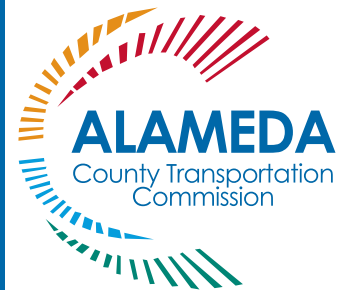


# Transportation and Community

Supporting Neighborhoods, Businesses, and Residents



**Alameda CTC's projects and programs offer a range of choices, allowing more people to walk, bike, and use transit safely.**

People have different transportation needs and preferences. The half-cent transportation sales tax is allocated to all modes of transportation that support the different travel needs of residents, businesses, students, youth, seniors, and people with disabilities.

**Improved roadway, highway, and transit services can improve safety, and reduce congestion and air pollution.** Keeping roads in good repair, providing better access to public transit, removing bottlenecks, and building sidewalks and trails are just a few ways the Alameda CTC invests to improve our communities.

**Local transportation improvements create more attractive, inviting, and pleasing neighborhoods.**

These local projects increase property values, improve safety, and make our neighborhoods better places to live.

**Alameda CTC incorporates a rigorous, inclusive, and community-based process to develop its programs, set its priorities, and plan for the future.** Members of the public are included in the Alameda CTC planning and funding processes; they serve on advisory committees and participate in Alameda CTC public meetings and forums.

## DIVERSE AND CHANGING TRANSPORTATION NEEDS

Quality of life is key to the success of any urban community. A diverse, vibrant community depends on transportation infrastructure that provides a variety of ways to get around — and serves pedestrians, transit-riders, and drivers alike. Districts with access to services, walkable destinations, extensive and frequent transit, and access to jobs have lower household transportation costs and easier access to quality of life amenities.

The demographics of Alameda County are changing—as are its residents' and businesses' transportation needs. Alameda County's population in 2010 was about 1.5 million people.<sup>1</sup> By 2035, the population is projected to increase by almost 30 percent<sup>2</sup>—to 1.9 million. Major growth centers are expected to include Dublin, Emeryville, Livermore, Oakland, and Union City.

By 2035, these new residents and employees will generate significantly more trips — about 1.5 million new automobile trips, 210,000 transit trips, 60,000 bicycle trips, and 140,000 new walking trips every day.<sup>3</sup> This is equivalent to overall growth in trips of about 40 percent from 2005.<sup>4</sup> The growth in Alameda County's aging population will also have major implications for people's transportation needs, as the elderly find it more difficult to drive and get around.

## ALAMEDA CTC PUTS SAFETY FIRST

The safety of Alameda County residents is Alameda CTC's number one objective. We strive — in everything we do — to reduce vehicular and pedestrian accidents by improving Alameda County's roads, highways, trails, and transit service.

Still, in Alameda County, about 75 people die in vehicles each year, and about 9,400 are injured.<sup>5</sup> About 2 or 3 bicyclists and 20 or 25 pedestrians are killed each year while walking or riding.<sup>6</sup> About 550 bicyclists and 675 pedestrians are also injured.<sup>7</sup>

While these fatality and injury numbers have remained relatively constant over the past 10 years, the number of vehicle-miles-traveled has increased.<sup>8</sup> Therefore, for both pedestrians and vehicles, the overall number of accidents relative to the amount of traffic is dropping in Alameda County. Regardless, there is much more work to be done. Every project we undertake has a primary goal of making our transportation safer.

For example, the twisting stretch of Vasco Road between Brentwood (Contra Costa County) and Livermore had heavy, fast-moving traffic and a history of serious injury accidents. Alameda CTC partially funded major safety improvements, including installing a concrete median barrier and adding a truck-climbing lane.

Alameda County's "Safe Routes to Schools" program encourages safe walking and biking to school. When more kids walk or bike, traffic congestion and air pollution around schools is reduced. Safe Routes to Schools also inspires kids to stay active and healthy. With safer sidewalks, crossings, and bike lanes, the half-cent transportation sales tax has enabled our youth to get to school more safely.



### Greening the Corridor

Along a 12-mile stretch that begins in the City of Oakland and runs south toward the Hayward BART Station, the East Bay Greenway project will transform areas beneath the elevated BART tracks into a landscaped, accessible bicycle and pedestrian trail. The Greenway will connect communities and offer residents healthier and safer modes of transportation between home, work, school, and points beyond.

As it runs through Oakland, San Leandro, unincorporated Alameda County, and Hayward, the Greenway will cross five BART stations, six priority development areas, and some of the most densely populated areas in the region.

More than 15 schools — serving over 8,600 students in the area — surround the 12-mile trail, as do small businesses, retail centers (such as the Bayfair Mall in the City of San Leandro), medical facilities, community centers, industrial sites, and single-family and multi-family residential dwellings.

If adequate funding is secured, the Greenway will provide a safe and accessible pedestrian and bicycle trail to engage the community, encourage alternative modes of transportation, provide attractive yet functional spaces in currently limited or dangerous areas, and improve the quality of life for residents.

## TRANSPORTATION FUNDING ENHANCES LOCAL COMMUNITIES

The cities in Alameda County – along with unincorporated Alameda County – receive approximately 22 percent of the half-cent sales tax for local streets and roads improvements. Over the past 10 years, more than \$200 million has been distributed to Alameda County cities and unincorporated Alameda County to improve local streets and roads.

*During the past 10 years, more than \$200 million has been distributed to Alameda County cities and unincorporated Alameda County to improve local streets and roads.*

The half-cent transportation sales tax has also funded streetscape improvements as well as bicycle and pedestrian access at several notable projects near transit hubs, including the MacArthur transit hub streetscape improvement project in Oakland, the Bay Street streetscape project in Fremont, the West Oakland 7th Street transit village streetscape, and transportation enhancements at Ashby BART station/Ed Roberts campus in Berkeley.

All of these local projects make Alameda County’s neighborhoods more attractive, improve property values, make it more pleasant and convenient to travel, and provide recreational spaces that encourage healthier, active lifestyles.

## COMMUNITY INVOLVEMENT ENHANCES TRANSPORTATION PLANNING

Extensive community involvement has helped the Alameda CTC tailor the county’s transportation networks to most closely meet the needs of community members. Members of the public are invited to serve on a variety of community advisory committees; Alameda CTC also welcomes public participation in all committees. Each of these committees carries out important transportation-related functions and meets regularly throughout the year.

For instance, members from local jurisdictions who serve on the Alameda County Technical Advisory Committee offer technical expertise, analysis, and recommendations on transportation planning, programming, and funding.

Community members on the Bicycle and Pedestrian Advisory Committee advise Alameda CTC and staff on walking and biking programs and improvements in Alameda County.

Citizens Advisory Committee members serve as liaisons between the Alameda CTC and local communities and businesses during discussions of local transportation needs and issues.

The Citizens Watchdog Committee makes sure tax dollars improve transportation in Alameda County, as promised to voters. Community members scrutinize all expenditures and report their findings directly to the public each year.

To address planning and coordination for paratransit services in Alameda County, the Paratransit Advisory and Planning Committee, comprised of people who use senior and disability services, plans, coordinates, and funds paratransit services for seniors and people with disabilities in Alameda County.

### THE TRANSPORTATION LANDSCAPE IN ALAMEDA COUNTY

Over 80 percent of the personal trips people currently make in Alameda County are by private vehicles, and about 20 percent are by transit, walking, or bike riding.<sup>9</sup> Although cars now dominate, there are many compelling reasons why travel may shift in the future toward transit, walking, and bicycling.

First, despite major improvements to our streets and highways, traffic congestion is still a critical issue in Alameda County. Traffic congestion causes inconvenience and added costs. Greater use of alternative transportation modes is one important way to decrease congestion.

Second, with more traffic congestion comes more air pollution and greenhouse gas emissions from vehicle exhaust. The Alameda CTC is helping Alameda County comply with recent legislation that mandates major reductions in greenhouse gas emissions for many sectors. Cars and light trucks are the biggest source of air pollution in the Bay Area.<sup>10</sup> As more people use transit, walk, or bike, air pollution will decrease.

*The number of people 65 and older is expected to grow from approximately 167,600 in 2010 to 390,000 in 2030.*

Third, Alameda County's population is aging. The number of people 65 and older is expected to grow from approximately 167,600 in 2010 to 390,000 in 2030 – a 130 percent increase.<sup>11</sup> Alameda County's older residents are more likely to have some form of disability, may live on limited incomes, and may not own a car or be able to drive. To maintain their independence and mobility, they will need more access to non-car-based transportation.

### HALF-CENT SALES TAX SUPPORTS A RANGE OF CHOICES

Alameda CTC is proactively offering a range of options that allow Alameda County residents and businesspeople to walk, bike, and use transit safely.

Alameda CTC allocates approximately half of the county's half-cent transportation sales tax toward public transit projects and programs. Alameda CTC funds all transit operators that serve Alameda County, including Alameda–Contra Costa Transit District (AC Transit), Altamont Commuter Express (ACE), Livermore Amador Valley Transit Authority (Wheels), San Francisco Bay Ferry (WETA), Union City Transit, and BART (paratransit only).

About 10 percent of the county's transportation sales tax goes toward special transportation for seniors and people with disabilities. About 5 percent of the county's transportation sales tax goes toward bicycle and pedestrian safety projects. Since 2002, Alameda CTC has distributed over \$40 million to programs and projects that make Alameda County more walkable and bikeable.<sup>12</sup>

Between 2002 and 2011, Alameda County saw a 47 percent increase in walkers and a 75 percent increase in cyclists.<sup>13</sup> Not only does more walking and biking improve people's health, but it relieves congestion on our roads, saves fuel costs, and reduces vehicle emissions.



#### This Way to Stronger Community

Sara Trayser is building community, one walk at a time. In 2009, Sara enrolled in "Walk This Way," a 16-week fitness and education program for seniors in Fremont, Newark, and Union City funded by Alameda County's half-cent transportation sales tax.

Sara so enjoyed the camaraderie of the class that she became a Walk This Way peer leader. Each week she helps 16 to 22 seniors enhance their balance, strength, endurance, and flexibility through exercises, games, and brain fitness challenges—culminating in a walk around Lake Elizabeth in Fremont.

An ex-runner herself, Sara notes that baby boomers want to stay healthy, fit, and active so "we can enjoy these years, now that we've retired." Sara's role model was her mother—who cross-country skied in her 70s and did aqua aerobics in her early 80s.

Sara also helps lead the tri-cities' Transit Adventures program. Seniors use their increased endurance and fitness to learn to navigate public transit. "People develop new interests and friendships—and motivate and encourage each other. We even eat lunch together on Fridays."

Walk This Way is one of many programs funded by the half-cent transportation sales tax to improve the mobility and health of elderly and disabled Alameda County residents.

**About the Half-Cent Sales Tax**

In 1986, Alameda County became one of the first counties in California to authorize a voter-approved sales tax, Measure B, for transportation improvements. In 2000, 81.5 percent of Alameda County voters supported transportation again, authorizing a second half-cent transportation sales tax. Through Measure B, Alameda CTC delivers a specific set of voter-approved transportation projects to improve mobility and enrich the lives of Alameda County residents.

**About Alameda CTC**

Alameda County Transportation Commission was formed in 2010, the result of a merger of the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA). The resulting agency serves as the county's transportation planning, funding, and sales tax authority, providing streamlined methods for project and program delivery. As a result of the merger, taxpayers saved over \$3 million in the agency's first year.

Our mission is to plan, fund, and deliver a broad spectrum of transportation projects and programs that expand access and improve mobility to foster a vibrant and livable Alameda County. Alameda CTC is governed by a 22-member commission of elected officials: five members of the Alameda County Board of Supervisors, representatives from the 14 cities within Alameda County (including two from Oakland), as well as an AC Transit director, and a BART director.

**Stay Connected with Alameda CTC**

Sign up to receive email notifications and our bimonthly newsletter at [www.AlamedaCTC.org](http://www.AlamedaCTC.org).

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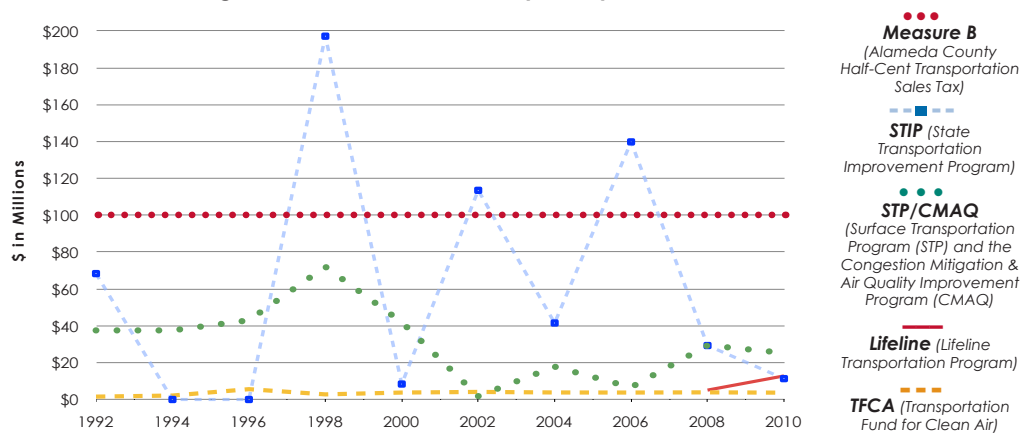
**TRANSPORTATION IMPROVES OUR QUALITY OF LIFE**

Despite many significant transportation improvements, the work is not over. The nation's recent economic downturn has cut deeply into federal, state, and local resources to improve and maintain Alameda County's core transportation infrastructure: highways, roads, bridges, transit, bike trails, and sidewalks. The county's half-cent sales tax is a reliable and consistent way for the county to continue to maintain and improve its transportation network, but it sunsets in 2022.

*A new measure to fund a Transportation Expenditure Plan will be on the November 6, 2012 ballot to infuse an additional \$7.8 billion to support jobs, expand mobility, and foster safe and healthy communities in Alameda County. We cannot lose sight of the critical importance of continuing to improve, maintain, and support our vital transportation networks.*

While the Alameda CTC has delivered almost all of the voter-approved capital improvement projects in half the time, more transportation investments are needed throughout the county to support a growing population of residents, businesses, and communities.

**Historical Funding Levels for Alameda County Transportation <sup>14</sup>**



Alameda CTC has demonstrated that transportation can be improved – with efficiency, transparency, and accountability. In improving transportation, we improve the vitality and strength of our communities. In improving our communities, we improve our quality of life.

**Endnotes**

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