

CITY OF OAKLAND



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Bicycle and Pedestrian Advisory Committee, Monthly Meeting

Thursday, June 16, 2011; 5:30-7:30 p.m

Oakland City Hall, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4), Second Floor

AGENDA

Time	Item #	Topic	Topic Type *
5:30	1	Introductions, appointment of note taker (5 minutes)	Ad
5:35	2	Approval of meeting minutes (consent item) (5 minutes) Vote on motion to adopt the May meeting minutes.	A
5:40	3	Alameda Countywide Bicycle and Pedestrian Plans Updates Attachment (90 minutes)—Staff from the Alameda County Transportation Commission will make a presentation on the updates to the countywide bicycle and pedestrian plans. Feedback will be requested on the overall priorities and the specific capital projects, such as bikeways, access routes to transit, and pedestrian access to major transit stops and stations.	A
7:10	4	Bike to Work Day Report Back (10 minutes)—Jennifer Stanley will share the highlights of, and lessons learned from, the City's 18 th Annual Bike to Work Day event at City Hall on May 12, 2011, and take suggestions for next year's event.	A
7:20	5	Announcements, suggestions for next meeting topics (10 minutes)	Ad

*** Topic Types:**

I=informational; A=action item; Ad=administrative



MEMORANDUM

Date: June 7, 2011

To: Oakland Bicycle and Pedestrian Advisory Committee, and
Interested community members

From: Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator
Diane Stark, Senior Transportation Planner

Subject: **Alameda Countywide Bicycle & Pedestrian Plans Updates:
Input on proposed capital projects prioritization approach**

Summary

The Alameda County Transportation Commission (Alameda CTC) is updating the 2006 Countywide Bicycle and Pedestrian Plans. The plans are used to identify countywide capital project and program priorities and guide the allocation of countywide funds for bicycle and pedestrian improvements. The update process began in May 2010. Final draft plans will be released in December 2011, and adopted in early 2012.

Currently, the Alameda CTC is visiting local Bicycle and Pedestrian Advisory Committee (BPAC) meetings to request input from the public on the countywide priorities for capital pedestrian and bicycle projects. Alameda CTC has developed maps showing both the entire countywide pedestrian and bicycle draft vision networks for the next 25 years, and the more limited prioritized draft networks of bicycle and pedestrian capital projects. Feedback is being requested on the prioritization approach and the specific capital projects.

This memo provides background on the Alameda Countywide Bicycle and Pedestrian Plan updates, describes the proposed approach for prioritizing capital projects in each plan, and lists specific questions on which we are requesting input.

Comments on the draft prioritization approach will be accepted through **June 24th, 2011**, and can be submitted as described below.

Background

The Alameda CTC approved the first Countywide Pedestrian Plan, and the first update to the Countywide Bicycle Plan, in 2006. Since then, these plans have been used to guide bicycle and

pedestrian grant fund programming, and the development and implementation of countywide bicycle and pedestrian programs. The Alameda CTC is now updating both plans.

The goals of the updates are to reflect current bicycling and walking conditions, and to update needs and priorities in Alameda County. Both plan updates will update the existing conditions; revise the plans to reflect Complete Streets and climate change legislation; and also evaluate transportation policies and practices of the Alameda CTC that impact walkability and bikability in Alameda County. High priority projects and programs will be reviewed and updated in the Bicycle Plan, and will be developed for the Pedestrian Plan.

The plans updates are being coordinated with the update of the Alameda Countywide Transportation Plan that is underway, which is anticipated to also be adopted in 2012. Ultimately, the Countywide Bicycle and Pedestrian Plans will be adopted as a part of the Countywide Transportation Plan.

There are two main groups providing guidance and direction during the plan development process: the Countywide BPAC and the Bicycle and Pedestrian Plans Working Group (PWG), which includes public agency, non-profit, and advocacy group staff working to improve walking and biking in the county. These two groups are reviewing and giving input on the development of each chapter of the plans.

To date, three chapters of each of the plans have been drafted and reviewed by the Countywide BPAC and PWG:

1. Existing Conditions
2. Evaluation of Current Practices
3. Vision, Goals & Objectives

These draft chapters can be found on the Plans Update web page:

www.tinyurl.com/ACBikePedPlans.

The current chapters under development for both the Countywide Bicycle and Pedestrian Plans are the Priority Projects and Programs chapters. They will describe – in words and maps – the capital projects and programs (such as education and outreach) that are needed to accomplish the plans' goals, as described in the Vision, Goals & Objectives chapters. These include goals to increase walking and bicycling in the county, and to improve the safety of these two modes.

Vision Networks

Both plans include a set of capital projects, called the “vision networks,” that define the capital projects included in the countywide plans. A plan's vision network is one that accomplishes its goals and objectives without regard to available funding. The approach for the updates to both plans has been to largely build on the networks identified in the 2006 plans. The vision networks described below have been mapped, and can be viewed on the Alameda CTC website: www.tinyurl.com/ACBikePedPlans.

Proposed Bicycle Vision Network

The Vision Network includes:

- The entire “vision” bikeway network identified in the 2001 and 2006 Countywide Bicycle Plans, which is based on a corridor approach that started by defining a network of interconnected countywide corridors designed to link “major activity centers, including transit stations, schools, parks, and employment and shopping centers,” as well as routes that serve major transportation corridors. The goal was an inter- and intra-county bicycle network. The selection of specific route alignments was based on three primary screening criteria – connectivity, safety and feasibility.
- Trails, including the San Francisco Bay Trail and Iron Horse Trail were included as part of the above vision network. It is proposed to add the new East Bay Greenway to the network.
- Additional routes that improve access to transit. Specifically, bikeways in approximately the four cardinal directions radiating out from major transit stops and stations (called “Transit Priority Zones (TPZs)”), as follows: routes extending out one mile in north county, 1.5 miles in the central county, and 2 miles in south and east county. Additionally, new major transit stops and stations were added.
- Additional routes that improve access to downtowns and major commercial districts. Specifically, bikeways radiating out three miles from these two destination categories.
- Bicycle projects identified in Community-Based Transportation Plans (i.e., those in MTC-defined “Communities of Concern,” which are areas with concentrations of low-income, or otherwise disadvantaged populations, that also have transportation gaps.)

Proposed Pedestrian Vision Network

The 2006 Pedestrian Plan acknowledged that an interconnected walking network was not a countywide goal. Rather the Plan identified “areas of countywide significance,” which were defined as “places that serve pedestrians traveling to and from a variety of locations throughout Alameda County and beyond.” Three categories followed from this definition:

1. Access to major public transit, including bus corridors, rail stations and ferry terminals of countywide significance. Specifically, pedestrian projects that improve access to transit within one half mile walking distance of the transit stop/station.
2. Access to and within activity centers, including downtowns, major commercial districts, shopping centers, post-secondary educational institutions, hospitals and medical centers, major public venues, government buildings, and regional parks.
3. Inter-jurisdictional trails, including the San Francisco Bay Trail, Iron Horse Trail and other inter-jurisdictional trails that link populated areas

This plan update proposes to maintain the above approach, with the following changes:

- Update the transit routes and stops, as needed, to reflect new transit stops, such as the new West Dublin BART station, and changes to major bus trunklines;
- Add any new or missing activity centers and trails, such as the East Bay Greenway; and
- Include pedestrian projects identified in the Community-Based Transportation Plans (as described above under the Bicycle Vision Network).

Proposed capital project prioritization approach

Because near-term and, and most likely even long-term, funding sources will not be sufficient to implement the entire vision bicycle and pedestrian networks, the plans are proposed to define a subset of both vision networks that are the current priorities for construction. The priority networks described below have been mapped, and can be viewed on the Alameda CTC website: www.tinyurl.com/ACBikePedPlans.

Proposed Priority Bicycle Network

The Priority Network includes:

- Major Trails: Bay Trail (spine and connectors only), Iron Horse Trail (within the urbanized areas only) and East Bay Greenway
- Access to transit: Half the length of the “vision” bikeway routes radiating in the four cardinal directions from transit, i.e., within one-half mile in north county, 3/4-mile in central county and one mile in south and east county.
- Access to downtowns and major commercial districts: Half the length of “vision” bikeway routes radiating out from the downtowns and major commercial districts, i.e., within 1.5 miles.
- Bicycle projects identified in the Community-Based Transportation Plans.

Proposed Priority Pedestrian Network

The Priority Network includes:

- Major Trails: Bay Trail (spine and connectors only), Iron Horse Trail (within the urbanized areas only) and East Bay Greenway
- Access to major public transit: Specifically, pedestrian projects that improve access to transit within *one quarter mile* walking distance of the transit stop/station (i.e. half of the “vision” distance).
- Access *within* the two major activity centers: downtowns and major commercial districts.
- Pedestrian projects identified in the Community-Based Transportation Plans.

Input Requested

A number of committees, groups and individuals will review the prioritization approaches described in this memo before they are written as chapters in the draft plans. Input is requested on both the prioritization approaches and the maps. Hard copies of the maps will be available at the meeting, and they can also be viewed on the Alameda CTC website: www.tinyurl.com/ACBikePedPlans. Input is specifically requested on the following questions:

Bicycle Plan Maps

1. Does this prioritization approach seem reasonable and will it help increase bicycling in the county?
2. Are any revisions needed to the vision bikeway network to reflect current local plans and conditions, and better connect destinations and/or jurisdictions?
3. Are there ways in which the proposed new access routes to transit, downtowns and major commercial districts are redundant with the original bikeway network? If so, which routes should remain in the network, and which should be omitted?

4. Would you recommend superior access routes to/from transit, downtowns, and major commercial districts to those currently mapped?
5. Do the vision maps accurately indicate which bikeways have been constructed and which have not?
6. Does improving the bicycle network within 1.5 miles from downtowns and major commercial centers make sense in your part of the county?
7. Are the communities of concern well served by this network? Specifically, there are three communities of concern in which we are unsure of the best bikeway routes to reach the closest downtowns: West Oakland, Hayward/Union City and Fremont/Newark.

Pedestrian Plan Maps

1. Does this prioritization approach seem reasonable and will it help increase walking in the county?
2. Are there any major activity centers missing?
3. Are the communities of concern well served by this network?

Submitting Comments

Comments on the prioritization approach, the specific projects and the maps should be submitted by **Friday, June 24th at 5:00 p.m.** Email your comments to: Rochelle Wheeler at rwheeler@alamedactc.org and Diane Stark at dstark@alamedactc.org. Comments can be submitted in a variety of methods:

- Email written comments to us.
- Make comments directly on the maps in pdf format and email them to us. Follow these steps:
 1. Open the map from the Alameda CTC website.
 2. Click on the “save” icon on the top bar above the map.
 3. Save the file to your computer. Please use this file naming convention:
 - ExistingFileName_DATE_CITY or AREA_YOUR INTIALS
 4. Close the browser window, and open the map, using Adobe Reader.
 5. Click on “Review & Comment” in the top bar above the map.
 6. Click on “Show Comment and Markup Toolbar”
 7. This will give you tools, such as sticky notes, red circles, text boxes, etc to make comments directly on the map.
 8. Once done, save the map and email it.

Next Steps

Comments on the vision and priority networks are being solicited at five local BPAC meetings in May and June. These comments will be brought to the Countywide BPAC and the PWG in July for their review and input. A final recommended approach and corresponding maps will be incorporated into the draft versions of the Priority Projects and Programs chapters. These chapters will be available for review when the full draft Bicycle and Pedestrian Plans are released in December 2011. The Alameda CTC will maintain its plan updates web page (www.tinyurl.com/ACBikePedPlans) with up-to-date information about the plan updates

process. Additionally, attendees of local BPAC meetings will be added to an email notice list for the plans updates.