



DRAFT PROGRAMS AND POLICIES

Alameda Active Transportation Plan
July 2020

Introduction

Programs and policies that support active transportation are a key component of a bicycle- and pedestrian-friendly community. **Programs** support people when walking and bicycling and encourage them to do so. **Policies** set the direction for the City's implementation of the active transportation network. Programs and policies are paired with infrastructure improvements, such as building a new bikeway, to create a community that is safe and comfortable for people of all ages and abilities to walk and bike.

This document includes the draft programs and policies that may be included in the Alameda Active Transportation Plan. They are organized by the draft Plan goals which include:

- Safety
- Connectivity and Comfort
- Equity
- Community

"Mode shift," which means getting more people to walk and bike, is also a goal of this Plan; however, you'll notice that no program or policy recommendations are assigned to this goal. All of the draft programs and policies aim to increase the number of people bicycling and walking, either through direct infrastructure investments or supportive programming. For this reason, no specific Mode Shift programs and policies are included.

The programs and policies are numbered so that we can all easily reference them. For example, the first objective under the Safety program is numbered "S.1" with the "S" meaning "Safety" and the "1" meaning the first objective. The associated actions are labeled "S.1A," "S.1B," etc.

We want to hear from you!

We would like to know what you think about these draft programs and policies. Please share your comments through the survey on the Alameda Active Transportation Plan website: <https://www.activealameda.org/Recommendations#section-8>

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 in early 2021.

Safety Programs

Objective	Action
S.1. Implement a multi-pronged safety initiative to increase motorist, bicyclist, and pedestrian awareness about traffic safety.	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 pledge program to encourage drivers to travel the speed limit, and model safe and courteous driving.
	S.1B. Revive the citation diversion program for traffic safety violations for bicyclists and consider extending to pedestrians.
	S.1C. Develop specific materials and programs for driver safety education.
	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.)
S.2. Expand Safe Routes To School program.	S.2A. Incorporate traffic safety education across all grade levels and curricula.
	S.2B. Provide a comprehensive bicycle safety education program to all public and private schools, targeted to 5 th graders.
	S.2C. Provide a comprehensive, educational pedestrian safety program to all public and private schools, targeted to appropriate grade levels.
	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.
	S.2E. Identify schools in need of additional and/or upgraded bicycle parking, and install facilities.
	S.2F. Develop and implement plans to organize and standardize drop-off/pick-up at all public and private schools.

DRAFT PROGRAMS AND POLICIES

Safety Policies

Objective	Action
S.3. Develop a comprehensive policy to ensure that bicyclists and pedestrians are accommodated in work zones.	S.3A. Create design guidance and provide training to contractors and inspectors to ensure compliance.
	S.3B. Require physical alterations, such as asphalt American with Disabilities Act (ADA) ramps, to provide reasonably direct and ADA-compliant temporary routes.
	S.3C. Include the City's Transportation Planning Division in reviews of proposed Traffic Control Plans for construction.
S.4. Implement priority crosswalk marking policy that includes rationale and decision matrix for siting crosswalk improvements.	S.4A. Update guidance for where crosswalks should be striped, including midblock crossings.
S.5. Develop and implement a policy for conducting post-collision site analyses for serious-injury crashes.	S.5A. Conduct a best practice scan for guidance on rapid response, and incorporate into policy.
S.6. Reduce speeds near schools.	S.6A. Evaluate and, if feasible, implement a School Zone program (15 mph speed limits).
S.7. Adopt supportive Safe Routes to School policies.	S.7A. Encourage the Alameda Unified School District to adopt a policy that supports incorporating traffic safety education into curriculum and the implementatin of Safe Routes to Schools-supportive infrastructure.
S.8. Evaluate the appropriate type and method of traffic enforcement for Alameda.	S.8A. Work with the Vision Zero Task Force and engage community to determine if and how to use enforcement equitably and effectively.

DRAFT PROGRAMS AND POLICIES

Goal: Connectivity and Comfort

Goal Description: Develop a well-connected network of active transportation facilities that are comfortable and convenient for people of all ages and abilities.

Connectivity and Comfort Programs

Objective	Action
CC.1. Standardize implementation of bicycle and pedestrian facilities during scheduled repaving and other street maintenance projects, and capital projects development	CC.1A. Develop a Complete Streets checklist that includes reviewing the Active Transportation Plan for opportunities at the time of project implementation
	CC.1B. Conduct annual reviews of the pavement management program to identify opportunities for bikeway project integration.
CC.2. Standardize practices for cleaning and maintaining bicycle and pedestrian facilities, including streets with standard and separated bike lanes, bicycle and pedestrian paths, and walkways.	CC2A. Acquire specialized sweeping equipment and develop a maintenance schedule for separated bike lanes.
	CC.2B. Develop and implement guidance on integrating maintenance considerations during project development, planning, and design phases for bicycle and pedestrian projects.
	CC.2C. Implement a regular sweeping schedule for bicycle/pedestrian facilities, including streets with standard and separated bicycle lanes, bicycle and pedestrian paths, and walkways.
CC.3. Standardize and incorporate bicycle/pedestrian access and circulation considerations into the development review process.	CC.3A. Create a checklist for use by developers and City staff to use during development review process. This checklist could include requirements to construct frontage improvements and require reasonable pedestrian permeability through large developments.
CC.4. Standardize practices for sidewalk and walkway maintenance and repair.	<p>CC.4A. Consider enhancing existing policies and programs to support strategic sidewalk and walkway maintenance and repair across the city, such as:</p> <ul style="list-style-type: none"> • Develop voluntary, “opt-in,” neighborhood-scale sidewalk repair efforts, allowing Public Works to help property owners address sidewalk maintenance, as batching sidewalk repairs across a neighborhood creates an economy of scale and potential cost savings. • Evaluate requiring sidewalk repair when properties are sold as a condition of sale. • Evaluate establishing a revolving “micro-loan” fund, with options for deferred payment when properties change hands.

DRAFT PROGRAMS AND POLICIES

Connectivity and Comfort Policies

Objective	Action
CC.5. Expand and enhance bicycle and pedestrian access in parks and along the shoreline.	CC.5A. Repair paths as needed, and establish ongoing maintenance. Address the issues identified in the field inventory completed as part of this Plan.
	CC.5B. Explore feasibility of widening all paths that do not meet minimum width standards.
	CC.5C. Develop design guidelines and policies specifically for the development of Bay Trail and shoreline public access for bicyclists and pedestrians, or adopt with modifications, the <i>Bay Trail Design Guidelines and Toolkit</i> .
CC.6. Develop and implement bicycle actuated signals siting policy with guidance on prioritizing the installation of video detection.	CC.6A. Conduct best practices research on signal detection and actuation for bicyclists, and select preferred approach based on City fiscal constraints and expected safety/connectivity benefits.
CC.7. Incorporate and implement best practices for the planning, design and maintenance of bicycle and pedestrian infrastructure.	CC.7A. Provide training for all Public Works and Transportation Planning staff in best practices for bicycle and pedestrian infrastructure design, implementation, and maintenance.
CC.8. Develop and implement pedestrian push button and signal phasing policy.	CC.8A. Develop a policy for siting and activating pedestrian pushbuttons. [Policy currently being developed by the City's Public Works Department.]
	CC.8B. As feasible, install leading pedestrian interval (LPI) programming and all red phase at all signalized intersections.
	CC.8C. Study the feasibility and legality of allowing bicyclists to use LPIs.

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.

¹ <https://www.oaklandca.gov/departments/race-and-equity>

² <https://www.visionawaken.com/>

DRAFT PROGRAMS AND POLICIES

Objective	Action
	E.4C. Promote California's Clean Cars 4 All e-bike voucher program for low-income individuals (up to \$7,500 toward the purchase of an e-bike or bikeshare program in exchange for their gas-powered vehicle).

DRAFT PROGRAMS AND POLICIES

Goal: Community

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

Community Programs

Objective	Action
C.1. Develop a community-wide campaign to promote walking, biking, and rolling.	C.1A. Promote the Alameda County Safe Routes to Schools (SR2S) Program's events to encourage walking/biking, such as International Walk and Roll to School Day in October, Golder Sneaker Contest in March, and Bike to School Day in May.
	C.1B. Continue to support the community-wide celebration of Bike to Work Day and develop an annual event to promote walking.
	C.1C. Implement temporary street closures, such as Slow Streets or Sunday Streets, to provide safe and fun places for people to walk, bike, and roll, such as on Shoreline Drive, Harbor Bay Parkway, or Ferry Point.
	C.1D. Investigate opportunities for permanent street closures, to make space for outdoor dining and community events.
	C.1E. Support Transportation Management Associations (TMAs) in developing incentive programs that encourage walking and biking by employees.
	C.1F. Continue partnering with Bike Walk Alameda on development of the printed walking and biking map of Alameda, and create an online bicycling map.
	C.1G. Explore developing a program to provide rebates for residents purchasing bicycles, such as e-bikes, cargo bikes, etc.
	C.1H. Develop signage and educational materials about securely locking bikes to reduce bike theft. Disseminate materials via community partners and public-facing city agencies, social media and web sites.
C.2. Install end-of-trip facilities and placemaking infrastructure to support active transportation.	C.2A. Develop program guidelines for community-implemented street art and placemaking, such as painted bulbouts and intersections.
	C.2B. Install additional bike parking, including bike corrals, throughout Alameda.
	C.2C. Develop and implement a citywide wayfinding signage program, including for trail system.
	C.2D. Expand the number of free-standing bike repair stations in Alameda.

DRAFT PROGRAMS AND POLICIES

Community Policies

Objective	Action
C.3. Update Bicycle Chapter of the Alameda Municipal Code.	C.3A. Revise Bicycle Chapter to reflect current laws and practices, and support safe bicycling in Alameda.
	C.3B. Review the latest best practices in bicycle parking requirements, especially for long-term parking, and update current ordinance to reflect them.
C.4. Develop and implement programs to responsibly bring micromobility options to Alameda.	C.4A. Evaluate current bikeshare (standard and electric), scooter share and other micromobility options, and establish programs and policies for their operations in Alameda.
	C.4B. Coordinate updates to trail user policies with partner agencies to allow motorized active transportation (i.e., scooters, skateboards, e-bikes).