



Board of Directors

February 24, 2024

Denyse Trepanier
President

[RE: Agenda Item 6B](#)

Brian Fowler
Treasurer

Dear Transportation Commissioners and City Staff,

Tim Beloney
Secretary

In reviewing the exhibits here, we're impressed by the work done last year, and excited about what lies ahead in 2024. Below are some of our observations and suggestions, for your consideration.

Cyndy Johnsen
Board Member

Draft 2023 Annual Report & 2024 Work Plan

Maria Piper
Board Member

- Suggest adding the Oakland-Alameda Estuary Bike and Pedestrian Bridge to the 'Top Accomplishments' section. That extremely important initiative made significant strides this year with the Project Initiation Document (PID), and warrants a highlight.
- Suggest adding Grand Street (Shoreline to Otis) improvements to the 'What to Look for in 2024' section.
- Strongly support improving performance metrics and goals this year, as described in the 'Citywide Planning Efforts' section, because there are still significant unknowns and needs around data identified in the [Active Transportation Plan \(ATP\)](#). Support leveraging technical assistance, too, not just for new bikeways, but for other transportation initiatives and mode shift goals.
- **Strongly propose revisiting the plans for Slow Street conversions to Neighborhood Greenways.** What is proposed here (just a single conversion this year) is a significant scaling back of what the ATP calls for (which is: all Slow Street conversions by this year). It also puts at risk the timely delivery of the remaining Neighborhood Greenways (scheduled in the ATP to be completed by next year)¹. Neighborhood Greenways are critical to our 2030 Low Stress Backbone Network², addressing the issue of safe north-south connectivity across many parts of our city. Delaying this project would not only frustrate a lot of people expecting long-promised upgrades for Slow Streets, but most importantly, it would jeopardize long-term goals around mode shift by delaying the implementation of our low stress network. Let's keep this on track.
- In 'Capital Project Planning and Design,' propose that the daylighting of Tier-3 High Injury Corridors happen this year, not 2025. This would represent just one year of delay from original plans, rather than two years. Daylighting is an important safety countermeasure, now [law throughout California](#), for all intersections. Our city's strategy of focusing initially on daylighting High Injury Corridors makes sense, but should continue to roll out expeditiously.
- Similarly, we propose that the construction of Safe Routes to School infrastructure begin this year, not next, as proposed here. This work was

Lucy Gigli
Founder, non-voting

¹ See pages 62-63 of the ATP

² See map on page 65 of the ATP

originally planned to happen in 2023, per [last year's Work Plan](#)³. Related, we're aware that other programs around school safety⁴ are at risk of being deprioritized, and we think they should stay on track.

- Propose adding bike parking (P.7 in th ATP) to this year. There is great need for more and better bike parking throughout Alameda as biking has increased. Doubly so as people buy more expensive cargo and e-bikes, potentially as car replacements. Without secure parking, though, people are less inclined to use bikes for utilitarian trips. It's unfortunate that there was no new bike parking added in 2023, and we think we should make up for that lost time in 2024.
- Finally, we think bikeshare should get attention this year. The ATP calls for a bikeshare program (P.10) to be implemented by next year, and we'd expect much of the groundwork to be laid this year in order to meet that target.

We realize that these suggestions represent a net addition of work in the proposed 2024 Work Plan, but it's work that's all within the scope of existing, previously approved plans. In fact, it just gets us closer to being back on track after [many delays](#) in 2023. If there is concern about sufficient resources to do this work, we strongly encourage a recommendation to Council that they budget accordingly. This is critical work in service of important long-term, adopted safety and climate goals and should be resourced sufficiently. Council will be evaluating budgets in just a few months, so this is a good opportunity to make that recommendation.

Climate Action and Resiliency Plan

This plan makes it clear that clean transportation is critically important to any decarbonization strategy. We'd like to offer some suggestions for the 'Mode Shift Strategies' section.

T1. Reduce vehicle miles traveled (VMT) Propose expanding this strategy beyond incentives that encourage using other, greener modes. Propose the city create (or support through negotiations or its legislative agenda) VMT reduction targets for *all* construction, including parks and schools. Existing practice consistently makes driving the easiest, most convenient, and preferred choice. This naturally increases VMT, counter to our climate and safety goals. The problem of 'induced demand' is generally talked about in the context of highways (ie, widening a freeway is not a good idea because it induces *more* traffic), but we need to start thinking about it in other contexts. Some examples of VMT increasers include: permitting abundant free parking, fast food or convenience store drive-throughs, and building roads for school pick-up and drop-off zones (the latest example being the design for Wood Middle School). These designs make driving the obvious first choice, often at the expense of other modes – the abundance of cars makes walking and biking less attractive, and less safe. This would be a good place to recognize this dynamic and start making an important shift.

T2. Build additional bike lanes Propose adding a reference to the 2030 Low Stress Backbone Network, and prioritizing the construction of protected bike facilities *on that network*, where they are much more impactful in terms of mode shift.

Thank you for your consideration.

Bike Walk Alameda

³ See page 8 of the 2023 Work Plan

⁴ Programs like 4.8 (Drop-off and Pick-up Zones) in the Vision Zero Action Plan, and P.5 (Crossing Guard program) in the ATP.