ALAMEDA County Transportation Commission
1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400
www.AlamedaCTC.org

Bicycle and Pedestrian Advisory Committee Meeting Agenda

Thursday, July 12, 2012, 5:30 to 7:30 p.m.

Meeting Outcomes:

- Provide comments on Draft Countywide Pedestrian and Bicycle Plans
- Review annual Countywide Pedestrian and Bicycle Count Program, and the 2012 Count Sites and 2012 Draft Counts Report
- Receive an update on the draft Performance Report and Complete Streets workshop

5:30 – 5:35 p.m. Midori Tabata	**1. Welcome and Introductions**	
5:35 – 5:40 p.m. Public	**2. Public Comment**	
5:40 – 5:45 p.m. Midori Tabata	**3. Approval of May 31, 2012 Minutes** *03_BPAC_Meeting_Minutes_053112.pdf* – **Page 1**	A
5:45 – 6:55 p.m. Staff	**4. Review of Draft Countywide Pedestrian and Bicycle Plans** *04_Memo_Draft_Countywide_Pedestrian_and_Bicycle_Plans.pdf* – **Page 7** *04A_Draft_Countywide_Pedestrian_and_Bicycle_Plans_and_Joint Appendices* – Previously sent under separate cover. Plans posted at: http://www.alamedactc.org/app_pages/view/5275 *04B_Comment_Form.doc* – **Page 13**	I
6:55 – 7:10 p.m. Staff	**5. Review Annual Countywide Pedestrian and Bicycle Count Program, 2012 List of Count Sites and 2012 Draft Counts Report** *05_Memo_CW_Pedestrian_and_Bicycle_Count_Program.pdf* – **Page 15** *05A_Draft_Ped_and_Bike_Manual_Counts_Report.pdf* – **Page 19** *05B_Draft_List_of_Manual_Ped_and_Bike_Count_Locations.pdf* – **Page 73**	I

7:10 – 7:20 p.m. Staff

6. Board Actions/Staff Reports I

A. Draft Performance Report

06A_Draft_Performance_Report.pdf –The report is available online at: http://www.alamedactc.org/files/managed/Document/8126/AlamedaCTC_Performance_Report_Draft_2011.pdf

B. Update on Complete Streets

06B_Complete_Streets_Workshop_Presentation.pdf – The presentation is available online at: http://www.alamedactc.org/events/view/7727

7:20 – 7:30 p.m. BPAC Members

7. BPAC Member Reports I

07_BPAC_Roster.pdf – **Page 75**

07A_BPAC_Schedule_FY12-13.pdf – **Page 77**

7:30 p.m.

8. Meeting Adjournment

Next Meeting:

Date: September 6, 2012
Time: 5:30 to 7:30 p.m.
Location: 1333 Broadway, Suite 300, Oakland, CA 94612

Staff Liaisons:

Beth Walukas, Deputy Director of Planning
(510) 208-7405
bwalukas@alamedactc.org

Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator
(510) 208-7471
rwheeler@alamedactc.org

Location Information: Alameda CTC is located at 1333 Broadway in Downtown Oakland at the intersection of 14th Street and Broadway. The office is just a few steps away from the City Center/12th Street BART station. Bicycle parking is available inside the building, and in electronic lockers at 14th and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org). There is garage parking for autos and bicycles in the City Center Garage (enter on 14th Street between Broadway and Clay). Visit the Alameda CTC website for more information on how to get to the Alameda CTC: http://www.alamedactc.org/directions.html.

Public Comment: Members of the public may address the committee regarding any item, including an item not on the agenda. All items on the agenda are subject to action and/or change by the committee. The chair may change the order of items.

Accommodations/Accessibility: Meetings are wheelchair accessible. Please do not wear scented products so that individuals with environmental sensitivities may attend. Call (510) 893-3347 (Voice) or (510) 834-6754 (TTD) five days in advance to request a sign-language interpreter.

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Alameda CTC Bicycle and Pedestrian Advisory Committee Meeting Minutes
Thursday, May 31, 2012, 5:30 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

P Midori Tabata, Chair	P Preston Jordan
P Ann Welsh, Vice Chair	A Glenn Kirby
P Alex Chen	P Diana Rohini LaVigne
P Lucy Gigli	P Tom Van Demark
A Jeremy Johansen	P Sara Zimmerman

Staff:

P Beth Walukas, Deputy Director of Planning	P Vivek Bhat, Senior Transportation Engineer
P Rochelle Wheeler, Bicycle and Pedestrian Coordinator	P Vida LePol, Acumen Building Enterprise, Inc.

1. **Welcome and Introductions**
   Midori Tabata, BPAC Chair, called the meeting to order at 5:31 p.m. The meeting began with introductions and a review of the meeting outcomes.

   Guests Present: Shawn Fong, City of Fremont; Robert Prinz, East Bay Bicycle Coalition (EBBC); Bonnie Wehmann, EBBC; Jon Spangler, BikeAlameda and EBBC

2. **Public Comment**
   There were no public comments.

   Midori stated that Tom Van Demark is retiring from BPAC; therefore, this will be his last meeting. She thanked him for his services and dedication to BPAC. Tom said he has fun memories of BPAC, and it was great being part of BPAC since 2004.

3. **Approval of May 31, 2011 Minutes**
   Preston Jordan moved to approve the May 31, 2012 minutes as they appeared in the meeting packet, and Tom Van Demark seconded the motion. The motion carried unanimously (8-0).

4. **Approval of CDF Grant Project Amendment Request; Bicycle Safety Education Program and Tri-City Senior Walk Clubs**
   Vivek Bhat informed the committee that staff is recommending two of the currently operating Bicycle and Pedestrian Countywide Discretionary Fund (CDF) grant-funded programs receive a one-year extension and additional funding to continue operations at the current levels: the Bicycle Safety Education Program for up to $100,000 and the Tri-City

Senior Walk Clubs for up to $28,000. He stated there has not been a Cycle 5 call for projects in the last three years. Vivek stated that representatives from EBBC and Fremont are present, and they can address any questions committee members have.

The BPAC began by discussing the EBBC Bicycle Safety Education Program. Questions/input from the members and responses from Bonnie Wehmann and Robert Prinz, both of EBBC:

- Would like to see average class attendance reported in the future. Also, Alameda CTC should decide what the average class size target should be for EBBC to get funding, for the next cycle of funds.
- Why are there fewer average attendees per class proposed for the fourth year than in the previous years? Bonnie stated that the estimates are conservative, and that now that they are expanding classes outside of North County, where attendance is typically high, they expect the average class size to be lower.
- How does EBBC capture lessons gained in doing outreach for the Chinese and Spanish classes, and apply what works? Bonnie and Robert stated that promotion is difficult with only two EBBC staff, but they look for locations that have built-in audiences; they are also targeting schools because the classes fill up pretty fast. Posters were also translated into native languages. And, they are offering free helmets to anybody who attends a class.
- Are the 'how to ride a bike" classes open to all ages? Bonnie stated that a small number of adults do come to learn how to ride a bike, and that mostly kids attend the family cycling classes.

The BPAC next discussed the Tri-City Senior Walk Clubs Program, with Shawn Fong providing a brief overview of the program, after a BPAC member inquired if this was more of a health and fitness program, than transportation-related. Shawn stated that it is a 16-week program for older adults, and the clubs meet once a week at a site in Fremont, Newark, or Union City. She said the current model provides a safe and comprehensive way to engage seniors in fitness, healthy living, pedestrian safety, accessing public transit, and addressing community mobility issues. Shawn said the program, called "Walk This Way", includes walks to a farmers market or local grocery store. Many referrals are made to the Travel Training program, where participants learn about using public transit. During fiscal year (FY) 11-12, 304 people went through the entire travel training program. Out of the 304 participants, 102 people came from the Walk This Way program.

Questions/input from the members and responses from Shawn Fong:

- A member suggested that Shawn revise the progress report to focus on its transportation aspects, which appear to be many, but which are not apparent in the current report. Another member suggested that the report reflect how much more walking participants are doing (via the survey), after the program, as well as to report the percentages of participants that are referrals to travel training. Shawn said she will include this update in the next report.
- How many people did the program actually serve? This should be added to a future report. Shawn said there have been 17 sessions with an average of 20 participants each.

- What is the average age for the program? Shawn said it ranges from ages 58 to 94 years old.

Diana Rohini LaVigne moved to approve staff's recommendations to provide additional CDF monies of up to $100,000 for the Bicycle Safety Education Program and up to $28,000 for the Tri-City Senior Walk Clubs Program. Tom Van Demark seconded the motion. The motion passed unanimously (8-0).

5. Update on Cycle 5 of the CDF Grant Program

Vivek gave a brief update to members on Cycle 5 of the Measure B Countywide Discretionary Fund (CDF) Grant Program. He stated that the program is in the draft stage and staff is working on the approach and the program schedule. There is a desire to combine the Measure B CDF funding with the Vehicle Registration Fee (VRF) funds as well as the OneBayArea Grant (OBAG) Program, which was approved on May 17, 2012, and possibly also the Transportation Fund for Clean Air (TFCA) funds. He said staff anticipates receiving BPAC input on the program guidelines in July. Staff plans to issue a call for projects in fall 2012, and award the final program in spring of 2013. He said $2 million of Measure B funds may be available in Cycle 5, and $1 million of VRF funds.

Question/input from the members and staff responses:

- Preston Jordan reminded staff that he would like to review the scoring data from the CDF Cycle 4 program. Rochelle replied that she will provide this.

6. Update from BART Bicycle Accessibility Task Force Appointee

Jon Spangler, who was appointed by BPAC in 2011 for a two-year term to represent Alameda County on the BART Bicycle Advisory Task Force (BBATF), gave an update on the Task Force activities over the previous fiscal year. He stated that the BBATF bylaws seemed to be the main interest of the BPAC. He did initiate the development of bylaws, and the Task Force is drafting them, but there still is no consensus in the group that bylaws are needed. He updated members on the new BART bike parking available inside and outside of several BART stations, including the electronic bicycle lockers and bike stations. He also updated members on new BART car bike-related design considerations, and stated that BBATF is consulting with BART's police department in conjunction with their improved bike theft prevention and anti-theft efforts. He reported that the Task Force has had more visits from senior BART management than ever in its history.

Question/input from the members and staff responses:

- A member asked about the elimination of bicycle blackout periods on BART. Jon stated that eliminating the bike blackout periods is on the BBATF's agenda for June 4, and the task force will contribute to BART's decision on this topic. He said that BART may opt for a trial period before totally eliminating the blackout period.
- Will BART make it legal to take bikes on escalators? Jon said they are working on a study of this.

7. Status of Countywide Pedestrian and Bicycle Plan Updates

Rochelle Wheeler gave an update on the status of the Countywide Pedestrian Plan and Bicycle Plan updates. She said the current timeline is to release the draft Pedestrian and Bicycle Plans, with the implementation chapters, for public review and comments in late June, and to receive BPAC feedback on these draft plans at the July 12, 2012 meeting. Alameda CTC will incorporate all comments in August, and then in September, staff will bring the final drafts to BPAC to make a recommendation that the Commission adopt them in September.

8. Update on Complete Streets: Alameda CTC Approach and MTC Requirements

Rochelle said Alameda CTC sent invitations to BPAC members for the Complete Streets Workshop, which Alameda CTC will hold on June 19, 2012. She asked members to encourage staff from local jurisdictions to attend, because this will launch the Complete Street efforts for the coming fiscal year, and these staff will work to develop and implement Complete Streets policies. Representatives from AC Transit, BART, LAVTA and other transit agencies will also attend the workshop, in which attendees will hear a description of complete streets, plus review the state, regional and Alameda CTC requirements for complete streets, and discuss what the local jurisdictions need to implement complete streets. Rochelle said the BPAC's role in Complete Streets is still being determined. Also, the Metropolitan Transportation Commission (MTC) is planning training sessions for local agencies. MTC is also still requiring applicants to complete the Complete Streets checklist when submitting applications for funding, and the new OBAG rules require that the checklists be completed at the time the projects are submitted to Alameda CTC for funding.

Questions and input from the members, and staff responses:

- What do cities need to do to make their current general plans compliant with the state's Complete Streets Act? Staff stated that the state Office of Planning and Research has 40 pages of guidelines regarding the state requirements. Each city may need its attorney to make a determination of whether the general plan is already compliant or not based on reviewing the state requirements and the city's general plan.
- A member stated that he would like the BPAC to have a role in defining which projects receive funding, after reviewing the complete street checklists. Staff stated that the procedures are still being defined and that will be part of the conversation during the workshop. Staff will bring this information back for BPAC's input before going to the Commission.

9. Organizational Meeting

A. BPAC Action Log FY 11-12

Staff asked BPAC members to review the action logs for FY 11-12 on page 41 in the packet.

B. Alameda CTC's Bike/Ped Work Program for FY 12-13

Rochelle reported that work on the Countywide Bicycle and Pedestrian Plans will be a significant part of the Bike/Ped Work Program in the coming year, through their anticipated adoption in September. New efforts are Complete Streets policy

development and additional workshops that will be defined after the input at the June 19 workshop. Alameda CTC will also release the Cycle 5 CDF Call for Projects this year, and will be restarting the Pedestrian Bicycle Working Group, since the Bicycle and Pedestrian Plans Working Group will not need to meet after the plans are adopted. Continuing Bike/Ped Work Program efforts include the bicycle and pedestrian counts and reports, the Bike to Work Day campaign, support of the overall county bike/ped efforts, outreach efforts, webinars, and promoting walking.

C. BPAC FY 12-13 Meeting Calendar

Rochelle reviewed the FY 12-13 meeting calendar with the committee and informed members that they are still working on deciding on the meeting dates to meet the needs of the grant cycle, so these are tentative.

D. Review BPAC Bylaws

Rochelle explained that typically, BPAC reviews its bylaws at the organizational meeting, usually the last meeting of the fiscal year. She said this year's review is a standard yearly review, and BPAC members are welcome to suggest revisions as they see fit. Staff is suggesting only one change to the bylaws for this fiscal year: to add the current BPAC role of reviewing the MTC Complete Streets checklists, as noted in the draft bylaws in the packet.

Rochelle said that Alameda CTC would like to take input from BPAC, and the other community advisory committees, incorporate any changes, and try to keep the bylaws consistent between committees, as well as have the legal department review changes before bringing the BPAC bylaws back to BPAC for adoption at a future meeting.

Questions, suggestions and input from the members:

- Article 7.3 Brown Act: Either remove the last sentence or move it to be the second to last sentence under 5.1 Open and Public Meetings. Midori stated that everything under Article 7.3 has already been covered under 5.1.
- Article 5.4 Special Meetings: Consider moving the last sentence, beginning "Notice of such meetings shall be given to all members…" to Article 7.4 Meeting Notices.
- A member proposed to form a subcommittee to discuss changing the name of BPAC, and noted that a minimum of three members are needed, per the bylaws. Preston Jordan, Midori Tabata, and Sara Zimmerman volunteered to be on the subcommittee. Midori recommended that Preston chair the proposed subcommittee. Staff recommended consulting Legal on the name change since it is not in the current Transportation Expenditure Plan, before moving forward with a subcommittee.

Preston Jordan moved to approve the recommendation to form a subcommittee to discuss an alternative name for BPAC. Sara Zimmerman seconded the motion. The motion passed unanimously (8-0).

E. Election of BPAC Officers for FY 12-13

Preston Jordan nominated Midori Tabata for chair and Ann Welsh for vice chair. Tom Van Demark seconded the motion. The motion passed unanimously (8-0).

10. Countywide Transportation Plan/Transportation Expenditure Plan Update, and Other Board Actions/Staff Reports

Beth Walukas gave a brief update on the Countywide Transportation Plan (CWTP) and draft Transportation Expenditure Plan (TEP). She described the regional planning activities, and explained how the Countywide Bicycle and Pedestrian Plan updates, which are a subset of the CWTP, fit into that process. Beth reported that on May 24, 2012, the Steering Committee approved the final CWTP and forwarded it to the Commission for approval at its June 2012 meeting. She said all Alameda County local jurisdictions, AC Transit, BART, and the Board of Supervisors took action in support of the TEP. Alameda CTC recommended that on June 5, 2012, the Board of Supervisors place the TEP on the November 2012 ballot.

Questions/feedback from the members:

- Members would like to see an organizational chart of these regional/countywide plans and requirements, showing their relationship to each other (OneBayArea Grant, Plan Bay Area, Regional Housing Needs Assessment, etc).

11. BPAC Members Reports

Chair Tabata informed members that according to EBBC, Bike to Work Day participation was up 30 percent. She said the overall percentage in Oakland was also up 7 percent.

Midori stated that at the May Oakland BPAC meeting, a senior planner from the City made a report on the East Bay Greenway project funded through Measure B and a Tiger II grant (just south of Coliseum BART). Midori stated that the budget is constrained, so many project features had to be removed, and this project may be coming back for grant funding in the future, to fully construct all elements, including a bicycle lane.

Preston reported on the cycling project on Buchanan Street, where a new right turn lane is proposed at San Pablo, and there is not enough space for a bike lane, too. He would like input from any other members on how to require the city to re-design this intersection to better serve bicyclists.

12. Meeting Adjournment

The meeting adjourned at 8:04 p.m.

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MEMORANDUM

To: Countywide Bicycle and Pedestrian Advisory Committee

From: Rochelle Wheeler, Countywide Bicycle & Pedestrian Coordinator
Beth Walukas, Deputy Director of Planning

Date: July 5, 2012

Subject: Review of Countywide Bicycle and Pedestrian Plans

Recommendation
This item is for information only. No action is requested.

Summary
The Draft Countywide Bicycle and Pedestrian Plans were released for public review and comment on June 25, 2012, and are posted on the Alameda CTC website (www.AlamedaCTC.org). The full draft plans and the joint Appendices (Attachment A) were mailed to BPAC previously, during the week of June 25th. Together, the Draft Countywide Pedestrian and Bicycle Plans lay out the vision and steps for making Alameda County a safe and convenient place for walking and bicycling over the next 28 years. The plans describe the existing walking and bicycling conditions in the county, the priorities for countywide bike and pedestrian funding for both capital projects and programs, the total costs to implement the priorities, total expected revenue and next steps for implementing the plans.

Staff are taking the draft plans to Alameda CTC committees and the Board in July for comment, and will verbally report to BPAC on the comments received from the committees that meet before the BPAC meeting. Staff will return to the committees, including BPAC, in September with final draft plans for the Alameda CTC Board to consider for adoption. In addition to comments made at the meeting, BPAC members are encouraged to submit any written comments on the draft plans to Rochelle Wheeler using the attached comment sheet (Attachment B; also posted on the Alameda CTC web address listed above), or by email (rwheeler@alamedaCTC.org), by **Friday, July 27, 2012**, at 5:00 p.m.

Background
The Alameda CTC's predecessor agencies 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 Alameda CTC bicycle and pedestrian program.

In June 2010, the agency launched a planning process to update both the Pedestrian and Bicycle Plans, focused on updating the existing conditions; reviewing how Alameda CTC policies and practices can be enhanced to address walking and bicycling; re-evaluating the Bicycle Plan priority capital projects and bringing more focus to improved bike access to transit; and establishing capital project priorities for the Pedestrian Plan. One over-arching goal was to make the two plans consistent, as appropriate, and parallel in their layout.

The draft Countywide Bicycle and Pedestrian Plans, which have been updated to meet the above objectives, each consist of six chapters and an executive summary. Because of the close coordination of these plans, one joint Appendices was developed. The full plans are posted on the Alameda CTC website (www.alamedaCTC.org).

Countywide Priorities
Both plans establish countywide capital projects, programs and plans that are intended to implement the plan's vision and goals. These priorities, which have been made consistent between the plans as appropriate, will guide countywide discretionary funding decisions. For the Pedestrian Plan, they include a "vision system" of pedestrian facilities throughout the county, while the Bicycle Plan includes a "vision network" of countywide bicycle facilities.

The countywide pedestrian vision system totals 3,183 miles of pedestrian facilities. The system has five components:

- access to transit,
- access within central business districts,
- access to activity centers,
- access to Communities of Concern, and
- a network of inter-jurisdictional trails.

The bicycle vision network consists of 775 miles of bikeways, of which, approximately 374 miles (48%) have been built while 401 miles (52%) are still to be constructed. The network, like the pedestrian vision system, has five components, focused on:

- an inter-jurisdictional network that provides connections between jurisdictions (this is largely the vision network from the 2006 Bicycle Plan),
- access to transit,
- access to central business districts,
- an inter-jurisdictional trail network, and
- access to Communities of Concern.

Both plans describe a set of priorities within the vision system or network, on which to focus limited countywide funding. They include a largely overlapping and robust set of priority programs to promote and support walking and bicycling, and the creation and updating of local pedestrian and bicycle master plans.

Implementation Chapters

The Implementation Chapters are the only draft chapters not previously reviewed by BPAC, and have taken a considerable amount of time to develop given their complexity and comprehensiveness. They include estimates of the costs to implement the Countywide Bicycle and Pedestrian Plans over the next 28 years, and the expected revenue during the same time period, plus the next steps needed to begin implementing the goals of the plans before the plans are again updated.

Costs and Revenue

As stand-alone plans, the cost to implement all components of the Bicycle Plan between 2012 and 2040 totals $945 million, while the cost for the Pedestrian Plan is $2.8 billion. The revenue anticipated over the next 28 years for the Bicycle Plan is $324 million; for the Pedestrian Plan, it is approximately $500 million. Together, the two plans include some duplicating costs for the multi-use trails. If these costs are split evenly between the two plans, the total, non-duplicating cost, to implement both the Pedestrian and Bicycle Plans is approximately $3.1 billion, and the expected revenue is $820 million. These costs are higher than those in the previous (2006) Bicycle and Pedestrian Plans for several reasons, but mainly because they are more comprehensive and have been expanded as follows:

- Bicycle Plan:
    - For construction costs, expanded vision network from 549 miles to 778 miles with a significant part of this mileage increase due to adding more routes to connect to transit.
    - More comprehensive maintenance costs.
    - Expanded number of educational/promotional programs and included the full program costs.
    - Inclusion of local master plans, which were not included in the 2006 plan.

- Pedestrian Plan:
    - For construction costs, expanded pedestrian vision system to include one central business district (CBD) per jurisdiction and added the communities of concern category.
    - Inclusion of maintenance costs for the first time.
    - Expanded number of educational/promotional programs and included the full program costs.

At the same time that costs have increased for both plans, so has anticipated revenue. This is mainly due to assuming that the Transportation Expenditure Plan will be passed in November 2012, and will continue throughout the life of the plan (a similar assumption was made in the Countywide Transportation Plan).

Combined Bicycle and Pedestrian Plans non-duplicating costs and revenue, 2012–2040

In millions; rounded to nearest $100,000

	Bicycle Plan	*Pedestrian Plan*	*Total (non-duplicating) costs*
Costs	$ 617.2	$2,463.4	$3,080.6
Construction of capital projects			
• Shared costs for multi-use trails	$ 265.9	$ 265.9	$ 531.8
• Remaining Plan construction costs	$ 158.1	$1,470.8	$1,628.9
Maintenance of capital projects			
• Shared costs for multi-use trails	$ 59.9	$ 59.9	$ 119.8
• Remaining Plan maintenance costs	$ 56.3	$ 585.5	$ 641.8
Programs implementation	$ 71.6	$ 75.9	$ 147.5
Local master plans	$ 5.4	$ 5.4	$ 10.8
Revenue	$ 324.3	$ 495.7	$ 820.0

Next Steps

Each of the two plans includes fourteen priority activities, or "next steps" that the Alameda CTC should take to begin to implement the Countywide Bicycle and Pedestrian Plans. These activities are grouped into funding, technical assistance and countywide initiatives.

Input to date

During the two year plan development process, the BPAC and the Bicycle Pedestrian Plans Working Group (PWG), a technical advisory committee made up of local agency, non-profit and advocacy staff working on improving walking and biking in the county, were the primary two groups to review and give input on the plans. They have reviewed almost every chapter of the plan in its initial draft form. The BPAC has provided input on the plans at six of its meeting to date.

The majority of the BPAC and PWG meetings during the planning process focused on developing the countywide priorities for capital projects. The BPAC discussed the countywide priorities at four of its meetings in 2011, and the topic was also the focus of four the PWG's nine meetings. In addition to these meetings, during this critical stage, Alameda CTC staff met, by planning area, with agency staff and also attended four local BPAC meetings around the county, to gather input from them and the public. In addition, during the entire planning process, staff have maintained and updated a mailing list of interested people, and kept this group informed of opportunities for public input and posted information on the agency's website. The list of interested members of the public and local BPACs has been notified of the draft plans availability.

Draft and Final Plans review process

The Draft Plans were released on Monday, June 25th, and are available for public review and comment through Friday, July 27th. During this five week period, a number of Alameda CTC Committees, and the Board, will have the opportunity to provide input on the plans at their meetings, as follows:

June 25, 2012 Paratransit Advisory and Planning Committee (PAPCO)

July 3, 2012 Alameda County Technical Advisory Committee (ACTAC)

July 9, 2012 Planning, Policy, and Legislation Committee (PPLC)

July 11, 2012 Bicycle and Pedestrian Plans Working Group (PWG)

July 12, 2012 Bicycle and Pedestrian Advisory Committee (BPAC)

July 26, 2012 Alameda CTC Board

An overview of the input from the PAPCO, ACTAC, PPLC and PWG meetings will be brought to the BPAC's July meeting. In August, all comments will be considered and incorporated, as appropriate, into the final draft plans. Both plans will then be presented to ACTAC and BPAC, for their recommendation to the PPLC and full Board for its consideration for adoption and incorporation, by reference, into the Countywide Transportation Plan.

Requested Feedback from BPAC
The BPAC is requested to provide high level input on the overall Draft Countywide Bicycle and Pedestrian Plans at its meeting. Specific edits and corrections are also appreciated, and can be submitted via the comment form (Attachment B) by the July 27th comment deadline. Some of the areas the BPAC may wish to focus its feedback on during the meeting include:

- Implementation Chapters, in particular the *Next Steps* section.
- Countywide Priorities Chapters, which the BPAC reviewed in memo format, but not as draft chapters.
- Updated countywide bicycle vision network and pedestrian vision system maps.

Attachments

A: Draft Countywide Bicycle Plan, Draft Countywide Pedestrian Plan and Joint Appendices (on web at www.alamedaCTC.org)

B: Comment Sheet

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Comments on:
Draft Alameda Countywide Bicycle and Pedestrian Plans

Prepared By:

Comments due by:
Friday, July 27, 2012, 5:00pm to
Rochelle Wheeler, rwheeler@alamedactc.org

Agency/Organization:

PAGE # (if applicable)	PLAN: BIKE, PED, OR BOTH	Reviewer Comments

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MEMORANDUM

To: Countywide Bicycle and Pedestrian Advisory Committee

From: Rochelle Wheeler, Countywide Bicycle & Pedestrian Coordinator
Beth Walukas, Deputy Director of Planning

Date: July 5, 2012

Subject: Review of Annual Countywide Pedestrian and Bicycle Count Program, Count Sites and 2012 Counts Report (2002-2011)

Recommendation
This item is for information only. No action is requested.

Summary
This item is an update to the bicycle and pedestrian counts items brought to BPAC at its April 2012 meeting. Alameda CTC has been conducting bicycle and pedestrian counts in some form since 2002 at locations throughout the county. In 2010, a set of 63 count locations was selected for an annual count program, in an effort to track trends in walking and bicycling in the county. These counts took place in September and October of 2010, and again in 2011. BPAC is requested to provide further input on the two items related to the count program, as follows:

1. Counts Report: The data from 2011, plus the countywide trends since 2002, is presented in the Draft Pedestrian and Bicycle Manual Count Report for Alameda County (2002-2011), in Attachment A. Staff have addressed the input received from the committees on the first counts report, developed last year, into this year's report, as feasible, as well as BPAC input on the Preliminary Draft Report.
2. List of Count Sites: Staff are recommending that the list of the 63 sites counted in 2010 and 2011 be modified slightly, to respond to changed infrastructure at one site and a re-evaluation of the usefulness of another site, based on committee input received on the list in 2011 (see Attachment B). In the future, additional count locations will be recommended, to increase the overall reliability of the count data.

This item was also brought to the July 3, 2012 ACTAC meeting for comment. Staff will provide a verbal update on the ACTAC comments at the BPAC meeting.

Background

Since 2002, Alameda CTC, along with the Metropolitan Transportation Commission (MTC), and SafeTREC at U.C. Berkeley, has conducted manual bicycle and pedestrian counts throughout Alameda County. Count data has been collected at a total of 99 different sites, however only selected sites have been counted multiple times and during the same time periods. Over the past several years, the Alameda CTC has had the goal of counting bicyclists and pedestrians around the county at the same locations every year, in an effort to see countywide trends in walking and bicycling. Counts of both bicyclists and pedestrians have been conducted on annual basis since 2008. In 2010 and 2011, the same set of 63 sites was counted. This includes 50 locations selected by Alameda CTC, and an additional 13 Alameda County locations selected by MTC in consultation with Alameda CTC, as part of a regional annual count effort. These 63 sites are listed in the appendices of the Counts Report (Attachment A).

Counts Report

The Draft Pedestrian and Bicycle Manual Count Report for Alameda County (2002 to 2011), in Attachment A, has been further updated since the Preliminary Draft document was presented to the BPAC in April 2012. Many of the suggestions made by BPAC have been incorporated into this draft version of the report, including a comparison of the count data to changes in population and gas prices.

Approach to 2012 Counts and List of Count Sites

Alameda CTC will continue to count at 63 locations in 2012, and explore expanding the program to include up to 100 sites around the county in 2013 and beyond. Input was received in 2011, and at the April 2012 BPAC meeting, that the number of count locations should be increased, to improve the reliability of the data. A rough national standard for representative counts is to count one location for every 15,000 people. If followed, this would result in 100 count locations needed in Alameda County to most accurately reflect trends. In order to allow the data to be analyzed at the planning area level, these counts would need to be distributed throughout the county based on population of planning areas, similar to how the 63 locations currently are distributed.

While staff agrees that counting at additional locations is desirable, it is recommended that this effort to analyze and consider the selection of additional count sites take place during the 2012-2013 fiscal year. This will allow the Countywide Bicycle and Pedestrian Plans to be finalized (anticipated in September 2012), which will establish new pedestrian and bikeway networks. All existing count sites are located on one or both of the current countywide networks, and a selection of these sites will also be evaluated further for their usefulness. Furthermore, staff will have adequate time to work with the bicycle and pedestrian and other local agency staff to determine the best new count locations for all parties, and to develop mapping tools that will assist in selecting locations that meet specific criteria, such as proximity to schools and transit.

For the list of 63 locations, staff are recommending deleting and replacing two locations, as detailed in Attachment B, which includes a list of the proposed 63 count locations for 2012. These changes respond to input received from the committees on the count sites in 2011. In response to the BPAC input at its April 2012 meeting, staff also recommend exploring the possibility of counting during the

morning period at a subset of the 63 count locations that are near schools, to determine if it would be more beneficial and informative to count at these locations during this time period, as opposed to, or in addition to, the 2:00 to 4:00 p.m. period as is currently done. If it is desired, staff will use a portion of the available funds to conduct morning counts. This will not impact the current count locations or ability to develop trend data.

The 2012 counts will take place in September and October, utilizing the budget amount that was allocated during the Alameda CTC budget adoption. As it has done for the past two years, Alameda CTC will most likely partner with MTC to conduct the counts, assuming MTC has funding for this effort in 2012. MTC has conducted regional bicycle/pedestrian counts for the past two years, and has allowed Alameda CTC to partner with it to use the same count contractor.

Requested Feedback from BPAC
The BPAC is requested to provide any additional input on the overall Draft Counts Report and the 2012 list of count locations.

Attachments

A: Draft Pedestrian and Bicycle Manual Count Report for Alameda County (2002 to 2011)
B: Draft List of Manual Pedestrian Bicycle Count Locations and Rationale for Changes

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DRAFT

Pedestrian and Bicycle Manual Count Report for Alameda County

2002 to 2011

June 2012

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Executive Summary

The Alameda County Transportation Commission (Alameda CTC), along with several regional agencies and educational institutions, has been collecting data on the number of bicyclists and pedestrians throughout the county since 2002. This data, while useful, was not all collected in a consistent manner. In 2010, the Alameda CTC established an annual count program with the selection of 63 sites at which to conduct counts every year using the same methodology. The primary goal of the count program is to provide countywide trends in bicycling and walking over time. Where there is sufficient data, the goal is also to assess trends by area of the county.

In 2011, Alameda CTC published the first report analyzing data collected from 2002 to 2010. This report updates the previous one and includes count data collected in September and October 2011.

Data Sources and Methodology

The count data used in this report was collected during three distinct periods, as shown below.

Figure 1: Standard Time Periods

Period	Standard Times
Mid-day	12 to 2 PM
School	2 to 4 PM
PM	4 to 6 PM

For both the bicycle and pedestrian data, there are two groupings of data that serve different purposes (see Figure 2 for a summary of the years counted and number of sites, by time periods):

- Near-term **"annual data"** uses the 63 locations, or a subset of them, that were selected in 2010 for the annual count program, and were counted again in 2011. As time goes on, this larger set of data will provide more accurate trends in walking and bicycling throughout the county and at the planning area level.
- Longer-term "**longitudinal data"** describes historic trends over either a four or ten year period, using a smaller set of count locations that are available for comparison. Sites where data was collected during the same time periods and the same years are considered comparable – for the PM period, these are limited to six common sites for pedestrians and nine for bicyclists. Although they represent a small number of locations, they are useful for tracking the long-term trends, since the earliest year data points allow observing a ten-year trend line.

Figure 2: Annual and longitudinal data sets

	Annual Data		Longitudinal Data	
Count Period	Comparison Years	# of Sites	Comparison Years	# of Sites
Pedestrian				
PM	2010, 2011	62 sites*	2002, 2003, 2010, 2011	6
Mid-day	2010, 2011	44 sites	2008, 2010, 2011	9
School	2010, 2011	17 sites	N/A	N/A
Bicycle				
PM	2010, 2011	62 sites*	2002, 2004, 2006, 2008, 2010, 2011	9
Mid-day	2010, 2011	44 sites	2008, 2010, 2011	9
School	2010, 2011	17 sites	N/A	N/A

Note: Although counts were conducted at 63 locations in 2011, given changes in the configuration of one intersection, the data for this site was not comparable to the previous year.

Pedestrian Data

While the number of pedestrians counted has increased substantially in the past ten years, since 2002, there was little change in the counts between 2010 and 2011, at the countywide level.

Annual Count Data – 2010 to 2011

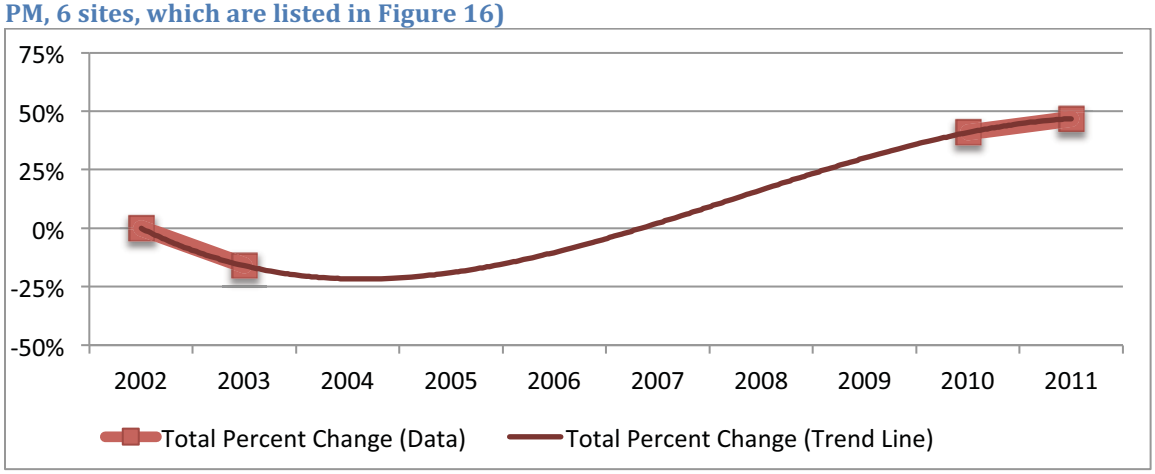
- Pedestrian counts have remained stable from 2010 to 2011 across all time periods.
- The PM period data shows essentially no change in the last year.
- Mid-day period pedestrian counts also show essentially no change, with an overall 2% increase.
- School period data, based on counts collected at 17 sites that are all within a half-mile of at least one K-12 school, shows no change in pedestrians counted.
- By area of the county, the percent change in pedestrians from 2010 to 2011 shows significant increases in the eastern and southern parts of the county, with the northern and central parts showing little to no increases, respectively.

Longitudinal Count Data – 2002 to 2011

- The long-term trend in PM period pedestrian counts continues to be upward. From 2002 to 2011, pedestrian counts increased by 47% at a set of six common sites (Figure 3 below, and Figure 16, which lists the count sites).

The longitudinal data trends for pedestrians are shown below as the percentage change relative to 2002, with a trend line between 2003 and 2010, when no data is available.

Figure 3: Percent change in PM pedestrian counts relative to 2002 (2002, 2003, 2010, 2011; weekday PM, 6 sites, which are listed in Figure 16)



Bicyclist Data

The bicycle data shows clear, significant increasing trends across all time periods, both between 2010 and 2011, and historically over the last 10 years.

Annual Count Data – 2010 to 2011

- Bicyclists counted from in the PM period increased by 27%.
- The mid-day period counts show a 36% increase.
- The school period saw a more modest increase of 6%, at the 17 common count sites.
- While the trend in bicycle counts is clearly upward across all time periods, there is considerable variability at the count site and time period level.

Longitudinal Data – 2008 to 2011

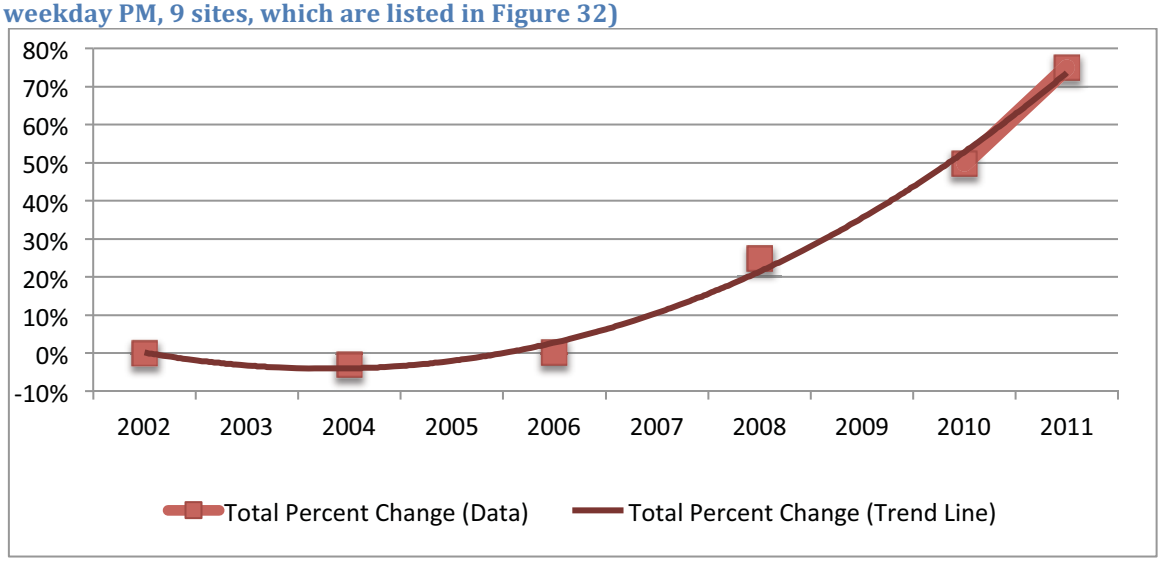
- The mid-day period counts show a 143% increase from 2008 to 2011 at the nine common sites.

Longitudinal Count Data – 2002 to 2011

- The PM period has the longest trend data available, and shows an overall 75% increase in bicycle counts from 2002 to 2011, at nine common sites.

Figure 4 below shows the percentage increase of PM period counts relative to 2002, as well as a trend line that best fits this data. While there was a slight decrease in counts between 2002 and 2004, since 2004 the numbers of bicyclists counted has increased steadily and significantly each year.

Figure 4: Percent change in PM bicyclist counts relative to 2002 (2002, 2004, 2006, 2008, 2010, 2011; weekday PM, 9 sites, which are listed in Figure 32)



Gender and Helmet Data

- Females made up only 30% of cyclists counted in 2011. However, the proportion of female cyclists has risen steadily and significantly over the last four years, from 18% in 2008. Increases in female bicyclists were seen during all time periods and in all four of areas of the county.
- Helmet usage increased between 2010 and 2011 from 51% to 58%. Increases in helmet usage were seen in all time periods and areas of the county.

Background

Purpose

The primary goal of the Alameda CTC bicycle and pedestrian count program is to provide overall countywide trends in bicycling and walking over multiple years. Where there is sufficient data, the goal is also to assess trends at the sub-county levels of north, central, south and east. Having consistent walking and bicycling data is important for many reasons, including:

- **Baseline Data**: To have a consistent methodology over multiple years so as to compare accurately the trends across the county.
- **Safety**: To understand the changes in collision rates, i.e. the number of bicycle/pedestrian collisions relative to their volumes.
- **Timely data**: To see trends as they are happening. Annual count data shows trends more immediately than other data sources, which are conducted less frequently**.**
- **Modeling**: To assist with enhancing the regional and countywide transportation models' ability to predict walking and biking trips.
- **Multi-modal LOS**: To have better multi-modal metrics to use in assessing climate protection policies.
- **Return on Investment/Planning**: Although there are many factors contributing to walking and bicycling rates, counts can help to understand the impact of bicycle/pedestrian capital facilities and programs so as to improve decision-making. For example, it may be possible to assess the changes in school trips as a result of Safe Routes to Schools programs.

Although counting at selected intersections captures only a small subset of people who are biking and walking, it is standard practice to use a set of locations to extrapolate the number of people using these modes. The intent is not to count everyone who is on foot or bike, or even those places with the highest number of bicyclists and pedestrians, at any one time. Rather, the goal is to paint a picture of changes over time.

Manual Count Locations

Since 2002, Alameda CTC and other agencies have collected manual count data for countywide purposes at 99 different locations around the county. Some of these counts were of bicyclists only, some were in different time periods, and the same sites were not counted in each year. Therefore, there is no trend line for all 99 sites. The historic counting efforts included:

- The (former) Alameda County Congestion Management Agency's biennial Level of Service (LOS) Monitoring Report included bicyclist counts at 12 locations, which were conducted by local jurisdictions throughout the county in 2002, 2004, 2006 and 2008.

- The Metropolitan Transportation Commission (MTC) conducted regional bicyclist and pedestrian counts in 2002 and 2003 at 13 and 6 locations, respectively, in Alameda County.
- UC Berkeley's Safe Transportation Research & Education Center's (SafeTREC) – formerly Traffic Safety Center - with funding from the Alameda CTC, conducted bicycle and pedestrian counts at a combined 79 locations in 2008 and 2009 to assist in developing a model to predict pedestrian and bicyclist volumes. These locations were mainly, but not exclusively, on Caltrans facilities, since this was the focus of the research project.

In 2010, 63 count locations were selected for an annual count program, most of which were a subset of the 99 counts described above. These 63 sites, or a subset of them, are the focus of this report. The 63 count locations (listed in Appendices A and B, and shown below in Figure 5 and Figure 6) were selected based on a set of criteria that includes the following:

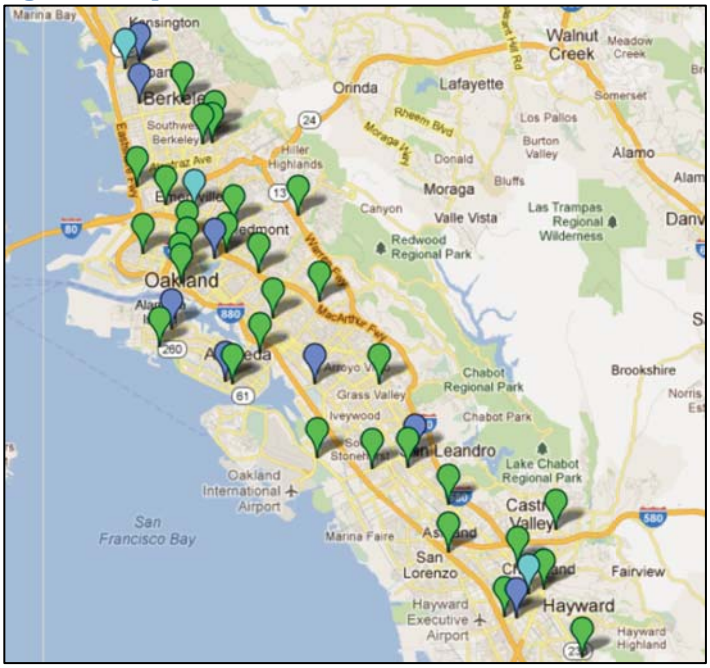
Primary Criteria (in order of importance)

- Locations where counts have been conducted historically, especially those counted in earlier years
- On the Countywide Bicycle or Pedestrian Network. All locations are on one or both networks.
- Distribution of sites by area of the county, based on population (to follow national best practices on the number of counts needed to accurately reflect walking and biking)

Secondary Criteria

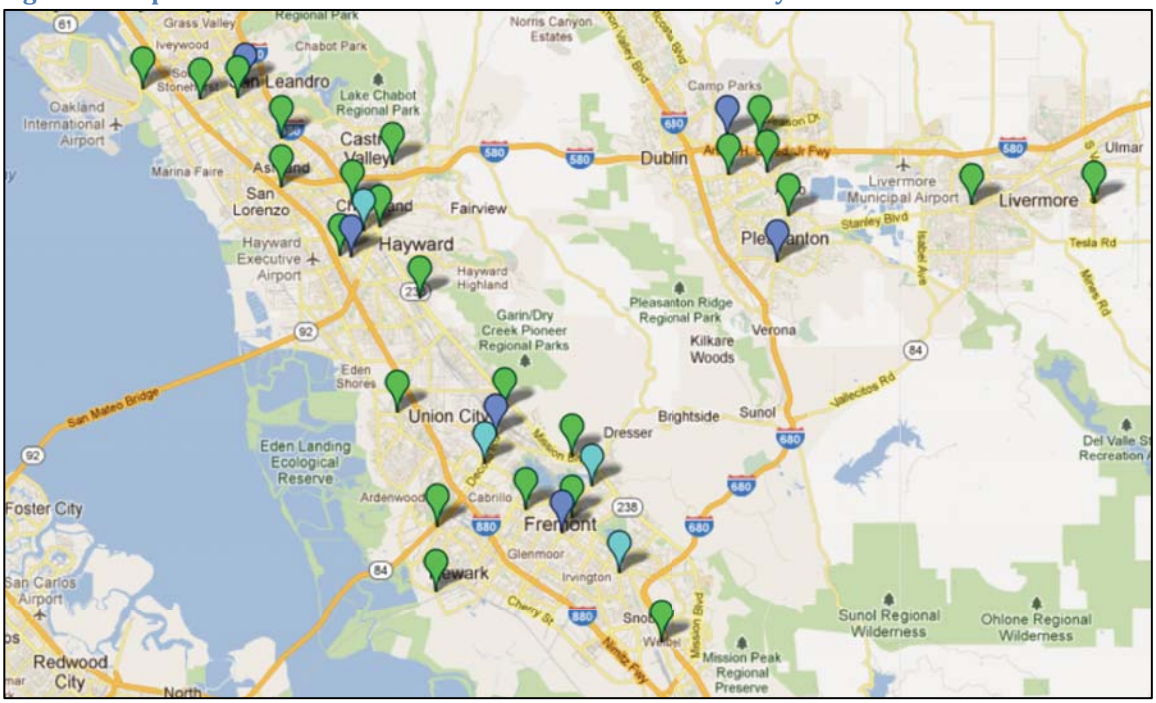
- Variety of land uses - commercial, residential, industrial and offices
- Variety of land use density (within ¼-mile radius) - high, medium and low
- Variety of street types
- Variety of types of crossings: signalized and un-signalized
- Some locations near transit (within a ¼-mile radius)
- Some locations near multi-use trails (within a ¼-mile radius)
- Some locations near schools (within a ½ -mile radius)
- Minimum distance between count locations of ¼ mile to reduce interdependence between the sample locations

Figure 5: Map of count locations: North and Central Alameda County



Source: Google Maps.
Note: Marker colors refer to the entity conducting the counts (MTC or Alameda CTC).

Figure 6: Map of count locations: South and East Alameda County



Source: Google Maps.
Note: Marker colors refer to the entity conducting the counts (MTC or Alameda CTC).

Data Sources and Methodology

As noted previously, in 2010, a set of 63 sites was established at which to conduct annual counts. In September and October of 2011, data was collected at these same 63 locations. (At one count site in Hayward, the intersection was under construction during the count period, so this data was not used in this report, except for in the gender and helmet use sections. Therefore, the total number of sites used for most analysis in this report is 62.)

In the first Counts Report for Alameda County (published in 2011), after just one year of counting at the 63 sites, a maximum of only 44 pedestrian and 28 bicycle count sites could be compared between years. At the time-period level, few comparisons were available with more than ten sites and the more years covered, the fewer sites with comparable data there were. Because the accuracy of the trend analysis increases with the number of sites that can be compared for each year and time-period, there is a benefit to maintaining as many count sites as possible from year to year. It was for this reason that the data collection sites used in 2011 matched all of the sites used in 2010, providing a wealth of comparable data that was not available previously.

For both the bicycle and pedestrian data, there are two groupings of data that serve different purposes:

- Near term **"annual count data"** is based on the 63 locations selected in 2010 for annual counts. This larger grouping of locations have now been counted in two years – 2010 and 2011 – and, with some minor changes, will continue to be counted into the future. As time goes on, this larger set of data will provide more accurate trends in walking and bicycling throughout the county, and at the planning area level. All of the 63 count locations are counted during the PM period. They have also been counted during a second time period – either the mid-day or the school period, depending on their location (see Figure **7** for explanation of time periods).
- Longer-term "**longitudinal data"** describes historic trends over either a four or ten-year period, using a smaller set of count locations that are available for comparison. Sites where data was collected during the same time periods and the same years are considered comparable – for the PM period, these are limited to six common sites for pedestrians and nine for bicyclists. Although they represent a small number of locations, they are useful for tracking the long-term trends, since the earliest year data points allow observing a ten-year trend line.

Figure 7: Annual and Longitudinal data sets

	Annual Data		Longitudinal Data	
Count Period	**Comparison Years**	**# of Sites**	**Comparison Years**	**# of Sites**
Pedestrian				
PM (4-6 PM)	2010, 2011	62 sites	2002, 2003, 2010, 2011	6
Mid-day (12-2 PM)	2010, 2011	44 sites	2008, 2010, 2011	9
School (2-4PM)	2010, 2011	17 sites	N/A	N/A
Bicycle				
PM (4-6 PM)	2010, 2011	62 sites	2002, 2004, 2006, 2008, 2010, 2011	9
Mid-day (12-2 PM)	2010, 2011	44 sites	2008, 2010, 2011	9
School (2-4PM)	2010, 2011	17 sites	N/A	N/A

Although morning and weekend counts were conducted as some sites prior to 2010, the more recent counts have focused on the mid-day, school, and PM time periods. Therefore, AM and weekend counts are not discussed in this report.

Additional information on the historical manual count data, including the year, lead agency, time period, and data collected, are shown in Appendix C.

Automated count program

In addition to conducting manual counts, Alameda CTC owns five automated bicycle/pedestrian counters, which allow data to be collected at a variety of locations 24 hours a day. The East Bay Regional Parks District (EBRPD) also has 23 automated bicycle/pedestrian counters deployed on trails throughout their district, and will be installing more as new trails are built. Data from these counters has not been incorporated into this report, but will be included in future reports to portray a more robust picture of walking and biking in the county. In particular, the data will show multi-use trail use around the county. While often used for utilitarian purposes, trails are also heavily used recreationally, and so can help track recreational bicycling and walking.

Alameda CTC and EBRPD currently have one or more counters on the following trails in the county with a goal of covering even more trails, and more fully covering each trail, in the future:

- Bay Trail
- Alameda Creek Trail
- Iron Horse Trail
- Encinal Point Trail
- San Leandro Creek Trail

- Oyster Bay Trail
- Tassajara Creek Trail

Alameda CTC is coordinating with the EBRPD and other jurisdictions within Alameda County that currently have or may develop automated count programs in the future, to share data and ensure the most effective usage and siting of the counters.

Input and Responses on 2011 Counts Report

When the first Counts Report (published in 2011) was developed, it was brought to several Alameda CTC committees and the Board for input, along with an overview of the countywide count program. The following input was provided on the count sites and the overall count program in the Fall of 2011. The comments have been addressed in this report, or the overall count program, as indicated.

Figure 8: Count program comments from fall 2011 BPAC, ACTAC and PPLC meetings

Comment	Response/Follow Up
Many questions on the goals and purposes of the count program.	Expanded description in this report.
Concerns that total number of bicyclists and pedestrians counted will influence funding decisions.	Expanded description of goals of count program in the report. The main goal is to measure overall countywide trends across time, and not the absolute number of people walking and biking, or to make funding decisions based on absolute numbers.
Many questions on why the 63 count locations were selected, in particular: signalized versus unsignalized locations, locations with low volumes, and locations that had more usage before improvements were made to nearby routes.	The 63 count sites were reviewed, based on committee and Board input, and some changes are recommended to the 2012 count locations.
Count locations should reflect where people are biking/walking, which may change over time.	Staff will monitor the count locations over time, and add or delete locations based on that evaluation.

Comment	Response/Follow Up
May be better to add in new sites, rather than continuing to count at historic locations that are less desirable.	A balance is needed. It is important to keep many of the count locations the same to allow comparability over time. However, some sites are being, and will be, modified, as per the above responses.
Work with local staff and organizations on assessing and incorporating their goals for the count program.	As the count program is expanded, input will be gathered from all stakeholders.
Consider how the count locations could be used to assess the effectiveness of Safe Routes to Schools (SR2S) programs, possibly by adding more count locations near schools with active programs.	Some current locations are near schools with SR2S programs, but there may not be enough at a single school, or they may not be close enough to the school, to accurately detect travel changes at a single school location. As the count program is expanded, sites near schools with SR2S programs will be considered for inclusion, and this data will be analyzed more closely.
Consider counting at BART stations.	Some current locations are near BART, or other major transit hubs. As the count program is expanded, sites near BART will be considered for inclusion. In addition, BART conducts detailed station access surveys at all stations every ten years, to assess long term trends. This data on bicycle and pedestrian access to BART for 1998 and 2008 is included in the "Contextual Data and Trends" section of this report.
Include recreational cycling in counts.	Some current locations are along the Bay Trail, or other recreational routes. Also, Alameda CTC and the East Bay Regional Parks District have a number of automated bike/ped counters deployed along trails and this data will be added to future reports. As the counts program is expanded, sites along non-trail recreational cycling routes will be considered for inclusion.
Consider newer technologies to make it more effective and efficient to count bicycles and pedestrians than with manual counts.	Movable camera technology, and using video to count, are emerging technologies with great capabilities. Staff is monitoring these technologies, and will consider using them as they develop to meet the needs of the count program and become cost-effective.

Comment	Response/Follow Up
Include collision, population, and overall auto traffic count data trends over the same time periods, to see how these trends compare with the bike/ped count trends.	Collision, population, and gas price trend data has been added to this report in the "Contextual Data and Trends" section. Staff was unable to find readily available and comparable data on auto traffic over similar time periods, but will continue to explore this.
Information on helmet use by gender may be useful for insight and future planning purposes.	While this data is being collected, and will continue to be collected in a manner that will allow this analysis, it has not been prioritized for analysis over the many other core pieces of data. Future reports could include this analysis.

Progress on Recommendations in 2011 Counts Report

In addition, a number of recommendations were included in the 2011 Counts Report. The table below (Figure 9) describes each of them, and how both the count program and the 2012 Counts Report have been able to respond to them.

Figure 9: Recommendations from 2011 Report, and follow-up

Recommendations from 2011 Report	Follow-up
Overall, maintain the same methodology, count sites, time periods, data collection details, etc. (as further described in the 2011 Report), as for the 2010 counts	All recommendations were completed.
Analyze the data by planning area and possibly, by city	Data has been analyzed by planning area for the first time in this report.
Apply pedestrian adjustment factors developed by SafeTREC to improve usability of historic data	This analysis was not conducted, as it was not prioritized over other key analyses, but will continue to be explored in the future.
Include the automated count data currently being collected throughout Alameda County in the data analysis reports	While the automated count program has been further developed during the 2011/2012 fiscal year, a summary of data has not yet been developed and included in this report, in part because complete data was not available, and also it was not prioritized over other key analyses. It will be included in a future report.

Pedestrian Count Trends

There was little to no change in pedestrian counts between 2010 and 2011, across all time periods. Longer-term trends show considerable growth in the last decade, with pedestrian numbers increasing by 47% from 2002 to 2011.

Pedestrian count data was collected during three time periods titled "PM," "mid-day," and "school," as described in the "Background" chapter above, and shown in Figure 10 below. For each of these time periods, two sets of data were analyzed. Annual data, collected in 2010 and 2011, includes the full set of 62 sites for the PM time period. Each site was counted a second time in either the mid-day or school period. The longitudinal data set compares the more recent annual data with historic counts, where available.

Figure 10: Pedestrian data sets

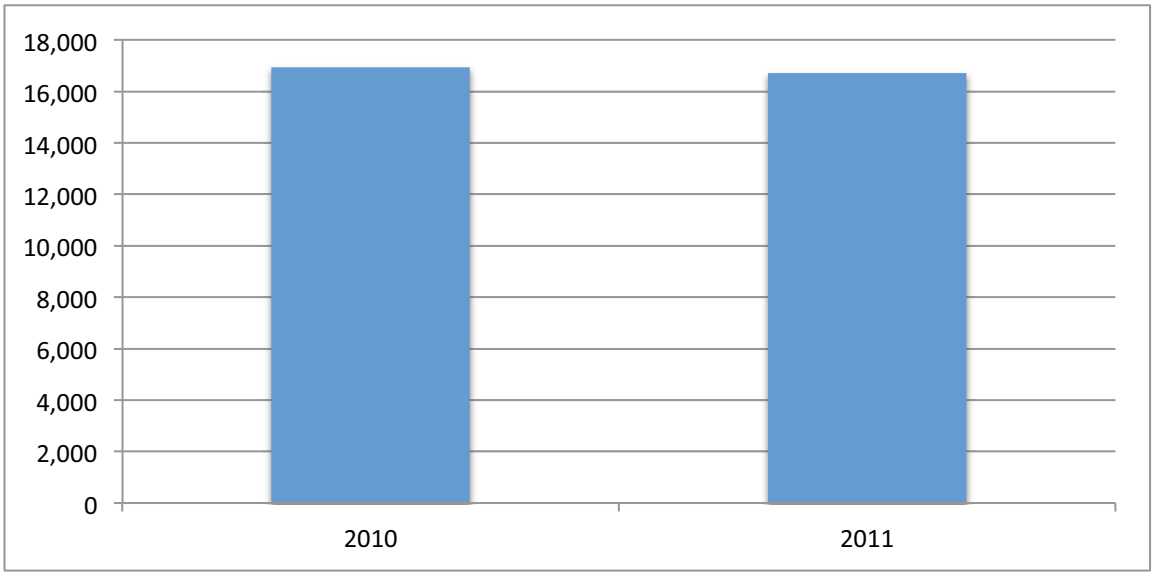
	Annual Data		Longitudinal Data	
Count Period	**Comparison Years**	**# of Sites**	**Comparison Years**	**# of Sites**
PM (4-6 PM)	2010, 2011	62 sites	2002, 2003, 2010, 2011	6
Mid-day (12-2 PM)	2010, 2011	44 sites	2008, 2010, 2011	9
School (2-4 PM)	2010, 2011	17 sites	N/A	N/A

PEDESTRIAN Weekday PM (4-6pm)

Annual Data (2010 and 2011)

As seen in Figure 11, between 2010 and 2011 the number of pedestrians counted remained essentially unchanged, with a mean decrease of 1.4%. Overall, these small fluctuations may be statistically insignificant.

Figure 11: Total pedestrians (2010, 2011; weekday PM; 62 sites)



While there was little change in the number of pedestrians counted countywide, the changes at the planning area show a different picture, with significant increases in the south and east areas.

Figure 12 shows the percent change in the number of pedestrians from 2010 to 2011 by planning area; Figure 13 graphs the absolute change by planning area; and Figure 14 compares the two in table form. Most notably, while relatively more people were counted walking in the South and East planning areas, as compared to the previous year, the absolute number of people walking in these areas is significantly less than in the north planning area.

Figure 12: Pedestrians – Percent change by planning area (2010, 2011; weekday PM; 62 sites)

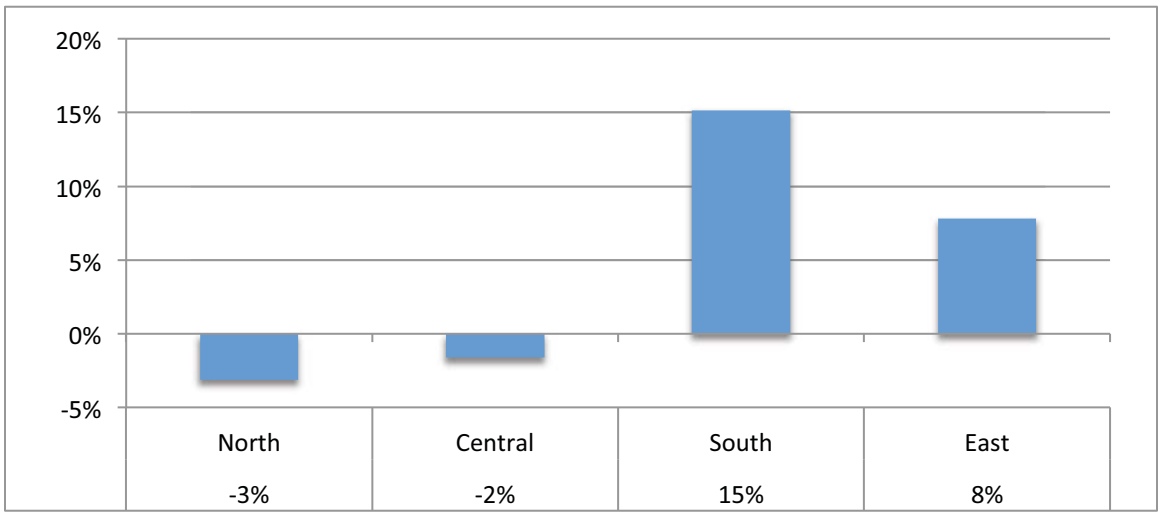


Figure 13: Pedestrians - Absolute change by planning area (2010, 2011; weekday PM; 62 sites)

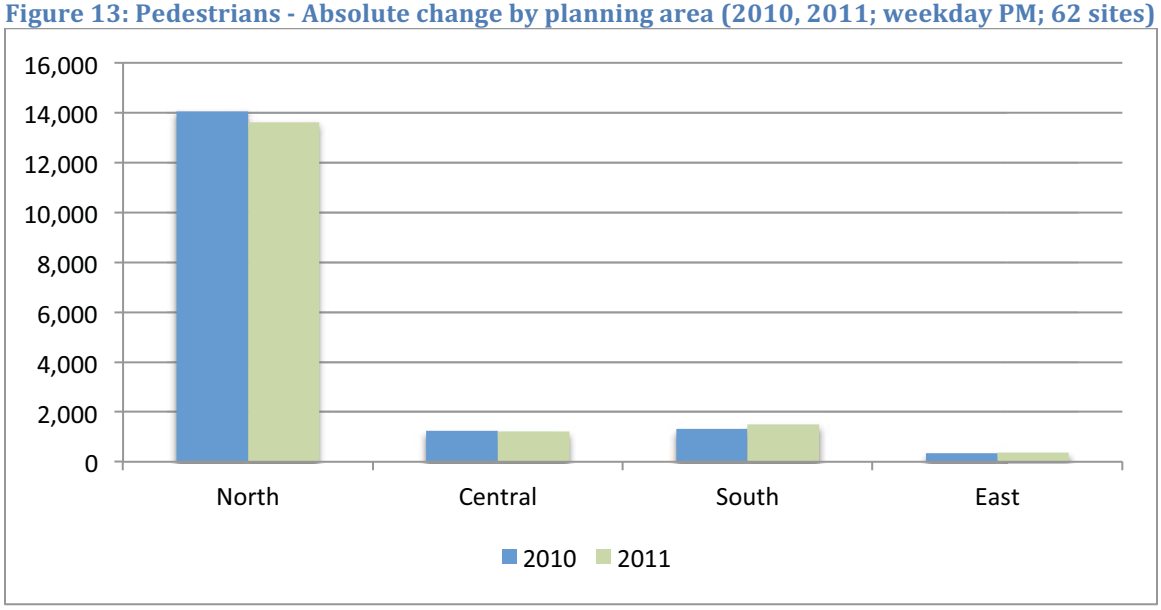


Figure 14: Pedestrians - Absolute and percent change by planning area (weekday PM; 62 sites)

	Peds Counted 2010	Peds Counted 2011	Difference between 2011 and 2010	% Change	# Sites Counted
North	14052	13615	-437	-3%	30
Central	1234	1214	-20	-2%	13
South	1307	1505	198	15%	11
East	346	373	27	8%	8

Just as there is variability at the planning area level, there is also variability at the site level, as shown Figure 15. Of the 62 sites counted in 2011, 35 (or 56%) either increased or showed no change in pedestrian numbers, while at 27(or 44%) the number of pedestrians decreased.

Figure 15: Pedestrians- Site level variability in data from 2010 to 2011 (weekday PM; 62 sites)

Site with Greatest % Increase (Paseo Padre and Decoto Road, Fremont)	288%
Site with Greatest % Decrease (Warm Springs and Grimmer, Fremont)	-60%
Number (and percent) of sites that increased*	25 (40%)
Number (and percent) of sites with no change in usage*	10 (16%)
Number (and percent) of sites that decreased*	27 (44%)

* Sites that showed increase were defined as having a percent change of 5% or greater.
Sites with no change in usage were defined as having a percent change between 5% and -5%.
Sites with a decrease in usage were defined as having a percent change of -5% or less.

Longitudinal Data (2002 to 2011)

The PM period, with four years of comparable data covering a ten year time period, is the most longitudinal data available for pedestrians. While there is a gap in the data from 2003 to 2010, it allows a point of comparison for seeing the longer-term trends, which show overall increasing numbers of pedestrians.

Historically, as seen in Figure 16, the numbers of pedestrian counted at six common sites increased by 47% between 2002 and 2011. During this period, there was a drop in pedestrian numbers from 2002 to 2003 and then a rise between 2003 and 2010 (of 68%). The data between 2010 and 2011 mirrors the only slight change previously discussed in the annual count data from 2010 to 2011; in this case, with these six sites, there was a 4% increase in counts over these two years.

Figure 16: Total pedestrians (2002, 2003, 2010, 2011; weekday PM; 6 sites)

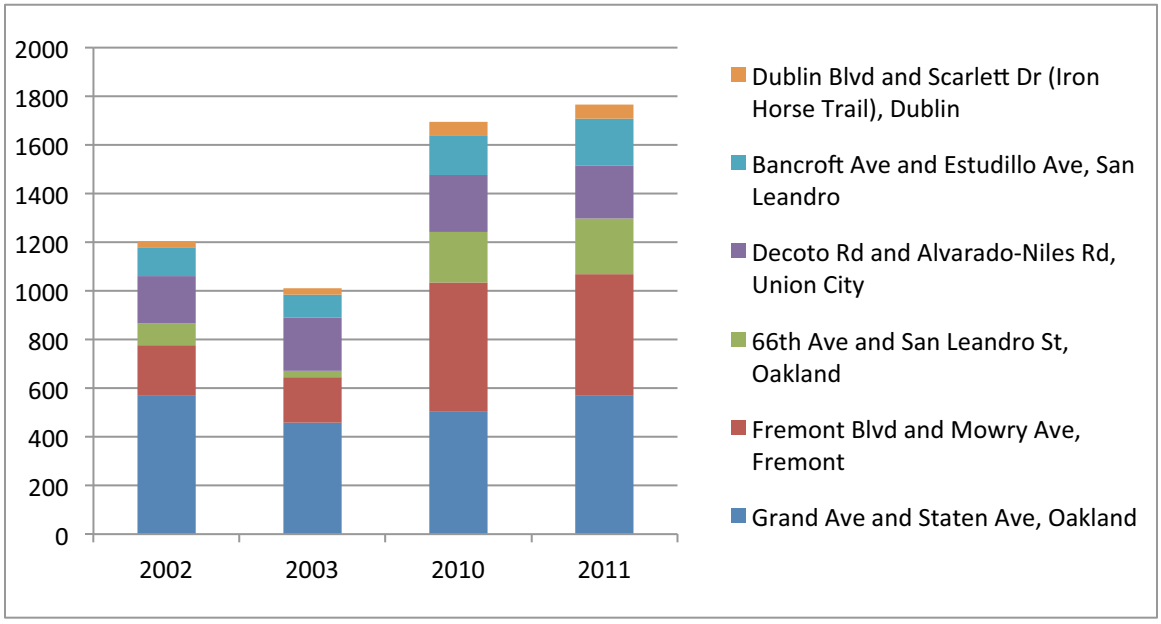
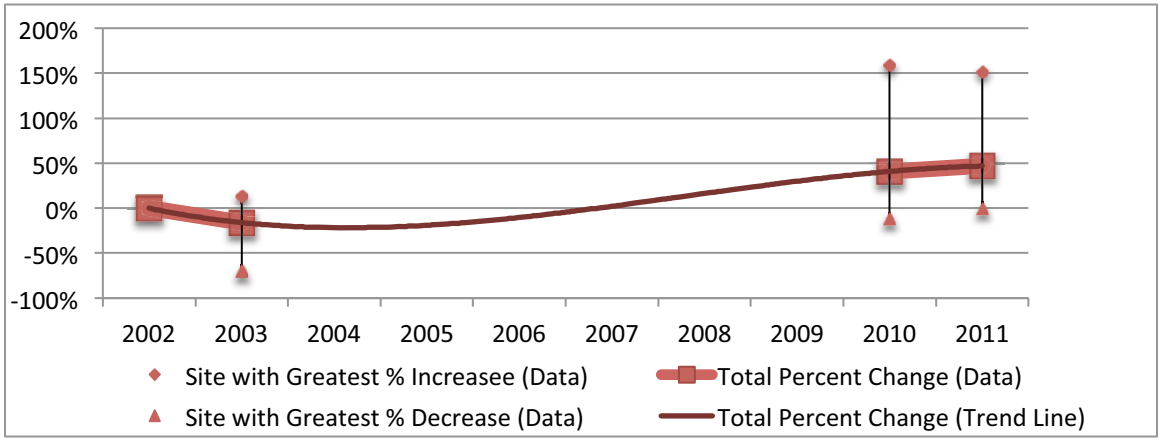


Figure 17, below shows the variability in the site level for the longitudinal data. While the six sites show an overall average increase from 2002 to 2011, the individual sites vary quite a bit. In 2011, the site with the maximum increase (66th Ave. and San Leandro St. in Oakland) was 152% higher relative to the 2002 count. The site with the minimum change (Grand Ave. and Staten Ave. in Oakland), showed a decrease of only 1% from 2002.

Figure 17: Pedestrians – Percent change relative to 2002, showing sites with maximum and minimum change (2002, 2003, 2010, 2011; weekday PM; 6 sites)

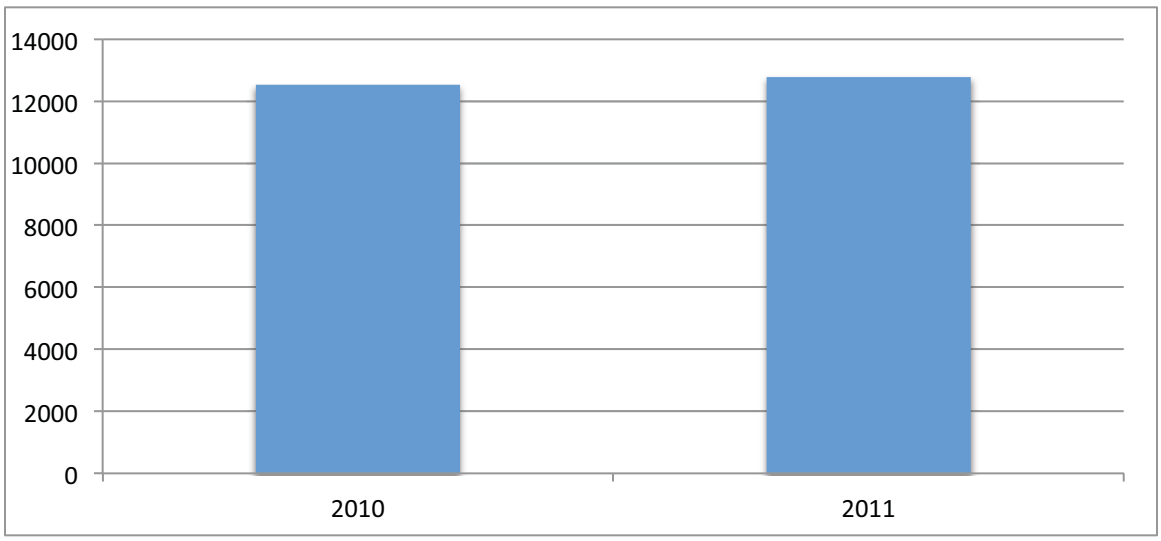


PEDESTRIAN Weekday Mid-day (12 to 2pm)

Annual Data (2010 and 2011)

From 2010 to 2011, there was a slight increase of 2% in pedestrian counts over the 44 sites counted during the mid-day period, as shown in Figure 18.

Figure 18: Total pedestrians (2010, 2011; weekday mid-day; 44 sites)



The table in Figure 19 shows the variability in the counts on a site-level basis. Overall, counts at 30 sites (or 68% of all sites) either increased or did not change.

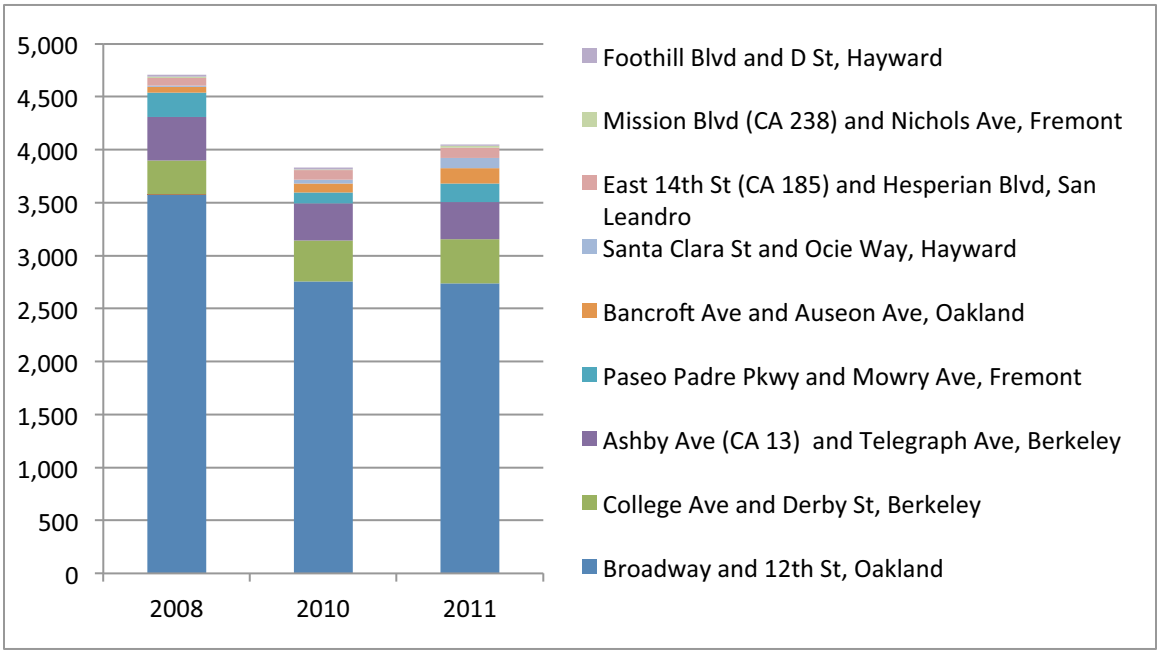
Figure 19: Pedestrians – Variability in data by site (2010 to 2011; weekday mid-day; 44 sites)

Site with Greatest % Increase (Santa Clara and Ocie Way, Hayward)	197%
Site with Greatest % Decrease (Dublin Blvd and Scarlett Drive (Iron Horse Trail), Dublin)	-32%
Number (and percent) of sites that increased*	21 (48%)
Number (and percent) of sites with no change in usage*	9 (20%)
Number (and percent) of sites that decreased*	14 (32%)

Longitudinal Data (2008 to 2011)

For the mid-day period, the longitudinal data set includes data from nine (of the 44) sites for 2010 and 2011, and also from 2008 (see Figure 20). This longitudinal data shows that from 2008 to 2010, there was a 19% drop in pedestrians counted, while the number counted in 2011 rose 6% from 2010, but still not to the levels seen in 2008.

Figure 20: Total pedestrians, including Broadway/12th St. (2008, 2010, 2011; weekday mid-day; 9 sites)

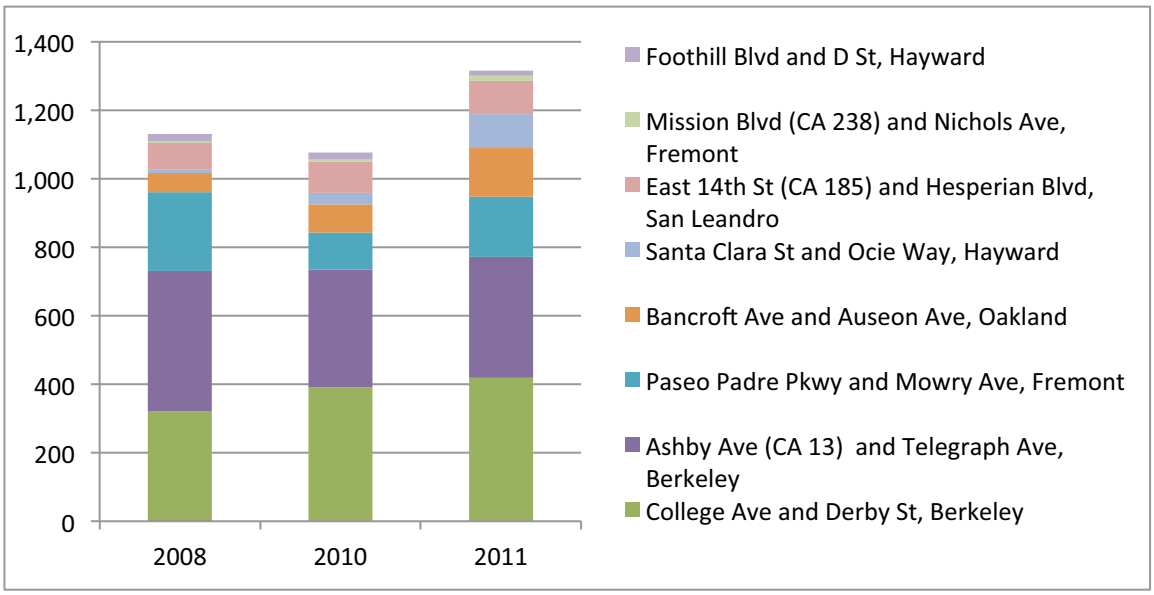


The high pedestrian volumes at the Broadway and 12th Street count site in Oakland dominate the longitudinal data set, so it is useful to show the analysis without that site's data (see Figure 21). Excluding Broadway and 12th Street, the eight remaining sites show a 22% increase from 2010 to

* Sites that showed increase were defined as having a percent change of 5% or greater.
Sites with no change in usage were defined as having a percent change between 5% and -5%.
Sites with a decrease in usage were defined as having a percent change of -5% or less.

2011, which more than exceeds the 5% decrease in pedestrians counted between 2008 and 2010 for this same group of eight locations.

Figure 21: Total pedestrians – excluding Broadway/12th St. (2008, 2010, 2011; weekday mid-day; 8 sites)

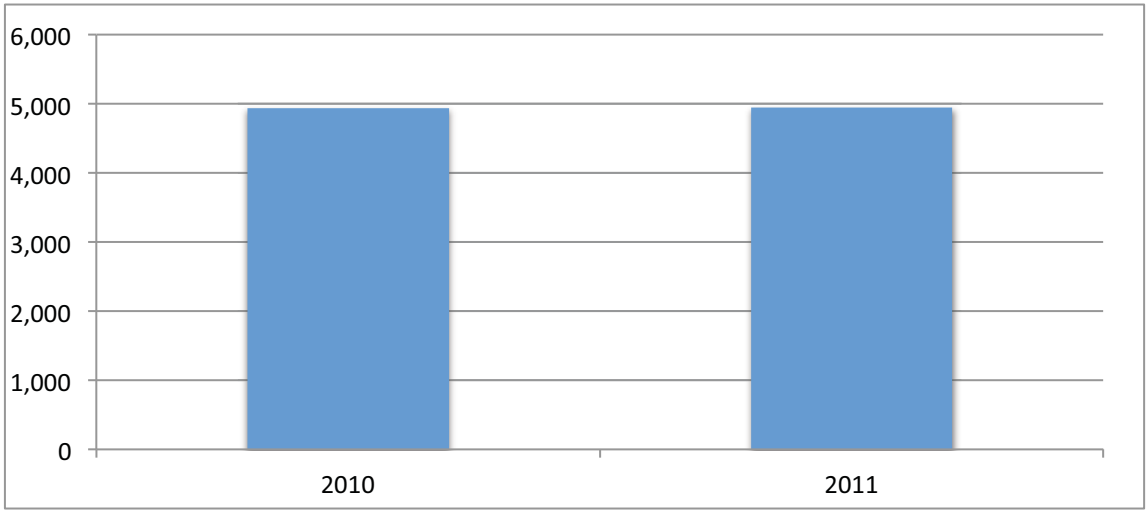


PEDESTRIAN Weekday School (2-4pm)

Annual Data (2010 and 2011)

There was essentially no change between 2010 and 2011 in the number of pedestrians counted during the school period, as shown in Figure 22. All 17 sites included in this analysis are within a half-mile of at least one school, and some of them are near more than one school. Additionally, seven of these count sites are within a quarter mile of at least one school.

Figure 22: Total pedestrians, at intersections within a half-mile of a school – Weekday school period (2010, 2011; weekday school period; 17 sites)



There was significant variability among the school period sites, as shown in Figure 23, with 29% of the sites showing an increase in pedestrians from 2010 to 2011, 29% showing no change and 41% showing a decrease.

Figure 23: Pedestrians, at count sites within a half-mile of a school – Variability in data by site (2010 to 2011; weekday school period; 17 sites)

Site with Greatest % Increase (Paseo Padre Parkway and Decoto Rd, Fremont)	214%
Site with Greatest % Increase (Grand Ave and Oakland Ave, Oakland)	-37%
Number (and percent) of sites that increased*	5 (29%)
Number (and percent) of sites with no change in usage*	5 (29%)
Number (and percent) of sites that decreased*	7 (41%)

Longitudinal Data

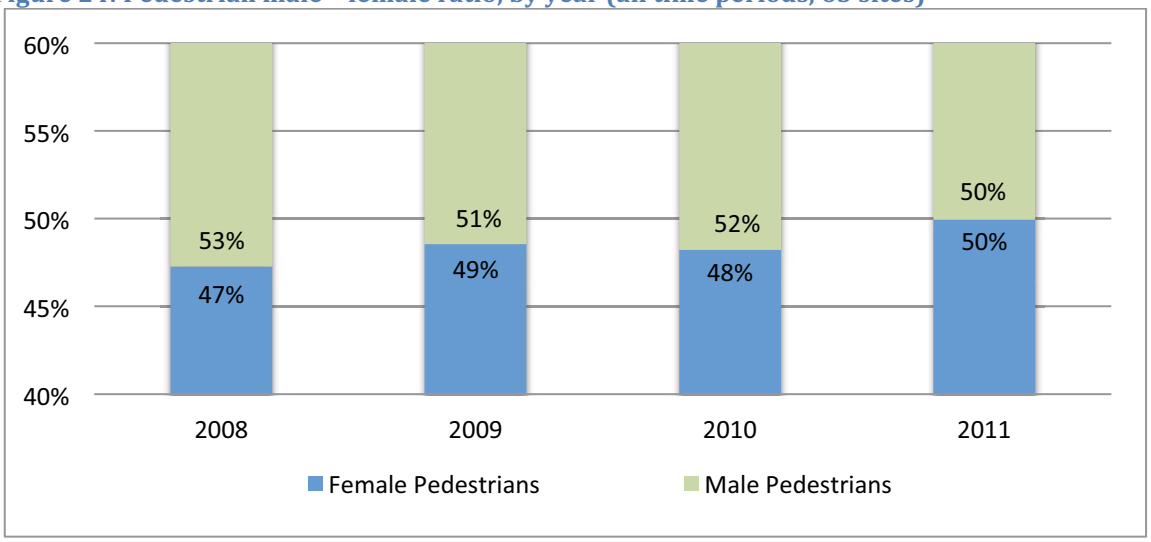
There is no longitudinal analysis for the school period due to the lack of historic count data collected during the time period.

* Sites that showed increase were defined as having a percent change of 5% or greater.
Sites with no change in usage were defined as having a percent change between 5% and -5%.
Sites with a decrease in usage were defined as having a percent change of -5% or less.

PEDESTRIAN Gender Distribution

The average male-female ratio for pedestrians varied within only a few percentage points between 2008 and 2011. However even within this small amount of variation, the percent of females rose, from 47% in 2008 to 50% in 2011.

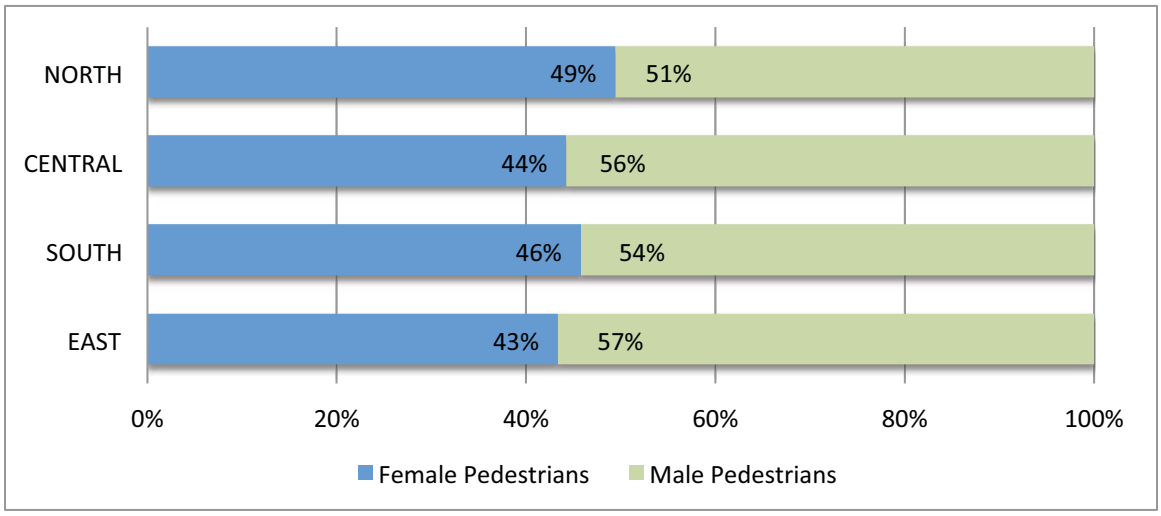
Figure 24: Pedestrian male – female ratio, by year (all time periods, 63 sites)



Note: Percentage scale does not begin with zero – it shows values from 40% to 60% only.

There is greater variation when this data is assessed by planning area. Figure 25 shows the male-female ratio, by planning area, combining data from all four years that data was collected (2008 through 2011). This shows the greatest percent of female pedestrians in the northern part of the county, at 49%, while the east part of the county shows the lowest percent, 43%, of female pedestrians.

Figure 25: Pedestrian male – female ratio, by planning area (2008, 2009, 2010, and 2011 combined; all time periods, all sites)



Bicyclist Count Trends

Bicycle counts increased significantly between 2010 and 2011 during all time periods, continuing the steady trend in increasing bicycling seen since 2002. Notably, the increase in female bicycling has continued, with an increase from 26% to 30% from 2010 to 2011.

Bicycle count data was collected during three time periods titled "PM," "mid-day," and "school," as described in the "Background" chapter above, and shown in Figure 26 below. For each of these time periods, two sets of data were analyzed. Annual data, collected in 2010 and 2011, includes the full set of 62 sites for the PM time period. Each site was counted a second time in either the mid-day or school period. The longitudinal data set compares the more recent annual data with historic counts, where available.

Figure 26: Bicycle data sets

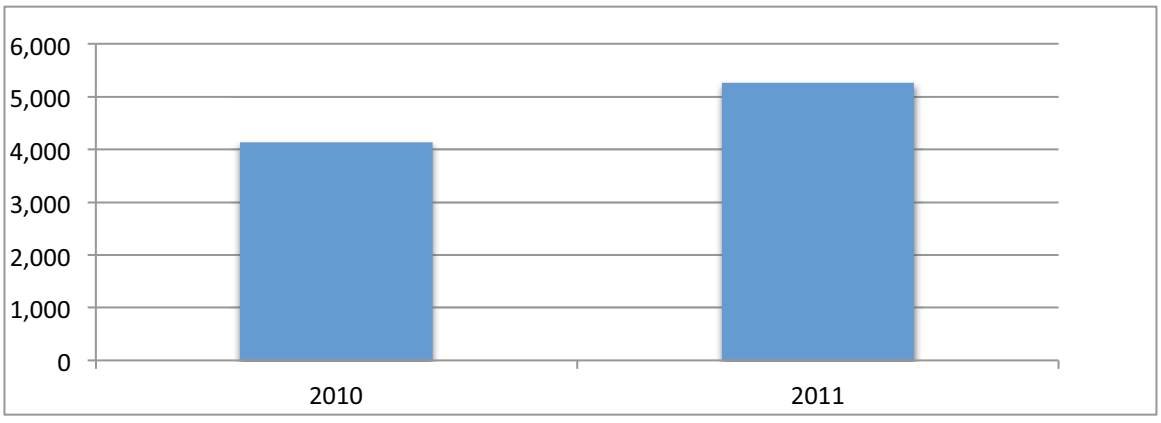
	Annual Data		Longitudinal Data	
Count Period	**Comparison Years**	**# of Sites**	**Comparison Years**	**# of Sites**
PM (4-6 PM)	2010, 2011	62	2002, 2004, 2006, 2008, 2010, 2011	9
Mid-day (12-2 PM)	2010, 2011	44	2008, 2010, 2011	9
School (2-4 PM)	2010, 2011	17	N/A	N/A

BICYCLIST Weekday PM (4-6pm)

Annual Data (2010 and 2011)

For the 62 count sites, there was a 27% countywide increase in bicyclist counts from 2010 to 2011, as shown in Figure 27.

Figure 27: Total bicyclists, (2010, 2011; weekday PM; 62 sites)



While there were increases in bicyclists counted in every part of the county, the changes varied by planning area (see Figure 28). The southern part of the county showed the greatest percent change, with a 112% increase in bicyclists from 2010 to 2011. The rest of the county also showed increases, of 17% in the north area of the county, 53% in the central area, and 1% in the eastern planning area.

Figure 28: Percent change - by planning area from 2010 to 2011 (weekday PM; 62 sites)

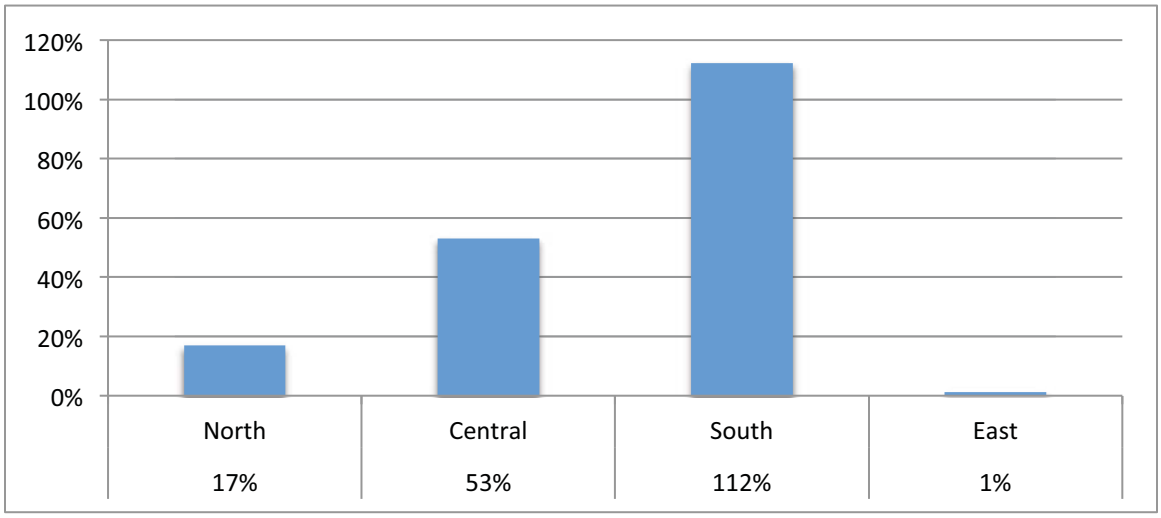


Figure 29 graphs the absolute change by planning area and Figure 30 compares percentage change and absolute change in table form.

Figure 29: Absolute change - by planning area (2010, 2011; weekday PM; 62 sites)

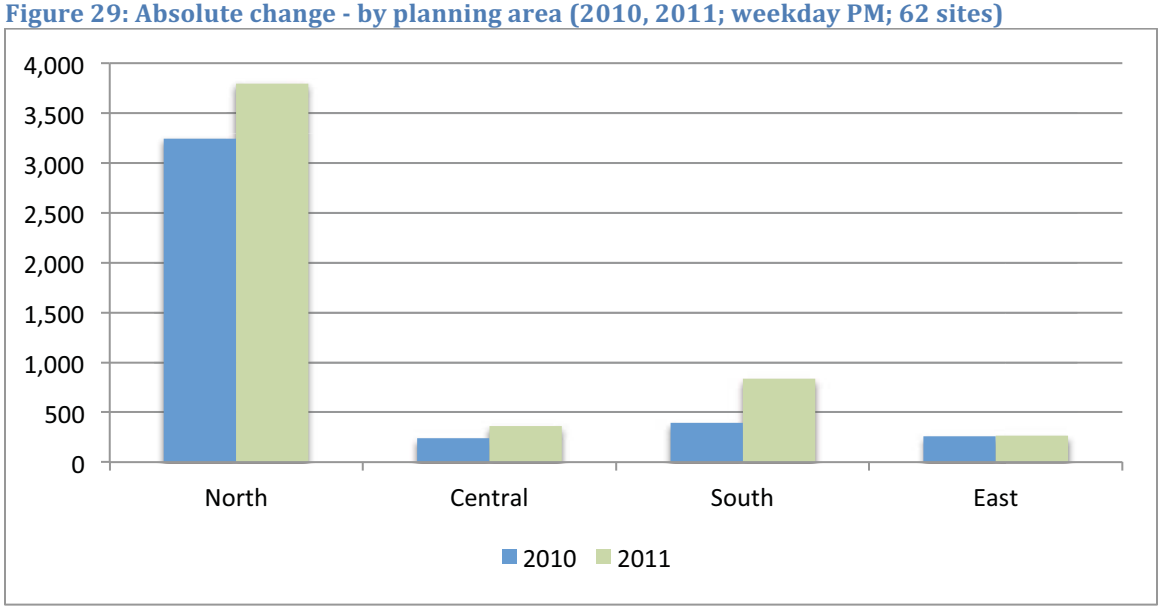


Figure 30: Absolute and Percent change - by planning area (2010, 2011; weekday PM; 62 sites)

	Bicyclists Counted 2010	Bicyclists Counted 2011	Difference between 2011 and 2010	% Change	# Sites Counted
North	3244	3796	552	17%	30
Central	237	363	126	53%	11
South	394	836	442	112%	13
East	261	264	3	1%	8

Similar to the planning area level, the site level data is also variable. The table in Figure 31 shows the variability in the PM data. Notably, 52 out of the 62 sites (or 84%) show either an increase or no change relative to 2010.

Figure 31: Bicyclists – Variability in data by site (2010 to 2011; weekday PM; 62 sites)

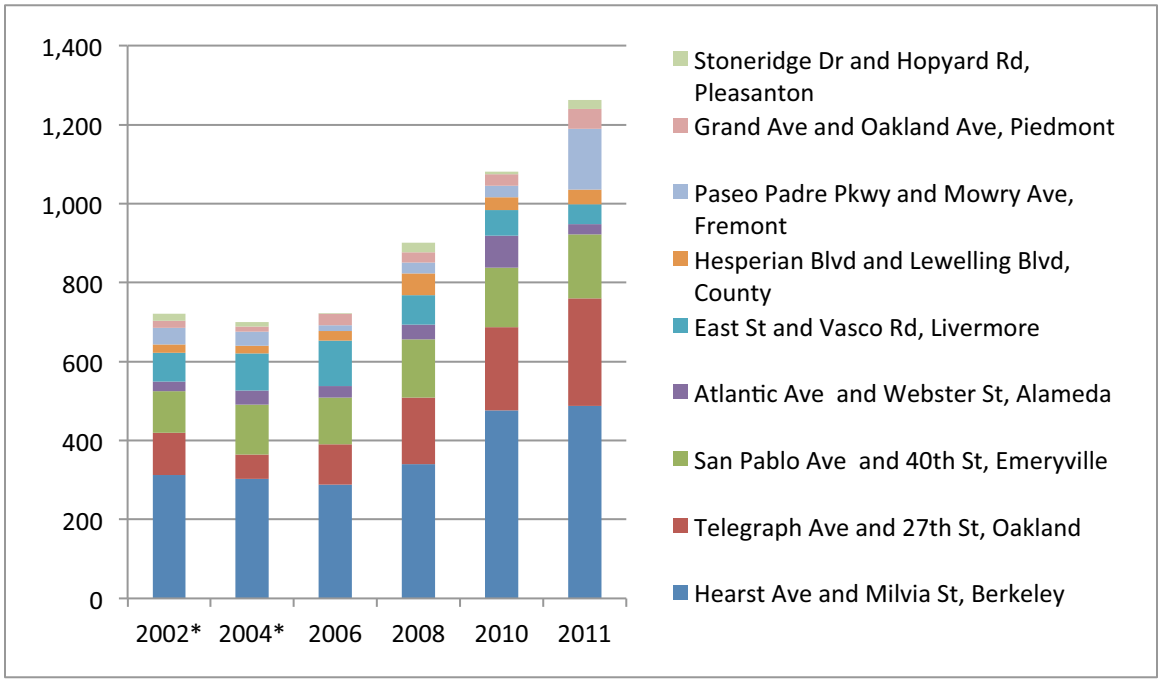
Site with Greatest % Increase (Thornton Ave and Willow St, Newark)	567%
Site with Greatest % Decrease (Atlantic Ave and Webster St, Alameda)	-68%
Number (and percent) of sites that increased*	42 (68%)
Number (and percent) of sites with no change in usage*	10 (16%)
Number (and percent) of sites that decreased*	10 (16%)

Longitudinal Data (2002 to 2011)

The weekday PM is the period for which there is the most longitudinal data, both in terms of the number of comparable sites and the number of years of data that is available. From 2002 to 2011 there was a 75% increase in bicyclists counted at nine sites. While there was a slight decrease in bicyclists from 2002 to 2004, the numbers steadily increased from 2004 to 2011, as shown in Figure 32. Significantly, since 2006, every set of counts, in 2006, 2008, 2010, and 2011, has shown a 25% increase relative to 2002, from the prior count.

* Sites that showed increase were defined as having a percent change of 5% or greater.
Sites with no change in usage were defined as having a percent change between 5% and -5%.
Sites with a decrease in usage were defined as having a percent change of -5% or less.

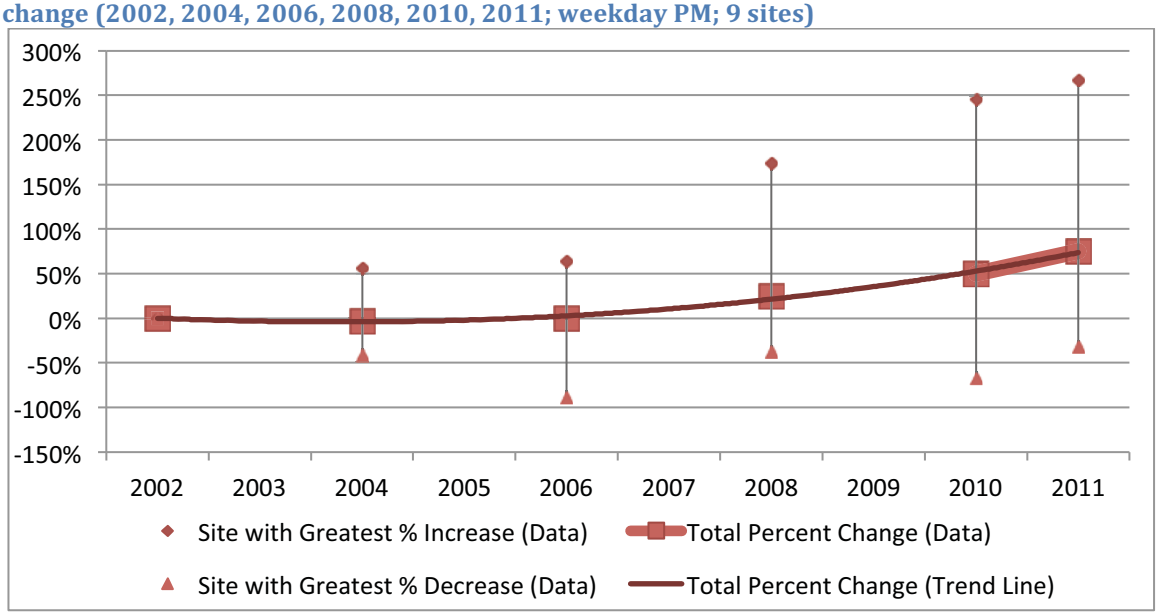
Figure 32: Total bicyclists – weekday PM (2002*, 2004*, 2006, 2008, 2010, 2011; 9 sites)



While the general trend in the number of bicyclists is strongly increasing, Figure 32 and Figure 33 provide some insight into how the individual sites vary. Figure 33, below, shows the sites with the maximum increase and decrease, relative to 2002 indicating that while in the aggregate bicycle use is growing steadily throughout the county, it is considerably more varied at the site level from year to year. In 2011, the site with the maximum increase relative to 2002 (Paseo Padre Parkway and Mowry Avenue in Fremont) was 266% higher than the numbers counted there in 2002. The site with the largest decrease (East Street and Vasco Road, in Livermore), showed a decrease of -32% from 2002, and was the only site, of the nine locations, to decrease between 2002 and 2011.

* Data for 2002 and 2004 were estimated to allow their inclusion in this comparison. While one set of data (2008, 2010 and 2011) was counted from 4-6pm, the biennial data from 2002 to 2008 was collected from 3-6pm. An hourly breakdown of the LOS monitoring data was available for the years 2006 and 2008 only. In order to create comparable data for the 2002 and 2004 years, the 2006 and 2008 hourly data was used to estimate the proportion of bicyclists counted during the two hour 4-6pm period..

Figure 33: Bicyclists, percentage change relative to 2002, showing sites with maximum and minimum change (2002, 2004, 2006, 2008, 2010, 2011; weekday PM; 9 sites)



BICYCLIST Weekday Mid-day (12 to 2pm)

Annual Data (2010 and 2011)

There was a total increase in mid-day bicyclists of 36% from 2010 to 2011, calculated from 44 sites, as shown in Figure 34. Of these 44 sites, 34 (or 77%) of them increased or showed no change from 2010 to 2011, while only 10 (or 23%) showed a decrease, as shown in Figure 35.

Figure 34: Total bicyclists (2010, 2011; weekday mid-day; 44 sites)

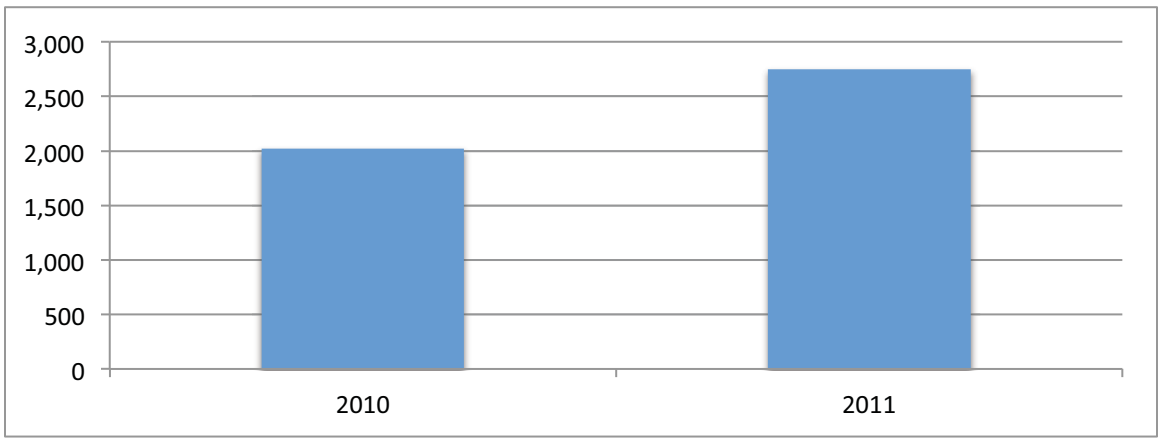


Figure 35: Bicyclists – Variability in data by site (2010 to 2011; weekday mid-day; 44 sites)

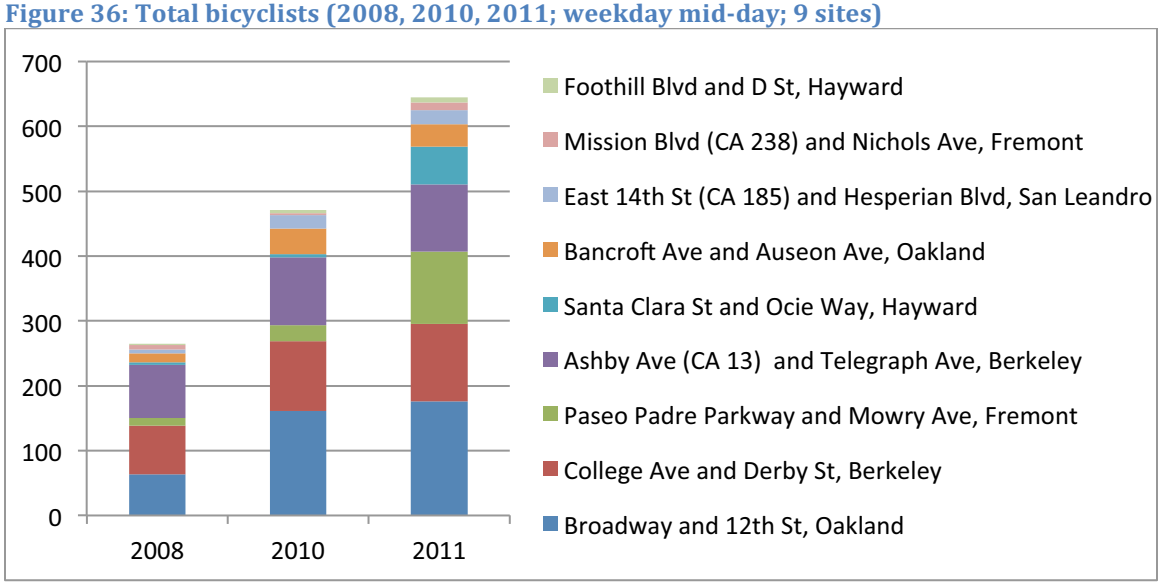
Site with Greatest % Increase (Santa Clara St and Ocie Way, Hayward)	1080%
Site with Greatest % Increase (Mowry Ave (CA 84) and Cherry Lane, Fremont)	-56%
Number (and percent) of sites that increased*	28 (64%)
Number (and percent) of sites with no change in usage*	6 (14%)
Number (and percent) of sites that decreased*	10 (23%)

Longitudinal Data (2008 to 2011)

For the mid-day period, there is a smaller subset of locations that are available to show limited historic trends. This longitudinal data set includes nine (of the 44) sites for 2010 and 2011, but also includes data from 2008, when mid-day counts were conducted at common sites (see Figure 36).

The longitudinal mid-day data shows that bicycle trips increased by 143% from 2008 to 2011. This was after almost doubling between 2008 and 2010, with a total increase of 78%, and then increasing further from 2010 to 2011 by 37%, at these nine common sites.

Figure 36: Total bicyclists (2008, 2010, 2011; weekday mid-day; 9 sites)



BICYCLIST Weekday School (2-4pm)

Annual Data (2010 and 2011)

The number of bicyclists counted during the weekday school period increased from 2010 to 2011 by 6% countywide, as shown in Figure 37. There was, however, significant variability at the site

* Sites that showed increase were defined as having a percent change of 5% or greater.
Sites with no change in usage were defined as having a percent change between 5% and -5%.
Sites with a decrease in usage were defined as having a percent change of -5% or less.

level, with 13 of the 17 sites (or 76%) either showing an increase or no change in bicyclists and only 4 (or 24% of all sites) showing a decrease, as shown in Figure 38. All of the 17 sites included in this analysis are within a half-mile of at least one school, and seven of these are within a quarter-mile of at least one school.

Figure 37: Total bicyclists at intersections within half mile of a school (2010, 2011; weekday school period; 17 sites)

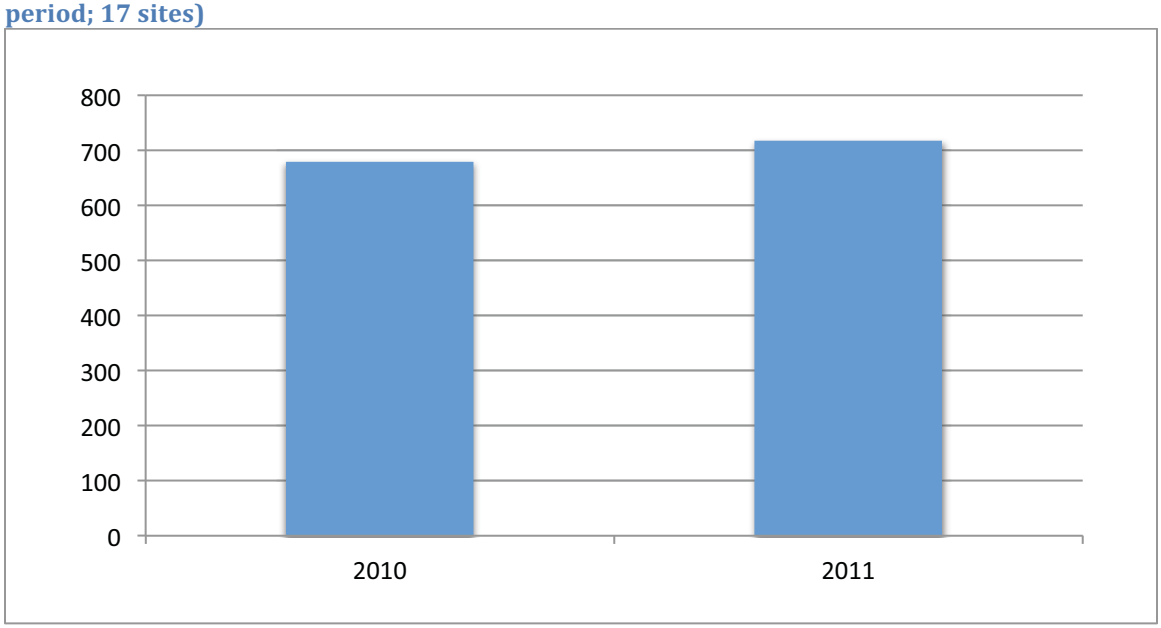


Figure 38: Bicyclists at intersections within half mile of a school – Variability in data by site (2010 to 2011; weekday school period; 17 sites)

Site with Greatest % Increase (Chatham Rd and 13th Ave, Oakland Ave)	650%
Site with Greatest % Increase (Broadway (CA 61) and Calhoun St, Alameda)	-70%
Number (and percent) of sites that increased*	7 (41%)
Number (and percent) of sites with no change in usage*	6 (35%)
Number (and percent) of sites that decreased*	4 (24%)

Longitudinal Data

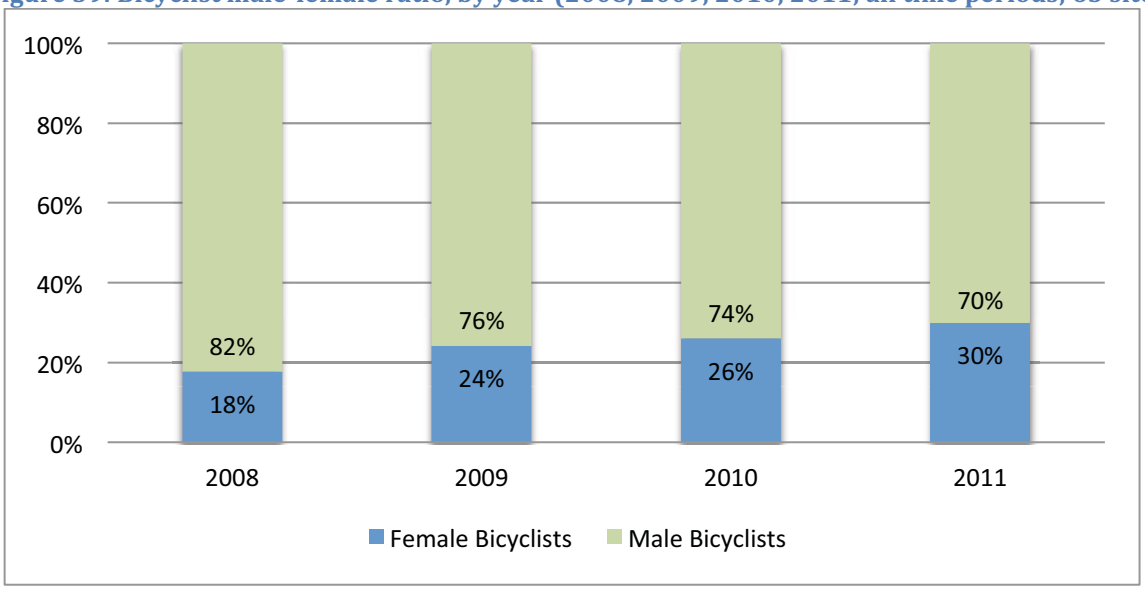
There is no longitudinal analysis for the school period due to the lack of historic count data collected during the time period.

* Sites that showed increase were defined as having a percent change of 5% or greater.
Sites with no change in usage were defined as having a percent change between 5% and -5%.
Sites with a decrease in usage were defined as having a percent change of -5% or less.

BICYCLIST Gender Distribution

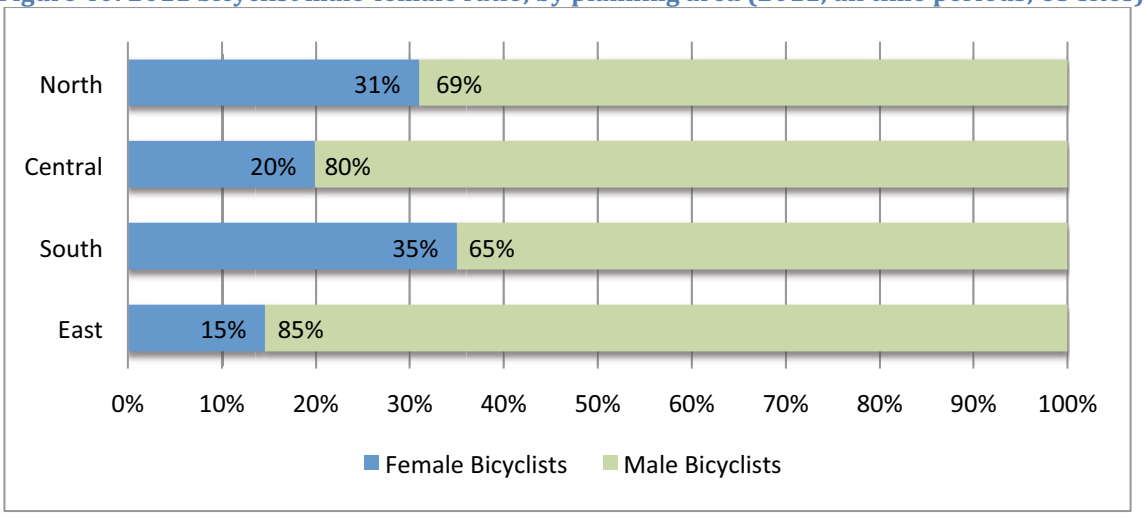
Males are far more likely to bicycle in Alameda County than females, however this is changing. From 2010 to 2011, the percentage of female bicyclists counted increased from 26% to 30% countywide (see Figure 39). This continues a steady trend of increasing numbers of female bicyclists. The number of women bicycling has increased every year since 2008, when 18% of all bicyclists counted were women.

Figure 39: Bicyclist male-female ratio, by year (2008, 2009, 2010, 2011; all time periods; 63 sites)



There are significant differences in the distribution of female bicyclists throughout the county, with the highest percentages in the 2011 data shown in the South (35%) and North (31%) planning areas. Female bicyclists made up only 20% of the total in the Central planning area and 15% in the Eastern planning area.

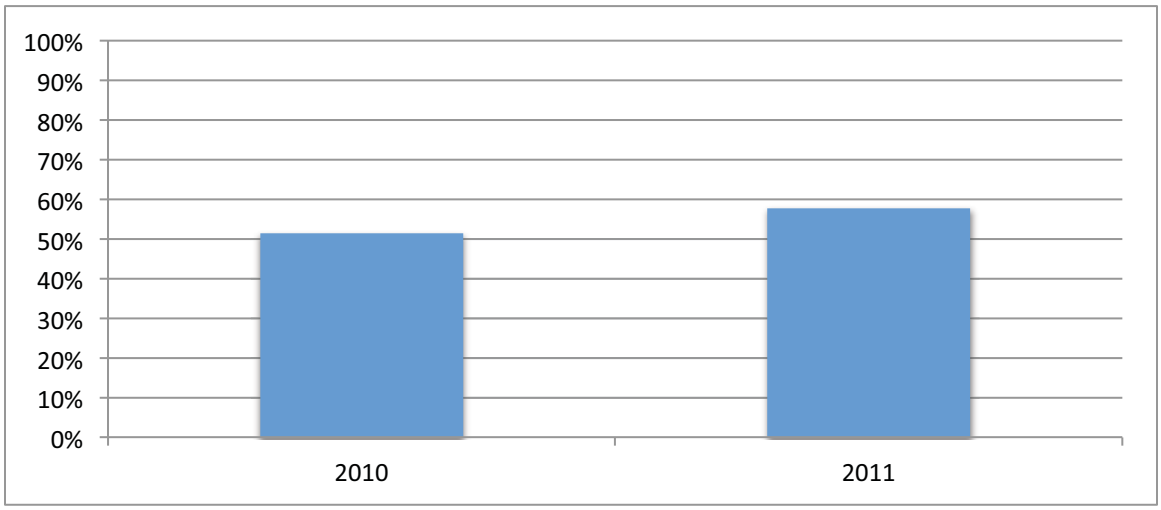
Figure 40: 2011 bicyclist male-female ratio, by planning area (2011; all time periods; 63 sites)



BICYCLIST Helmet Use

Between 2010 and 2011, helmet use increased from 51% to 58% according to counts at 63 locations around the county, as shown in Figure 41.

Figure 41: Helmet use (2010, 2011; all time periods; 63 sites)



Helmet use increased across all planning areas and all time periods between 2010 and 2011, as shown in Figure 42 and Figure 43. Significantly, the planning areas that showed the lowest rates of helmet use in 2010 also showed the greatest increases between 2010 and 2011. Data on helmet use was only collected in 2010 and 2011 so historic data is not available.

Figure 42: Helmet use by planning area (2010, 2011; all time periods; 63 sites)

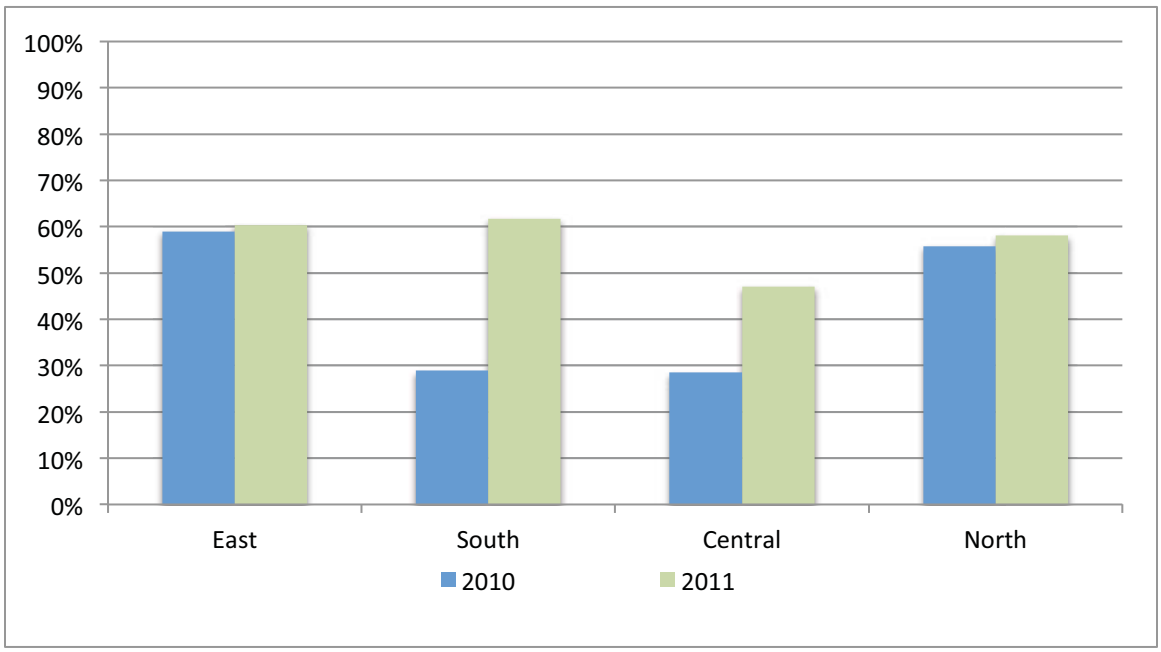
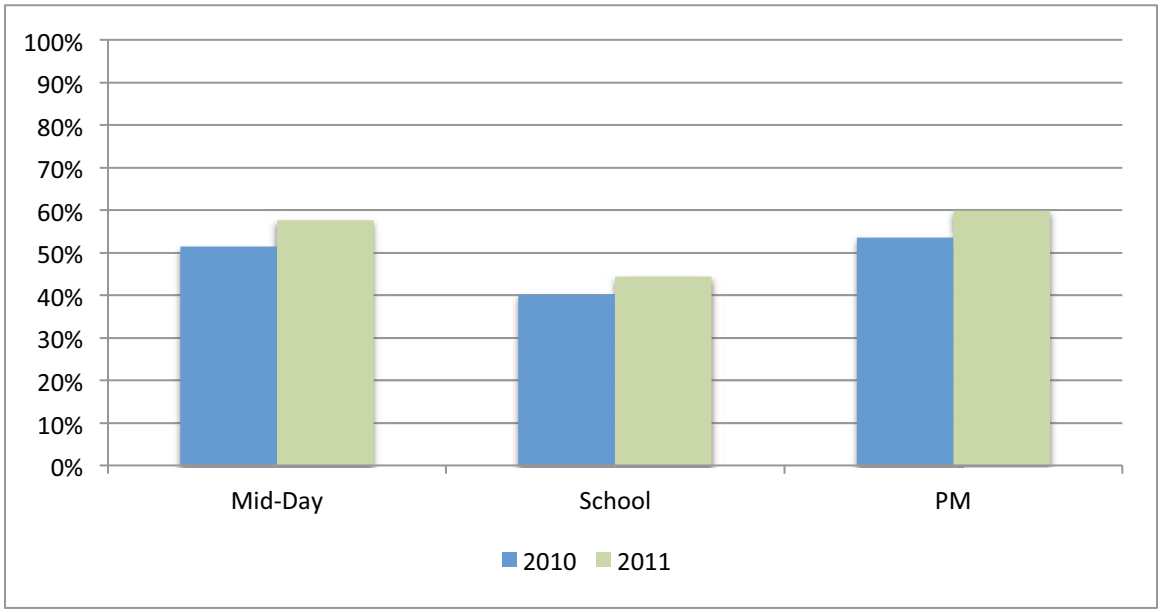


Figure 43: Average helmet use by time period (2010, 2011; 63 sites)



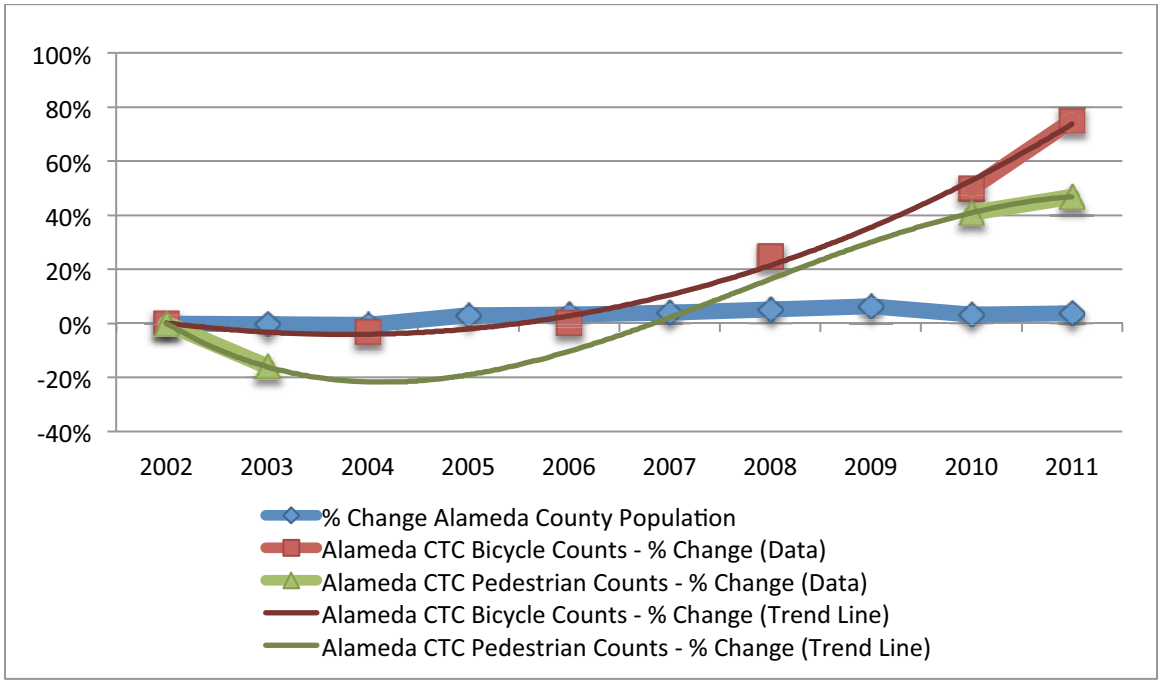
Contextual Data and Trends

It is useful to look at the pedestrian and bicycle count data and trends as they compare to other trends. This section compares the longitudinal bicycle and pedestrian count data to trends in county population, pedestrian and bicycle collisions, pedestrian and bicycle access to BART stations, and gasoline prices. Other trends may be interesting to compare to the pedestrian and bicycle count trends, but have not yet been done since the data is not readily available.

Population

Some portion of growth in pedestrian and bicycle usage could be due simply to population growth in Alameda County between 2002 and 2011. However, the part that population has played in changes in walking and biking must be small since the total increase in population during these ten years was 3.7%, as compared to the 47% and 75% increases in pedestrian and bicycle counts, respectively (see Figure 44). Even when the county population dropped by almost 50,000 people in 2010, pedestrian numbers remained stable, and the number of bicyclists continued to rise at an even faster pace. This suggests that population changes may have a greater impact on the number of people walking than those biking. It also shows that regardless of population growth or contraction, bicycling is very clearly on the rise.

Figure 44: Alameda County population compared with percentage change in bicycle and pedestrian counts relative to 2002

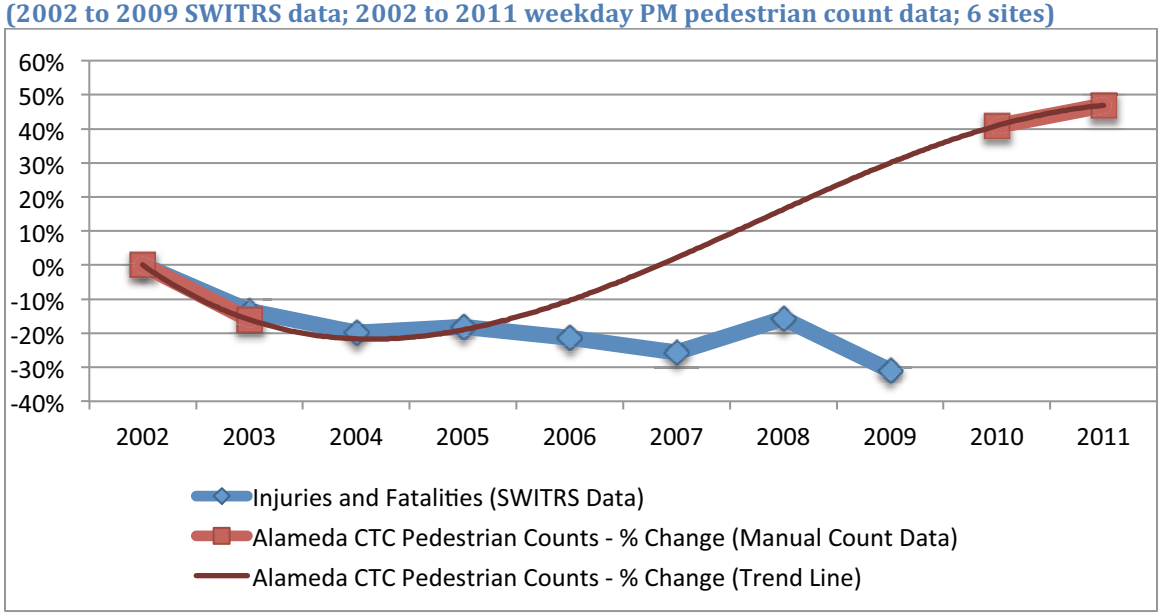


Source: Population - US Census Bureau, California Department of Finance, Demographic Research Unit; Alameda CTC Bicycle and pedestrian counts - longitudinal data, PM period.

Collisions

Collision data from Statewide Integrated Traffic Records System (SWITRS) was used to compare the trends in bicycle and pedestrian volumes to injuries and fatalities to these two groups. From 2002 to 2009 (the year for which there is the most recent collision data), pedestrian collisions have fallen by 31%. While no counts were conducted in 2009 to directly compare to this collision trend period, between 2002 and 2010, pedestrian volumes in the PM period increased by 41% at six sites. This suggests a significant decline in the pedestrian collision rate, or the number of collisions per pedestrian. Figure 45 shows the percent change in injuries and fatalities resulting from collisions compared with the percent change in pedestrian volumes, both relative to 2002.

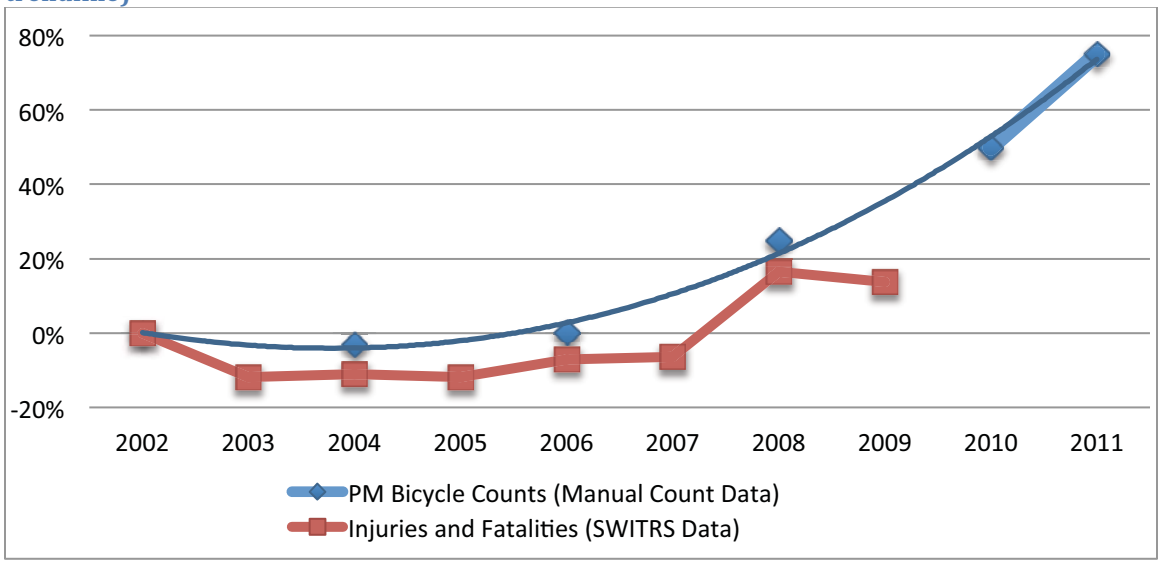
Figure 45: Pedestrians – % change in injuries and fatalities vs. % change in counts, relative to 2002 (2002 to 2009 SWITRS data; 2002 to 2011 weekday PM pedestrian count data; 6 sites)



Source: Statewide Integrated Traffic Records System (SWITRS); Alameda CTC pedestrian counts - longitudinal data, PM period.

From 2002 to 2009, the total number of bicycle collisions has varied, but overall it has risen by 14%. While no counts were conducted in 2009 to directly compare to this collision trend period, between 2002 and 2008, bicyclist volumes increased by 25% and between 2002 and 2010 they increased by 50%. So, while collisions have increased, they have done so at a slower pace than the increase in bicycling, suggesting that collision rates, or the number of collisions per bicyclist, have dropped. Figure 46 shows the percent change in injuries and fatalities resulting from collisions compared with the percent change in bicycle volumes, both relative to 2002.

Figure 46: Bicyclists – percent change in injuries and fatalities vs. percent change in counts, relative to 2002 (2002 to 2009 SWITRS data; 2002 to 2011 weekday PM bicycle count data, 9 sites showing a trendline)

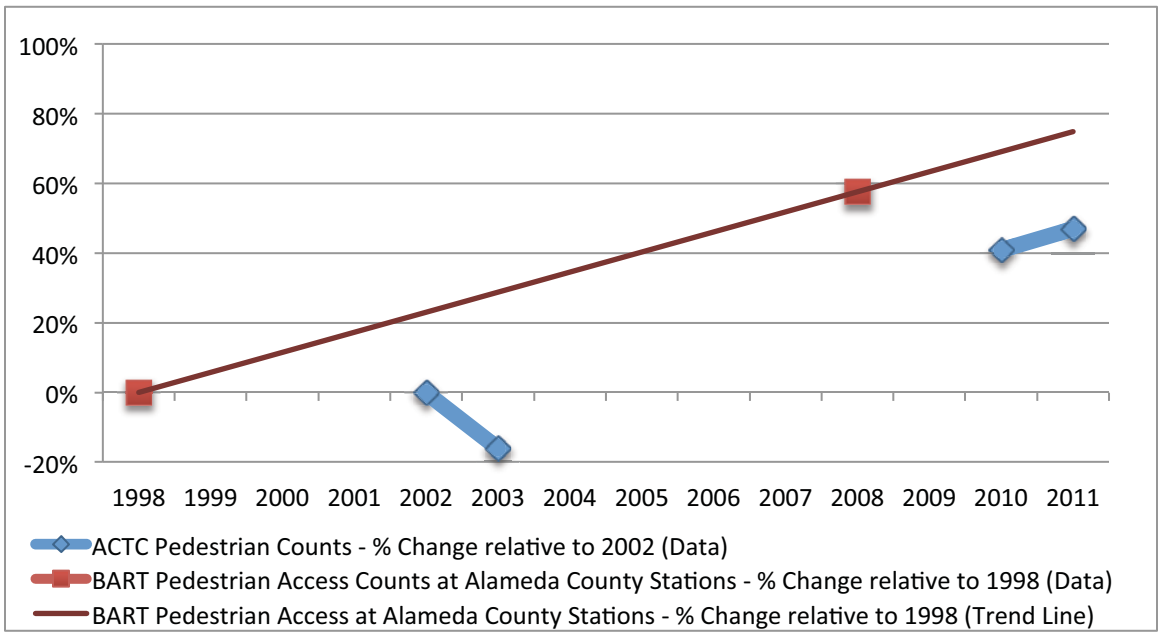


Source: Statewide Integrated Traffic Records System (SWITRS); Alameda CTC Bicycle counts - longitudinal data, PM period.

Access to BART

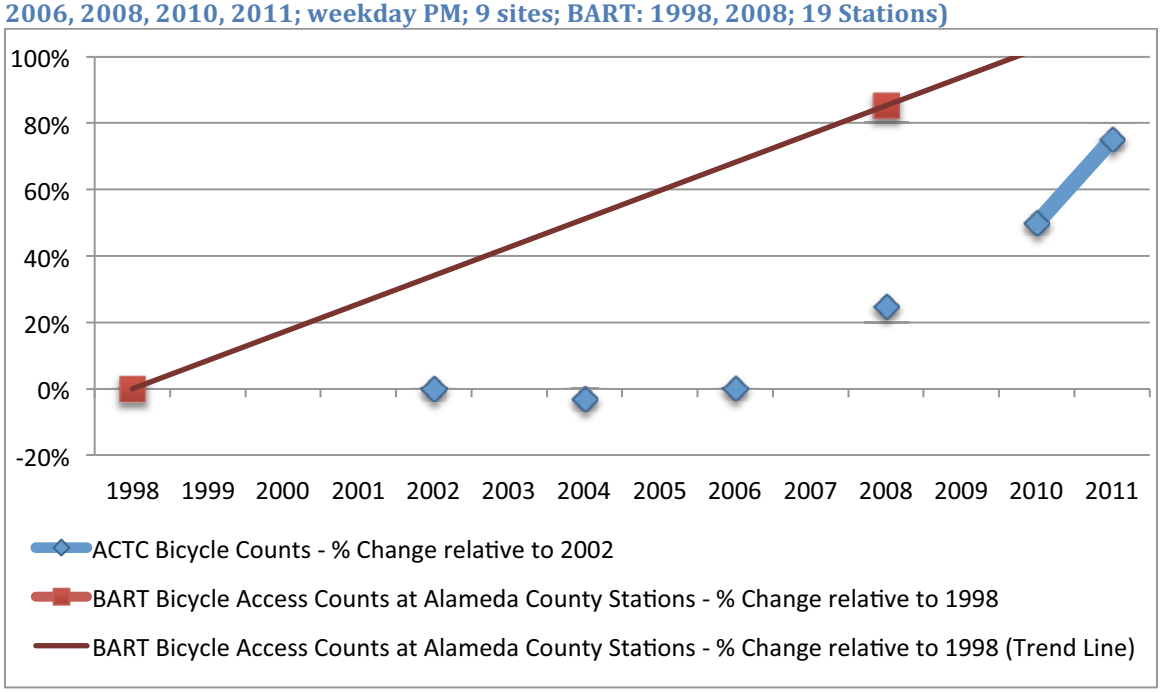
Approximately every ten years, BART collects data on how people access their stations. Figure 47 and Figure 48 show data on bicycle and pedestrian access from the BART 1998 and 2008 Station Profile Studies, as compared to changes in pedestrian and bicycle use throughout Alameda County over a similar time period. As seen in these figures, as pedestrian and bicycle use grows, people are using these modes also as a way to access regional transit, addressing first/last mile transit issues.

Figure 47: BART Pedestrian Access to Alameda County Stations - % change relative to 1998 compared with PM Pedestrian Counts - % change relative to 2002 (Alameda CTC: 2002, 2003, 2010, 2011; weekday PM; 6 sites; BART: 1998, 2008; 19 Stations)



Source: BART's *1998 and 2008 Station Profile Study,* Alameda Countywide Pedestrian and Bicycle Plans

Figure 48: BART Bicycle Access per average weekday to Alameda County Stations - % change relative to 1998 compared with PM Bicycle Counts - % change relative to 2002 (Alameda CTC: 2002, 2004, 2006, 2008, 2010, 2011; weekday PM; 9 sites; BART: 1998, 2008; 19 Stations)

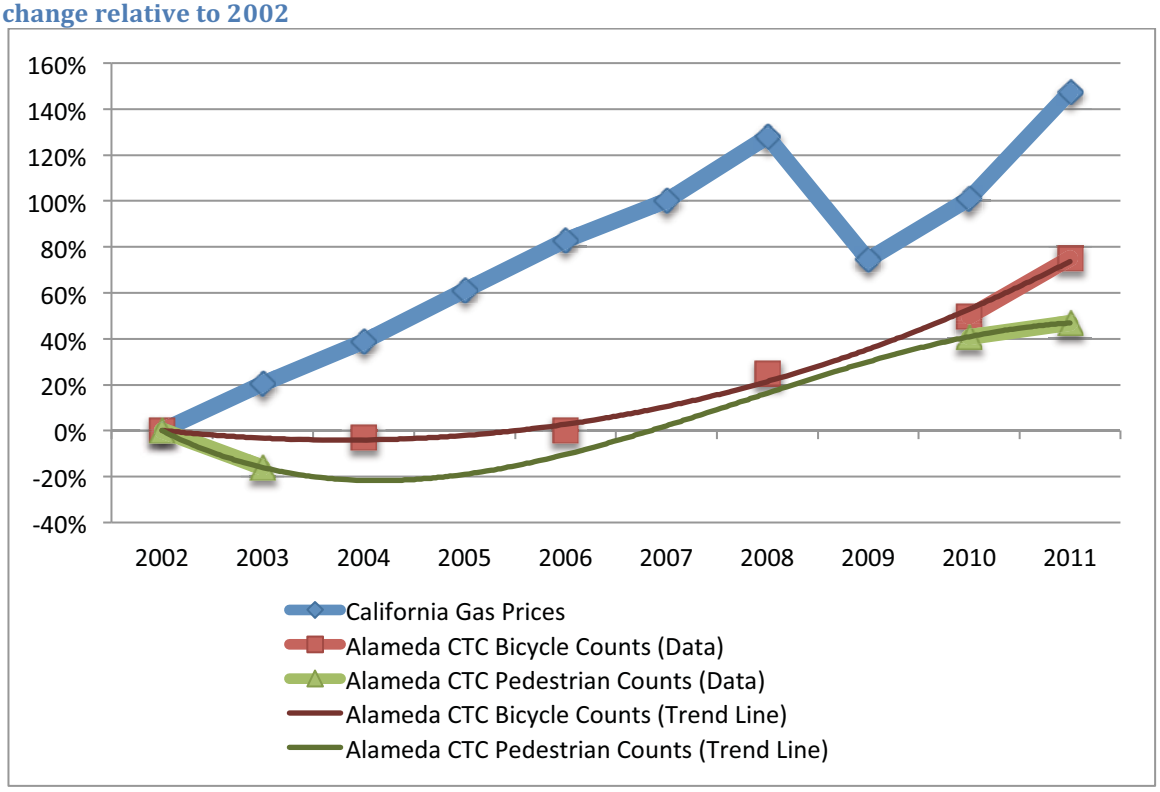


Source: BART Draft Bicycle Plan 2012

California Gasoline Prices

One factor often cited as a reason that people switch from driving to walking or biking is higher gas prices. Figure 49 below shows the percent change in annual California retail gasoline prices (not including inflation) juxtaposed with the percentage change in Alameda County biking and walking numbers, using the PM period longitudinal data. From 2002 to 2011, gas prices rose by 147%, as compared to the 47% and 75% increases in pedestrian and bicycle counts, respectively, suggesting that increasing gas prices could be influencing the changes in walking and biking.

Figure 49: Growth in California gas prices relative to bicycle and pedestrian counts – percentage change relative to 2002



Source: Gas prices - Energy Information Administration, Department of Energy 2012; California all grades, all formulations retail gasoline prices (dollars per gallon; uninflated). Bicycle and pedestrian counts - Alameda CTC longitudinal data, PM period.

Recommendations

During the process of organizing and analyzing the data in this report, the following recommendations were developed for future data collection and analysis efforts. By implementing these recommendations, Alameda CTC can maintain high quality data, take better advantage of the data already collected and being collecting, and better allocate resources in the future.

Count Sites and Data

Collecting the most useful longitudinal data requires:

- Counting at the same key sites - Sites that have been counted several times in the past should continue to be counted unless the site is being "retired."
- Using standard time periods, seasons, and days of week – To ensure comparability, continue using time periods that have been used in the past and/or time periods that are standard with other jurisdictional data.
- Maintaining data in fine increments, and at least hourly – This approach allows the use of at least a portion of the data, even if the standard time periods shift over time.
- Ensuring contextual data is collected, such as date, time, weather, and temperature.
- Continuing to collect auxiliary data such as gender and helmet use.
- Evaluating sites to ensure that sites with major physical, land use or transportation infrastructure changes are either retired, or data is modified, and that new, relevant sites are added, as feasible.

Additional Recommendations

- Summarize and include the automated 24-hour bicycle and pedestrian count data currently being collected throughout Alameda County, to supplement manual count data and show a better picture of recreational walking and bicycling, in particular.
- Investigate increasing the number of annual count sites, so that the number of sites matches national best practices on the best representation of changes in walking and bicycling.
- Migrate data into a geographic database (GIS) to improve geographically related analysis capabilities such as distance from schools or transit, main roads, land-use density, Priority Development Areas (PDAs), etc. This will also allow improved visual representations of trends, and selection of additional count sites.
- Explore the possibility of conducting weekend manual counts to better capture recreational riding. Weekend data was collected in 2008 at 47 count locations and in 2009 at 36 count locations. Counts were conducted on Saturdays during one of three two-hour count periods

between 9am and 4pm. Initial research suggests that weekend counts are no more expensive to collect than weekday counts on a time-period basis.

- Analyze data for locations near transit and also in PDAs, and track trends over time.
- Compare count trends to changes in bicycle and pedestrian commute modes over time.
- Segregate and analyze those count locations near schools with active Safe Routes to Schools (SR2S) programs, and also compare count data to evaluation data collected by the SR2S program.
- Explore possible ways to collect data via automation, such as at traffic signals, using video detection. This may allow increased data collection throughout the county at a lower cost.
- Apply adjustment factors to existing collected data. Adjustment factors are being developed and refined by academics and others, which can be applied to existing data that was not collected during the identical time periods, days of week, and seasons. Applying these factors allows the conversion of much more of the existing data into a comparable form. This includes adjusting for season, extreme temperatures, time period, and land use. These adjustment factors are currently available for Alameda County only for pedestrian data but hopefully they will soon be developed for bicycle data, as well. Although it may be time intensive to apply them, these adjustments would be useful for allowing more data points to more accurately be compared, creating more refined trends in walking and bicycling.

Appendices

Appendix A: Summary data for all manual pedestrian count sites, 2002 to 2011

ID #	Street	Cross street	City	ACTIA Planning Area	2002			2003			2006	2008					2009				2010				2011		
					AM	Mid	PM	AM	School	PM	PM* 3-6pm	Mid	School* 3-5pm	School* 3-4pm	PM* 3-6pm	Weekend*	School	School* 3-4pm	PM	Weekend*	Mid	School	School* 3-4pm	PM	Mid	School	PM
1	Atlantic Avenue	Webster Street	Alameda	North															313	140	874			457	938		399
2	Broadway (CA 61)	Calhoun Street	Alameda	North									72	59		34						102	41	83		66	55
3	Central Avenue	Fifth Street	Alameda	North													383	121		138		316	189	229		220	151
7	Park Street	Otis Drive	Alameda	North	85		272														280			189	257		263
95	Buchanan Street	Jackson Street	Albany	North																		443	329	245		459	232
9	Solano Avenue	Masonic Ave (Ohlone Trail)	Albany	North									514	334		397			351	303	407			551	424		384
10	Ashby Avenue (CA 13)	Hillegass Avenue	Berkeley	North															192	162	269			361	216		166
12	Ashby Avenue (CA 13)	Telegraph Avenue	Berkeley	North								410				191					345			306	353		306
14	College Avenue	Derby Street	Berkeley	North								319				628					390			748	418		841
16	Hearst Avenue	Milvia Street	Berkeley	North											312				306	251	339			369	306		366
17	San Pablo Avenue	Virginia Street	Berkeley	North	78		103												101	124	126			149	125		132
22	Hesperian Boulevard	Lewelling Boulevard	County	Central															76	76		139	94	107		116	130
23	Mission Boulevard (CA 185)	Grove Way	County	Central									69	39		58						46	25	35		46	42
24	Redwood Road	Castro Valley Boulevard	County	Central													94	56		180		255	112	204		264	172
27	Dublin Boulevard	Scarlett Drive (Iron Horse Trail)	Dublin	East	19		25	22		25									30	45	41			59	28		60
28	Dublin Boulevard	Hacienda Drive	Dublin	East															36	30	53			42	61		71
30	Powell Street	Christie Avenue	Emeryville	North	20		68														159			104	210		186
31	San Pablo Avenue	40th Street	Emeryville	North							512				504				509	320		456	236	523		478	515
32	Fremont Blvd	Mowry Avenue	Fremont	South	127		205	102		188											484			530	496		501
98	Fremont Blvd (Washington)	Union Street	Fremont	South																	75			77	107		140
33	Fremont Boulevard (CA 84)	Peralta Boulevard	Fremont	South									73	44		90						93	46	84		104	119
34	Mission Boulevard (CA 238)	Nichols Avenue	Fremont	South								7				14					7			15	16		19
35	Mowry Avenue (CA 84)	Cherry Lane	Fremont	South									9	2		11					28			17	20		16
36	Paseo Padre Parkway	Mowry Avenue	Fremont	South							190	229				83			174	117	107			112	176		236
99	Paseo Padre Parkway	Decoto Rd	Fremont	South								89				82						7	2	8		22	31
38	Warm Springs	Grimmer	Fremont	South															5	3	2			5	2		2
97	C Street	Grand Street	Hayward	Central																	65			98	85		93
39	Foothill Boulevard	D Street	Hayward	Central								20				4					20			42	14		39

ID #	Street	Cross street	City	ACTIA Planning Area	2002			2003			2006	2008					2009				2010				2011		
					AM	Mid	PM	AM	School	PM	PM* 3-6pm	Mid	School* 3-5pm	School* 3-4pm	PM* 3-6pm	Weekend*	School	School* 3-4pm	PM	Weekend*	Mid	School	School* 3-4pm	PM	Mid	School	PM
41	Mission Boulevard	Jefferson Street	Hayward	Central								171				27	110	51		51	42			96	568		46
45	Santa Clara Street	Ocie Way	Hayward	Central								10				63					33			123	98		103
47	Winton Avenue	Amador Street	Hayward	Central	126		94										292	147		34	322			150	305		135
49	East Street	Vasco Road	Livermore	East																	15			12	16		11
50	Railroad Avenue	First Street	Livermore	East															35	49	74			54	70		48
51	Ardenwood Boulevard (CA 84)	Newark Boulevard (E side interchange ramp)	Newark	South									55	29		15					44			31	48		53
52	Thornton Avenue	Willow Street	Newark	South															0	1		10	8	7		8	7
53	66th Avenue	San Leandro St	Oakland	North	143		91	49		27											78			207	96		229
55	Bancroft Avenue	Auseon Avenue	Oakland	North								56				76					84			119	143		138
56	Broadway	12th Street	Oakland	North								3577				1374			2032	1033	2755			1957	2735		1921
57	Broadway	20th Street	Oakland	North																	1475			1407	1408		1388
58	Chatham Road	13th Avenue	Oakland	North									222	177		18						264	249	92		240	86
59	Doolittle Drive (CA 61)	Airport Access Road	Oakland	North									9	4		4			10	2	8			6	12		10
62	Fruitvale Avenue	Foothill Blvd	Oakland	North																		699	556	914		806	751
63	Fruitvale Avenue	Alameda Ave	Oakland	North													31	12		20		55	22	47		35	62
64	Grand Avenue	Staten Ave	Oakland	North	387		571	380		457											586			504	635		568
65	Grand Avenue	Lake Park	Oakland	North															561	941		637	315	576		569	631
70	MacArthur Boulevard	38th Avenue	Oakland	North															415	445	313			316	277		294
72	Mandela Parkway	14th Street	Oakland	North															91	56	227			377	164		311
75	Mountain	La Salle	Oakland	North													1241	688		1566	964			873	901		825
76	Telegraph Avenue	27th Street	Oakland	North							224				385		212	96		150	265			201	332		294
96	Telegraph Avenue	40th Street	Oakland	North																	630			1034	584		1007
78	Webster Street	7th Street	Oakland	North									936	440		1131						1117	572	1063		1148	1050
79	Grand Avenue	Oakland Avenue	Piedmont	North							161				144		114	92		75		123	90	45		78	54
80	Main St	Bernal Ave	Pleasanton	East	44	152	165														29			70	30		66
81	Owens Drive	Andrews Drive	Pleasanton	East									49	30		31					72			63	57		49
82	Santa Rita Road	Francisco Street	Pleasanton	East													113	56		67	60			32	51		47
83	Stoneridge Drive	Hopyard Road	Pleasanton	East							16								12	17	64			14	77		21
85	Bancroft Avenue	Estudillo Avenue	San Leandro	Central	429		118	391	705	95									130	67	78			160	123		191
87	Davis Street (CA 61)	Pierce Avenue	San Leandro	Central									28	11		33						146	73	106		165	95

ID #	Street	Cross street	City	ACTIA Planning Area	2002			2003			2006	2008					2009				2010				2011		
					AM	Mid	PM	AM	School	PM	PM* 3-6pm	Mid	School* 3-5pm	School* 3-4pm	PM* 3-6pm	Weekend*	School	School* 3-4pm	PM	Weekend*	Mid	School	School* 3-4pm	PM	Mid	School	PM
88	East 14th Street (CA 185)	Hesperian Boulevard	San Leandro	Central								78				69					91			105	97		102
89	East 14th Street (CA 185)	Maud Avenue	San Leandro	Central									179	79		145						89	70	104		160	112
92	Alvarado-Niles Road	Dyer Street	Union City	South															73	52	38			54	70		89
93	Decoto Road	Alvarado-Niles Road	Union City	South	121		193	157		218											97			235	148		218
94	Decoto Road	7th Street	Union City	South													85	37		51	54			132	55		74
			Total Number of Count Locations:		11	1	11	6	1	6	5	11	12	12	4	23	10	10	21	31	45	18	18	63	45	18	63

Notes:

* Non-standard time period of AM: 7-9am, Mid-day: 12-2pm, School: 2-4pm, PM: 4-6pm, Weekend: no standard (actual time period is shown)

Green highlighted columns are estimated or use only part of the full time period data.

Appendix B: Summary data for all manual bicycle count sites, 2002 to 2011

ID#	Street	Cross street	City	ACTIA Planning Area	2002			2003			2004	2006		2008					2009			2010			2011		
					AM	Mid	PM* 3-6pm (in green), 4-6pm	AM	School	PM	PM* 3-6pm	PM* 3-6pm	PM 4-6pm	Mid	School* 3-5pm	PM* 3-6pm	PM 4-6pm	Weekend	School	PM	Weekend	Mid	School	PM	Mid	School	PM
1	Atlantic Avenue	Webster Street	Alameda	North			36				56	41	29			62	38			26	24	40		82	26		26
2	Broadway (CA 61)	Calhoun Street	Alameda	North											16			24					44	21		13	48
3	Central Avenue	Fifth Street	Alameda	North															54		27		78	79		81	73
7	Park Street	Otis Drive	Alameda	North	20		58															63		81	65		77
95	Buchanan Street	Jackson Street	Albany	North																			64	88		58	120
9	Solano Avenue	Masonic Ave(Ohlone Trail)	Albany	North											150			127		149	135	91		148	122		168
10	Ashby Avenue (CA 13)	Hillegass Avenue	Berkeley	North																123	75	48		93	73		101
12	Ashby Avenue (CA 13)	Telegraph Avenue	Berkeley	North										82				67				105		166	103		154
14	College Avenue	Derby Street	Berkeley	North										75				65				108		167	119		188
16	Hearst Avenue	Milvia Street	Berkeley	North			405				392	374	289			441	340			343	171	235		476	263		487
17	San Pablo Avenue	Virginia Street	Berkeley	North	59		69													95	74	59		86	104		153
22	Hesperian Boulevard	Lewelling Boulevard	County	Central			27				25	36	25			68	56			25	24		43	32		42	37
23	Mission Boulevard (CA 185)	Grove Way	County	Central											24			18					16	5		16	5
24	Redwood Road	Castro Valley Boulevard	County	Central							26	36	29			45	27		27		55		35	28		38	27
27	Dublin Boulevard	Scarlett Drive (Iron Horse Trail)	Dublin	East	11		17	13		18										82	84	40		55	46		70
28	Dublin Boulevard	Hacienda Drive	Dublin	East																31	20	3		13	5		26
30	Powell Street	Christie Avenue	Emeryville	North	9		7															32		43	32		39
31	San Pablo Avenue	40th Street	Emeryville	North			142				168	158	118			196	147			174	42		133	150		113	162
32	Fremont Blvd	Mowry Avenue	Fremont	South	50		90	30		61												29		67	40		68
98	Fremont Blvd (Washington)	Union Street	Fremont	South																		20		32	20		32
33	Fremont Boulevard (CA 84)	Peralta Boulevard	Fremont	South											21			15					35	48		35	48
34	Mission Boulevard (CA 238)	Nichols Avenue	Fremont	South										7				4				3		4	12		21
35	Mowry Avenue (CA 84)	Cherry Lane	Fremont	South											7			11				9		16	4		19
36	Paseo Padre Parkway	Mowry Avenue	Fremont	South			60				52	22	14	12		34	26	29		50	37	24		30	112		154
99	Paseo Padre Parkway	Decoto Rd	Fremont	South										16				15					17	22		27	55
38	Warm Springs	Grimmer	Fremont	South																15	62	17		23	15		19
97	C Street	Grand Street	Hayward	Central																		23		19	41		29
39	Foothill Boulevard	D Street	Hayward	Central										2				1				5		6	8		10

ID#	Street	Cross street	City	ACTIA Planning Area	2002			2003			2004	2006		2008					2009			2010			2011		
					AM	Mid	PM* 3-6pm (in green), 4-6pm	AM	School	PM	PM* 3-6pm	PM* 3-6pm	PM 4-6pm	Mid	School* 3-5pm	PM* 3-6pm	PM 4-6pm	Weekend	School	PM	Weekend	Mid	School	PM	Mid	School	PM
41	Mission Boulevard	Jefferson Street	Hayward	Central			11				23		39	3		25		12	22		15	20		28	22		19
45	Santa Clara Street	Ocie Way	Hayward	Central										4				9				5		37	59		54
47	Winton Avenue	Amador Street	Hayward	Central	20		18												27		7	20		24	22		27
49	East Street	Vasco Road	Livermore	East			86				109	125	115			93	74					47		65	40		50
50	Railroad Avenue	First Street	Livermore	East																23	28	22		31	16		30
51	Ardenwood Boulevard (CA 84)	Newark Boulevard (E side interchange ramp)	Newark	South											14			16				33		23	30		51
52	Thornton Avenue	Willow Street	Newark	South			5				12	11				13				14	11		7	6		24	40
53	66th Avenue	San Leandro St	Oakland	North	67		63	27		27												32		45	64		63
55	Bancroft Avenue	Auseon Avenue	Oakland	North										14				16				39		17	34		46
56	Broadway	12th Street	Oakland	North										63				47		79	55	161		134	176		187
57	Broadway	20th Street	Oakland	North																		89		166	92		175
58	Chatham Road	13th Avenue	Oakland	North											4			13					2	8		15	23
59	Doolittle Drive (CA 61)	Airport Access Road	Oakland	North											3			15		16	43	8		20	13		23
62	Fruitvale Avenue	Foothill Blvd	Oakland	North																			33	91		42	59
63	Fruitvale Avenue	Alameda Ave	Oakland	North															72		72		44	65		43	116
64	Grand Avenue	Staten Ave	Oakland	North	52		48	79		98												99		156	111		182
65	Grand Avenue	Lake Park	Oakland	North																126	72		61	87		104	107
70	MacArthur Boulevard	38th Avenue	Oakland	North																14	16	11		10	19		28
72	Mandela Parkway	14th Street	Oakland	North																112	56	65		131	69		129
75	Mountain	La Salle	Oakland	North															18		20	8		11	36		50
76	Telegraph Avenue	27th Street	Oakland	North			136				79	130	102			216	169		145		126	127		211	191		273
96	Telegraph Avenue	40th Street	Oakland	North																		179		327	242		370
78	Webster Street	7th Street	Oakland	North											26			15					39	56		38	98
79	Grand Avenue	Oakland Avenue	Piedmont	North			30				21	40	29			59	27		31		16		16	29		19	51
80	Main St	Bernal Ave	Pleasanton	East	26	20	11															12		15	6		10
81	Owens Drive	Andrews Drive	Pleasanton	East											40			32				16		31	8		20
82	Santa Rita Road	Francisco Street	Pleasanton	East															43		48	8		45	14		35
83	Stoneridge Drive	Hopyard Road	Pleasanton	East			32				19	5	2			32	24			13	31	8		6	5		23
85	Bancroft Avenue	Estudillo Avenue	San Leandro	Central	20		20	42	35	24										24	22	9		21	55		62
87	Davis Street (CA 61)	Pierce Avenue	San Leandro	Central											2			29					34	19		33	43

ID#	Street	Cross street	City	ACTIA Planning Area	2002			2003			2004	2006		2008					2009			2010			2011		
					AM	Mid	PM* 3-6pm (in green), 4-6pm	AM	School	PM	PM* 3-6pm	PM* 3-6pm	PM 4-6pm	Mid	School* 3-5pm	PM* 3-6pm	PM 4-6pm	Weekend	School	PM	Weekend	Mid	School	PM	Mid	School	PM
88	East 14th Street (CA 185)	Hesperian Boulevard	San Leandro	Central										6				34				21		23	22		27
89	East 14th Street (CA 185)	Maud Avenue	San Leandro	Central											8			33					22	23		19	42
92	Alvarado-Niles Road	Dyer Street	Union City	South																29	34	14		20	96		132
93	Decoto Road	Alvarado-Niles Road	Union City	South	35		37	38		43												29		78	104		171
94	Decoto Road	7th Street	Union City	South															13		18	6		25	12		26
			Total Number of Count Locations:		11	1	22	6	1	6	12	11	11	11	12	12	10	23	10	21	31	45	18	63	45	18	63

Notes:

* Non-standard time period of AM: 7-9am, Mid-day: 12-2pm, School: 2-4pm, PM: 4-6pm, Weel

Green highlighted columns are estimated or use only part of the full time period data.

Appendix C: Data sources and attributes for historical manual counts

Figure A.1: Pedestrian data sources and attributes for manual counts

Year	Source Agency	# Count Sites	AM	Mid-day	School	PM	Weekend	Data Collection Months	Hourly Data Available	Gender Data Available
2002	MTC	13	7-9 am	12-2 pm	--	4-6 pm	--	Sept, Oct	N	N
2003	MTC	6	7-9 am	--	2-4 pm	4-6 pm	--	--	N	N
2006	Alameda CTC	5	--	--	--	3-6 pm	--	May, June	Y	N
2008	UCTSC/ Alameda CTC	50	--	12-2 pm	3-5 pm	--	9-11am, 12-2pm, 3-5pm	April, May, June, July	Y	Y
2008	Alameda CTC	4	--	--	--	3-6 pm	--	May, June	Y	N
2009	UCTSC/ Alameda CTC	36	--	--	2-4 pm	4-6 pm	9-11am, 12-2pm, 3-5pm	April, May, June	Y	Y
2010	Alameda CTC/ MTC	63	--	12-2 pm	2-4 pm	4-6 pm	--	Sept, Oct	Y	Y
2011	Alameda CTC/ MTC	63	--	12-2 pm	2-4 pm	4-6 pm	--	Sept, Oct	Y	Y

Note: MTC – Metropolitan Transportation Commission, Alameda CTC – Alameda County Transportation Commission, UCTSC – University of California Traffic Safety Center (now SafeTREC)

Figure A.2: Bicyclist data sources and attributes for manual counts

Year	Source Agency	# Count Sites	AM	Mid-day	School	PM	Weekend	Data Collection Months	Hourly Data Available	Gender Data Available	Helmet Available
2002	Alameda CTC	12	--	--	--	3-6 pm	--	Unknown	N (estimated)	N	N
2002	MTC	13	7-9 am	12-2 pm	--	4-6 pm	--	Sept, Oct	N	N	N
2003	MTC	6	7-9 am	--	2-4 pm	4-6 pm	--	Unknown	N	N	N
2004	Alameda CTC	12	--	--	--	3-6 pm	--	Unknown	N (estimated)	N	N
2006	Alameda CTC	12	--	--	--	3-6 pm	--	April, May, June	Y (most sites)	N	N
2008	Alameda CTC	12	--	--	--	3-6 pm	--	April, May, June	Y (most sites)	N	N
2008	UCTSC/ Alameda CTC	50	--	12-2 pm	3-5 pm	--	9-11am, 12-2pm, 3-5pm	April, May, June, July	Y	Y	N
2009	UCTSC/ Alameda CTC	36	--	--	2-4 pm	4-6pm	9-11am, 12-2pm, 3-5pm	April, May, June	Y	Y	N
2010	Alameda CTC/ MTC	63	--	12-2 pm	2-4 pm	4-6 pm	--	Sept, Oct	Y	Y	Y
2011	Alameda CTC/ MTC	63	--	12-2 pm	2-4 pm	4-6 pm	--	Sept, Oct	Y	Y	Y

Note: MTC – Metropolitan Transportation Commission, Alameda CTC – Alameda County Transportation Commission, UCTSC – University of California Traffic Safety Center (now SafeTREC)

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ID#	Street	Cross street	City	Planning Area
1	Atlantic Avenue	Webster Street	Alameda	North
2	Broadway (CA 61)	Calhoun Street	Alameda	North
3	Central Avenue	Fifth Street	Alameda	North
7	Park Street	Otis Drive	Alameda	North
9	Solano Avenue	Masonic Ave(Ohlone Trail)	Albany	North
95	Buchanan Street	Jackson Street	Albany	North
10	Ashby Avenue (CA 13)	Hillegass Avenue	Berkeley	North
12	Ashby Avenue (CA 13)	Telegraph Avenue	Berkeley	North
14	College Avenue	Derby Street	Berkeley	North
16	Hearst Avenue	Milvia Street	Berkeley	North
17	San Pablo Avenue	Virginia Street	Berkeley	North
22	Hesperian Boulevard	Lewelling Boulevard	County	Central
23	Mission Boulevard (CA 185)	Grove Way	County	Central
24	Redwood Road	Castro Valley Boulevard	County	Central
27	Dublin Boulevard	Scarlett Drive (Iron Horse Trail)	Dublin	East
28	Dublin Boulevard	Hacienda Drive	Dublin	East
30	Powell Street	Christie Avenue	Emeryville	North
31	San Pablo Avenue	40th Street	Emeryville	North
32	Fremont Blvd	Mowry Avenue	Fremont	South
33	Fremont Boulevard (CA 84)	Peralta Boulevard	Fremont	South
34	Mission Boulevard (CA 238)	Nichols Avenue	Fremont	South
35	Mowry Avenue (CA 84)	Cherry Lane	Fremont	South
36	Paseo Padre Parkway	Mowry Avenue	Fremont	South
38	Warm Springs	Grimmer	Fremont	South
98	Fremont Blvd (Washington)	Union Street	Fremont	South
99	Paseo Padre Parkway	Decoto Rd	Fremont	South
39	Foothill Boulevard	D Street	Hayward	Central
45	Santa Clara Street	Ocie Way	Hayward	Central
47	Winton Avenue	Amador Street	Hayward	Central
97	C Street	Grand Street	Hayward	Central
New	Tennyson Rd	Whitman Street	Hayward	Central
49	East Street	Vasco Road	Livermore	East
50	Railroad Avenue	First Street	Livermore	East
52	Thornton Avenue	Willow Street	Newark	South
New	Newark Blvd	Jarvis Ave	Newark	South
53	66th Avenue	San Leandro St	Oakland	North
55	Bancroft Avenue	Auseon Avenue	Oakland	North
56	Broadway	12th Street	Oakland	North
57	Broadway	20th Street	Oakland	North
58	Chatham Road	13th Avenue	Oakland	North
59	Doolittle Drive (CA 61)	Airport Access Road	Oakland	North
62	Fruitvale Avenue	Foothill Blvd	Oakland	North
63	Fruitvale Avenue	Alameda Ave	Oakland	North
64	Grand Avenue	Staten Ave	Oakland	North
65	Grand Avenue	Lake Park	Oakland	North
70	MacArthur Boulevard	38th Avenue	Oakland	North
72	Mandela Parkway	14th Street	Oakland	North
75	Mountain	La Salle	Oakland	North
76	Telegraph Avenue	27th Street	Oakland	North
78	Webster Street	7th Street	Oakland	North

ID#	Street	Cross street	City	Planning Area	
96	Telegraph Avenue	40th Street	Oakland	North	
79	Grand Avenue	Oakland Avenue	Piedmont	North	
80	Main St	Bernal Ave	Pleasanton	East	
81	Owens Drive	Andrews Drive	Pleasanton	East	
82	Santa Rita Road	Francisco Street	Pleasanton	East	
83	Stoneridge Drive	Hopyard Road	Pleasanton	East	
85	Bancroft Avenue	Estudillo Avenue	San Leandro	Central	
87	Davis Street (CA 61)	Pierce Avenue	San Leandro	Central	
88	East 14th Street (CA 185)	Hesperian Boulevard	San Leandro	Central	
89	East 14th Street (CA 185)	Maud Avenue	San Leandro	Central	
92	Alvarado-Niles Road	Dyer Street	Union City	South	
93	Decoto Road	Alvarado-Niles Road	Union City	South	
94	Decoto Road	7th Street	Union City	South	
Removed Sites					**Reasons**
41	Mission Boulevard	Jefferson Street	Hayward	Central	- Intersection re-configured from 4 legs to 3 legs, which resulted in the 2011 data not being comparable to previous year counts. - Jefferson Street very short street, a few blocks long only, and, to the southeast, it dead ends at BART/rail right of way. - Nearby street, Calhoun was suggested as alternative, it is a bike route but there are only a few blocks of urban area before it becomes a rural bikeway.
51	Ardenwood Boulevard (CA 84)	Newark Boulevard (E side interchange ramp)	Newark	South	- Ardenwood Blvd in this location is a limited access state route (CA 84), and the count site is at an off/on-ramp. - The site location is essentially a screen-line count for bicyclists and pedestrians, and does not take advantage of our resources to count a full intersection. Also, it is not within the nearby commerical area. -Newark Blvd is designated as a bikeway on the Countywide Bicycle Plan and is also a Bay Trail alignment. - Newark Blvd is also in the Countywide Pedestrian Plan, as a Bay Trail alignment and access to transit (Dumbarton Express).
Added Sites					**Reasons**
New	Tennyson Rd	Whitman Street	Hayward	Central	-Replaces Mission Blvd and Jefferson St, in Hayward. -Near two schools and South Hayward BART station. -At intersection of two existing bikeways designated in the local and countywide bicycle plans. -In Countywide Pedestrian Plan, since it's within a half-mile of BART and bus corridor on Mission. -No other count sites nearby.
New	Newark Blvd	Jarvis Ave	Newark	South	-Replaces CA 84 and Newark Blvd, in Newark. -Only one block south of current site of Ardenwood Blvd (CA 84) and Newark Blvd. -Both streets are designated as bikeways in the Countywide Bicycle Plan (as Bay Trail alignment), and site is also in Countywide Pedestrian Plan (Bay Trail alignment and access to transit). - Jarvis Ave has existing bicycle lanes; Newark Blvd has bike lanes just south of Jarvis Ave. - It is a central location for this commercial area.

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2012/2013

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since Jul '12*
1	**Ms.**	**Tabata, Chair**	**Midori**	**Oakland**	**Alameda County Mayors' Conference, D-4**	**Jul-06**	**Oct-11**	**Oct-13**	**0**
2	**Ms.**	**Welsh, Vice-Chair**	**Ann**	**Pleasanton**	**Alameda County Mayors' Conference, D-1**	**Oct-09**	**Oct-11**	**Oct-13**	**0**
3	Mr.	Chen	Alexander	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Oct-09	Jan-12	**Jan-14**	0
4	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Jan-09	**Jan-11**	0
5	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Oct-11	**Oct-13**	0
6	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Sep-10	**Sep-12**	0
7	Mr.	Kirby	Glenn	Hayward	Alameda County Supervisor Nadia Lockyer, District 2	Oct-03	Jan-10	**Jan-12**	0
8	Ms.	LaVigne	Diana Rohini	Fremont	Alameda County Mayors' Conference, D-2	Jan-12		**Jan-14**	0
9	Ms.	Zimmerman	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Feb-12		**Feb-14**	0
10		**Vacancy**			**Alameda County Supervisor Nate Miley, District 4**				
11		**Vacancy**			**Transit Agency**				

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Alameda County Transportation Commission

Bicycle and Pedestrian Advisory Committee

Draft Meeting Schedule for 2012-2013 Fiscal Year

Created: May 30, 2012
Updated: June 13, 2012

	Meeting Date	Meeting Purpose
1	July 12, 2012	• Recommendation on Public Review Draft Countywide Pedestrian and Bicycle Plans (Action) • Review Bike/Ped Counts List and Recommendation on 2012 Count funding (Action) • Performance Report (Info) • Grant Summary Report to Commission (Info) • Summary of All Local Pass-Thru Expenditures (Board report) (Info) • CDF Grants: Amendment requests and sponsor presentations, as needed
2	September 6, 2012 (Note – this is the 1st Thursday of the month)	• Recommendation on Final Draft Countywide Pedestrian and Bicycle Plans (Action) • Approval of Revised BPAC Bylaws (Action) • Status report on Alameda County SR2S program (Info) • CDF Grants, Cycles #3&4: Semi-Annual Progress Reports (Info) • CDF Grants: Amendment requests and sponsor presentations, as needed
3	October 11, 2012 (tentative)	• CDF Grants: Amendment requests and sponsor presentations, as needed
4	November 8, 2012 (tentative)	• Update on the Transportation Expenditure Plan ballot measure (Info) • Approve recommendation on 2013 Bike to Work Day funding (Action) • CDF Grants: Amendment requests and sponsor presentations, as needed
5	January 10, 2013 (tentative)	• CDF Grants: Amendment requests and sponsor presentations, as needed
6	February 14, 2013 (tentative)	• CDF Grants, Cycles #3&4: Semi-Annual Progress Reports (Info) • CDF Grants: Amendment requests and sponsor presentations, as needed
7	March 14, 2013 (tentative)	• Review TDA Article 3 Projects (Info) • Report on Countywide Annual Bicycle and Pedestrian Counts and Funding Recommendation for 2013 counts (Action) • CDF Grants: Amendment requests and sponsor presentations, as needed

8	June 13, 2013 (tentative)	• BART Bicycle Advisory Task Force Appointment(s) (Action) • CDF Grants: Amendment requests and sponsor presentations, as needed • Performance Report (Info) • Report on Bike to Work Day (Info) • Grant Summary Report from May Commission Meeting (Info) • Summary of All Local Pass-Thru Expenditures (Board report) (Info) • Organizational Meeting: o Distribute BPAC Action Log: FY 12/13 (Info) o Presentation on Alameda CTC's Bike/Ped Work Program for 13/14 (Info) o Schedule for 13/14 BPAC Meetings (Info) o Election of Chair & Vice-Chair for FY 13/14 (Action) o Review Bylaws (Action)

To be added, as schedule is determined:

- CDF grant cycle 5
- Complete streets checklists, and other complete streets work TBD