X	X	X	X	X
Pedestrian signal and leading pedestrian interval ⁵		X	X	X	X	X
Corridor Treatments						
Streetlighting	X	X	X	X	X	X
Sidewalks ⁶	X	X	X	X	X	X
Vertical traffic calming (e.g., speed humps and cushions)	X				X	
Horizontal traffic calming ⁷	✓	✓	✓		✓	

Walking Facilities



These pedestrian facilities and improvements are part of the pedestrian planning “toolbox” and will be considered as the Alameda Active Transportation Plan recommendations are implemented. Walking facilities are used by people who walk, skate, or use wheelchairs or other mobility devices.



ADA-COMPLIANT SIDEWALK

- Provides a continuous clear path that is a recommended width of 6 feet (minimum 4 feet wide)
- A firm, stable, and slip-resistant surface, typically concrete



HIGH-VISIBILITY CROSSWALK/CURB RAMP

- Improves visibility of crossing with bold, reflective striping which can increase yielding rates at intersection and midblock
- ADA-accessible curb ramps provide access and detectable warning for the physically impaired, and are useful to people pushing strollers or baskets



CURB EXTENSION

- Reduces pedestrian crossing distances at intersections or midblock crossings
- Slows motor vehicle turning speeds
- Visually narrows the roadway which helps to reduce vehicle speeds
- Can be built with concrete or paint and posts



IN-STREET PEDESTRIAN CROSSING SIGN (PADDLE SIGN)

- Placed in advance of marked crossings, typically in the centerline
- Warns drivers to watch for pedestrians so that they can yield appropriately
- Can reduce motor vehicle speeds if multiple signs are placed at one crossing



RAISED CROSSING

- Reduces vehicle speeds at intersection or mid-block
- Increases visibility of pedestrians by elevating them
- Typically used on residential/low-volume streets



MEDIAN REFUGE ISLAND

- Allows pedestrians to cross a street in two stages
- Visually narrows the roadway which helps to reduce vehicle speeds
- Used on multi-lane roadways or roadways with high traffic volume



RECTANGULAR RAPID FLASHING BEACON (RRFB)

- RRFBs combine a crossing warning sign with a bright flashing beacon that is activated only when a pedestrian is present
- Increases motorists' yielding compliance and pedestrian visibility



PEDESTRIAN HYBRID BEACON

- Traffic signal for major street activated on demand by bicyclists or pedestrians
- Often at midblock crossings on higher speed, multi-lane roadways



SIGNALS

- **Pedestrian Signal Timing** - Signal head displays “Walk”, countdown, and “Don’t Walk”; crossing time accommodates a normal walking pace
- **Accessible Pedestrian Signals** - Communicates information audibly to accommodate the visually impaired
- **Leading Pedestrian Interval** - Walk phase begins 3-7 seconds before motor vehicles are given the green light, which increases visibility and reduces conflicts

Also see page 2



Draft Concept Designs

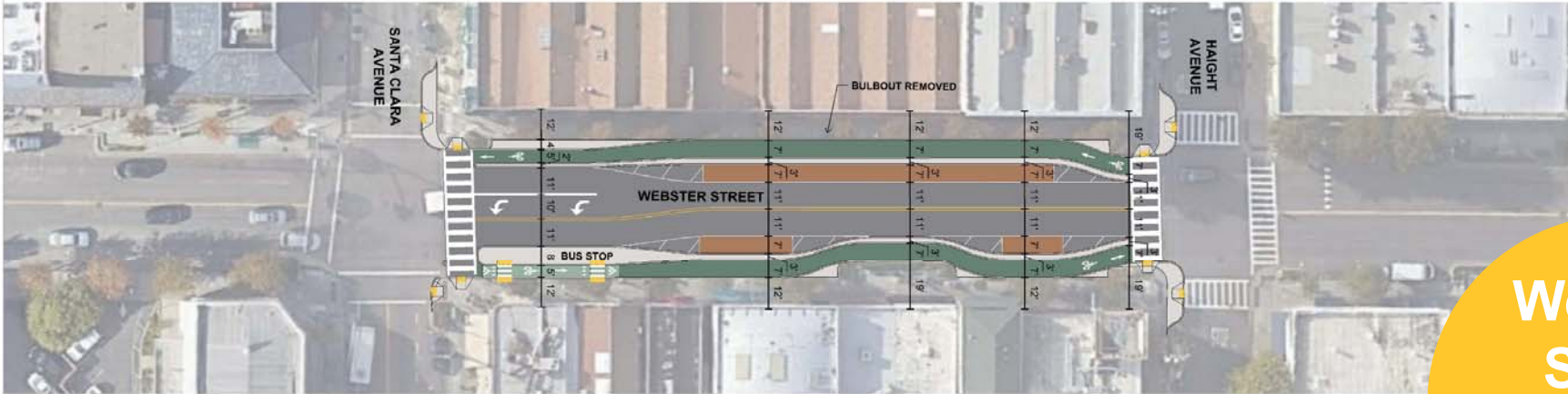
- Park Street
- Webster Street
- Lincoln Avenue

City of Alameda Active Transportation Plan



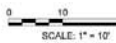
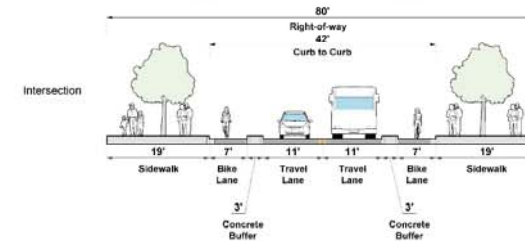
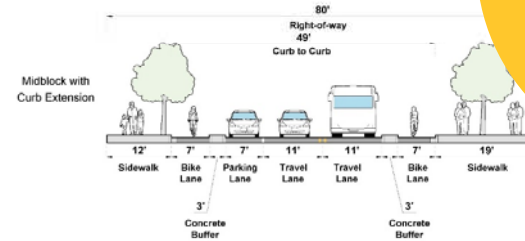
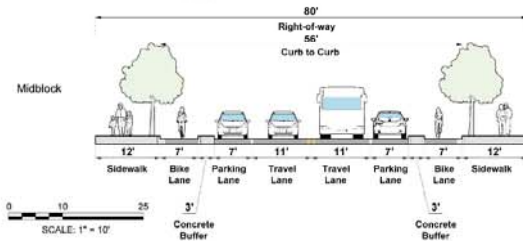
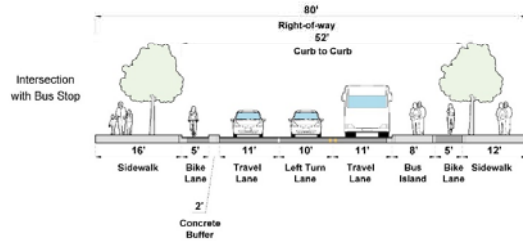
Webster Street Concept Design Option A: Separated Bike Lanes

Study Segment: Santa Clara Avenue to Haight Avenue



Legend

- Travel Lane
- Parking Lane
- Bike Lane
- Sidewalk Extension/Improvement



Webster Street
Option A:
Separated Bike Lanes

City of Alameda Active Transportation Plan



Webster Street Concept Design Option B: Buffered Bike Lanes

Study Segment: Santa Clara Avenue to Haight Avenue

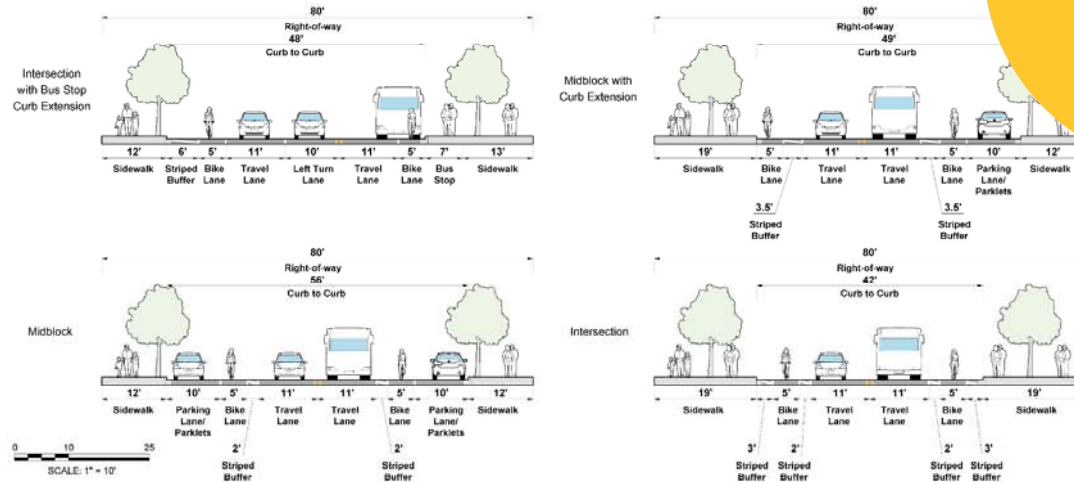


Webster Street
Option B:
Buffered Bike Lanes



Legend

- Travel Lane
- Parking Lane
- Bike Lane
- Sidewalk Extension/Improvement



Last revised: 07/14/2020

Draft Programs and Policies

DRAFT PROGRAMS AND POLICIES

Goal: Equity

Goal Description: Provide equal access to active transportation facilities for all people in Alameda and ensure that transportation improvements and programs are implemented equitably throughout the city.

Equity Programs

Objective	Action
E.1. Update the City's 2008 ADA Transition Plan.	E.1A. Determine staff capacity for updating plan in the next three years, or identify funding for consultant-led plan update.
E.2. Establish an internal equity working group.	E.2A. Review current transportation practices, programs, and policies in both Transportation Planning and Public Works, and determine where improvements can be made to increase equitable outcomes for transportation projects and programs.
	E.2B. Conduct a peer review of transportation equity practices in other cities; such as Oakland (City of Oakland Department of Race and Equity ¹) and incorporate best practices into Alameda's programs and policies.
	E.2C. Identify City staff to champion equity initiatives. Develop an equity screening tool to ensure that equity considerations are included in all projects.
	E.2D. Engage the community through listening sessions and other engagement efforts, and incorporate their input.
E.3. Consider regular trainings for City staff on diversity, equity, and inclusion topics, especially as they relate to transportation planning and design (e.g. mobility justice).	E.3A. Research organizations that provide trainings, develop training schedule, and require participation by all relevant City staff (i.e. Transportation Planning, Public Works, Police, etc.). Organizations could include Awaken ² . Allocate budget and staff time for this purpose.
E.4. Offer and promote free bicycle support services for low-income communities and people who are experiencing homeless.	E.4A. Develop a bike gear giveaway program for low-income and unhoused residents, including children, to enable safe riding practices; include high-quality locks, lights, and helmets. Explore feasibility of direct giveaways (City purchases supplies) or a rebate program (City partners with local bike shops to offer supplies).
	E.4B. Regularly provide free or discounted bicycle repairs and maintenance via a local non-profit, such as the BikeMobile, and/or through partnerships with local bike shops.

Next Steps

- Help us spread the word!
 - Surveys at www.ActiveAlameda.org/recommendations
 - Virtual Open House: July 29, 2020
 - Listening sessions August 1 and 5
 - Open House for seniors, August 6
- More engagement ideas? Where and how?