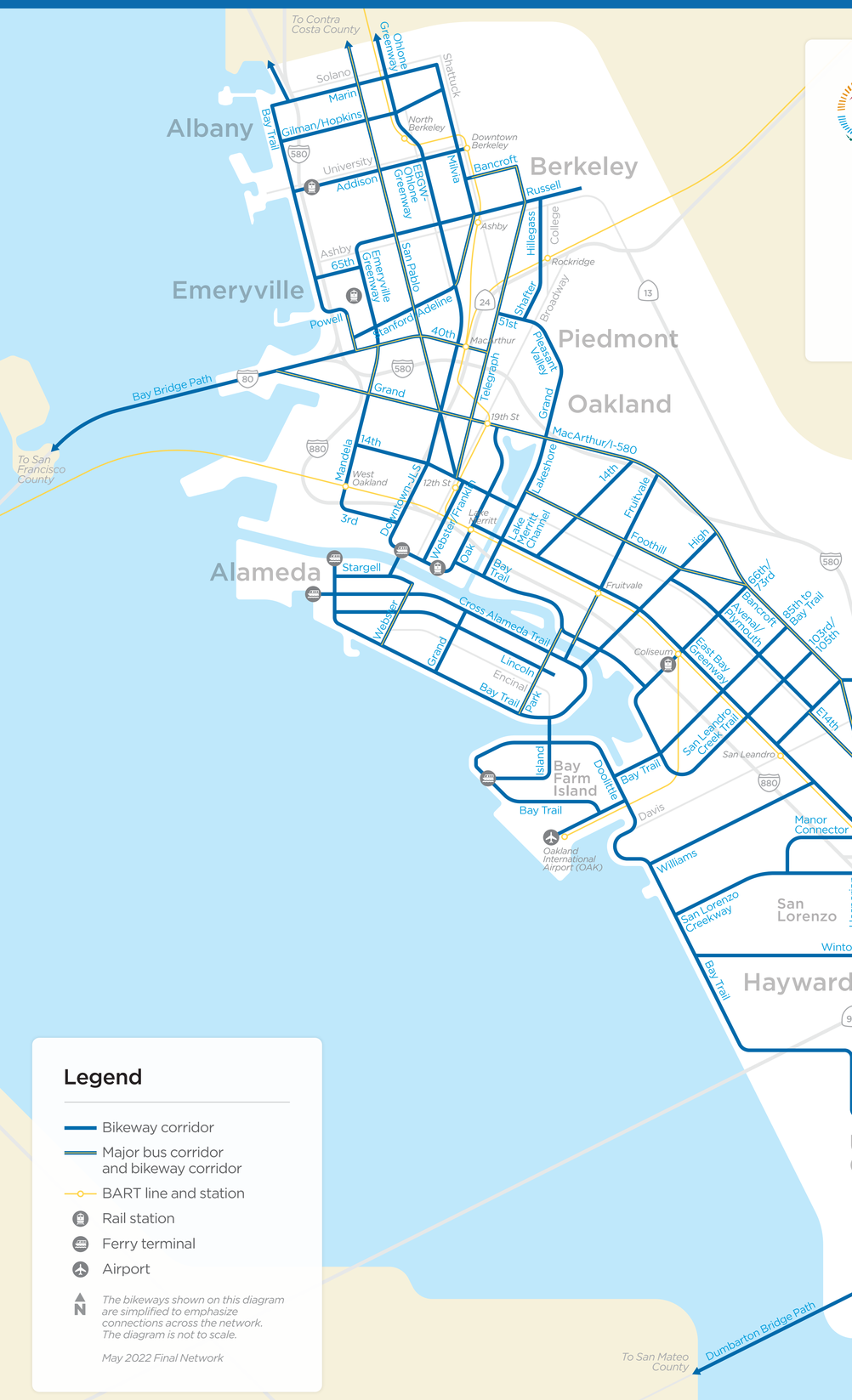
Building the Network!

Bikeways Implementation Workshop

ALAMEDA County Transportation Commission



Countywide Bikeways Network

The Countywide Bikeways Network will:

Address Equity

93% of Equity Priority Communities are crossed by the network.

Improve Connectivity

100% of existing passenger rail stations are connected to the network.

Improve Safety

17 of 20 High-injury Network corridors are on or parallel to the network.

Connect Activity Centers

90% of job centers in Alameda County are within a 5-minute ride of the network.

Close Gaps and Barriers

The network crosses **all** major freeways, waterways, and railways.

A Network of Conceptual Corridors

The corridors and names reflect conceptual alignments, which could be on an arterial corridor or a nearby parallel route.

Legend

- Bikeway corridor
- Major bus corridor and bikeway corridor
- BART line and station
- Rail station
- Ferry terminal
- Airport

N

The bikeways shown on this diagram are simplified to emphasize connections across the network. The diagram is not to scale.

May 2022 Final Network

Today's Agenda

10 19 2023

9:30 AM	Reception
10:00 AM	Welcome and Opening Keynote: Fireside Chat
11:00 AM	Setting Up for Success: Policies that Support Implementation
12:10 PM	Lunch
1:00 PM	Local Project Spotlight Panel: Building the Network!
2:15 PM	Closing Remarks

The Safe System Approach

Even One Death on our Transportation System is Unacceptable

Overview

The Safe System Approach was founded on the principles that humans make mistakes and that human bodies have limited ability to tolerate crash impacts.

In a Safe System, those mistakes should never lead to death.

The Safe System approach fundamentally prioritizes safety for vulnerable users: people biking and walking.

The Safe System Approach has been embraced by the Federal Highway Administration and Metropolitan Transportation Commission. The Alameda CTC adopted the approach as part of the 2020 Countywide Transportation Plan.

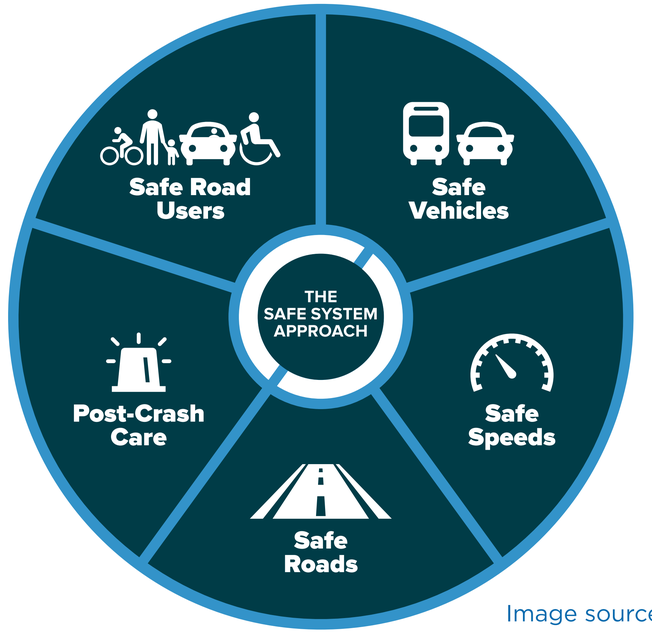


Image source: FHWA

Principles of a Safe System Approach

Source: FHWA

Death/Serious Injury is Unacceptable

While no crashes are desirable, the Safe System approach prioritizes crashes that result in death and serious injuries, since no one should experience either when using the transportation system.

Humans Make Mistakes

People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.

Humans Are Vulnerable

People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.

Responsibility is Shared

All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to fatal or serious injuries.

Safety is Proactive

Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

Redundancy is Crucial

Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.

Traditional approach		Safe System approach
Prevent crashes	→	Prevent death and serious injuries
Improve human behavior	→	Design for human mistakes/limitations
Control speeding	→	Reduce system kinetic energy
Individuals are responsible	→	Share responsibility
React based on crash history	→	Proactively identify and address risks

Safe Roads Through Design: Avoiding Bicycle Crashes

Separate Users in Space

Lakeside Dr, Oakland

Separate Users in Time

Virginia Street, Berkeley

Increase Attentiveness and Awareness

Doyle Street, Emeryville

All Ages and Abilities Policy

Bikeway Design for Everyone

Overview

The Alameda CTC All Ages and Abilities Policy sets the highest expectation for safety and comfort on the Countywide Bikeways Network to ensure people of **all ages and physical abilities are safe and feel safe** walking, biking, rolling, and riding transit.

Design Expectations

- Design all Ages and Abilities Bikeways
- Separate Modes
- Address the High Injury Network
- Continue Through Intersections
- Prioritize Transit
- Be Accessible
- Use Safe Materials


Image Source: Fehr & Peers

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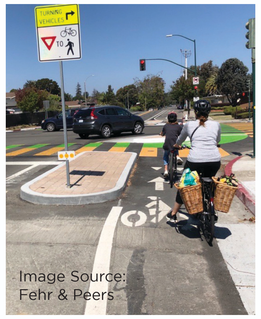


Image Source: Fehr & Peers


Image Source: Fehr & Peers

Who are we designing for?

Children

Older Adults

Women

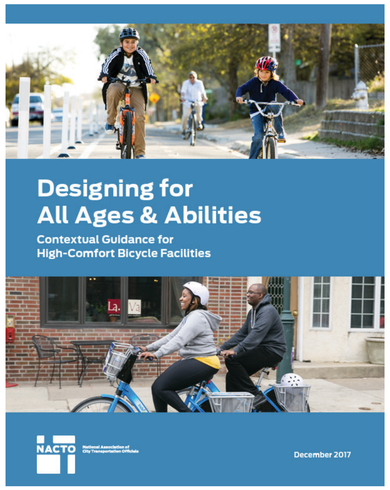
People with Disabilities


Photo by SF Bicycle Coalition via Flickr, CC BY-NC-ND 2.0 License

Cargo and Families

People of Color

And Confident Riders!



Design principles are based on the National Association of City Transportation Officials (NACTO) Contextual Guidance for Selecting All Ages and Abilities Bikeways.

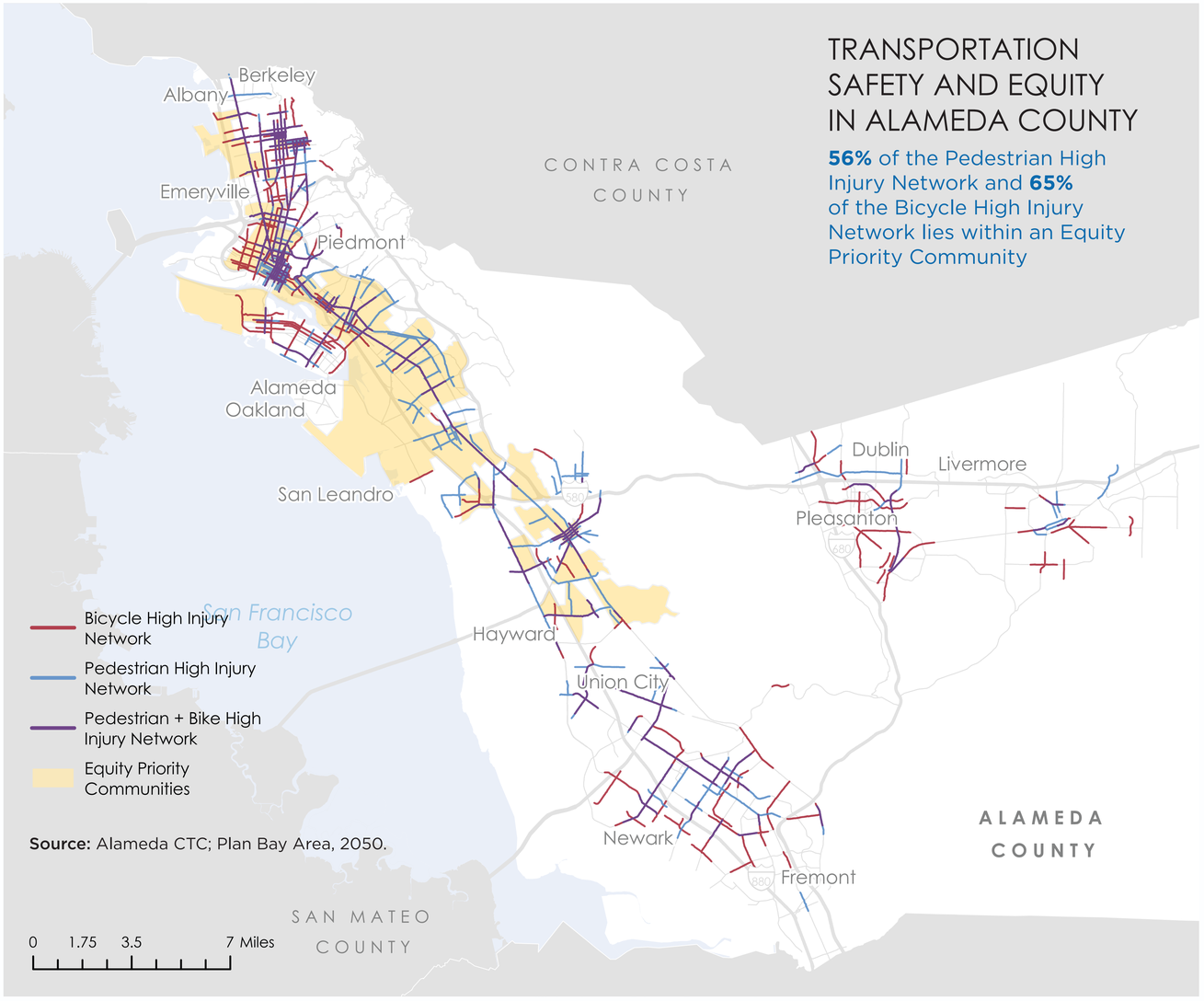
Race and Equity Action Plan

Addressing Inequities in Active Transportation Safety

Overview

One of the most direct impacts Alameda CTC can have towards improving public health in equity communities is improving safety for those who are walking and biking.

Implementing high-quality bikeways along with community programs and outreach supports equitable, low-cost access to transit, jobs, and community destinations.



Alameda CTC Equity Statement

"Alameda CTC recognizes inequities in marginalized communities and is committed to advancing racial, socio-economic, and environmental justice in order to maintain the diversity of our communities.

Alameda CTC adopts and implements deliberate policies, systems and actions to deliver transportation funding, projects and programs that result in more equitable opportunities and positive outcomes for marginalized communities."

Alameda CTC Community Support Programs

Bike Mobile

E-Bike Rebates

Safety Education Program

E-Bike Adoption Program

Building Bicycle Access with E-Bike Support

Overview

Electric bikes are gaining popularity quickly, unlocking access for more people to bike for transportation. Helping with longer distances, heavier loads, and bigger hills, e-Bikes are closing the gap in access to biking.

The East Bay Community Energy E-Bike Adoption Program will **support e-Bike adoption through customer incentives for purchase, a lending library, and community outreach.**

Timeline

Program Launch
Winter 2023/2024

Key Partners

CLEAResult®

TransForm
Our communities. Our transportation. Our future.

E-Bike Projects LLC

GRID ALTERNATIVES

Program Elements

- **E-Bike Lending Library**
- **Incentives for E-Bike Purchase**
- **40% of Incentive Budget to CARE Customers**

Customer	E-Bike	Incentive
Market Rate	Standard/Utility E-Bike	$400
CARE Rate	Standard/Utility E-Bike	$1,000
Market Rate	Cargo/Adaptive E-Bike	$900
CARE Rate	Cargo/Adaptive E-Bike	$1,500


Image Source: Yuba


Image Source: Fehr & Peers

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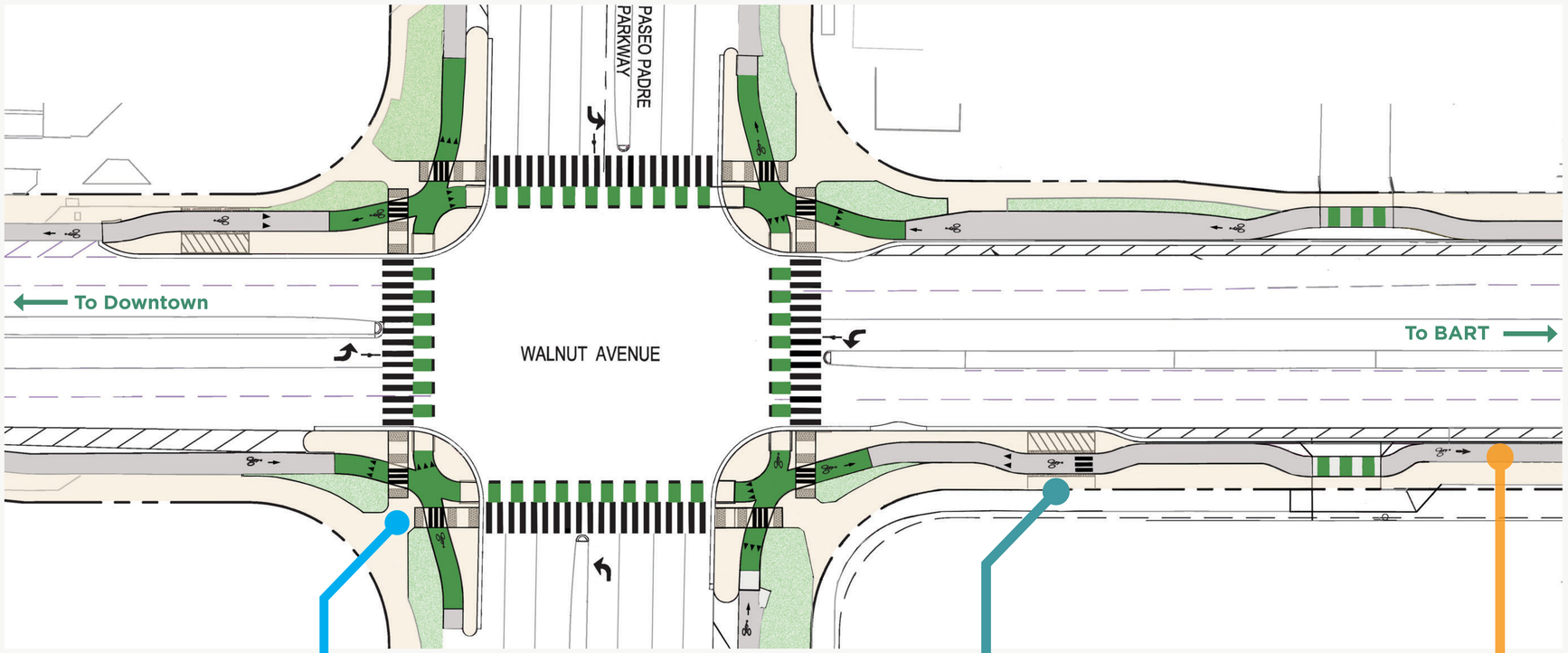
Walnut Avenue, Fremont

Fremont's First Raised Separated Bike Lane Connects BART with Downtown

Before (2011)

Before (2017)



After project (2023)

Four Protected Intersections

Bus Loading

Raised Design

Walnut Ave from Mission Blvd to Paseo Padre Pkwy

- Connects to many activity centers including the Fremont BART station
- Raised, separated bikeways are designed for users of all ages and abilities
- Four protected intersections at major crossings shorten street crossings, slow vehicle turns, and reduce conflict points
- New mid-block crossing with a pedestrian flashing beacon at the BART driveway
- New, modern traffic signals with emergency vehicle preemption and better coordination capability
- Bus boarding islands eliminate bus-bike conflicts and bus delays from merging back into traffic

Project Timeline

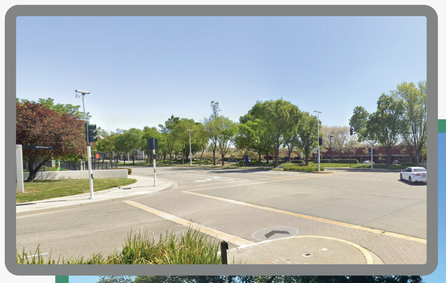
- 2015 — Vision Zero Program Launch
- 2016 — Traffic Safety Action Plan and Bicycle Master Plan Update Begin
- 2017 ★ — Quick Build Separated Bikeway Pilot Project
- 2018 — Walnut Ave Bikeway Funding Award
- 2020 — Walnut Ave Bikeway Grand Opening
- 2023 — Construction to Begin on Additional Protected Intersection at Fremont Blvd

★ Community Outreach

West Las Positas Boulevard, Pleasanton

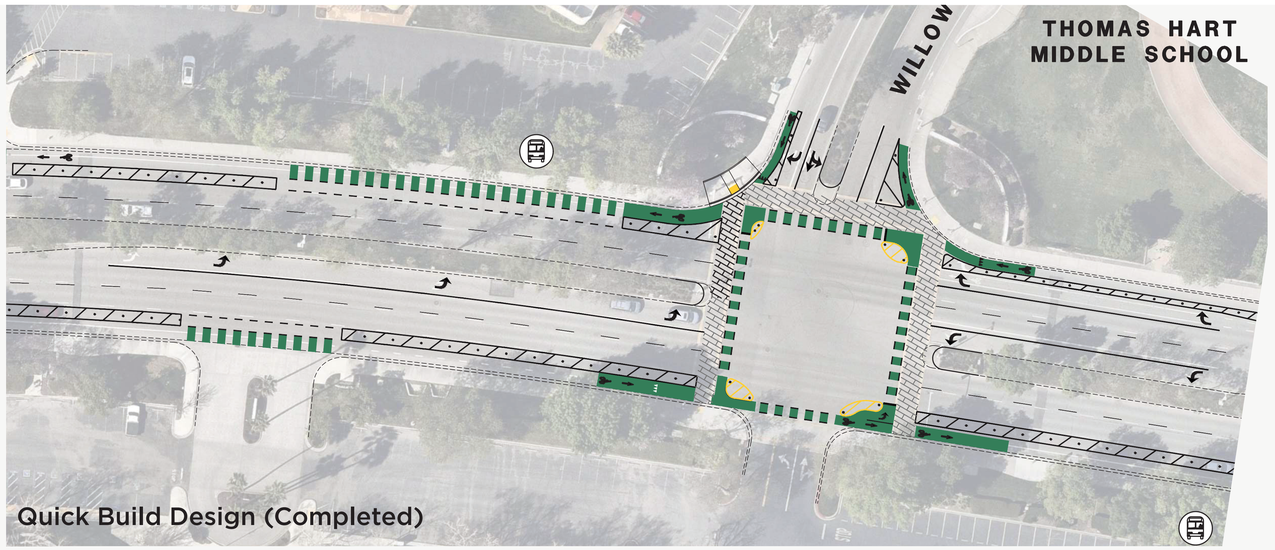
Connecting Schools, Trails and Jobs

Before

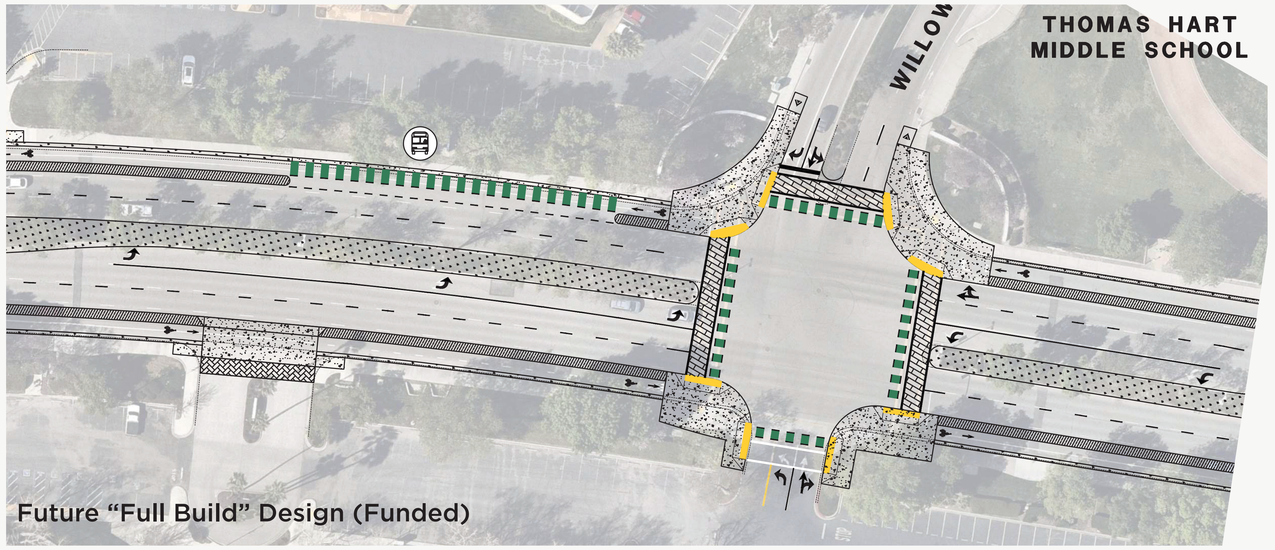


Quick Build Protected Intersections

Quick Build Protected Bike Lane



Quick Build Design (Completed)



Future “Full Build” Design (Funded)

West Las Positas Blvd from Foothill Rd to Fairlands Dr

- Project focuses on safe access to three schools at all grade levels
- East-west bikeway provides access to Iron Horse Trail, across a freeway barrier, and to community destinations
- Permanent design includes five protected intersections
- Quick build pilot project supports outreach and design refinement for final project

Project Timeline

- **2016** — Bicycle and Pedestrian Master Plan Update with All Ages and Abilities Network
- **2017–2020** — Corridor Study and Concept Design
- **2022** — Council Approval for Quick Build and Funding Award for Full Construction
- **2023** — Quick Build Construction
- **2025** — Complete Full Build Construction

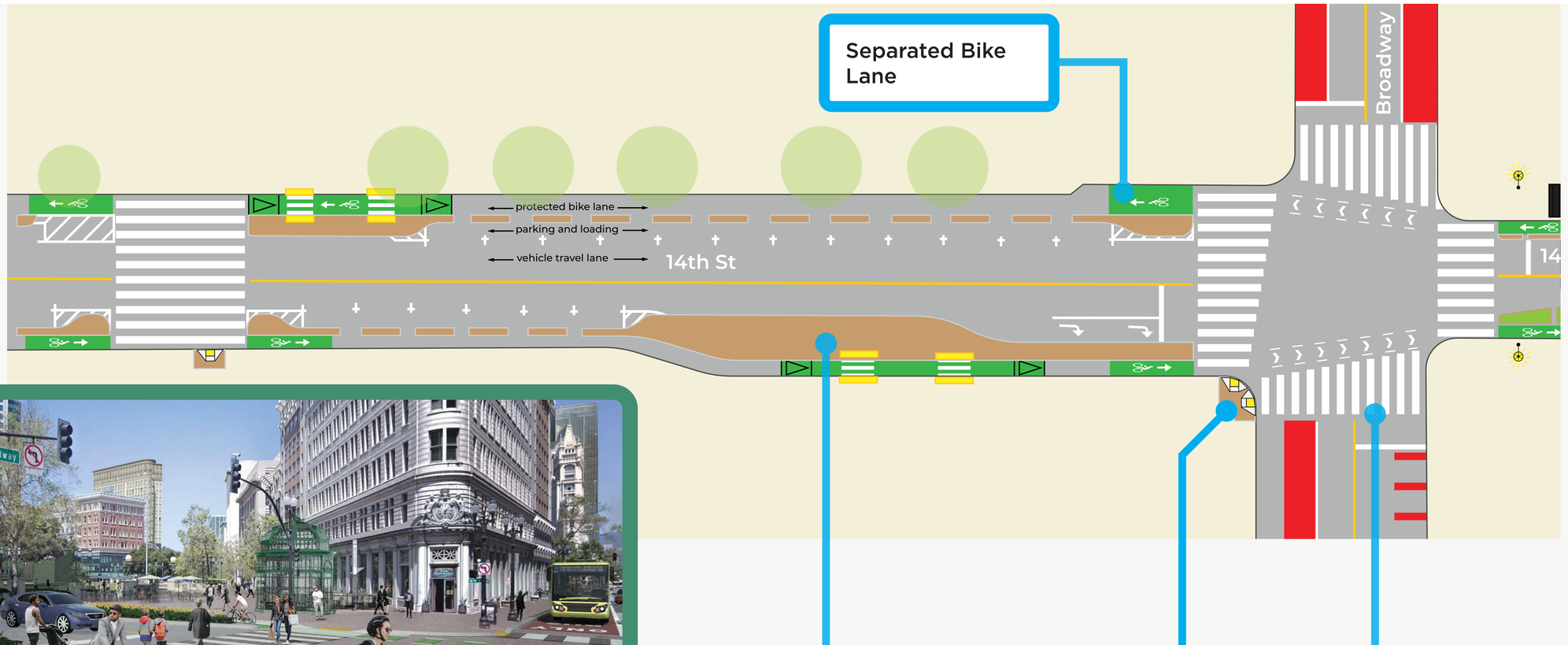
14th Street, Oakland

First east-west protected bikeway across Downtown Oakland

CITY OF OAKLAND

ALAMEDA County Transportation Commission

Before



Planned Improvements at 14th St & Broadway

14th Street From Brush Street to Lakeside Drive

- Invest in safety improvements for all people who use 14th Street
- Improve the connection to Downtown for people walking, biking, and taking transit
- Install String Lighting or Pedestrian-scale sidewalk lighting on 14th Street to improve nighttime visibility
- Add replacement parking to the 14th Street area by installing angled parking on 13th Street
- Improve transit reliability for the 14 line, one of the busiest bus lines in Oakland
- Reduces travel lanes from two lanes to one in each direction

Project Timeline

2016	2017/2018	2019	2022	2023	Fall '23
Corridor Design	Secured Funding	Final Design		Construction Contract Award	Construction Begins!