

Transportation - DRAFT

Source of emissions: personal vehicle transportation, freight transit, public transportation

Goal: a 40% reduction in GHG emissions associated with travel by 2030

Pathway to success: 100% ZEV ownership, increased use of public transit, increased use of biking and walking for transportation

	Related 2010 CAP Action (if applicable)	Comments:
Objective: Reduce emissions associated with personal gasoline vehicle travel		
Measure: Reduce fuel consumption of gasoline cars		
Coordinate traffic signals to minimize idling		
Develop educational campaigns about benefits of properly inflated tires, including signage at gas stations and local businesses, and partnering with schools	TL-3.5A	
Implement traffic calming measures*		
Measure: Facilitate ride-sharing opportunities		
Provide shade, weather protection, seating, lighting, and bike racks at casual carpool pick-up areas	TL-3.3C	
Develop a community-based social marketing campaign to encourage carpooling among Piedmont residents	TL-3.3A, TL-3.3B, TL-3.5A	
Objective: Increase residents' use of public transit		
Measure: Increase use of buses and BART		
Incentivize public transit use through community-based social marketing campaign	TL-3.5A	
Work with AC transit to improve fuel efficiency and alternative fuel buses		
Consult with AC transit to ensure Piedmont has bus stops that provide shade, weather protection, seating, lighting, and route information.	TL-2.1A	
Objective: Increase number of trips made by biking or walking		
Measure: Encourage walking and biking safety		
Implement Highland road diet (restripe the lanes to have one car and one bike lane in each direction)*	TL-1.1B, TL-1.3A	
Install sidewalk railings on the Oakland Avenue bridge*	TL-1.1E	
Enhance bike infrastructure along bikeway network designated in Piedmont's Bike and Pedestrian Master Plan (BPMP)*	TL-1.1B	
Enhance street crossing safety through crosswalks, flashing pedestrian lights, and signage*	TL-1.1E	
Provide other safety and education led by the Police or Public Works Department (traffic safety messages on city buildings and online)*		
Consider transitioning streets to one-way traffic to increase safety, reduce congestion, and add bike lanes in residential areas	TL-1.1B	
Measure: Provide access to bicycles and bicycle infrastructure		
Advocate for a Bay Area Bike Share station in the Grand Ave commercial district*	TL-1.1B	
Adopt a revised PBMP in 2019 to maintain eligibility for Caltrans funding and to reflect updated Piedmont needs*	TL-1.1A, TL-1.1C, TL-1.1D, TL-1.2A, TL-2.1B	
Install additional bike parking racks at key destinations, including commercial districts, civic center areas, major bus stops, schools, and parks*	TL-1.1B, TL-1.2B	
Pursue public access for passive recreation on the site of the East Bay Municipal Utility District's reservoir at Blair and Scenic as part of any redevelopment proposals for the site*		
Coordinate with Oakland on the planning, design and funding of inter-city bikeways, particularly on Grand, Moraga and Wildwood Avenues and on Park Boulevard*	TL-1.1B	
Implement some form of physical bike protection or warning like Botts' dots, 5in concrete dome curb extensions, or pop ups)	TL-1.1B	
Introduce signal controls that prioritize bicycles at major intersections with bicycle infrastructure	TL-1.1B	
Add public art along bike routes	TL-1.1B	
Provide bicycle parking at city sponsored events	TL-1.1B	
Create a map of Piedmont bicycle routes showing connections to Oakland bike lanes		
Participate in and facilitate Bike to Work Day and other bike promotion and educational events	TL-3.5A	

Objective: Reduce transportation emissions from schools		
Measure: Partner with other agencies to reduce personal vehicle use for school drop-off		
Set a goal of reducing car trips to school by 10%		
Partner with regional transit providers to increase local and regional bus route frequency for students		
Partner with the school district and Safe Routes to Schools to create educational programs and events to encourage and promote walking and biking, including a Bike to School Day*	TL-3.4A, TL-3.4B, TL-3.5A	
Partner with schools to develop a no-idling campaign		
Work with AC Transit to provide transit passes to all youth		
Partner with PUSD to develop a walking school bus program to enable safe walking to schools		
Objective: Accelerate the adoption of Electric Vehicles (EV) in Piedmont		
Measure: Support the growth of EV charging infrastructure		
Install publicly accessible EV chargers in public parking areas, such as the community hall parking lot or by the tennis courts		
Consider requiring new multi-family development to provide EV charging		
Consider development of a reach code requiring wiring for EV charging in new home construction or at the time of rebuilding or substantially remodeling existing garages		
Advocate state and federal governments for zero emissions vehicle fleet standards		
Consider offering curbside EV charging stations in residential areas		
Investigate the potential for streetlight EV charging stations		
Encourage the addition of residential solar when installing EV charging		
Objective: Increase mixed-use development		
Measure: Evaluate the potential for mixed-use development within Piedmont's existing commercial areas		
Prepare specific plans for the Grand Avenue and Civic Center commercial areas that identify the potential for high-quality, pedestrian-oriented, mixed-use development	TL-1.4A, TL-1.4B	
<i>* from Piedmont's Pedestrian and Bicycle Master Plan</i>		

The following Actions are suggested to be removed and not included in the updated 2030 Climate Action Plan:	Reason for exclusion:
<p>TL-1.2C: Adopt an ordinance that requires new development to provide adequate bicycle parking for tenants and customers; and requires businesses with more than 30 employees to provide end-of-trip facilities, including showers, lockers, and class I bicycle storage facilities</p>	<p>Not sufficient new development to warrant the creation of such a policy. The only large employer within Piedmont is the City and provisions for end-of-use facilities for City employees will be included in municipal sector</p>
<p>TL-1.4C: Develop small business incentive programs to encourage new neighborhood-serving uses in the Civic Center and Grand Avenue commercial areas</p>	<p>Vague?</p>
<p>TL-1.4D: Conduct audit of land use, zoning, development standards, and other regulations that may act as barriers to neighborhood-serving businesses and mixed-use development</p>	<p>New Chapter 17 zoning code changes are in effect for Civic Center Subarea and are in process for Grand Avenue that will remove barriers to mixed-use development</p>
<p>TL-3.2A: Provide preferential parking spaces for eligible vehicle types throughout the City's commercial districts</p>	<p>Very small commercial areas with little to no parking lots</p>
<p>TL-3.2B: Maintain a list of eligible vehicles on the City's website</p>	<p>See above</p>

Note: TL-3.1A will be included in municipal sector