

Appendix D. Bicycle Transportation Account Compliance

Emeryville Pedestrian and Bicycle Plan

May 2012

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D.1. Bicycle Transportation Account Compliance

Caltrans Bicycle Transportation Account (BTA) is a significant source of funding for bicycle facility construction. To become eligible for such funding, a jurisdiction must adopt a bicycle plan that meets certain BTA requirements.

Table D-1 is provided for the convenience of Caltrans staff, to outline the elements within the Emeryville *Pedestrian and Bicycle Plan* (Plan) that comply with the Bicycle Transportation Account (BTA) requirements. It lists the name and location of elements within the Plan that meet Caltrans BTA requirements. In cases where the BTA requirement is not applicable, that is noted below. See also the Action Plan in **Chapter 8**, which outlines specific steps the city will take to implement the Plan.

Table D-1: BTA Compliance

BTA 891.2	Required Plan Elements	Compliant Elements in Plan	Page
(a)	The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.		
	Existing Bicycle Commuters	Existing Conditions and Needs Analysis	3-12
	Estimated Increase in Bicycle Commuters	Demand Projection	D-3
(b)	A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.		
	Map and description of existing land use and settlement patterns	Land Use Map	D-4
	Map and description of proposed land use and settlement patterns	Land Use Map	D-4
(c)	A map and description of existing and proposed bikeways.		
	Map of existing bikeways	Existing Conditions and Needs Analysis	3-11
	Description of existing bikeways	Existing Conditions and Needs Analysis	3-7
	Map of proposed bikeways	Site-Specific Projects	7-12
	Description of proposed bikeways	Site Specific Projects	7-13
(d)	A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.		
	Map and description of existing end-of-trip bicycle parking facilities	Citywide Improvements	5-6
	Map and description of proposed end-of-trip bicycle parking facilities	Citywide Improvements, Resources for the Design of Bicycle Facilities, Bicycle Parking Map	5-7, B-36, D-5

Appendix D Bicycle Transportation Account Compliance

BTA 891.2	Required Plan Elements	Compliant Elements in Plan	Page
(e)	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.		
	Map and description of existing bicycle facilities for connections with other modes	Site Specific Projects (proposed) Existing Conditions and Needs Analysis (existing)	7-2, 7-12, 3-1
	Parking facilities at transit stops and terminals	Bicycle Parking Map	D-5
	Provisions for bicycles on transit vehicles	Existing Conditions and Needs Analysis	3-16
(f)	A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.		
	Map and description of existing end-of-trip facilities	City does not have this information.	
	Map and description of proposed end-of-trip facilities	Action Steps for policy 3.5	8-19
(g)	A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and compile existing data on the resulting effect on accidents involving bicyclists.		
	Description of bicycle safety and education programs	Existing Conditions and Needs Analysis	3-22
	Effect of programs on accidents involving cyclists	Unknown	
(h)	A description of the extent of citizen and community involvement in development of the plan.		
	Description of public involvement in developing the plan	Existing Conditions and Needs Analysis	3-23
(i)	A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but no limited to, programs that provide incentives for bicycle commuting.		
	Description of coordination and consistency with other local and regional plans	Vision Goals and Policies, Consistency with General Plan	2-1, E-1
	Programs that provide incentives for bicycle commuting	Existing Conditions and Needs Analysis	3-22
(j)	A description of the projects proposed in the plan and a listing of their priorities for implementation.		
	Description of proposed projects	Site-Specific Projects	7-13
	Priority list of proposed projects	Site-Specific Projects	7-13
(k)	A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.		
	Description of past expenditures	Funding and Implementation	8-3
	Estimated future financial needs	Funding and Implementation	8-2

D.2. Projected Increase in Bicycle Commuters

The projects identified in this plan would likely increase the number of additional bicycle commuters. Dill and Carr (2003), found that each additional mile of bike lanes in a city per square mile could be expected to increase the percentage of workers bicycling by 1 percent.¹ Emeryville's land area is 1.25 square miles, and the Plan calls for an additional 3.72 miles of bike boulevards, bike lanes, and bike paths, so the estimated mode share for commuters, college students, and children biking to school is increased by 3 percent.

Data	Present	Projected	Source and Assumptions
Commute Statistics			
Study Area Population	10,080	12000	Census 2010, Projections from General Plan
Employed Population	5,776	6900	Projection from General Plan
Bike-to-work mode share	1.13%	4.13%	2005-2009 ACS*
Bike-to-work commuters	65	285	2005-2009 ACS
Work-at-home mode share	8.10%	8.10%	2005-2009 ACS
Work-at-home commuters	47	56	Assumes 10% of population makes at least one bicycle trip
Estimated number of people who use transit	1052	1257	2005-2009 U.S. Census American Community Survey
Bike-to-transit mode share	1%	4%	Estimated 1% of boardings, BART Station Profile Report*
Transit bicycle commuters	11	50	Estimated 1% of boardings, BART Station Profile Report
School children, ages 6-14	322	383	2005-2009 ACS
School children bicycling mode share	2%	5%	National Average 2%*
School children bike commuters	6	19	School children population multiplied by children bike mode share
College students in study area	465	554	2005-2009 U.S. Census American Community Survey
Estimated college bicycling mode share	5%	8%	National Biking and Walking Study, FHWA*
College bike commuters	23	44	College population multiplied by mode share
Total number of bike commuters	152	455	Total of bike-to-work, transit, school, college, and utilitarian commuters
Total daily bicycling trips (taken by residents)	305	909	Total bicycle commuters, two legs of round trip

*Projection based on adding 3.72 miles of protected facilities to a 1.2-square mile city.

D.3. Additional Maps

¹ <http://nexus.umn.edu/Courses/pa8202/Dill.pdf>

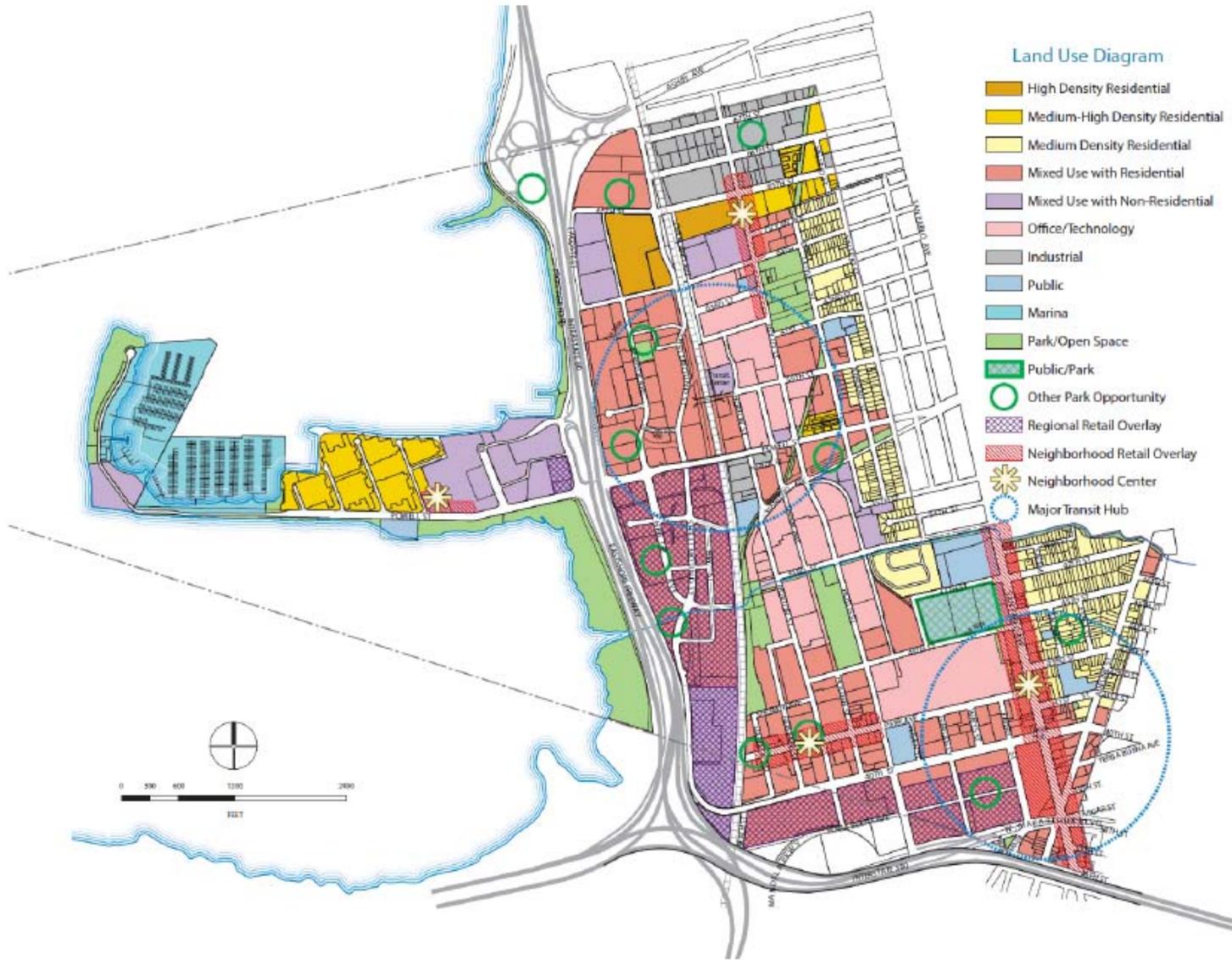


Figure D-1: 2010 General Plan Land Use Map

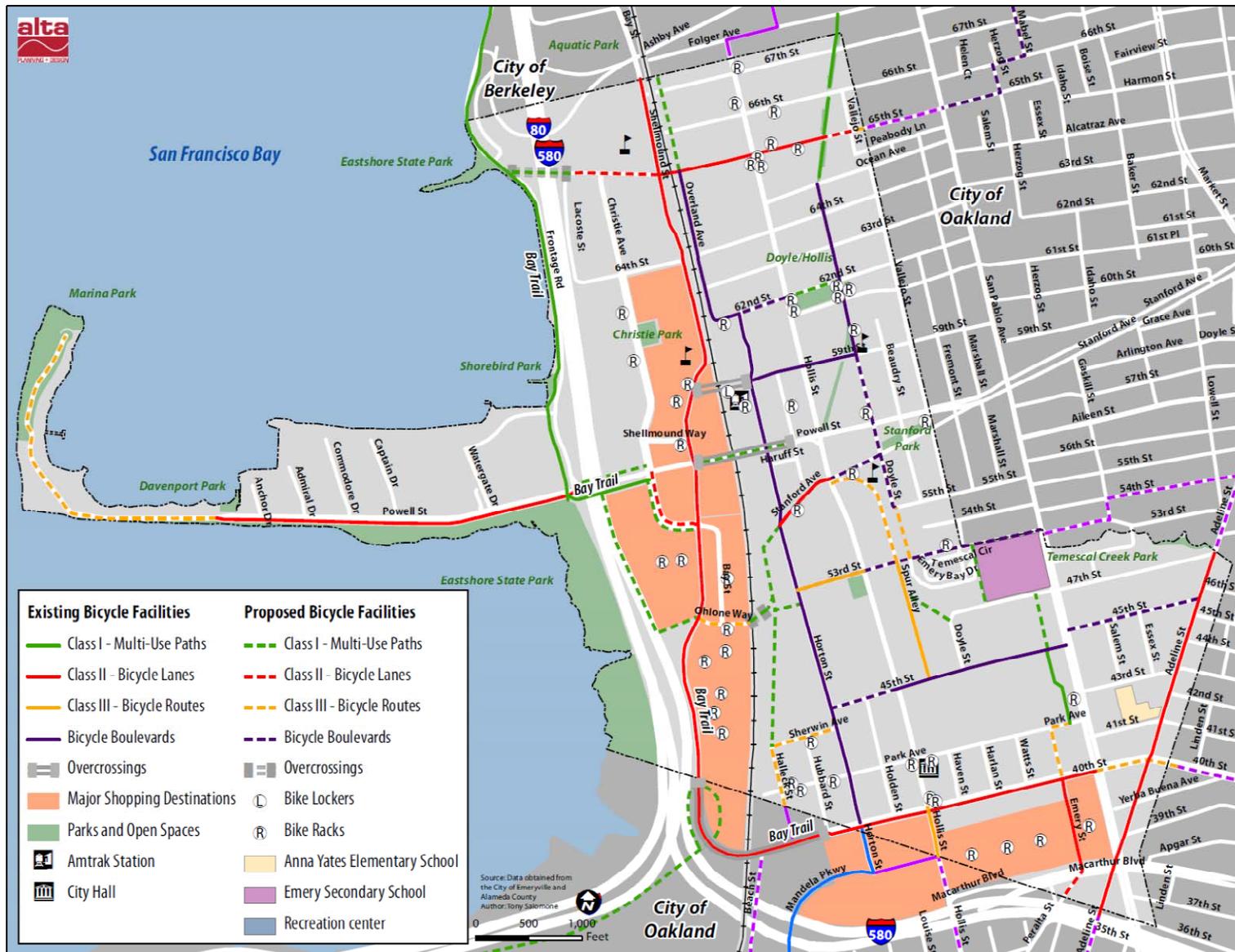


Figure D-2: Bicycle Parking Map

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