CHAPTER 7: PROGRAMS

INTRODUCTION

Achieving the Active Transportation Plan vision and implementing the citywide General Plan and Climate Action and Resiliency Plan goals will require both physical improvements to Alameda's infrastructure (described in the next chapter) as well as programs to support and encourage active transportation and create a thriving culture of walking, rolling and biking.

Table 9 lists the priority programs necessary to support active transportation in Alameda for the next eight years. These programs support and supplement the capital projects described in the next chapter, and they support all five plan goals: Safety, Equity, Connectivity and Comfort, Community, and Mode Shift.

Each program listed below includes a relative cost and timeframe for implementation. The programs are listed in order by timeframe, and not by priority. Programs are divided into three timeframes:

» Near-term: Top priority for implementation between 2023 and 2025
» Medium-term: Implementation between 2026 and 2030
» Ongoing: These efforts are underway and expected to continue into the future

Costs are displayed in relative terms as follows:

» **$:** Relatively inexpensive actions that can likely be completed using existing staff and resources
» **$$**: Somewhat expensive actions that may require hiring additional staff or contractors and/or purchasing additional equipment or services
» **$$$:** Relatively expensive actions, such as infrastructure improvements requiring extensive design and construction resources

Children at a bicycle education event in Alameda Point

Table 9. Recommended Programs

Program	Goals	Cost	Timeframe
Near-Term Programs			
P.1. 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.	Equity, Safety, Mode Shift	$$	Near-term
P.2. Support and promote local, regional and state electric bike rebate programs for low-income individuals.	Equity, Community, Mode Shift	$	Near-term
P.3. Develop a toolkit to achieve Neighborhood Greenway volume and speed targets using volume management and traffic calming tools.	Connectivity and Comfort, Safety, Mode Shift	$	Near-term
P.4. Develop and implement a maintenance schedule for bikeway infrastructure, including striping and separated bike lane barriers.	Connectivity and Comfort, Safety, Mode Shift	$$	Near-term
P.5. Develop guidance on integrating maintenance considerations during project development, planning, and design phases for bicycle and pedestrian projects.	Connectivity and Comfort, Safety, Mode Shift	$	Near-term
P.6. Support state legislation that would allow bicyclists to legally use leading pedestrian interval (LPI) traffic signal phases.	Connectivity and Comfort, Safety, Mode Shift	$	Near-term
P.7. Update existing City design guidelines for bicycling and walking facilities to reflect best practices and the range of new types of infrastructure.	Connectivity and Comfort, Safety, Mode Shift	$	Near-term
P.8. Develop a data-driven school crossing guard policy that provides guidance on where to locate crossing guards and, in partnership with other public agencies, adequately fund the program.	Connectivity and Comfort, Safety, Mode Shift	$$	Near-term
P.9. Develop signage and educational materials about securely locking bikes and using services such as Bike Index to reduce bike theft. Disseminate materials via community partners and public-facing City agencies, social media and web sites.	Community, Mode Shift	$	Near-term
P.10. Install additional bike parking throughout Alameda, including in-street bike corrals and parking that accommodates longer wheelbase cargo bicycles.	Community, Mode Shift	$$	Near-term

Program	Goals	Cost	Timeframe
P.11. Evaluate current bikeshare (standard and electric), scooter share and other micro-mobility options, and establish programs and policies for their operations in Alameda. Include discounts for low-income residents.	Community, Mode Shift, Equity	$$	Near-term
P.12. Develop and distribute materials that educate the community on the benefits of electric and cargo bikes and promote programs that provide rebates for electric bikes.	Community, Mode Shift	$	Near-term
P.13. Revise the Bicycle Chapter in Alameda's municipal code to reflect current laws and practices, support safe bicycling in Alameda, eliminate bicycle registration requirement and discourage motorists from parking or idling in bike lanes.	Community, Safety	$	Near-term
Medium-Term Programs			
P.14. Partner with other organizations to provide free or low-cost bike gear for low-income and unhoused residents, including children, to enable safe riding practices; include high-quality locks, lights and helmets.	Equity, Safety, Mode Shift	$$	Medium-term
P.15. Develop strategies to assist and incentivize property owns to repair their sidewalks across the City, such as: » Develop voluntary "opt-in" neighborhood-scale sidewalk repair efforts, allowing Public Works to help property owners address sidewalk maintenance; 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.	Connectivity and Comfort, Safety, Mode Shift	$	Medium-term
P.16. Identify priority intersections for bicycle video detection and implement.	Connectivity and Comfort, Safety, Mode Shift	$$$	Medium-term
P.17. Increase training opportunities for Public Works and Transportation Planning staff directly involved in the planning and design of bicycle and pedestrian facilities on best practices for infrastructure design, implementation and maintenance.	Connectivity and Comfort, Safety, Mode Shift	$	Medium-term
P.18. Where needed, install infrastructure such as benches, shelters, safe pedestrian crossings and lighting along bus transit lines, prioritizing high-frequency bus corridors, equity priority areas and stops near senior centers and schools.	Connectivity and Comfort, Safety, Mode Shift	$$	Medium-term

Program	Goals	Cost	Timeframe
P.19. Encourage and support partner organizations to develop temporary street closure programs, such as Sunday Streets, to provide safe and fun places for people to walk, bike, roll, and gather, such as on Shore Line Drive, Harbor Bay Parkway, or Ferry Point.	Community, Mode Shift	$$	Medium-term
P.20. Investigate opportunities to create pedestrian-only spaces for outdoor dining and community gathering for special events or longer term.	Community	$	Medium-term
P.21. Continue partnering with Bike Walk Alameda on development of the printed walking and biking map of Alameda, and create an online bicycling map.	Community, Mode Shift	$$	Medium-term
P.22. Develop program guidelines for street art and placemaking, such as painted bulb-outs, in-street bike corrals and intersections.	Community	$	Medium-term
P.23. Develop and implement a citywide wayfinding signage program, including trail systems.	Community, Mode Shift	$$	Medium-term
P.24. Expand the number of free-standing bike repair stations in Alameda, focusing on equity priority communities.	Community, Mode Shift	$$	Medium-term
P.25. Continue to support the community-wide celebration of the annual Bike to Work Day and encourage a wider focus on more than just work trips and develop an annual event to promote walking.	Community, Mode Shift	$	Ongoing/ Medium-term
Ongoing Programs			
P.26. Regularly engage underrepresented groups and equity priority communities through listening sessions and other engagement efforts, and incorporate their input into project and program selection, design, funding and implementation recommendations.	Equity, Community	$$	Ongoing
P.27. Implement a regular sweeping schedule for bicycle/pedestrian facilities, including streets with standard and separated bike lanes, bicycle and pedestrian paths and walkways.	Connectivity and Comfort, Safety, Mode Shift	$$	Ongoing
P.28. Continue implementing the *Signalized Intersection Access Equity* policy and communicate about implementation status.	Connectivity and Comfort, Mode Shift	$	Ongoing
P.29. Document the impacts of pedestrian and bicycle capital projects and programs on safety and mode shift. Conduct before-and-after studies of projects using a consistent methodology.	All	$$	Ongoing

Program	Goals	Cost	Timeframe
P.30. Partner with the Countywide SR2S Program, local schools and community organizations to continue the annual Bike Festival.	Community, Mode Shift	$$	Ongoing
P.31. Continue to collaborate with and promote the Alameda County Safe Routes to Schools (SR2S) programs and events that encourage safe walking/biking to school, including International Walk and Roll to School Day, and Bike to School Day.	Safety, Community, Mode Shift	$	Ongoing