


Draft Alameda Countywide Pedestrian and Bicycle Plans

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July 26, 2012



July 26, 2012 Board Meeting

- Overview of Draft Plans
- Summary of PPLC and other comments to date
- Next Steps
 - *All comments due by July 27, 2012*
 - *Incorporation of comments in August*
 - *Plans adoption anticipated in September 2012*



Why Have Bicycle & Pedestrian Plans?

- 13% of all trips countywide on foot or by bike
 - 11% on foot/mobility device
 - 2% by bike
- To provide policy direction and guide Alameda CTC discretionary funding
- To inform Countywide Transportation Plan, Expenditure Plan & Sustainable Communities Strategies
- To advocate for regional, state & federal funding



Alameda Countywide Bicycle & Pedestrian Plan Updates



Project Timeline

- ✓ Project kick-off *June 2010*
- ✓ Existing conditions *June – Oct 2010*
- ✓ Evaluation of policies *Sept – Dec 2010*
- ✓ Vision and goals *Sept – Dec 2010*
- ✓ Priority projects & programs *Jan – June 2011*
- ✓ Implementation *May 2011 – May 2012*
- **Draft Plans** *June 2012*
- **Comment Period** *June 25 - July 27, 2012*
- ☐ Plans adoption *Sept 2012*

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Input on Plans development (2010-2012)

- PPLC – 2 meetings
- Countywide BPAC - 7 meetings
- Plans Working Group - 9 meetings
- ACTAC – 3 meetings
- PAPCO – 4 meetings
- Local Agency Staff – 4 meetings with each county area
- Local BPACs – 4 meetings throughout county

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Vision and Goals

In 2040, Alameda County will be a community that **inspires people of all ages and abilities to walk and bicycle** for everyday transportation, recreation and health....



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Bicycle and Pedestrian Capital Projects: Vision

	% of 2012 county population	% of county road miles	Bicycle Vision Network		Ped Vision System	
			miles	%	miles	%
North	41%	36%	250	32%	1350	42%
Central	24%	20%	130	17%	530	17%
South	21%	21%	165	21%	830	26%
East	14%	22%	230	30%	490	15%
			775		3200	



Countywide Bike & Ped Priorities

1. Capital Projects
2. Programs
3. Local master plans



Pedestrian Plan: Capital Projects

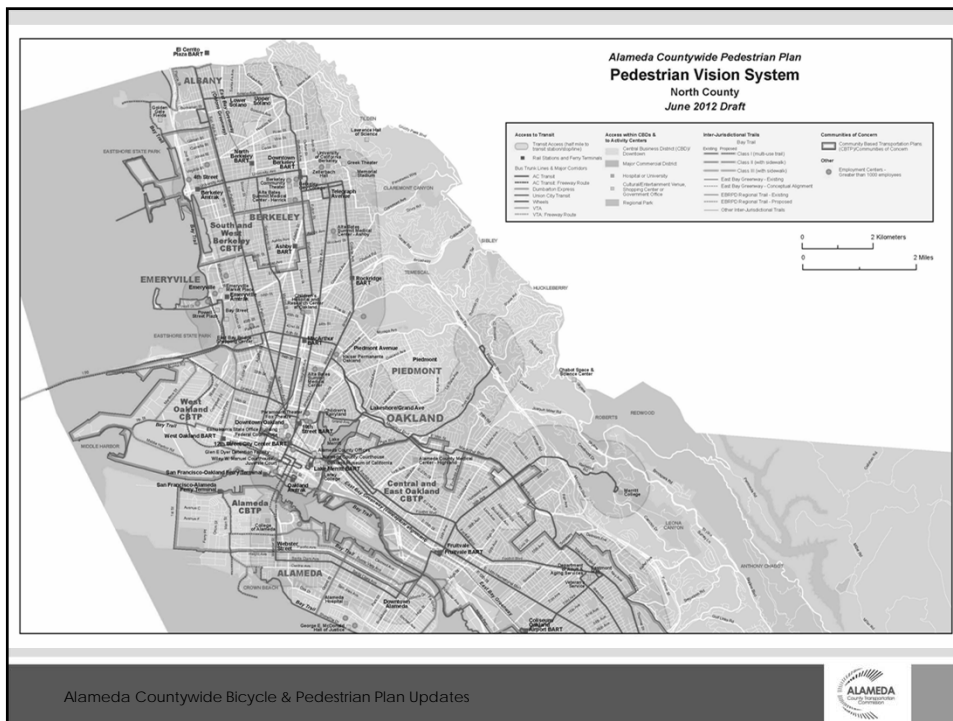
Vision System (3200 miles): Five categories

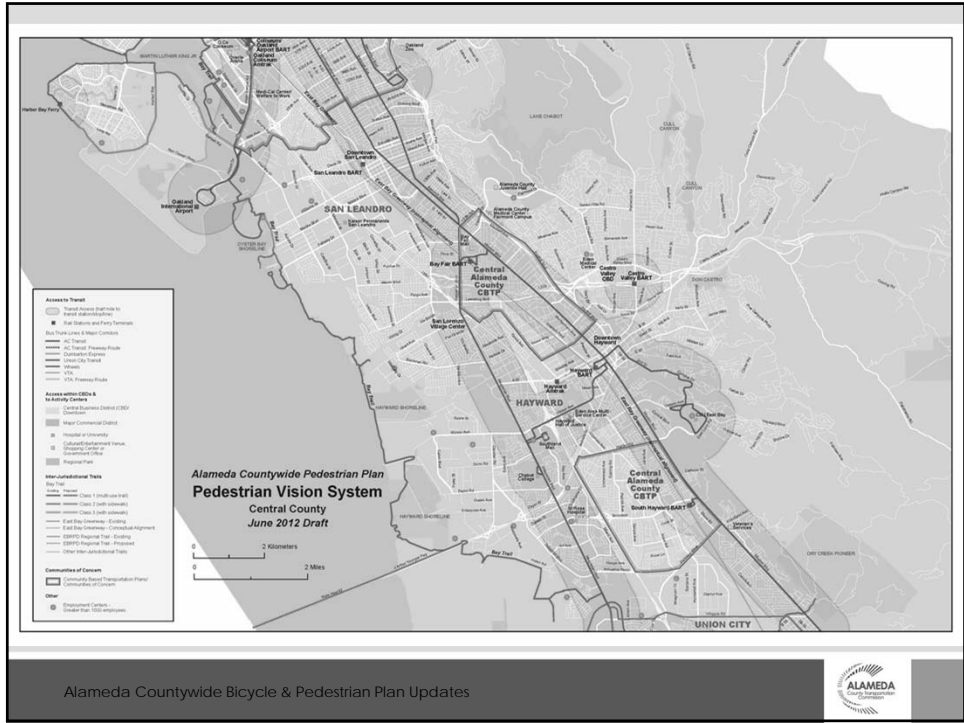
1. Access to transit
2. Access within central business districts
3. Access to activity centers
4. Access to Communities of Concern
5. Network of inter-jurisdictional trails



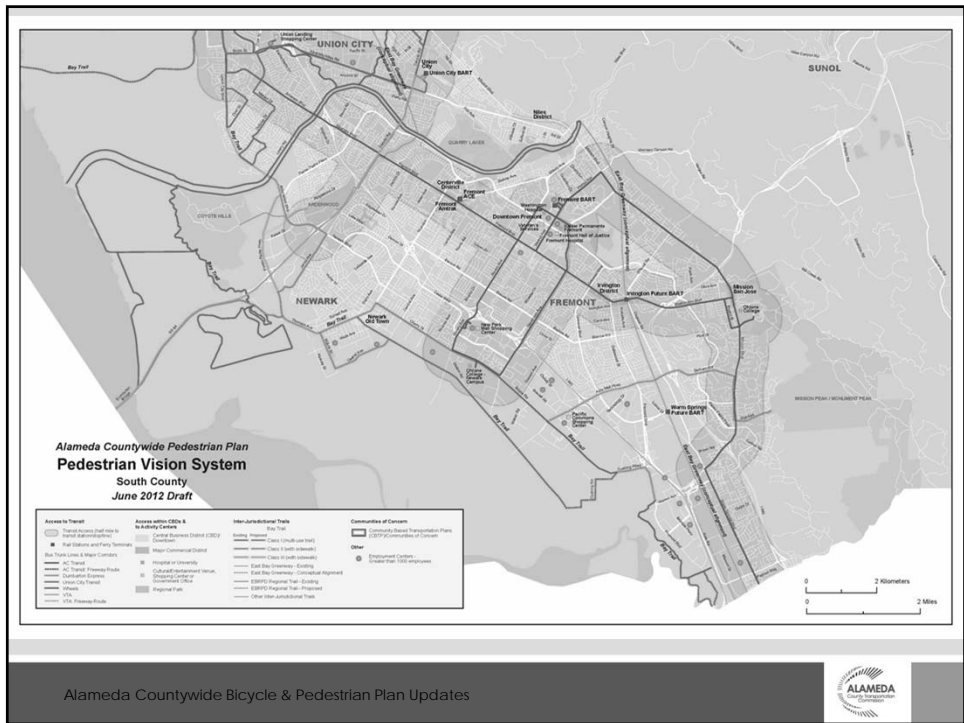
Priority System: Subset of Vision System

- Narrower focus on four of five vision categories; all except access to activity centers.
- For trails, only includes three major countywide trails
 1. *East Bay Greenway*
 2. *Iron Horse Trail*
 3. *Bay Trail*

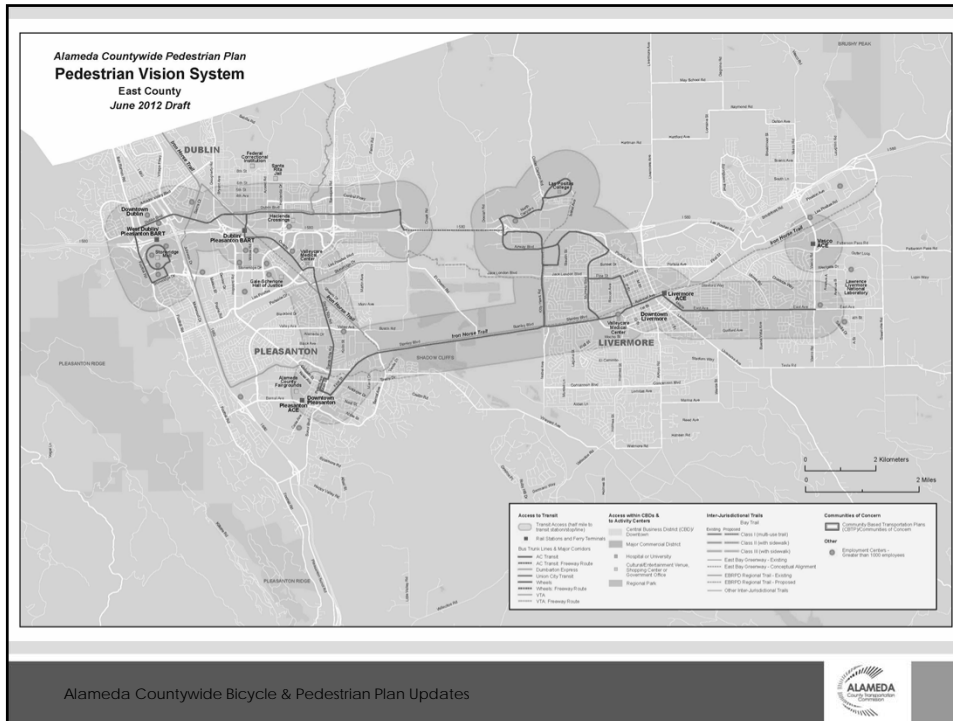




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Bicycle Plan: Capital Projects

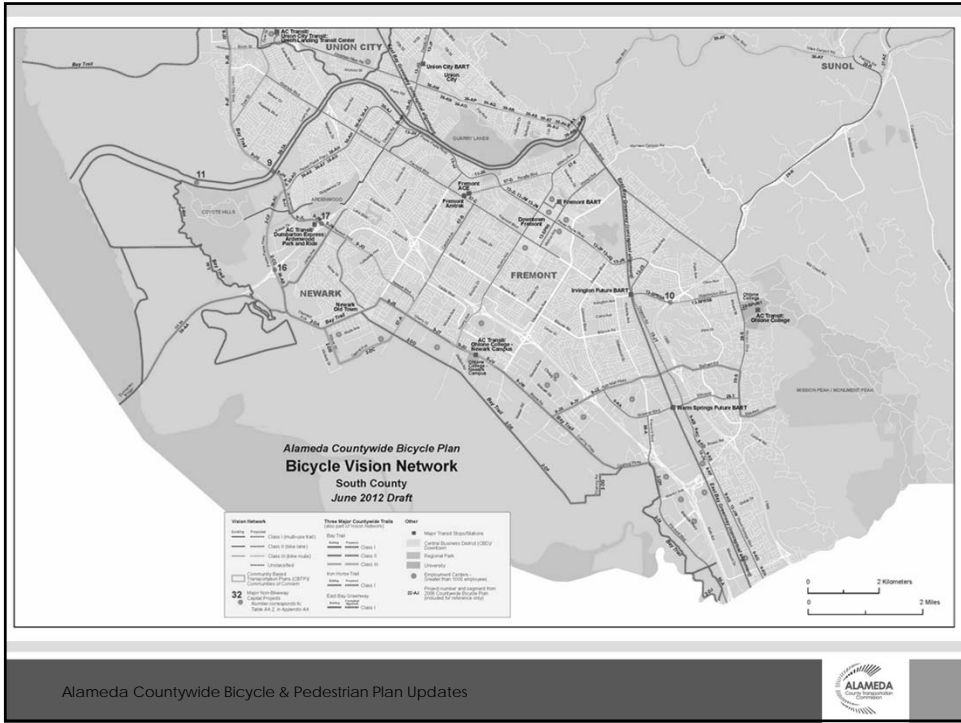
Vision Network (775 miles): Five categories

1. Inter-jurisdictional network that connects jurisdictions
2. Access to transit
3. Access to central business districts
4. Access to Communities of Concern
5. Network of inter-jurisdictional trails

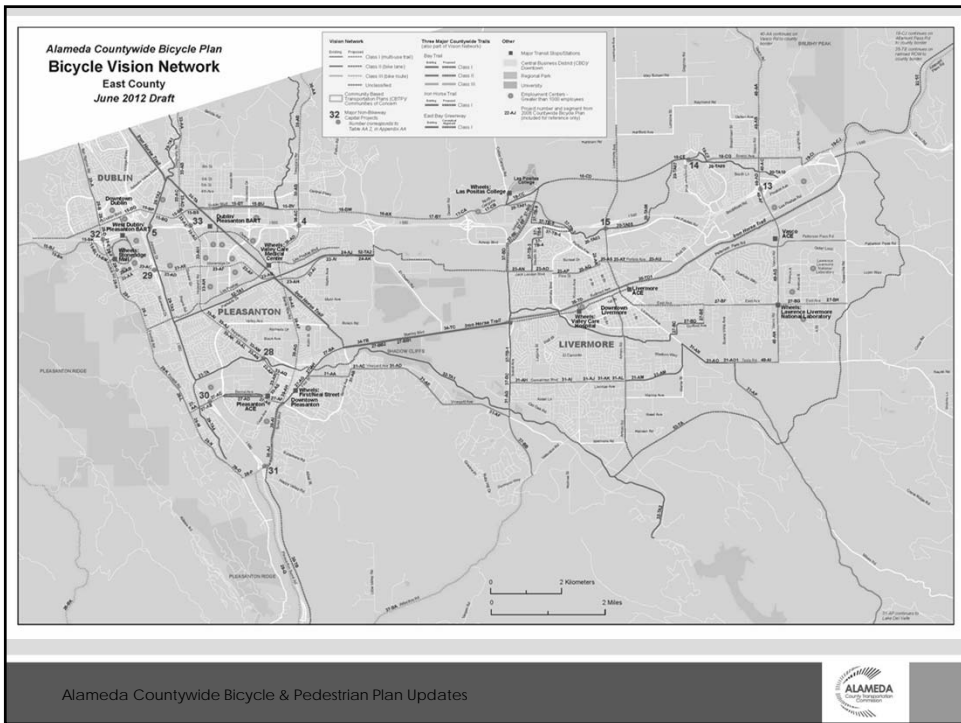
Priority Network: Subset of Vision Network

- Narrower focus on same five vision categories
- For trails, only includes three major countywide trails
 1. *East Bay Greenway*
 2. *Iron Horse Trail*
 3. *Bay Trail*





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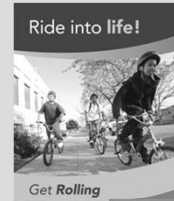


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Bike & Ped Plans: Programs

Encouragement and promotion
1. Countywide walking/bicycling promotion
2. Individualized travel marketing
3. Programs in community-based transportation plans
Safety, education and enforcement
4. Safe routes to schools
5. Safe routes for seniors/Bicycle safety education
6. Multi-modal traffic school
7. Countywide safety advertising campaign
Technical support and information sharing
8. Technical tools and assistance
9. Agency staff training and information sharing
10. Multi-agency project coordination
11. Collaborative research
Infrastructure support
12. Bike sharing



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Implementation

- Cost estimates (2012 to 2040)
 - *Construction of capital projects*
 - *Maintenance of capital projects*
 - *Program Implementation*
 - *Local Master Plans*
- Revenue estimates (2012 to 2040)
- Next steps (next 4-5 years)
 - *Alameda CTC near-term action plan*



Alameda Countywide Bicycle & Pedestrian Plan Updates



Costs and Revenue (2012 to 2040)

Combined Bicycle and Pedestrian Plans costs and revenue (in millions)	Bicycle Plan	Pedestrian Plan	Total (non-duplicating) costs
COSTS	\$617.2	\$2,463.4	\$3,080.6
Construction of capital projects			
• Shared costs for multi-use trails	\$265.9	\$265.9	\$531.8
• Remaining Plan construction costs	\$158.1	\$1,470.8	\$1,628.9
Maintenance of capital projects			
• Shared costs for multi-use trails	\$59.9	\$59.9	\$119.8
• Remaining Plan maintenance costs	\$56.3	\$585.5	\$641.8
Programs implementation	\$71.6	\$75.9	\$147.5
Local master plans	\$ 5.4	\$ 5.4	\$ 10.8
REVENUE	\$324.3	\$495.7	\$820.0

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Bike & Ped: Actions for next 4-5 years

Funding
1. Dedicate funding and staff time to implement the Countywide Bicycle Plan
2. Fund the development and updating of local bicycle master plans
3. Coordinate funding with supportive land use decisions
4. Seek additional funding for bikeway maintenance
Technical assistance
5. Help local jurisdictions revise their design standards
6. Help local jurisdictions overcome CEQA-related obstacles
7. Help local jurisdictions develop Complete Streets policies
Countywide initiatives
8. Continue or begin implementing the near-term priority programs
9. Adopt an internal Complete Streets policy
10. Explore modifications to the countywide travel demand model
11. Explore revisions to the Congestion Management Program to enhance bicycle safety and access
12. Maximize opportunities for linking bicycling and public health initiatives
13. Monitor implementation of the Countywide Bicycle Plan
14. Conduct research to inform future plan updates and countywide planning

PPLC comments

- County distribution of bicycle vision network and pedestrian vision system by planning area
- How recreational riding is included in bicycle vision network
- Specific bikeway alignments, including Bay Trail
- Need for inter-jurisdictional bikeway connections, especially in east county
- How Communities of Concern were used in the plans
- Overall growth in the bicycle vision network
- Collision data and how it has been incorporated into the development of the countywide priorities
- Types of features included in the pedestrian maintenance cost calculations
- Perspectives of youth in the development of the plans, and youth membership on the BPAC
- Local maps showing the best and safest places to ride are needed now, as the full network is implemented over time.
- Timeliness of data used in the existing conditions chapters, and consideration of updating the data, and collecting our own countywide data

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Other comments received

- Educate motorists, bicyclists and bus drivers regarding rules of the road
- Make the *Next Steps* section more action-oriented, including who and by when activities will be done
- Establish quantitative goals for the plans
- Provide technical assistance and best practices on designing bicycle and pedestrian facilities
- Include more trails in south county
- Limit the priorities further; they are good, but seem very broad
- Add more that Alameda CTC can do to improve existing local policies and practices
- Further address safety data in the plans
- Provide clarification and make corrections in plans and on maps

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East Bay Bicycle Coalition Letter

- EBBC requested one month extension of comment period
- Staff have not recommended extending the deadline:
 - *End of two and a half year extensive planning process with 34 public meetings*
 - *Need final plans to move forward with programming OBAG, VRF and Measure B funds this fall*
 - *Will make revisions to Next Steps, to make them more concrete*
 - *Next updates will begin in about two years and can address major topics then*

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Next Steps

- June/July – Committee and public review
 - *PAPCO – June 25*
 - *ACTAC – July 3*
 - *PPLC – July 9*
 - *Plans Working Group – July 11*
 - *Countywide BPAC – July 12*
 - ***Alameda CTC Board – July 26***
- Comments:
 - *Deadline: July 27, 2012*
- August – Revise Plans
- September – Adopt Plans into CWTP



Alameda Countywide Bicycle & Pedestrian Plan Updates



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