City Council

December 20, 2022
Item 7-D

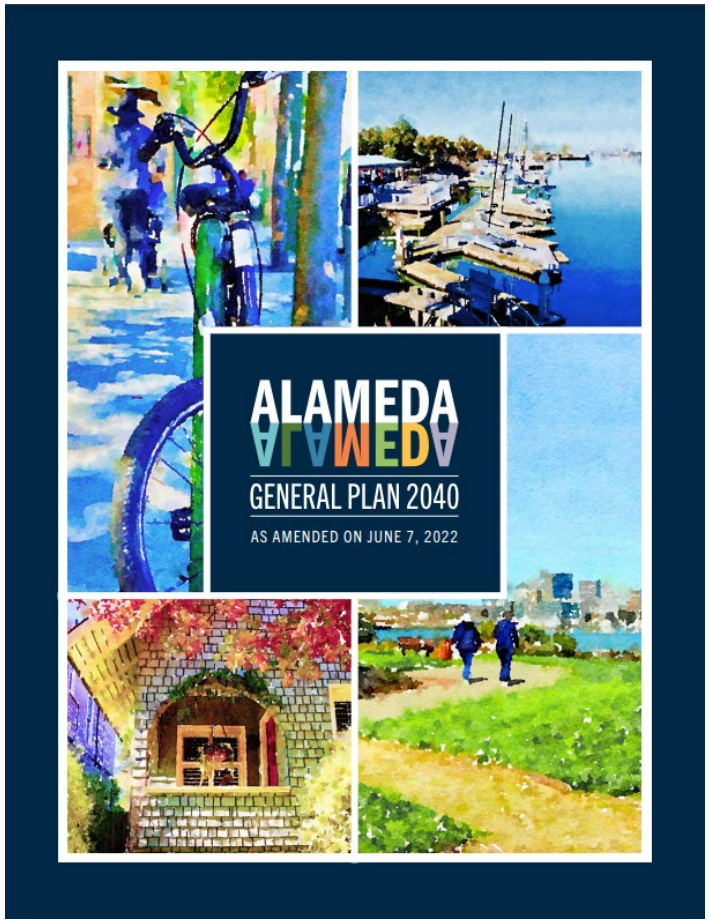
Action Item:

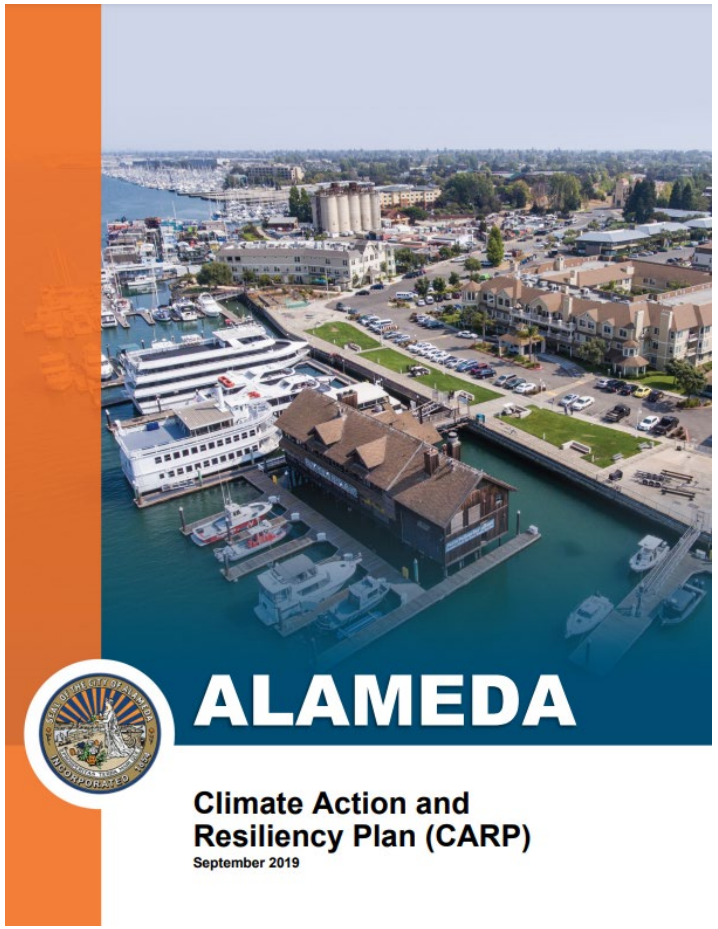
Adopt resolution adopting the

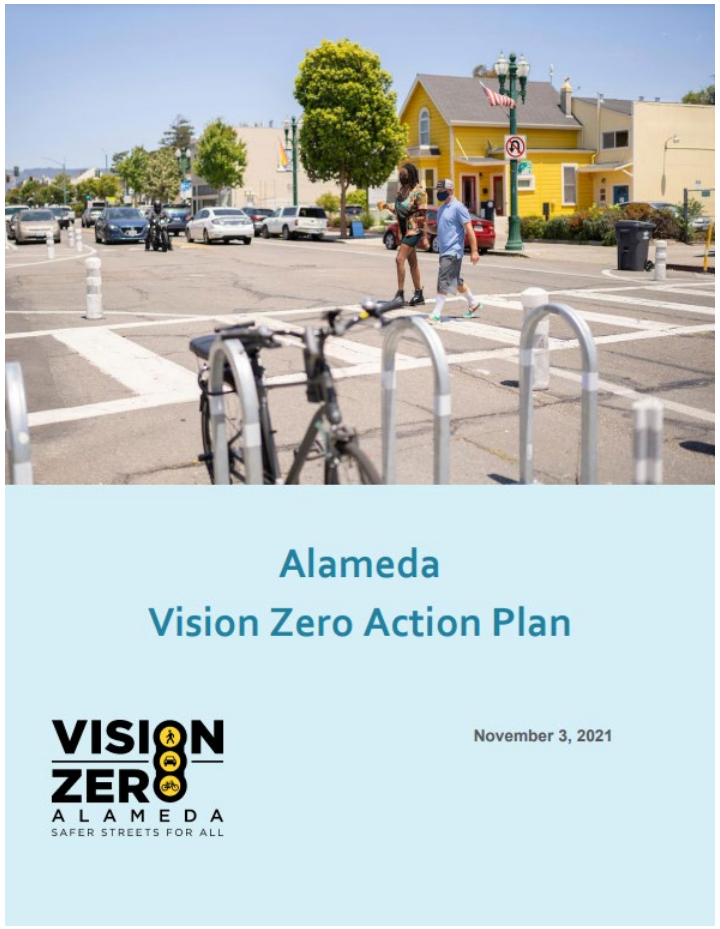
Draft Active Transportation Plan

- Transportation Commission unanimously recommended adoption of Plan

Implements City Plans & Policies

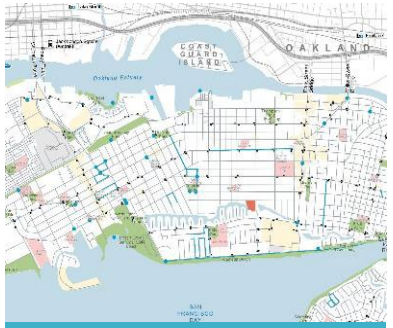






Planning + Engagement

- 2019 to 2022: 3 years of planning and engagement
- In total, over 50 public events/meetings and local organization meetings.



Online, Interactive Maps

Pop-Up Events

Open Houses

Community Advisory Group Meetings

Focus Group Meetings

Virtual Meetings

Community Priorities

- ✓ People want to walk and bike more themselves, and to **have their kids safely walk/bike to school**
- ✓ Safety and comfort are priorities; speeding is a concern
- ✓ Existing bike routes do not feel comfortable for most bicyclists
- ✓ 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 *(from statistically-significant community survey)*

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.*

	Plan Goals
	Safety
	Equity
	Connectivity and Comfort
	Community
	Mode Shift

Pedestrian Safety & Access

- Created new tools to select best treatments for safety and access improvements, in highest priority locations
- Focus on areas near schools, transit, commercial activity, equity priority areas
- Capital projects:
  - Complete streets
  - Trail maintenance
  - Sidewalk gap closures

Bicycling for All Ages and Abilities

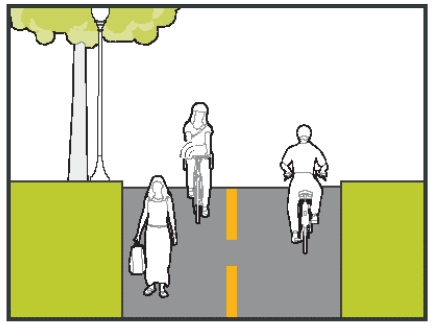
Comfort Typology of Bicyclists

Design User Profile	Not Interested or Able	Interested but Concerned	Somewhat Confident	Highly Confident
Percent of Alamedans	22%	46%	26%	7%

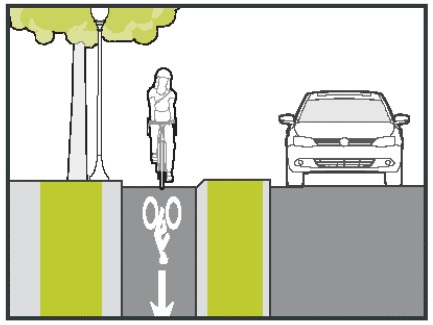
Proposed Bikeway Types

Low stress, all ages and abilities facilities

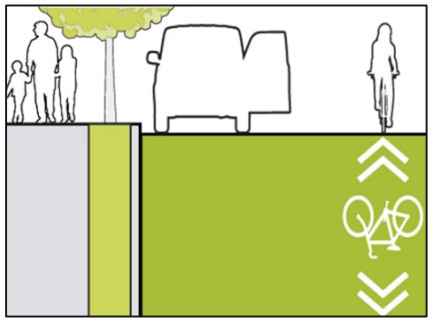
Shared Use Path



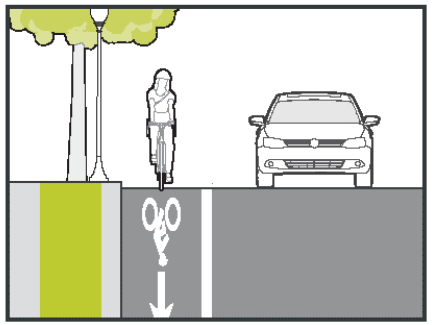
Separated Bike Lane



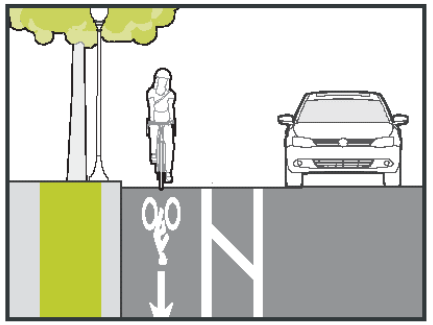
Neighborhood Greenway



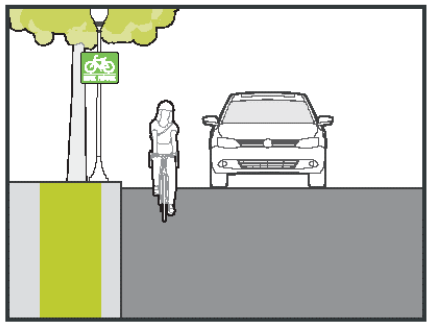
Bike Lane



Buffered Bike Lane



Bike Route



Low-Stress Facilities will increase from **51%** of the network to **74%** with this Plan.

Low-Stress Bikeway Vision Network

- Detailed concept planning is underway for various complete streets projects (Grand south of Encinal, Lincoln/Marshall/Pacific corridor, and Clement/Tilden) which will determine final bikeway type for these segments.
- All proposed separated bike lanes will be evaluated in depth before implementation to confirm feasibility. If necessary, a low stress bikeway may be considered for a nearby parallel street instead, if one exists.

Low Stress Bikeway Vision Network

All existing and proposed low-stress facilities (shared use paths, separated bike lanes, and neighborhood greenways) from the Bikeway Vision Network

- Amtrak Station
- BART Station
- Ferry Terminal
- Proposed Bike-Ped Bridge

- Schools and Libraries
- Parks
- Parks (future)
- Shopping Centers and Business Districts
- Hospital
- Municipal and Other

Bicycle Facilities

Existing

- Shared-use path or separate walking and biking paths
- Separated Bike Lane
- Buffered Bike Lane on low speed and volume street
- Neighborhood Greenway

Proposed

- Shared-use path or separate walking and biking paths
- Separated Bike Lane
- Buffered Bike Lane
- Neighborhood Greenway
- Low Stress Bikeway Type TBD: McKay; Park or Oak

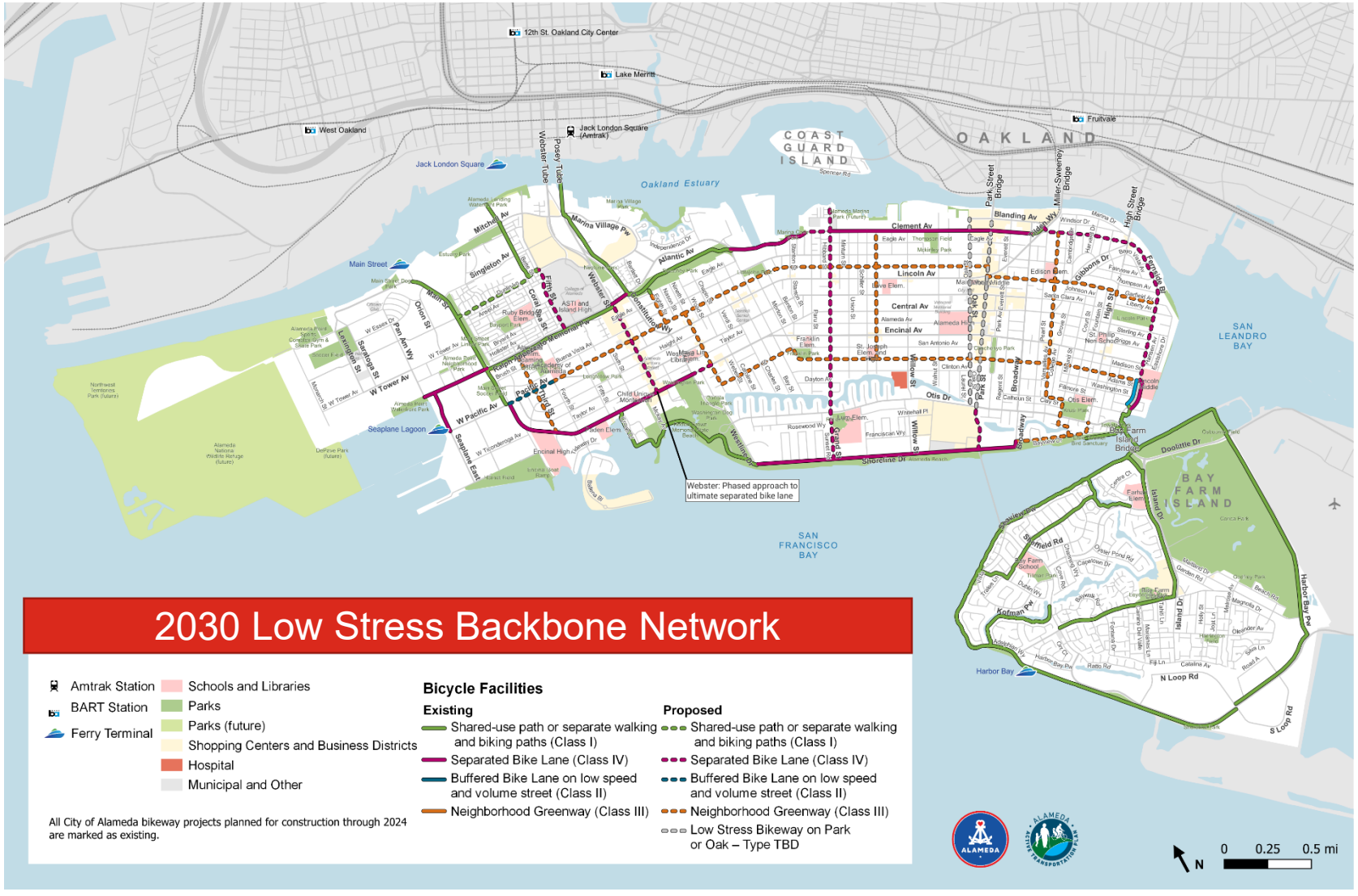
All City of Alameda bikeway projects planned for construction through 2024 are marked as existing.

N

0 0.25 0.5 mi

8-year Action Plan

- **Capital Projects**
  - 27 are City-led; 5 led by others
  - 19 are on the Backbone Network



8-year Action Plan

- **Programs**
  - 30 new and ongoing programs to support and encourage active transportation
    - Education
    - Guidance/standards
    - Maintenance
    - Support infrastructure

- **Monitor & Evaluate**
  - Annual performance measures to track progress
  - Plan updated in 5 years

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Draft Active Transportation Plan