



Transportation Commission

October 20, 2022



TOOLE
DESIGN





Agenda

- Where we've been
- Overview of Plan
- 2030 Plan implementation
- Commission & Public Input

Active Transportation Definition

Active transportation refers to all active modes of transportation including walking and bicycling, as well as using wheelchairs and mobility scooters, push and electric scooters, electric bikes, skateboards and shared mobility options, like bike share and e-scooters.

Alameda's Active Transportation Plan
updates and combines the City's
Pedestrian Master Plan and Bicycle Plan

Where we've been



Project Timeline

 *Public Engagement*

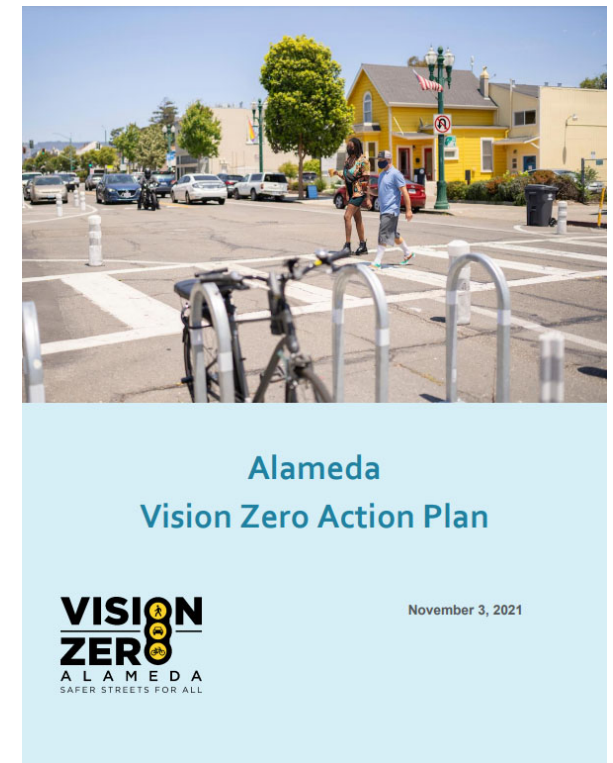
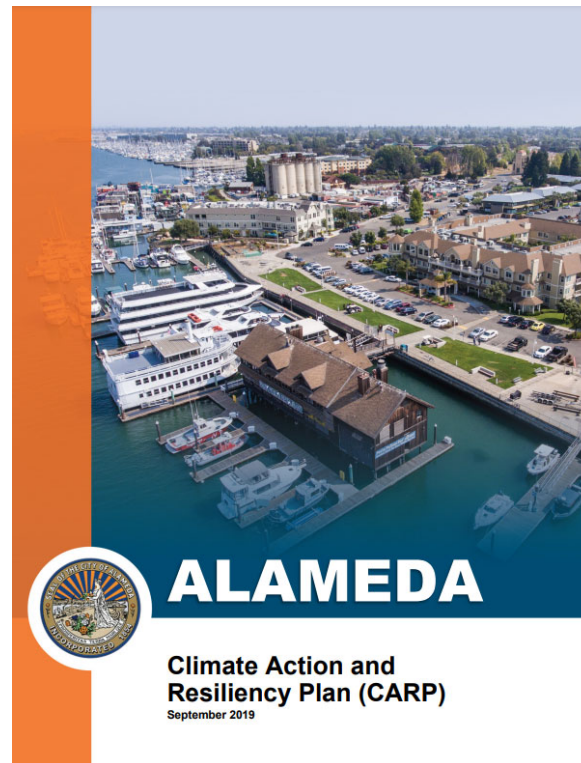
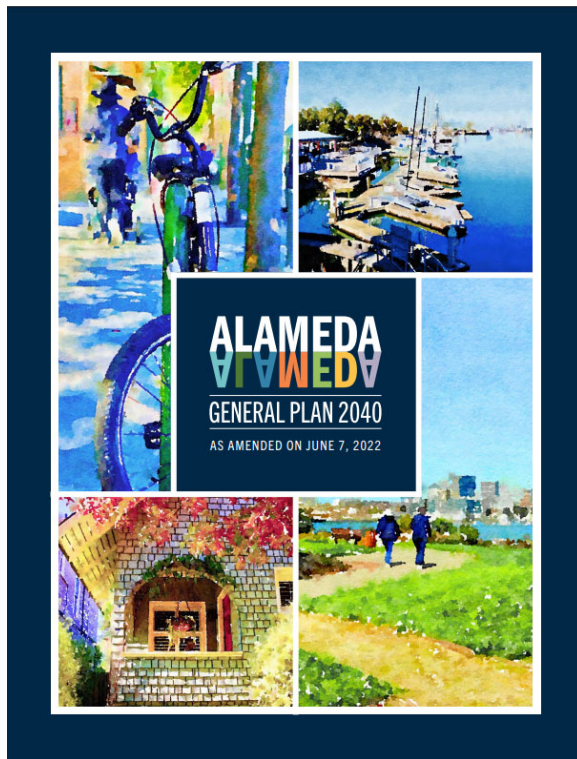
Tasks	2019	2020	2021	2022
Project Kick-off				
Community Outreach				
Existing Conditions				
Needs and Demand Analysis				
Vision and Goals				
Bicycle and Pedestrian Networks				
Programs				
Implementation Strategy and Project Prioritization				
Updated Active Transportation Plan				

**We are
* here**



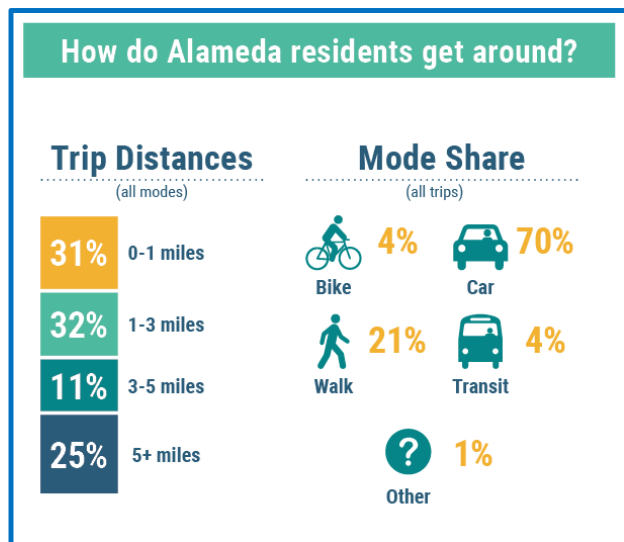
**Dec 6: Council
consideration**

Implements City Plans & Policies



Implements City Plans & Policies

Reduce greenhouse gas emissions to 50 percent below 2005 levels by 2030... to achieve this, Alameda must give residents convenient and safe, climate-friendly transportation choices and alternatives to the single-occupant vehicle



Pedestrians and bicyclists make up...

5% of Alameda's commute to work mode share

And are involved in...

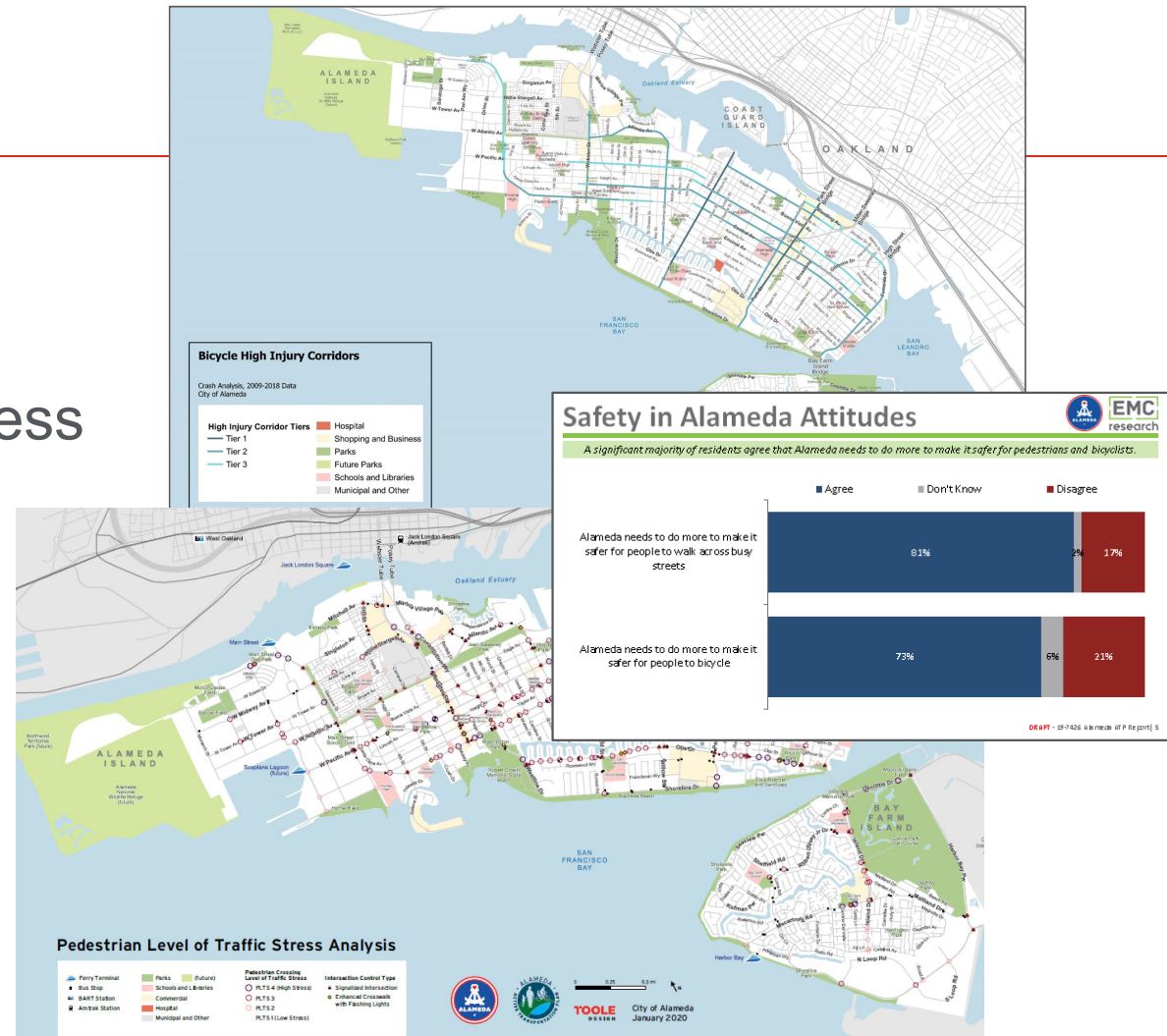
39% of Alameda's crashes

62% of Alameda's severe crashes

*People of all ages and abilities can travel safely using any mode, and **traffic deaths and serious injuries are eliminated by 2035***

Data-Driven

- Statistically-significant community survey
- Bicycle Level of Traffic Stress
- Pedestrian Level of Traffic Stress
- High-Injury Corridors
- Trip Potential
- Network Prioritization



Community Engagement



Open Houses



Community Advisory
Group Meetings



Online,
Interactive Maps



Focus Group Meetings



Pop-Up Events

Active Transportation Plan Virtual Open House

Tell us what you think of
our draft
recommendations for
the Alameda Active
Transportation Plan!



Virtual Meetings

Opportunities for Improvement

- Ensure that busy streets don't create barriers to bicycling or walking
- Increase sidewalk and trail maintenance, and make upgrades
- Close gaps in bike network and ensure it provides direct connections to popular destinations
- Upgrade existing facilities and add new facilities to create a low-stress, connected and comfortable bikeway network that serves people of all ages and abilities
- Improve north-south bikeway connectivity
- Improve estuary crossings

Plan Overview





Plan Organization

Executive Summary

1: Introduction

2: Vision and Goals

3: Existing Conditions

4: Pedestrian Design Strategy

5: Bicycle Network

6: Trails Network and Water Crossings

7: Programs

8: 2030 Infrastructure Plan






Appendices

Vision

Alameda will be a city where people of all ages, abilities, income levels and backgrounds can safely, conveniently, and comfortably walk, bike, and roll (using wheelchairs, mobility scooters, and micro mobility devices) to their destinations and to transit.

As a result, Alameda will be a healthier and safer place to live, work and recreate, Alameda will have reduced its automobile congestion and greenhouse gas emissions, and the quality of life in Alameda will be enhanced for everyone.

Goals

	Goals	Description
	Safety	Increase the safety of all people using active transportation.
	Equity	Prioritize active transportation investments in underserved communities and actively engage underrepresented groups in the planning process.
	Connectivity and Comfort	Develop a well-connected network of active transportation facilities that are comfortable and convenient for people of all ages and abilities.
	Community	Promote and inspire safe and fun walking, bicycling and rolling to foster a strong culture of walking and bicycling.
	Mode Shift	Increase the percentage of walking and bicycling trips.

Designing for Pedestrians

- Focus on enhancing existing network
- 3-Step process



Pedestrian Street Types

Five Pedestrian Street Types

Neighborhood Street: Residential streets with low volumes of motor vehicle traffic

Neighborhood Connector: Cross-town routes with higher motor vehicle volumes

Business Main Street: Retail and services-oriented streets that accommodate high pedestrian volumes

Business Commercial Street: Streets that serve business parks or shopping centers

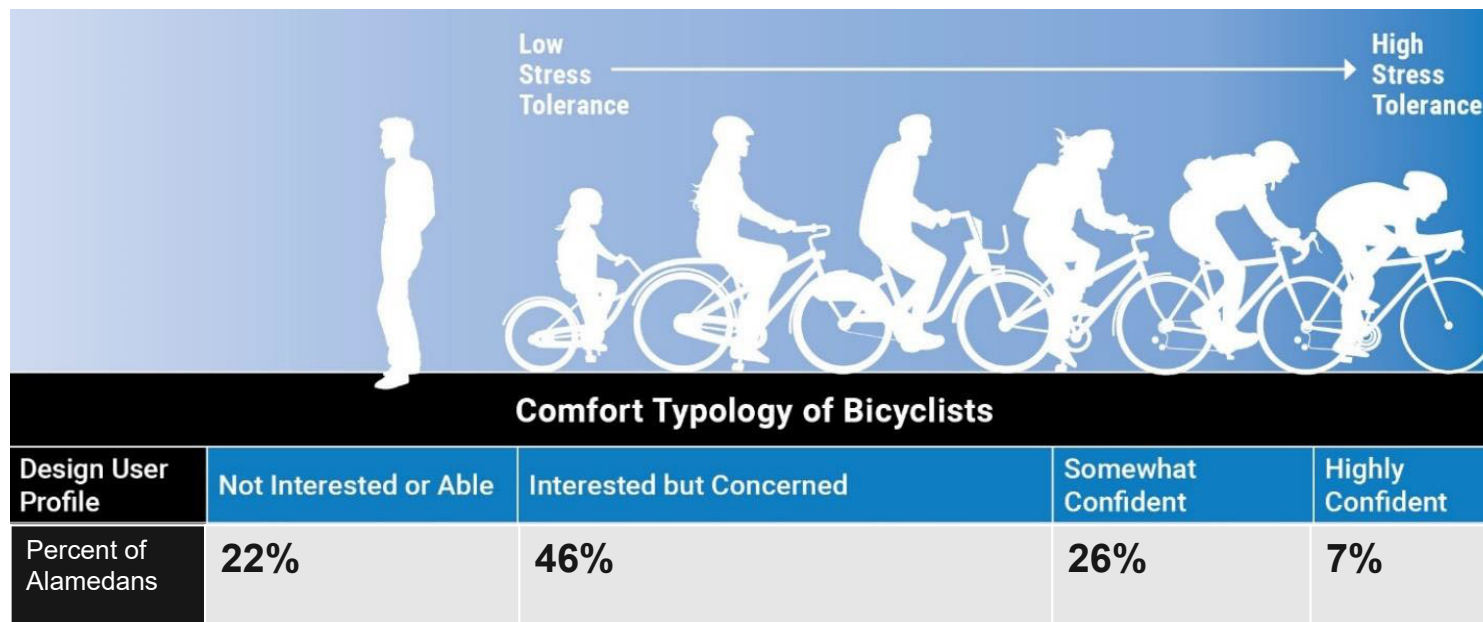
Gateway Streets: Streets that move people on and off the island using all modes



Pedestrian Design Matrix

Design Treatments ^a	Street Types					Implementation Feasibility ⁺	FHWA Proven Safety Countermeasure ⁶
	Neighborhood Street	Neighborhood Connector	Business Main Street	Business Commercial Street	Gateway		
Curb extension	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	III [*]	✓
Median refuge island ¹	-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	III [*]	✓
In-street pedestrian crossing sign (paddle sign) ²	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	-	I	✓
Mid-block crossing	-	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	-	-	III [*]	✓
Pedestrian Hybrid Beacon (PHB) ³	-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	III	✓
Rectangular Rapid Flashing Beacon (RRFB) ³	-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-	II	✓
High-visibility crosswalk marking (i.e., ladder- or continental-style markings)	-	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	I	✓
Raised crossing ⁴	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-	-	II	✓
Crosswalk visibility enhancements (advance yield lines, pedestrian yield sign)	-	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	I	✓
Truck apron	-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	II [*]	
Parking prohibition (red curb) near intersection ("Daylighting")	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	I [*]	✓
Daylighting with vertical elements to discourage parking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	I [*]	✓
Pedestrian signal and leading pedestrian interval ⁵	-	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	II/III [*]	✓
Pedestrian scramble	-	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-	III [*]	✓
Modern Roundabout	-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	III	✓
Street lighting	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	III	✓
Sidewalks	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	III	
Vertical traffic calming (e.g., speed humps and cushions)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-	-	-	II	
Horizontal traffic calming ²	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-	-	II [*]	
Neighborhood traffic circle ²	<input checked="" type="checkbox"/>	-	-	-	-	II [*]	✓

Planning for All Types of Bicyclists

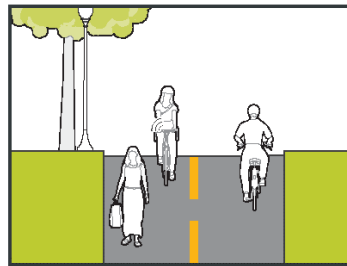


Proposed Bikeways Types

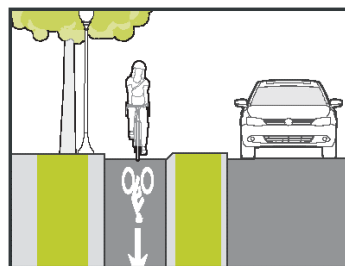
*Low stress,
all ages and
abilities
facilities*



Shared Use Path



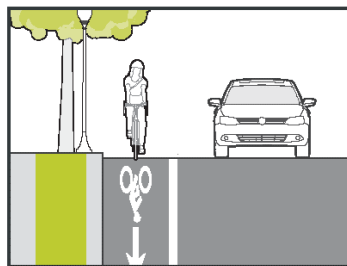
Separated Bike Lane



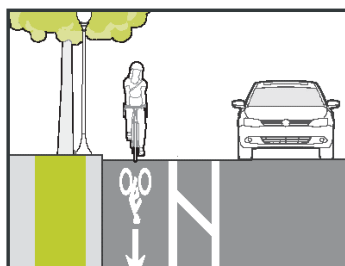
Neighborhood Greenway



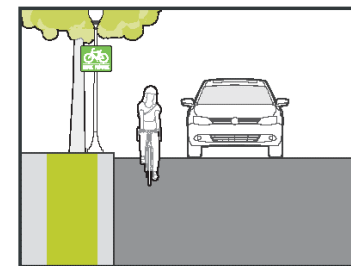
Bike Lane



Buffered Bike Lane



Bike Route



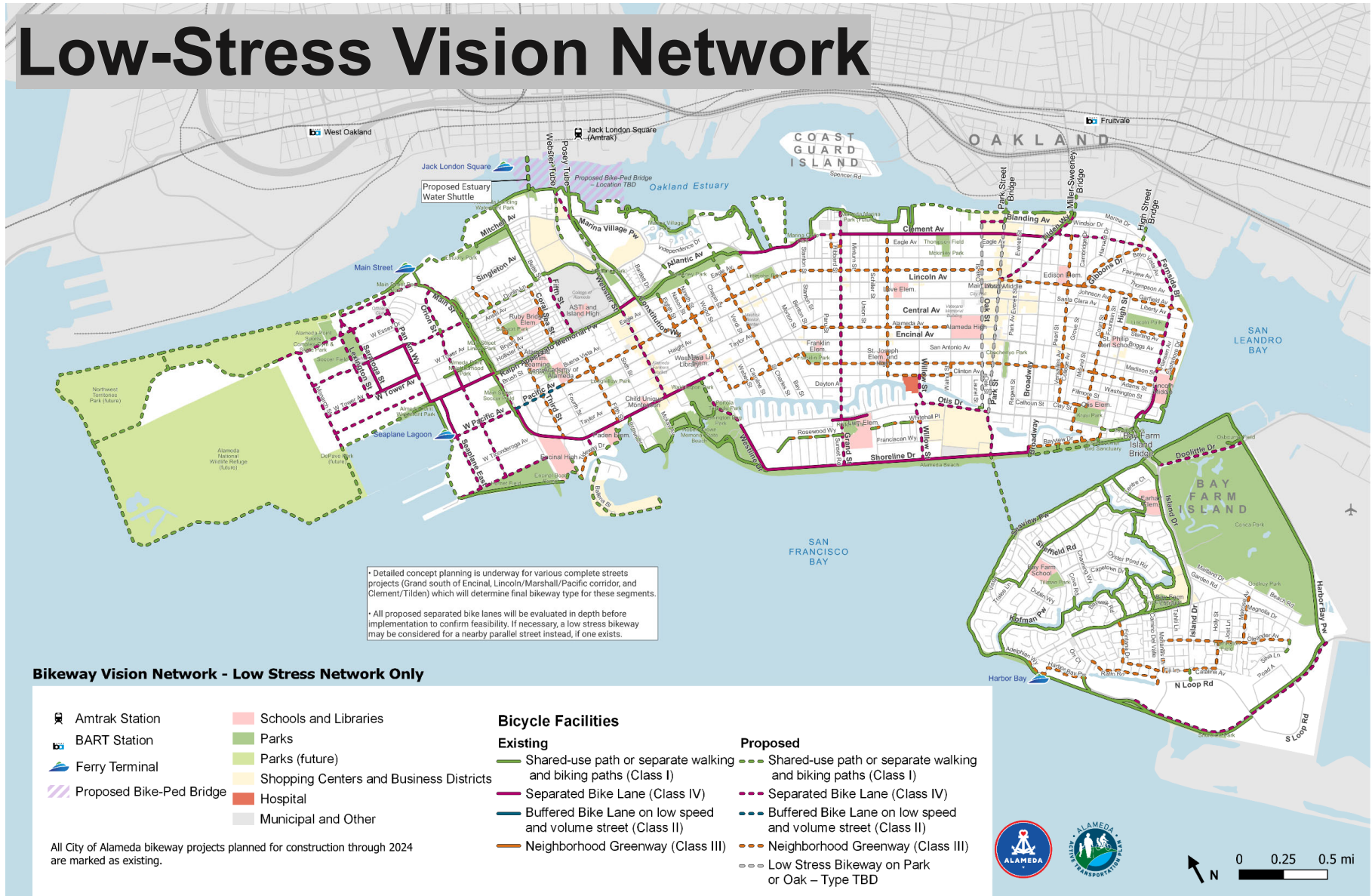
With the plan,
Low-Stress
Facilities will
increase from
54% of the
network to
74%

Introducing Neighborhood Greenways

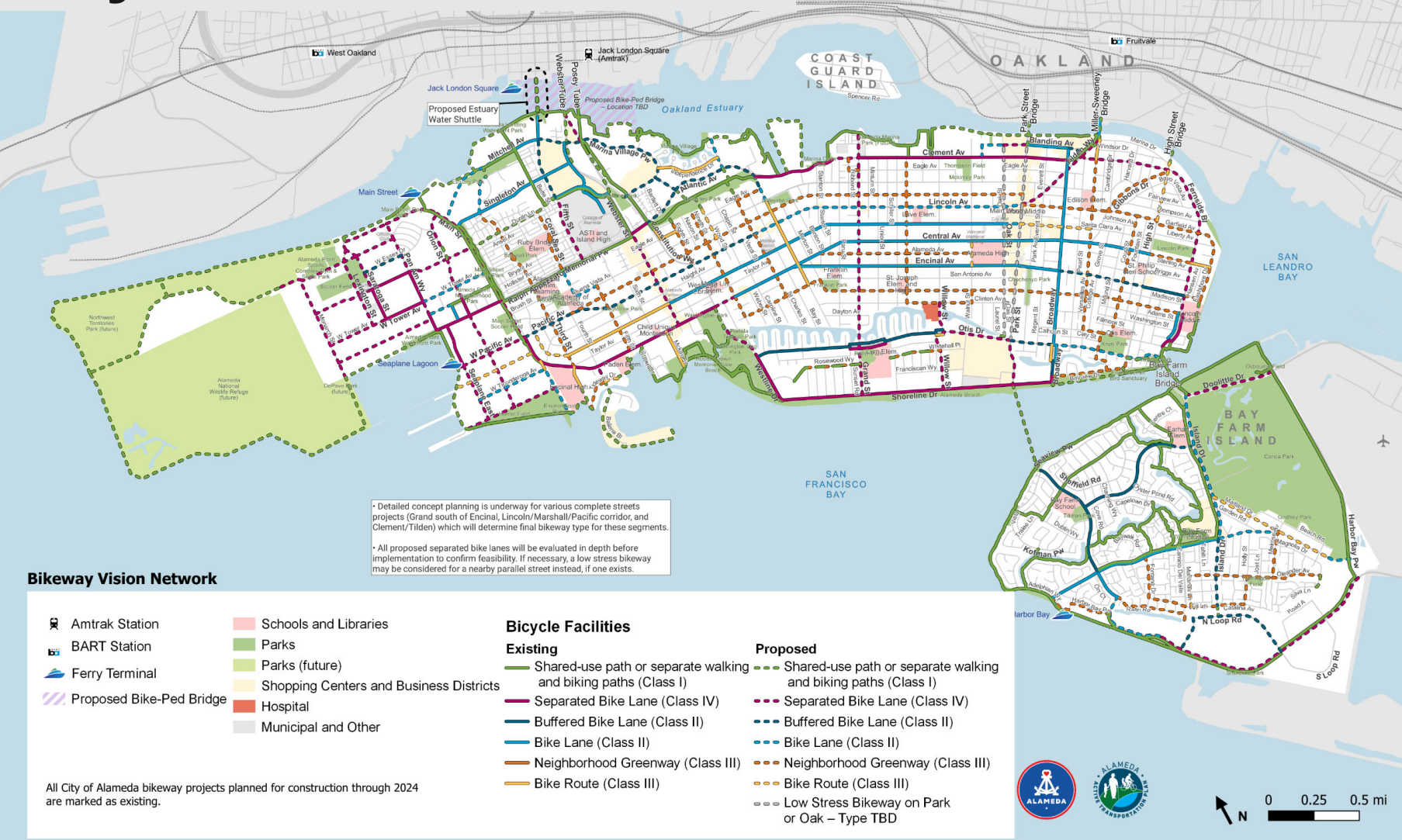
- Prioritize people walking and biking
- Bicyclists and motorists safely share road
- Traffic calming features
 - Speed humps, pavement markings
 - Raised crossings, traffic circles
- Improve busy street crossings
 - Flashing beacons
 - Right turns-only
- *Neighborhood Greenways ≠ Slow Streets*



Low-Stress Vision Network



Bicycle Vision Network



From Slow Streets to Neighborhood Greenways

Slow Streets



**ATP
Evaluation**

Design citywide
bikeway network
*
Review connectivity &
crossings

**Quickly transition to Neighborhood
Greenway or remove**



Versailles Ave vs Pearl St

Both streets

- ✓ Continuous north-south routes
- ✓ Evenly spaced with other low-stress routes
- ✓ Similar # of intersections/stops

Versailles

- ✓ Connects across Fernside to Marina/Windsor
- ✓ More existing traffic controls at cross streets, including Encinal
- ✓ More central to school zones for Edison and Otis elementary schools

Trail and Water Crossings

- Complete the Bay Trail
- Trail maintenance and crossing upgrades
- Upgrade existing bridges for safer and more comfortable use
- Pursue new crossing options in the west end
- Explore feasibility of second ped/bike bridge to Bay Farm



2030 Plan Implementation



31 Programs

- Support and supplement infrastructure
 - 13 near-term
 - 12 medium-term
 - 6 ongoing

Examples:

Support and promote local, regional and state electric bike rebate programs for low-income individuals.

Develop guidance on integrating maintenance considerations during project development, planning, and design phases for bicycle and pedestrian projects.

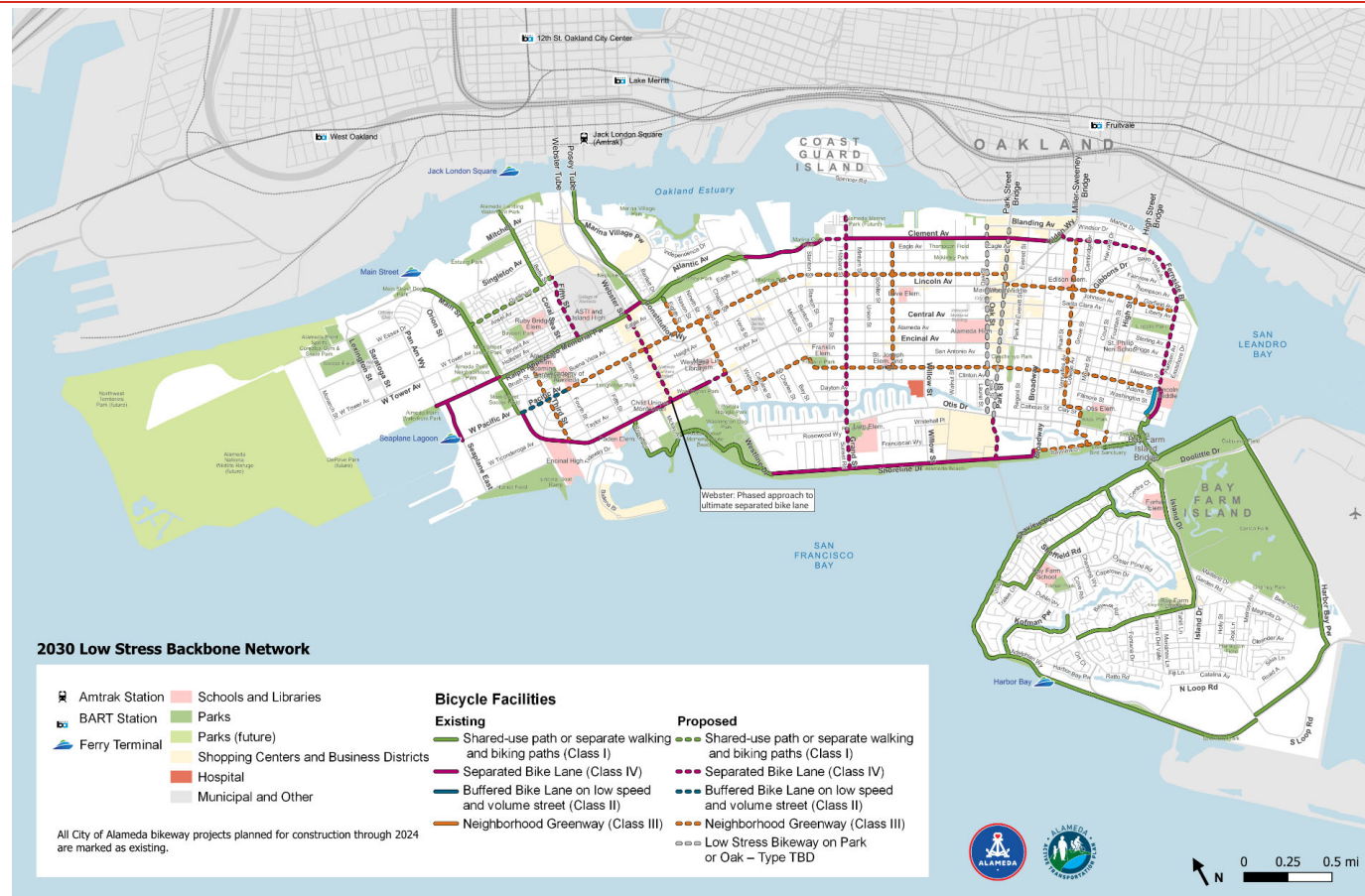
Develop data-driven school crossing guard policy that provides guidance on where to locate crossing guards and, in partnership with other public agencies, fund the program.

31 Projects by 2030

	Project	Outcome by 2030	Ped	Bike	Trails	2030 Low Stress Backbone Network
1	Clement Avenue: Cross Alameda Trail Gap Closures (Ohlone to Tilden Way to Miller-Sweeney Bridge) <i>Pedestrian safety improvements, separated bike lanes, and shared-use paths</i>	Constructed by City and development partners	X	X	X	X
2	Central Avenue Safety Project (Pacific Ave to Sherman St) <i>Pedestrian improvements on full corridor, separated bike lanes and bike lanes</i>	Constructed	X	X		X
3	Grand Street (Shoreline Dr to Clement Ave) <i>Pedestrian safety improvements and separated bike lanes</i>	Complete construction in two phases, north and south of Encinal Ave	X	X		X
4	Alameda Point Bicycle and Pedestrian Improvements [All streets within Site A and West Midway areas, and on Pan Am, Saratoga and West Redline to new Veterans Affairs (VA) facility and Northwest Territories] <i>Sidewalks, pedestrian safety improvements and separated bike lanes</i>	Complete construction by City, development partners, and VA	X	X	X	
5	Lincoln/Marshall/Pacific Corridor Improvements (Main St to Broadway) <i>Pedestrian safety improvements and mix of buffered and standard bike lanes, and Neighborhood Greenways</i>	Constructed	X	X		X (partial)
6	Willie Stargell Avenue Safety Improvements (Main St to Fifth St) <i>Shared use path and pedestrian safety improvements</i>	Constructed	X	X	X	X

2030 Low Stress Backbone Network

- Prioritized bikeways
- Serve people of all ages and abilities
- Shared use paths, separated bike lanes, neighborhood greenways



Input to date

- Make performance measures more robust (*in progress*)
- Costs for 2030 Implementation Plan (*in progress*)
- Align with General Plan Street Classifications (*in progress*)
- Faster transition from Slow Streets to Neighborhood Greenways (*while not part of plan, in progress*)
- Update trip data (*in progress*)
- More staffing to complete 2030 implementation plan
- Keep (some/all) streets for autos
- Many design-level comments across city

Next Steps



- Community and Commission/Board Review (**Oct 3 – Oct 23**)
- Final Draft Plan (by November 7)
- Transportation Commission Recommendation (November 16)
- Council Adoption (December 6)

Visit the project website
and tell us what you think
www.ActiveAlameda.org

Provide feedback by Sunday, October 23

- ✓ Online survey
- ✓ Email

(ActiveAlameda@alamedaca.gov)

Print copy of plan is also at reference desk at Main
Library

Questions & Comments

