

Alameda Countywide Bicycle and Pedestrian Plans

Implementation Actions – 2013

See plans for additional action descriptions. Implementation of most actions is dependent on funding and resource availability.

Implementation Action		Progress Through October 2013
FUNDING		
1.	Implement the Countywide Bicycle/Pedestrian Plan by continuing to dedicate funding and staff time to the plan priorities, and integrating the priorities into the agency's activities	
1.1	Use this plan to guide the agency's bicycle/pedestrian program and funding priorities.	Ongoing
1.2	In each funding cycle for all of the funding sources administered by the agency, consider funding the plan priorities (as applicable), using this plan as a guide.	Ongoing
1.3	Continue to have a countywide bicycle and pedestrian coordinator and/or team.	Ongoing
1.4	Advocate for additional and/or new funding to support the plan priorities at the county, regional, state and federal levels.	Ongoing
1.5	Annually review the plan's implementation actions to ensure that they are incorporated into the agency's work plan and to monitor progress made.	Plan implementation actions were considered in 12/13 bicycle/pedestrian program work scope development. Alameda CTC BPAC to be briefed on progress in October 2013.
1.6	Implement grant funding cycles for bicycle and pedestrian projects and programs every two years, or as discretionary funding is available.	Measure B and VRF bicycle/pedestrian discretionary funds were programmed in June 2013 as part of Coordinated Funding Program
2.	Fund and provide technical assistance for the development and updating of local bicycle/pedestrian master plans	
2.1	Continue to fund local master plans so that jurisdictions without an adopted plan can develop one, and the 14 local jurisdictions [bike] and 11 local jurisdictions [ped] and also other public agencies (such as BART [bike], AC Transit [ped], and UC Berkeley [bike/ped]) with plans can keep them up to date.	City of Piedmont Bicycle and Pedestrian Master Plan funded as part of 2013 Coordinated Funding Program; local master plans are eligible for funding through SCTAP
2.2	Develop a toolkit of technical resources to assist agencies in developing and updating their plans, such as best practices, to ensure that plans are effective, and, to the extent feasible, comparable to each other.	Background research underway
3.	Coordinate transportation funding with land use decisions that support and enhance bicycling/walking	
3.1	Develop and implement a Priority Development Area (PDA) Investment and Growth Strategy and PDA Strategic Plan that identifies "ready" PDAs and transportation projects within them, including developing cost estimates, incorporating complete communities and streets concepts and policies, and developing Transit-Oriented Design Guidelines.	PDA Investment and Growth Strategy which includes a "readiness" classification of the county's PDAs was adopted in March 2013.
3.2	Develop a countywide Community-Based Transportation Program, including updating the existing Community-Based Transportation Plans (CBTPs), incorporating new Communities of Concern areas as defined by MTC, identifying high priority projects (including bicycle and pedestrian projects) and costs estimates, and an implementation strategy.	CBTPs are being updated in conjunction with countywide modal plans in 2013-2015 timeframe

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4.	Conduct research on best practices for generating and pursue additional dedicated funding for maintenance	
4.1	Consider setting aside a portion of discretionary funding for maintenance of facilities on the countywide network.	This action is deferred until possible future augmentation of countywide discretionary fund through a new Transportation Expenditure Plan
4.2	Advocate for dedicated funding for bikeway maintenance, particularly for trails, at the regional, state and federal levels.	Ongoing
TECHNICAL TOOLS		
5.	Develop resources to support local jurisdictions in adopting and implementing Complete Streets policies	
5.1	Develop a package of recommended technical assistance and resources that support complete streets in the county. [starting in 2012]	Staff presented a program of Complete Streets implementation resources including panel discussions, white papers, web-based resources, and other topics at Complete Streets Implementation workshop in July; these are proposed for 2013 and beyond.
5.2	Implement the recommended complete streets resources. [starting in 2012]	Ongoing
5.3	Assist local jurisdictions with updating the circulation element of their general plans in compliance with Assembly Bill 1358, the "California Complete Streets Act of 2008," by 2014, to be in compliance with the MTC policy requirement.	Staff has reviewed many case studies of circulation elements updated in support of AB 1358 from around California and identified some best practice examples. Staff is coordinating with MTC on 2014 deadline. Staff developing a guide for local jurisdictions to use when updating circulation elements.
6.	Offer regular trainings and information-sharing forums for local-agency staff on best practices in bicycle/pedestrian infrastructure and programs	
6.1	Continue to provide free access to a monthly webinar presented by the Association of Pedestrian and Bicycle Professionals, and consider expanding the reach of this program to those not located near the Alameda CTC offices.	Ongoing
6.2	Host additional webinars on topics of interest, as they are made available.	Ongoing
6.3	Host half-day educational forums on best practices in bicycle and pedestrian infrastructure and programs, at least every other year.	The Alameda CTC hosted a Complete Streets Implementation workshop in July 2013.
6.4	Re-convene the Pedestrian Bicycle Working Group (PBWG), a group of local agency and advocacy staff that meets up to four times a year to share information, learn about best practices, and give input to Alameda CTC on its programs and projects.	PBWG meetings are recommencing in October 2013
6.5	Establish a quarterly speaker series featuring bicycle and pedestrian experts to address timely topics such as the implementation of Complete Streets, liability concerns, innovative infrastructure treatments, and CEQA-related obstacles.	Staff is considering the most appropriate method to address this action.

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7. Develop a local best practices resource and other tools that encourage jurisdictions to use bicycle/pedestrian-friendly design standards		
7.1	Develop a local best practices resource that includes engineering-level detail for both basic and innovative infrastructure in use in Alameda County, as a way to share and spread best practices throughout the county, and to reduce the need for local agencies to re-invent the wheel. Information about programs, such as signage or enforcement, could also be included. The resource will be developed with input from local agencies, and could be print or web-based.	Staff has collected some information on best practice projects around the county. PBWG to be solicited for feedback on additional projects and on usefulness of a print- vs. web-based resource.
7.2	Disseminate information about best practices and innovative design guidelines, [bike : such as the NACTO Urban Bikeway Design Guide], as they become available, and work with local jurisdictions to determine which are the most useful and should be highlighted.	Ongoing
7.5	Support local jurisdictions in testing and implementing innovative infrastructure, as feasible.	No progress
7.6	Via information-sharing forums, such as the PBWG, develop a better countywide understanding of the limitations of the Highway Design Manual being used for the design of local streets, and the alternative design standards available for facilities.	No progress
8. Offer technical assistance to local jurisdictions on complex bicycle/pedestrian design projects		
8.1	Research and develop the best method of offering technical assistance that is simple for local jurisdictions to use and feasible for Alameda CTC to operate. This could be done by expanding Alameda CTC's current Transit-Oriented Development Technical Assistance program (TOD TAP) to include bicycle and pedestrian projects.	SCTAP program which provides technical assistance to jurisdictions from qualified consultant list underway; categories include PDA planning, complete streets implementation, and complex bike/ped project design
9. Develop tools and provide technical assistance to help local jurisdictions overcome CEQA-related obstacles		
9.1	Provide technical assistance to local jurisdictions to develop alternative CEQA policies, guidelines and standards to overcome, or at least lessen, some of the obstacles noted above. This may be done by developing a CEQA mitigation toolkit based on the best practices and resources developed in previous implementation actions.	This topic was addressed at Complete Streets Implementation workshop. SB 743 (recently passed by state legislature) changes CEQA for transportation analysis and staff will be monitoring implementation of this bill and will share information with local jurisdictions as appropriate.
9.2	Provide trainings and speaker sessions (via implementation action #6 above) for local jurisdictions that address relevant topics, such as expanding LOS standards to include multi-modal measures; the appropriate level of environmental review for different types of bicycle and pedestrian plans and projects; trip-generation methodologies appropriate for smart growth developments; and significance thresholds for transportation impacts.	SB 743 implementation will address many of these elements and Alameda CTC will provide updates to BPAC and local jurisdictions.

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COUNTYWIDE INITIATIVES		
10.	Develop and implement a strategy to address how to improve and grow (as feasible) four near-term priority countywide programs (10.1 to 10.4 below)	Ongoing
10.1	Safe routes to schools (SR2S) program. Approximately 100 schools had established SR2S programs in 2012. This plan's long-term goal is to have a program in every school in the county (see Strategy 2.6 in the "Vision and Goals" chapter).	Ongoing
10.2	Countywide bicycle safety education program. Safety classes are offered around the county in a variety of languages. The goal is to further expand the program to broaden its reach (see Strategy 2.5 in the "Vision and Goals" chapter).	Ongoing
10.4	Countywide bicycling promotion program. The current "Ride into Life!" advertising campaign, which is coordinated with Bike to Work Day each year, was evaluated in 2010/2011. The agency will re-examine this program, and other possible new efforts, to determine possible improvements.	2014 Ride Into Life! campaign planning is underway.
10.5	Work with local jurisdictions to grow the above programs even further by developing and offering an easy-to-administer option for jurisdictions to contribute local funding toward countywide programs to expand the programs in their jurisdiction.	Alameda CTC will update BPAC and inform local jurisdictions on the implementation guidelines for the state's new Active Transportation Program.
11.	Develop and adopt an internal Complete Streets policy	No progress
11.1	Alameda CTC will develop an internal Complete Streets policy that addresses the wide variety of activities that the agency performs, including capital projects development, fund programming, and countywide planning, tools and resources. This will ensure that capital projects implemented and/or funded by the agency provide safe and convenient access to all users, including bicyclists/pedestrians, as appropriate and feasible for each project.	
12.	Determine options for modifying the countywide travel demand model to make it more sensitive to bicycling/walking and implement the best feasible option	
12.1	As part of the model update—which will among other things, align the model with the 2010 Census, update the model years to 2010 and 2040, and incorporate the Sustainable Communities Strategy—evaluate options for modifying the model to make it more sensitive to bicycling/walking trips, and select the best feasible option. Implement the selected option. [starting in 2012]	Model update is in progress with scheduled completion date of Summer 2014. Model update includes a task specifically to enhance bicycle/pedestrian sensitivities. PBWVG involved in this task.

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12.2	Consider leading a study, in collaboration with a local jurisdiction, of a road diet (possibly along a CMP network segment) to better understand the impacts to non-motorized transportation of using the model. Based on such a study, further recommendations could be developed to improve the model and the application of LOS standards.	Staff and model development team will consider feasibility of testing this aspect of travel demand model as part of ongoing model update.
13.	Determine options for revising the Congestion Management Program to enhance bicycle/pedestrian safety and access, and implement the best feasible option	
13.1	During the update to the CMP, explore the options for revising the CMP to improve bicycle/pedestrian safety and access, and implement the best feasible option. As one option, consider using minimum safety and access standards for bicyclists and pedestrians, rather than multi-modal LOS, which may not provide direct guidance on future improvements.	2013 CMP update explored use of M/MLOS, ultimately deciding it was not suitable for ongoing monitoring activities through LOS monitoring CMP element. Alternative metrics to monitor bicycle and pedestrian modes to be explored through Countywide Multimodal Arterials Plan.
13.2	Update the CMP guidelines to better define how to develop Areawide Deficiency Plans to address deficiencies on the CMP network, which will allow bicycling and walking improvements to more easily be incorporated into projects, or at a minimum, not pit the implementation of bicycle and pedestrian projects against auto projects to improve LOS.	2013 CMP update includes updated Areawide Deficiency Plan guidelines.
13.3	Conduct a feasibility study to explore implementing an impact analysis measure that supports alternative modes, such as San Francisco's Automobile Trip Generated (ATG) measure, instead of using LOS methodologies that primarily address auto impacts. [starting in 2012]	Alameda CTC guidelines for transportation impact analysis revised as part of 2013 CMP update to include more robust language about multimodal impacts and to encourage study of tradeoffs to different road users from mitigation measures. SB 743 affects ATG feasibility study, and staff is monitoring implementation of this bill.
13.4	Create maps of the areas of overlap between the CMP and the countywide bicycle/pedestrian vision network. This analysis will reveal the areas and routes on which to focus efforts to improve the CMP process from a bicycle and pedestrian safety and access perspective.	Done, to be posted to website.
14.	Work with the County Public Health Department to consider bicycle/pedestrian data and needs in the development and implementation of health and transportation	
14.1	Identify specific bicycle and pedestrian data and social marketing efforts on which to partner with the Alameda County Public Health Department (PHD) to further the goals of this plan.	No progress
14.2	Continue to work collaboratively with the PHD on the intersection of public health and bicycling/walking.	Alameda CTC will share the results of the Annual Performance Report regarding walking and biking as well as the Annual Programs Compliance Report on Measure B and VRF bike/ped and local streets and roads with the PHD.

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15. Monitor, evaluate and report on progress annually on implementation of the Countywide Bicycle/Pedestrian Plan		
15.1	Monitor the status of the plan's eight performance measures included in this chapter, and report on them in the Alameda CTC's annual Performance Report. In future years, the results of these and all other performance measures, as reflected in the Performance Report, will be used by Alameda CTC to set priorities in the agency's Capital Improvement Program.	2012 Performance Report to be adopted with CMP. Includes reporting on most of the performance measures from Countywide Bicycle and Pedestrian Plans.
15.2	Annually review the plan's implementation actions to ensure that they are incorporated into the agency's work plan and to monitor progress made (this action is also reported under implementation action #1). Create a public report with this data, to be posted on the agency's website.	Alameda Countywide BPAC to be briefed on annual progress in October 2013.
15.3	Create and update a Geographic Information System (GIS) database to include all countywide, and also local, planned and built bicycle facilities [bike] and to track completion of the pedestrian facilities in the Ped Plan's vision system [ped]. Work with local jurisdictions to update this database annually.	Alameda CTC staff are coordinating with MTC to use the BikeMapper application as a platform for this database. Staff have collected information on local bike plans and updated several jurisdictions in BikeMapper to reflect this information. Future progress on developing this database pending resource availability. No progress on pedestrian facility database.
15.4	Continue the annual bicycle and pedestrian count program, as a way to gauge the effectiveness of new facilities and programs at encouraging bicycling/walking.	2012 report was published in September; 2013 data collection underway
16. Conduct research to inform future plan updates and countywide bicycle/pedestrian planning		
16.1	Performance targets: Work with local jurisdictions and other stakeholders to research and, as feasible and appropriate to a countywide agency, develop comprehensive and meaningful quantitative targets for bicycling/walking in Alameda County. Also, consider establishing a future vehicle miles traveled target and using the countywide travel demand model to determine what actions are needed today to achieve the goal.	Background research underway.
16.2	Data collection: Assess the benefits and disadvantages of Alameda CTC collecting its own bicycling/walking data, rather than relying on outside sources of data, in order to have more timely information for reporting on performance measures, and possibly targets, and in the next plan update.	Alameda CTC has assumed responsibility for bike and ped counts in Alameda County.
16.3	Collision analysis: Conduct a detailed countywide collision analysis, which can help guide future plan and funding priorities, and the direction and focus of the countywide bicycle/pedestrian safety advertising campaign.	No progress