

## Final Draft Alameda Active Transportation Plan (November)

Changes made in response to comments on the Public Review Draft Plan (October)

*First Published: 11/09/22*

*Updated 11/22/22*

The City of Alameda received hundreds of comments on the Public Review Draft Plan via an online survey with over 325 responses, 14 public events and meetings, 7 presentations or tabling for local organizations, and additional emails, letters and phone comments. The Draft Plan was also shared with other relevant public agency staff, including transit agencies, who provided feedback.

Staff reviewed and considered all of the comments received. The key substantive changes made in response to comments are listed immediately below. Some changes were unable to be made in time to be incorporated into this Final Draft Plan. These additional changes, listed further below, are recommended by staff and will be made to the Plan if approved by City Council.

### Changes reflected in Final Draft Plan (November)

#### *Existing Conditions (Chapter 3)*

- **Equity:** Some commented that equity was not adequately emphasized in the Plan. In response, a new section describing Equity Priority Areas and how they were used in the Plan was added (see page 22).
- **Trip data corrected:** Staff corrected an error in the trip data on page 14, and in other places where this mode share data was referenced.

#### *Pedestrian Design Strategy (Chapter 4)*

- **Strategy:** A number of commenters felt that the pedestrian design strategy was not clear, including when the improvements would be made. The text was modified in an attempt to make the strategy more clear and to show that it will be used not just for stand-alone projects, but when regular maintenance is performed (pages 30-31).
- **Sidewalk maintenance and gaps:** Many raised the issue of the importance of maintaining obstruction free, ADA-compliant sidewalks and curb ramps, and eliminating sidewalk gaps. The existing maintenance section was strengthened (page 31).

#### *Bikeway Network (Chapter 5)*

- **Bikeway Vision Network changes** (Figures 6 and 7):
  - Challenger Dr (Marina Village Parkway to Atlantic Ave): Upgraded from proposed buffered bike lanes to proposed separated bike lanes.
  - Marina Village Parkway (Mariner Square Drive to Constitution Way): Upgraded from proposed buffered bike lanes to proposed separated bike lanes.
  - These two roadways in Marina Village were upgraded to low-stress facilities since they will connect the upcoming north-south trail connector into Jean Sweeney Open Space

Park and the Cross Alameda Trail with destinations at the Marina Village shopping and research centers.

Bikeway Network (Chapter 5)

Bikeway Vision Network changes (Figures 6 and 7)

- **Aughinbaugh:** Upgrade Aughinbaugh Way (Mecartney Rd to Seaview Parkway) from existing buffered bike lanes to proposed separated bike lanes, to expand connectivity of low-stress network and improve access to schools and ferry terminal. There is not a parallel shared-use trail in this location, and there is adequate width to fairly easily add separated bike lanes.
- **Robert Davey Jr Dr:** Upgrade Robert Davey Jr Dr (Aughinbaugh Way to Island Dr) from existing and proposed buffered bike lanes to proposed separated bike lanes, to expand connectivity of low-stress network and improve access to schools. There is adequate width to fairly easily add separated bike lanes.
- **Mecartney Rd:** Upgrade Mecartney Rd (Aughinbaugh Way to Adelphian Way) from existing standard bike lanes to proposed separated bike lanes, to expand connectivity of low-stress network and improve access to ferry terminal. There is adequate width to fairly easily add separated bike lanes, and this facility would connect to existing shared-use trail to the east.
- **Adelphian Way and Harbor Bay Parkway:** Remove proposed Neighborhood Greenway on Adelphian Way and Harbor Bay Parkway between Mecartney and Bay Edge Rd, since there is parallel shared-use trail along the waterfront, will avoid routing bicyclists through the Ferry Terminal parking lot and along a transit route, and it is classified as a *Neighborhood Connector* in the General Plan Street Classification Appendix, which is not compatible with a Neighborhood Greenway.
- **Mckay Ave:** Upgrade from existing bike route to a proposed low-stress facility (type TBD), to connect planned Central Ave separated bike lanes to the Bay Trail and East Bay Regional Park District's planned expansion of Crown Memorial State Beach.
- **Hibbard/Eagle:** Remove proposed Neighborhood Greenway on Hibbard St (Clement Ave to Eagle Ave) and Eagle Ave (Hibbard St to Grand St). This was proposed as interim Cross Alameda Trail routing when the construction timing for the new Clement Ave extension (Hibbard to Grand) at the former Pennzoil property was unknown. It is now known that the Clement extension should take place within a few years, so this interim routing is not needed.



- **Neighborhood Greenways:** The description was expanded slightly and the goals for these streets were clarified. Additionally, a new auto volume target was added - for 50 or fewer vehicles in the peak direction at the peak hour - a target which is recommended by NACTO (National Association of City Transportation Officials). See page 43.
  - **Map added:** The Low Stress Bikeway Vision Network map was added to the Plan (Figure 7). It shows just the three bikeway types from the full Vision Network that are low-stress. The map was posted on the Plan webpage during the public comment period but had not yet been incorporated into the Plan.

*Trails Network and Waterfront Crossings (Chapter 6)*

- **Bay Trail route map** (Figure 9): At the request of the Metropolitan Transportation Commission (MTC) Bay Trail staff, this map was modified to only show one route, not both a long and short term one, in two short segments near Central Avenue and Fernside. The possibility of future routings closer to the water is now described in text, on page 48.

#### *Programs (Chapter 7)*

- **Programs modified:** Many comments were received on the list of programs. As a result, the table of programs was modified significantly. Duplicative programs were consolidated. A program made obsolete by new state legislation was removed. Several missing programs, including for bike safety education for adults and teens, were added. Some programs were modified to add suggested enhancements. Ones that people repeatedly misunderstood were clarified. Finally, the list of programs was re-ordered, to put like programs closer together in the table, which means that all of them have new numbers.

#### *2030 Infrastructure Plan (Chapter 8)*

- **2030 Low-Stress Backbone Network:** This description of this map (Figure 10) was expanded, to address some confusion about what it is (see page 59).
- **Projects List:** Some people were confused about the scope of the proposed projects in the 2030 Infrastructure Plan (Table 10), and many expressed frustration or confusion regarding the 2030 timeline for completion. In response, many of the project descriptions were expanded and clarified, and more specific target years for completion were added. One additional project was added – the estuary water shuttle – since it is already in the planning phase. Although other new projects were requested, they were not added since staff does not have the capacity to accomplish more in this eight year timeframe. Finally, the projects were re-ordered and re-numbered, to roughly reflect the chronological order of completion, and the total number of projects was corrected – there are 32 projects in total.
- **Slow Streets:** For clarity, the section on the “Future of Slow Streets” was moved from Chapter 5 to Chapter 8 (see page 66).
- **Funding and Resources:** In response to comments, this section was updated to remove the statement that no new staffing was needed to accomplish the 2030 projects and programs, and it was clarified that this will be evaluated during the annual budgeting processes (pages 66-67).
- **Performance Measures:** Several requests were made to expand upon the performance measures and to set concrete goals. In response, they were significantly revised and expanded, and now include baseline and target numbers, plus information on the available frequency of the data sources (see page 67 and Table 11).

#### *Appendices*

- **Engagement summary:** Appendix B now includes a summary of the October public engagement on the Public Review Draft Plan.

#### *Minor edits*

- Several map edits were made to simplify the legends and, on several maps, explanations were added below the map name to clarify the purpose of the map. The Appendices were re-

lettered to match the order in which they are referenced in the Plan. Some photos were swapped out for new photos.

### Overall

- **Pedestrian focus:** Some commenters felt that the Plan was overly focused on bicycling. This was not the intent, and in response, edits were made throughout the Plan to elevate the pedestrian content and proposals.
- **Trail maintenance:** The strong need for shared use trail maintenance, particularly on Bay Farm Island, was stated by many. While programs and projects were already included to address this need, this content was strengthened, mainly in Chapters 6 and 8.

### Additional Changes Recommended by Staff & Transportation Commission

The following additional changes are recommended by staff, and are not yet in the November Draft Plan.

#### *Pedestrian Design Strategy (Chapter 4)*

- **Align Pedestrian Street Types and General Plan Street Classifications:** Update the Pedestrian Street Types map (Figure 5) Business Main Street street segments to align with the proposed Main Street street segments in the draft General Plan Appendix Street Classifications (Figure 1). Changes were recently made to the Street Classifications Figure 1 that were not captured in the latest Figure 5. Since these two main street types are very similar, they should be aligned.

#### ~~*Bikeway Network (Chapter 5)*~~

##### ~~• **Bikeway Vision Network changes (Figures 6 and 7)**~~

- ~~○ **Aughinbaugh:** Upgrade Aughinbaugh Way (Mecartney Rd to Seaview Parkway) from existing buffered bike lanes to proposed separated bike lanes, to expand connectivity of low stress network and improve access to schools and ferry terminal. There is not a parallel shared use trail in this location, and there is adequate width to fairly easily add separated bike lanes.~~
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~~Edge Rd, since there is parallel shared-use trail along the waterfront, will avoid routing bicyclists through the Ferry Terminal parking lot and along a transit route, and it is classified as a Neighborhood Connector in the General Plan Street Classification Appendix, which is not compatible with a Neighborhood Greenway.~~

- ~~○ **McKay Ave:** Upgrade from existing bike route to a proposed low stress facility (type TBD), to connect planned Central Ave separated bike lanes to the Bay Trail and East Bay Regional Park District's planned expansion of Crown Memorial State Beach.~~
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### *2030 Infrastructure Plan (Chapter 8)*

- **Cost estimates:** Staff will develop and add a total cost estimate for the 17 City-led projects in the 2030 Infrastructure Plan (Table 10), and for the 2030 Low Stress Backbone Network. To be added to Page 59.
- **Performance Measures:** Staff will research, develop and add numbers for the five numbers listed as “[coming]” in Figure 11.

### *Figures (maps)*

- Figure 1: Existing Pedestrian and Trail Facilities: Map colors will be edited to distinguish between “private or public streets” only and those streets with sidewalks. Both are now grey lines. Also, text will be added to map to clarify that not all signals and RRFBs are on the map, since it was last revised in 2019.
- Figure 3: Pedestrian High Injury Corridors: Colors of the three tiers will be changed to be more distinguishable.
- Figures 3 and 4: Pedestrian and Bicycle High Injury Corridors: Explanation of tier levels will be added to the maps, to clarify what “tiers” mean.
- Figure 9: Bay Trail route map: Make improvements to the legend, indicating the pedestrian facilities (sidewalks and paths) are part of the Bay Trail route. Also, add text below the map title explaining purpose of map.
- Appendix G: Active Transportation Project Prioritization: Colors on Prioritization Results maps will be adjusted so that the High scoring segments stand out more than the Low scoring ones.