




**Transportation Commission
Meeting**
July 22, 2020






Agenda

1. Introductions
2. Plan Overview
3. What We've Heard So Far
4. Vision and Goals
5. Draft Recommendations
6. Your Priorities
7. Questions
8. Next steps



Rochelle



Introductions: City of Alameda Team



Rochelle



Rochelle Wheeler
Senior Transportation Coordinator
City of Alameda



Lisa Foster
Transportation Planner
City of Alameda



Introductions: Toole Design Team



Megan



Megan Wooley-Ousdahl, AICP
Senior Planner
Toole Design



Jessica Zdeb, AICP
Portland Office Director
Toole Design





Megan

Plan Overview



8

Purpose

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



9

Project Schedule

* *Transportation
Commission meetings*

Tasks	2019		2020				2021
	Fall	Winter	Spring	Summer	Fall	Winter	Spring
Project Kick-off							
Community Outreach	*	*		*		*	
Existing Conditions							
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							

**We are
here**



10



Megan

What We Heard and Learned



11

What We Heard & Learned

Community
InputData
Analysis

Megan



Kick-off Open House
November 2019



Community Advisory Group Meeting
November 2019



Online, Interactive Map
December 2019 – January 2020

12

What We Heard & Learned

Community
InputData
Analysis

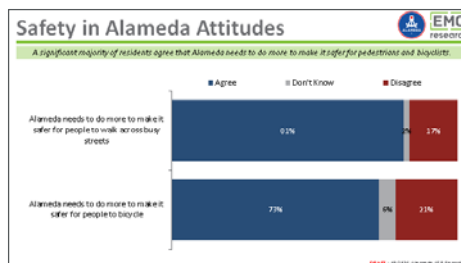
Megan



Pop-Up Events



Focus Group Meetings
Agencies and
Alameda Point Collaborative



Statistically-Significant Community Survey

13



Megan

Key Takeaways from Survey

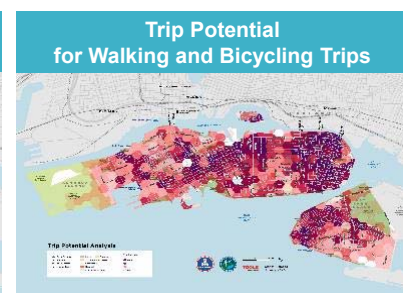
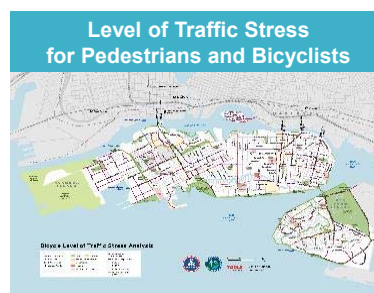
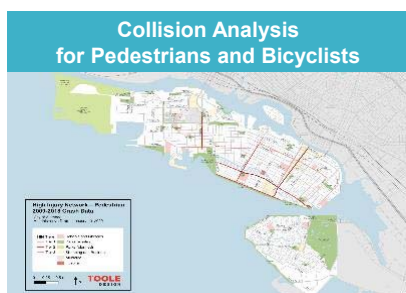
- 56% of Alameda residents regularly take trips by bike, while 92% regularly take trips by walking
- Over half of residents agree they would drive less if biking and walking were safer.
- Over 80% of City residents think Alameda should do more to make it safer to walk across busy streets, and over 70% 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.

14

What We Heard & Learned

Community
InputData
Analysis

Megan



15

Key Takeaways



Megan

- ✓ 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

16

Draft Vision and Goals



Rochelle



19

Draft Vision



Rochelle






Alameda is a city where people of all ages, abilities, income levels and backgrounds can **safely, conveniently, and comfortably** walk, bike, and roll to their destinations, including transit. By prioritizing active transportation, the community is improving **public health** and safety, mitigating **climate change**, and enhancing **quality of life**.

20

Draft Goals



Rochelle

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

22



Jessica



Megan

Draft Recommendations



25

www.ActiveAlameda.org/recommendations


[BACKGROUND](#)
[GET INVOLVED!](#)
[TIMELINE](#)
[DOCUMENTS &](#)

Megan

[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](#)

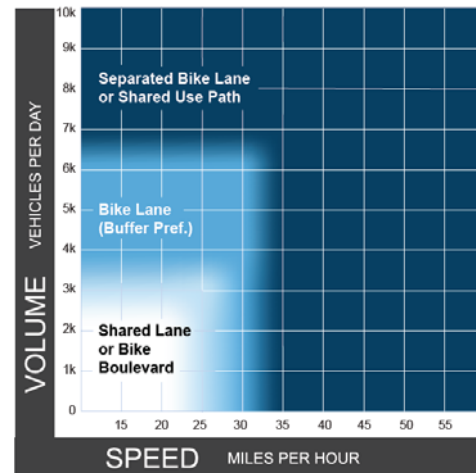
26

Proposed Bicycle Network



Jessica

- **Key Goals:** Safety, Comfort, Connectivity, Access
- Low-stress network
- Bikeways chosen based on street characteristics
- Connections to schools, parks, and retail
- More north-south connections



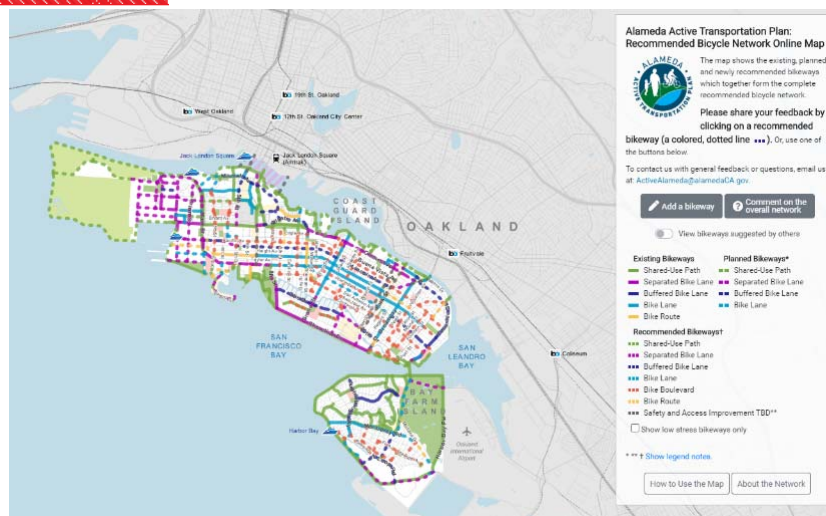
Source: Federal Highway Administration *Bikeway Selection Guide* (2019)

27

Proposed Bicycle Network – Online, Interactive Map



Jessica



28

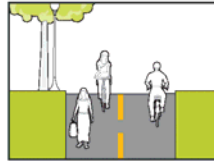
Proposed Bikeways Types



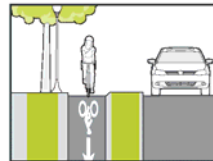
Jessica

Low stress,
all ages and
abilities
facilities

Shared Use Path



Separated Bike Lane

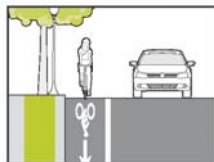


Bicycle Boulevard



Closer look! Bicycle
boulevards will also
include traffic
calming

Bike Lane



Buffered Bike Lane



Bike Route



29

Level of Stress



Jessica



Bike Route



Bike Lane

Buffered
Bike LaneBicycle
BoulevardSeparated
Bike LaneShared Use
Path

Not suitable for all ages and abilities

Suitable for all ages and abilities

Adapted from City of
Vancouver
Transportation Design
Guidelines:
All Ages and Abilities
Cycling Routes
(March 2017)

30

Bicycle Boulevards



Jessica

- What are bicycle boulevards?
- Who are bicycle boulevards for?
- What treatments make bicycle boulevards comfortable?



31

Bicycle Boulevards



Jessica



32

Bayview Drive is almost a Bicycle Boulevard



Jessica



33

Draft Pedestrian Infrastructure Recommendations



Megan

Street Typology
Map +
Overlay Map +
Design Treatment
Matrix

1. Neighborhood Street
2. Neighborhood Connector
3. Main Street
4. Commercial or Industrial Street



Image source: Google Street View

36

Draft Pedestrian Infrastructure Recommendations



Megan

Street Typology
Map +
Overlay Map +
Design Treatment
Matrix



Closer look!
Street Typologies

Pedestrian Street Typology

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

37

Draft Pedestrian Infrastructure Recommendations



Megan

Street Typology
Map +
Overlay Map +
Design Treatment
Matrix



Closer look!
School overlays

38



Megan

Draft Pedestrian Infrastructure Recommendations

Street Typology
Map +
Overlay Map +
Design Treatment
Matrix

DRAFT DESIGN TREATMENT MATRIX									
Alameda Active Transportation Plan July 2020									
Introduction									
The design treatment matrix presented below is intended for use in tandem with the pedestrian street typology memo and map. This matrix will help the City quickly assess which types of design treatments should be considered on different types of streets, such as a neighborhood street, or commercial street, or "Main Street." The treatments are pedestrian-focused, but will also create safer, more comfortable streets for bicyclists.									
Tool Design (the project consultant) developed this matrix based on national best practices and their experience. The matrix reflects guidance presented in the Federal Highway Administration's Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations (2018) and the Transportation Research Board's National Cooperative Research Program's Guidance to Improve Pedestrian and Bicyclist Safety at Intersections.									
We want to hear from you!									
We would like to know what you think about this draft design treatment matrix. Please share your comments through the survey on the Alameda Active Transportation Plan website which can be found here: www.ActiveAlameda.org/transportationplan									
Treatments	Neighborhood Street	Neighborhood Connector	Main Street	Commercial or Industrial Street	Subway	Transit	Community Destinations	Truck	Implementation Timeline*
Crossing Treatments									
Curb extension	X	X	X	X	X	X	X		R and L
Median refuge island ¹		X	X	X	X	X	X		R and L
In-street pedestrian crossing sign (paddle sign) ¹	X	X	X	X	X	X	X		R
Mid-block crossing		X	X	X	X	X	X		R and L
Pedestrian Hybrid Beacon (PHB) ²		X	X	X	X	X	X		L
Rectangular Rapid Flashing Beacon (RRFB) ²		X	X	X	X	X	X		R
High-visibility crosswalk marking (i.e., ladder or continental-style markings)		X	X	X	X	X	X		R
Raised crossing ³	X	X	X	X	X	X	X		L
Crosswalk visibility enhancements (advance yield lines, pedestrian yield sign)		X	X	X	X	X	X		R
Truck apertures on both sides				X		X	X		R and L
Parking prohibition near intersection	X	X	X	X	X	X	X		R and L
Pedestrian signal and leading pedestrian interval ⁴		X	X	X	X	X	X		R and L
Corridor Treatments									
Streetscaping	X	X	X	X	X	X	X		L
Sidewalk ⁵	X	X	X	X	X	X	X		L
Vertical traffic calming (e.g., speed humps and cushions)	X				X				L
Horizontal traffic calming ⁶	X	X	X		X				R and L
Mini traffic circle ⁷	X								R and L
Lower Speed Limits (20 mph or 25 mph)	X				X				R and L

39

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 RAMPS

- 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



www.ActiveAlameda.org

40

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.



CROSSWALK VISIBILITY ENHANCEMENTS

- The following treatments may be used to make pedestrians easier to see and show motorists where to stop when pedestrians are crossing: advance yield markings, "yield here to pedestrians" signs, curb extensions, and high-visibility crosswalks
- Can reduce crashes where traffic in one lane stops for a pedestrian or bicyclist crossing but traffic in other lanes cannot see the pedestrian or bicyclist



TRUCK APRON ON BULB OUT

- Functions similar to a curb extension by increasing the visibility of pedestrians and improving pedestrian safety
- Forces vehicles to slow down while making turns or traveling straight by narrowing the roadway
- A tapered increase in grade allows trucks to turn more easily



VERTICAL TRAFFIC CALMING

- Typically used on residential/low-volume streets in mid-block locations
- More effective at reducing vehicle speeds than horizontal traffic calming
- Provides a gentle rise on the roadway to slow motor vehicle speeds
- Designed for motor vehicles to cross them comfortably when traveling at or below the speed limit
- Can be designed to accommodate emergency vehicles (e.g., speed cushions)



HORIZONTAL TRAFFIC CALMING

- Reduces vehicle speeds by narrowing the lane and requiring drivers to horizontally after their position
- Includes chicanes, curb extensions, mini-traffic circles, and other, similar treatments
- Typically used on residential/low-volume streets at intersection or mid-block locations



MINI TRAFFIC CIRCLE

- Circular islands installed in the center of local street intersections
- Reduces traffic speeds
- Commonly landscaped with bushes, flowers, or grass



PARKING PROHIBITION NEAR INTERSECTION

- Increases visibility of pedestrians at intersections
- Also called "daylighting"
- Typically extends 20 feet from the intersection



STREETSCAPE IMPROVEMENTS

- Streetscape improvements can include many things, such as green infrastructure (e.g., bioswales), benches, street art, lighting, bus shelters, and planters



PEDESTRIAN SCRAMBLE

- Eliminates conflicts between pedestrians and vehicles by completely separating pedestrian crossing movements from all vehicle movements
- Typically used at intersections in downtowns or other locations with high volumes of pedestrians and high volumes of turning vehicles



www.ActiveAlameda.org

41

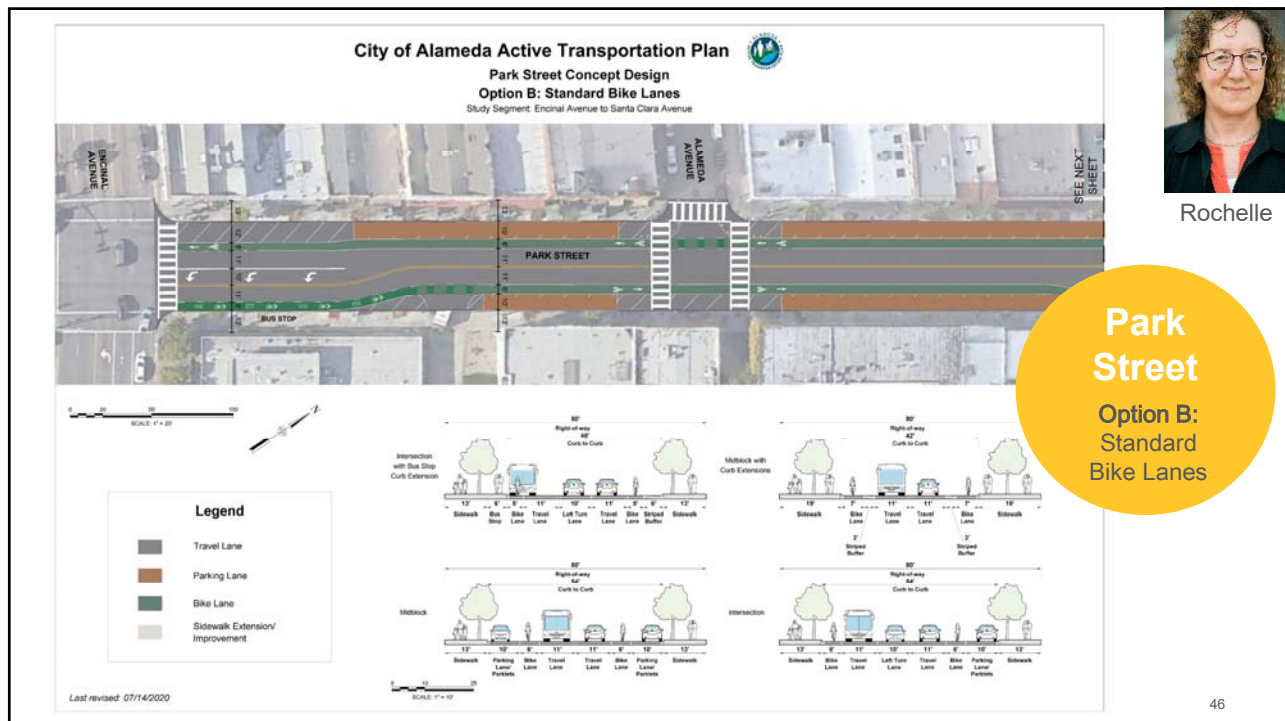
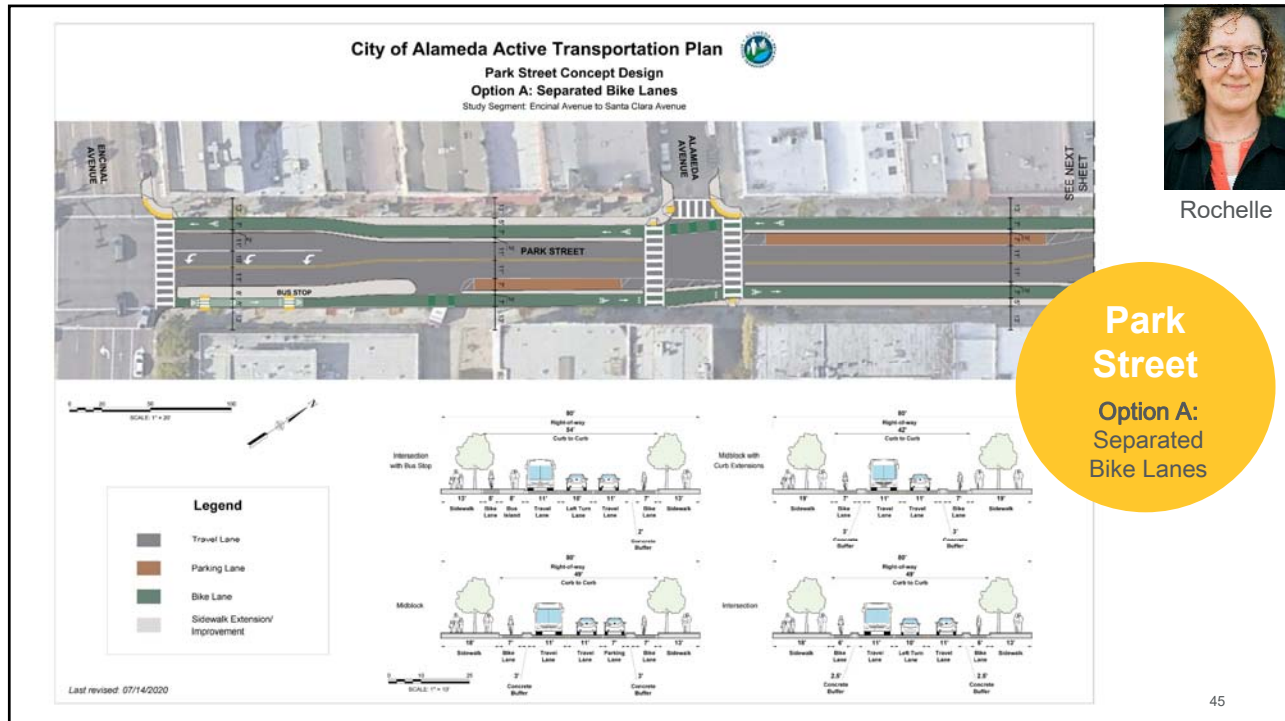
Draft Concept Designs

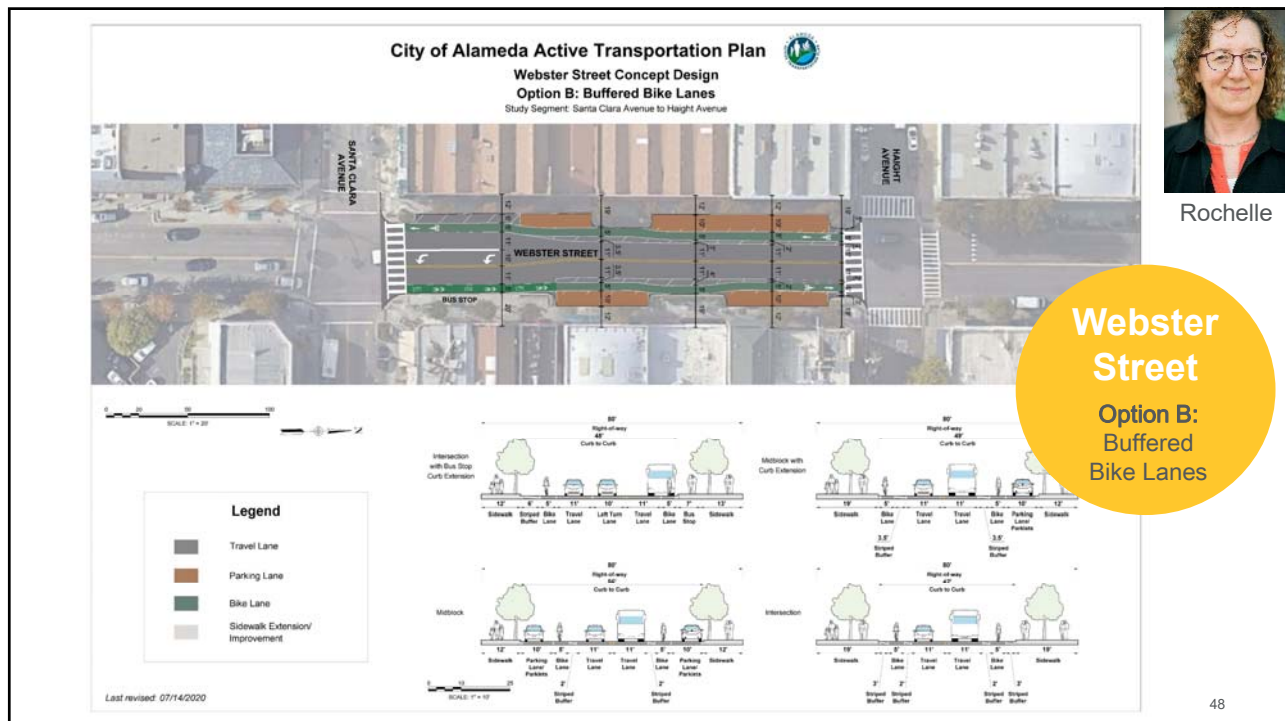
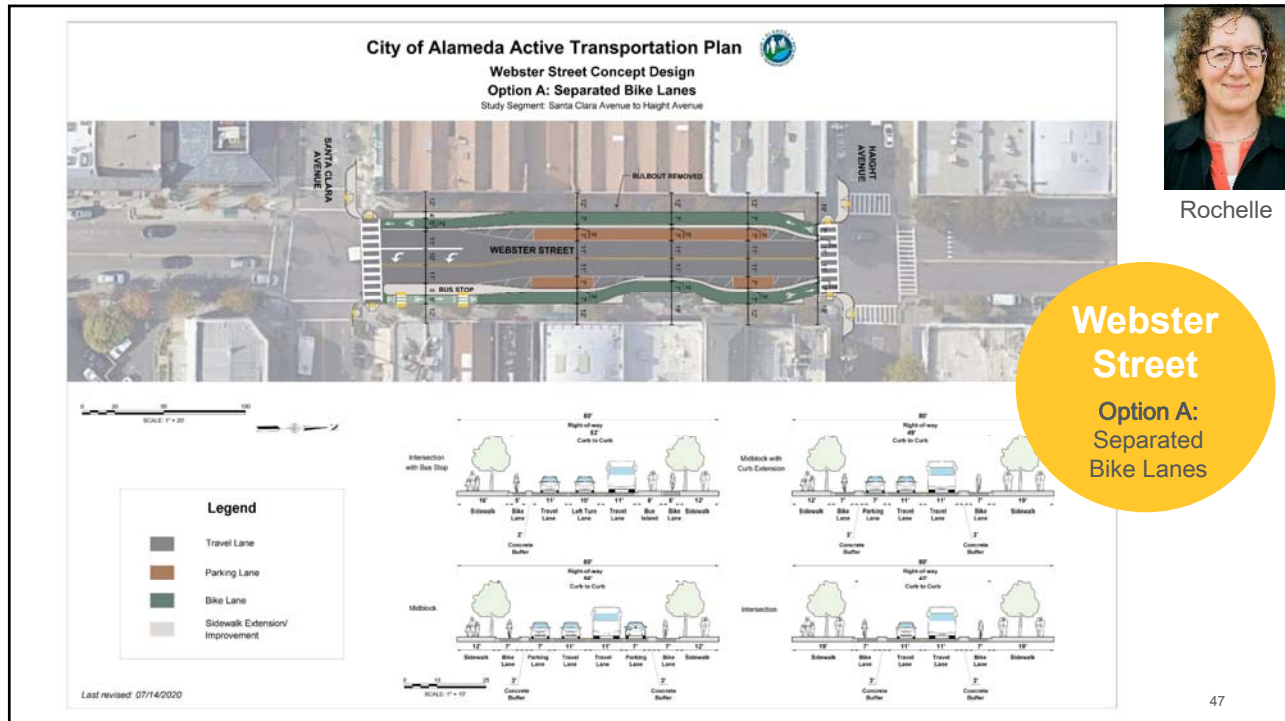
- In-depth look at streets with a variety of competing needs
- Three streets:
 - Park Street
 - Webster Street
 - Lincoln Avenue



Rochelle

44







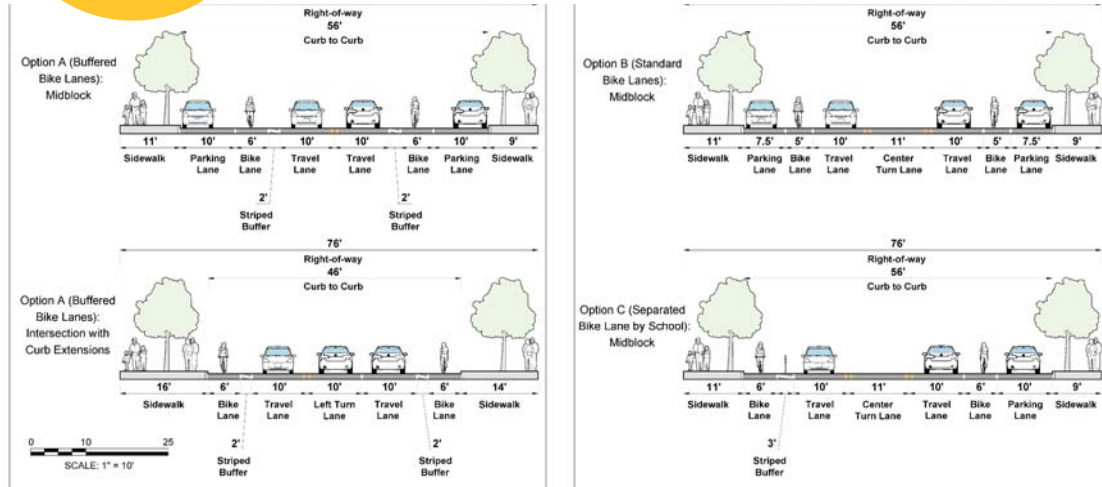
Lincoln Avenue



Closer look!
Chestnut Street to Willow Street



Rochelle



51

Draft Programs and Policies

DRAFT PROGRAMS AND POLICIES

Goal: Safety

Goal Description: Increase the safety of all people using active transportation.

Note: The Vision Zero Task Force will further refine the draft Safety programs and policies presented here. The Safety programs and policies will be included in the draft Vision Zero Action Plan which will be ready for review later this year.

Safety Programs

Objective	Action
S.1. Implement a multi-pronged safety initiative to increase motorist, bicyclist, and pedestrian awareness about traffic safety.	<p>S.1A. Develop a safety campaign, based on the City's collision data, to share information with the community about traffic safety for all modes. As a part of the campaign, consider implementing a "pace car" program to encourage drivers to travel the speed limit, and model safe and courteous driving.</p> <p>S.1B. Revive the citation diversion program for traffic safety violations for bicyclists, and consider extending to pedestrians.</p> <p>S.1C. Develop specific materials and programs for driver safety education.</p> <p>S.1D. Develop educational materials demonstrating how to navigate and interact with newer active transportation facilities (e.g. bike boxes, Pedestrian Hybrid Beacons, separated bike lanes, etc.)</p>
S.2. Expand Safe Routes To School program.	<p>S.2A. Incorporate traffic safety education across all grade levels and curricula.</p> <p>S.2B. Provide a comprehensive bicycle safety education program to all public and private schools, targeted to 5th graders.</p> <p>S.2C. Provide a comprehensive, educational pedestrian safety program to all public and private schools, targeted to appropriate grade levels.</p> <p>S.2D. Conduct street safety assessments at all public and private schools, develop implementation plans for improvements up to one quarter mile from the schools, and implement the plans focusing on the improvements within 600 feet of the schools.</p> <p>S.2E. Identify schools in need of additional and/or upgraded bicycle parking, and install facilities.</p> <p>S.2F. Develop and implement plans to organize and standardize drop-off/pick-up at all public and private schools.</p>

Safety Policies

Objective	Action
S.3. Develop a comprehensive policy to ensure that bicyclists and pedestrians are accommodated in work zones.	<p>S.3A. Create design guidance and provide training to contractors and inspectors to ensure compliance.</p> <p>S.3B. Require physical alterations, such as asphalt American with Disabilities Act (ADA) ramps, to provide reasonably direct and ADA-compliant temporary routes.</p>



Megan

52

Draft Programs and Policies



Megan

Goal

Community

Promote and inspire safe and fun walking, bicycling, and rolling to foster a strong culture of walking and bicycling.

Objective

Community Program

C.1. Develop a community-wide campaign to promote walking, biking, and rolling.

Action

Community Program

C.1B. Continue to support the community-wide celebration of Bike to Work Day and develop an annual event to promote walking.

53

Your Priorities



Megan



54

Priorities (1 of 2)



Megan

Improve infrastructure to destinations (Connectivity)

Examples:

- Build bikeways that serve popular destinations (e.g., schools, transit, commercial areas, parks and shopping centers)
- Build new pedestrian infrastructure near popular destinations (e.g., schools, transit, commercial areas, parks, and shopping centers)
- Improve estuary crossings
- Install more bicycle parking to serve popular destinations (e.g., schools, transit, commercial areas, parks and shopping centers)
- Install more wayfinding signage citywide

Build a safer and more comfortable active transportation network (Safety & Comfort)

Examples:

- Create safer crossings of major streets for bicyclists and pedestrians
- Build high-quality, high-comfort bikeways (e.g., separated bike lanes on high-volume, high-speed streets, and bicycle boulevards on low-volume, low-speed streets)
- Build high-comfort pedestrian infrastructure (e.g., curb extensions or median refuge islands)

55

Priorities (2 of 2)



Megan

Maintain what is there (Maintenance)

Examples:

- Maintain and upgrade existing multi-use trails and pathways
- Maintain and upgrade existing walking/biking facilities (e.g., sidewalks, bike lane striping, and bike racks)

Implement New Education and Outreach Programs (Community)

Examples:

- Develop a community-wide campaign to promote walking, biking, and rolling.
- Offer and promote free bicycle support services for low-income communities and people who are experiencing homelessness.

56



Megan

Questions and Input

(open discussion)



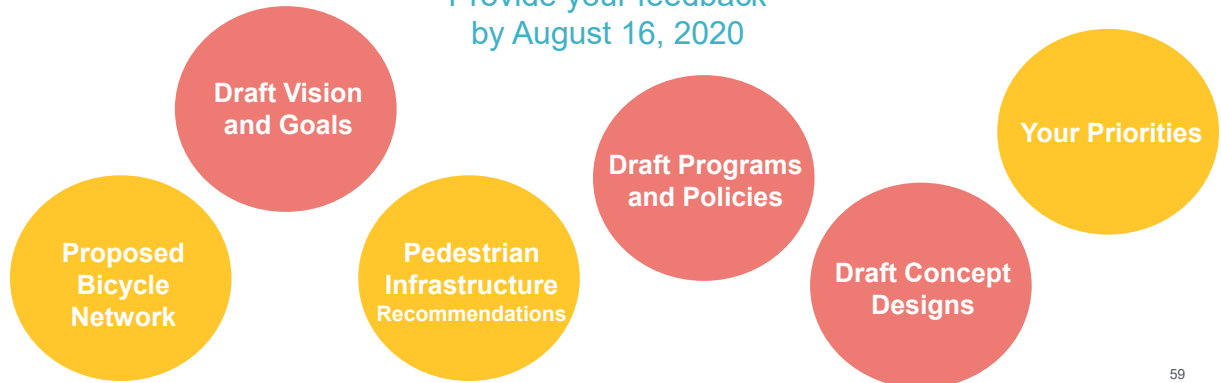
58



Megan

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

Provide your feedback
by August 16, 2020



59