



Bicycle and Pedestrian Advisory Committee Meeting Agenda Thursday, October 18, 2018, 5:30 p.m.

Chair: Matt Turner
Vice Chair: Kristi Marleau

Staff Liaison: [Carolyn Clevenger](#), [Chris G. Marks](#)
Public Meeting Coordinator: [Juli Moore](#)

1. Call to Order

2. Roll Call

3. Public Comment

4. BPAC Meeting Minutes

Page/Action

4.1. [Approve June 28, 2018 BPAC Meeting Minutes](#) 1 A

5. Regular Matters

5.1. [E14th St/Mission Blvd. and Fremont Blvd. Multimodal Corridor Project](#) 7 I

5.2. [Countywide Active Transportation Plan Update](#) 15 I

6. Staff Reports

7. Member Reports

7.1. [BPAC Calendar](#) 21 I

7.2. [BPAC Roster](#) 23 I

8. Adjournment

Next Meeting: February 21, 2019

Notes:

- All items on the agenda are subject to action and/or change by the committee.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



Alameda CTC Schedule of Upcoming Meetings:

Commission Chair
Supervisor Richard Valle, District 2

Commission Vice Chair
Mayor Pauline Cutter,
City of San Leandro

AC Transit
Board President Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Rebecca Saltzman

City of Alameda
Mayor Trish Spencer

City of Albany
Councilmember Peter Maass

City of Berkeley
Mayor Jesse Arreguin

City of Dublin
Mayor David Haubert

City of Emeryville
Mayor John Bauters

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember At-Large
Rebecca Kaplan
Councilmember Dan Kalb

City of Piedmont
Vice Mayor Teddy Gray King

City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Description	Date	Time
Alameda CTC Commission Meeting	October 25, 2018	2:00 p.m.
Alameda County Technical Advisory Committee (ACTAC)	November 8, 2018	1:30 p.m.
Finance and Administration Committee (FAC)	November 19, 2018	8:30 a.m.
I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)		9:30 a.m.
I-580 Express Lane Policy Committee (I-580 PC)		10:00 a.m.
Planning, Policy and Legislation Committee (PPLC)		10:30 a.m.
Programs and Projects Committee (PPC)		12:00 p.m.
Independent Watchdog Committee (IWC)	November 19, 2018	5:30 p.m.
Paratransit Advisory and Planning Committee (PAPCO)	November 26, 2018	1:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	January 8, 2019	9:30 a.m.
Bicycle and Pedestrian Community Advisory Committee (BPAC)	February 21, 2019	5:30 p.m.

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org).



Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, June 28, 2018, 5:30 p.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

1. Call to Order

Bicycle and Pedestrian Advisory Committee (BPAC) Chair Matt Turner called the meeting to order at 5:37 p.m.

2. Roll Call

A roll call was conducted and all members were present.

3. Public Comment

There were no public comments.

4. March 29, 2018 BPAC Meeting Minutes

David Fishbaugh made a motion to approve this item. Dave Murtha seconded the motion. The motion passed with the following votes:

Yes: *Brisson, Fishbaugh, Hill, Johansen, Marleau, McWilliams, Murtha, Schweng, Shaw, Turner*

No: *None*

Abstain: *None*

Absent: *None*

5. Regular Matters

5.1. East Bay Regional Bike Share: Ford GoBike and Bike Share for All

Kara Oberg with the Metropolitan Transportation Commission (MTC) and Kerby Olson with the City of Oakland, Department of Transportation gave a presentation on regional bike share activities (Motivate's Ford GoBike and Bike Share for All). Kara Oberg provided an overview on bike share, including a comparison to the Regional Plan Bay Area targets, an update on deployment, membership, ridership, outreach, and data sharing. Kerby Olsen provided an update on Oakland's bike sharing program which is part of the regional program and developed in partnership with Motivate's Ford GoBike, MTC, and the cities of Berkeley, Emeryville, San Francisco and San Jose.

Feliz Hill asked what the goal for membership and usage is. Kara Oberg responded that Motivate has their own membership goals and noted that membership is related to deployment. Ms. Hill then asked if Motivate will have information on revenue. Ms. Oberg responded yes.

Dave Murtha asked about the deployment graphic: can a city other than the current five cities use Bike Share? Ms. Oberg stated that MTC has a Bike Share

capital program that some cities are using to expand the program to cities not in the initial regional program.

Diane Shaw asked if the City of Fremont is going out for a separate bid. Ms. Oberg said yes, they sought a competitive bid.

Liz Brisson asked if the network is saturated in Oakland because it doesn't seem like it's everywhere you want to go. Ms. Oberg stated that in 2015, the Commission approved the funds to be used to expand to other cities like Fremont, so the current five cities are ineligible to use that funding.

Ben Schweng expressed his concern around GoBike and Bikeshare access. He stated that it appears that the system is subsidizing riders that are affluent white males. Ms. Oberg explained that the low-income outreach is actually the only portion of the program that's subsidized.

Liz Brisson asked about the equity of the Bike Share program. Kerby Olsen explained that the only data they have is from surveys from the regional system and work is in progress to expand the program to East Oakland.

Ben Schweng asked about the equity of the program and permit process for the dockless bike share. He suggested forcing the equity with the permit process. Mr. Olsen explained the differences in the dockless services program and the current services, and the plan to spread the program in certain areas, focused on equity.

Matt Turner asked if there's data tracking which areas are being heavily used based on if there are protected bike lanes. Mr. Olsen replied there's no route data but densely populated areas have more use.

Dave Murtha suggested having an opt-in option to track routes. Ms. Oberg said it's already in New York and will be launching soon in the Bay Area. Ride Report and SeeClickFix are applications that can be used to send route information.

This item is for information only.

5.2. 2017 Alameda Countywide Bike/Ped Count Program Update

Chris Marks gave an update on the Countywide Bicycle and Pedestrian Count Program. Mr. Marks provided an overview of the Alameda CTC's program background, the current program methodology, and 2016-2017 manual results, as well as results from the video automated counter pilot. He noted that through the manual count program Alameda CTC collects information on total counts as well as instances of riding without a helmet, sidewalk riding, and wrong-way riding. A former member of the Paratransit Advisory and Planning Committee noted to staff that bike riding on sidewalks in Berkeley specifically seemed to be common and endangered

individuals in wheelchairs. Mr. Marks concluded by discussing the 2018 program and next steps.

Feliz Hill asked why the data from 2016 and 2017 wasn't comparable. Mr. Marks responded that the 75 count locations from 2016 and 2017 are different and intended to act as one count cycle. The methodology from that cycle also changed from the previous cycles.

Liz Brisson asked if there were specific goals when the methodology was overhauled. Chris Marks responded that Alameda CTC is considering having a data set that can be tracked each year and gives Alameda CTC an idea of the year-to-year change in use is.

Liz Brisson asked how Alameda CTC uses the data. Carolyn Clevenger stated that the use is limited in terms of the model, but that Alameda CTC has used it to try to see infrastructure trends and has used it to look ridership on facilities such as East Bay Greenway.

David Fishbaugh asked what they'd like to be able to extract from the data. Ms. Clevenger said the data has mostly been for crosschecks on use volume on projects.

Ben Schweng asked if Alameda CTC gets data from Bike East Bay for different streets on things like Bike to Work Day. Ms. Clevenger said that Alameda CTC receives some bike safety education data from Bike East Bay. She said that staff could ask for the data from the energizing stations from Bike to Work Day.

David Fishbaugh noted that the Strava Heatmaps and their bike data gets tracked and the data is down to the street level.

This item is for information only.

5.3. Countywide Active Transportation Plan: Existing Conditions Update

Aleida Andrino-Chavez and Chris Marks provided an update on the Countywide Active Transportation Plan. Laurence Lewis with Kittelson and Associates covered high level biking and walking trends, the level of traffic stress analysis, high injury corridors, and the bicycle connectivity analysis. Chris Marks covered walking and biking trends including gender, non-commute and commute trips, and demographics including ethnicity.

Diane Shaw asked if there is data on automobiles to compare to walking and biking. Chris Marks said all the data is collected together in the California household travel survey but the survey asked the question in a specific way that limits the data.

Ben Schweng questioned the analysis of the level of traffic stress showing the City of Alameda is less stressful as compared to Oakland and Berkeley. Mr. Lewis said the analysis is still in process.

David Fishbaugh asked how these numbers correlate to motorized vehicle accidents. Mr. Marks said they'll be looking at collision profiles.

Diane Shaw asked if City of Oakland is also collecting this data and if Alameda CTC could use it. Chris Marks said their methodology for the high-injury corridors is different.

Ben Schweng asked if there is a way to correlate data for the count program based on the ridership data of the High Injury Network. Mr. Marks explained how the data has helped show the possible connections between the two.

Liz Brisson asked if Alameda CTC is sharing resources with cities in Alameda County. Mr. Marks said they are working with the cities via a Technical Advisory Committee and there's collaboration between all. In situations where cities have already created their own level of traffic stress network, the CATP defaults to their analysis.

Jeremy Johansen asked if Alameda CTC is looking at how data changes over time for the current network. Mr. Marks said they're not getting data from the past, only current.

Matt Turner stated that threat level is much higher since only injuries get reported, but near-miss data should be considered also. Mr. Marks agreed that the scoring is often suspect and noted approximately 40% of incidents don't get reported, and that this rate is higher in disadvantaged communities. Mr. Marks also noted that the weighting for the high injury corridor analysis intentionally reduces the distinction between collision severity because of those concerns about classification.

This item is for information only.

6. Organizational Meeting

6.1. Election of Officers for FY 2018-19

David Fishbaugh nominated Matt Turner for Chair and Kristi Marleau for Vice Chair. Jeremy Johansen second the motion. The motion passed with the following votes:

Yes: *Brisson, Fishbaugh, Hill, Johansen, Marleau, McWilliams, Murtha, Schweng, Shaw, Turner*

No: *None*

Abstain: *None*

Absent: *None*

6.2. Approval of the 2018-19 Fiscal Year Calendar

Feliz Hill made a motion to approve this item. Dave Murtha seconded the motion. The motion passed with the following votes:

Yes: *Brisson, Fishbaugh, Hill, Johansen, Marleau, McWilliams, Murtha, Schweng, Shaw, Turner*
No: *None*
Abstain: *None*
Absent: *None*

7. Staff Reports

There were no staff reports.

8. Member Reports

Matt Turner informed the committee that he is working with cyclist video evidence. He's lobbying in Sacramento on near misses. He invited the committee to a town hall on Oct 17th at Castro Valley Library at 6:30pm.

Diane Shaw stated that the City of Fremont has a mobility task force. They received 2,100 responses from online surveys. The survey found that 70% of people are driving alone, yet most people said they'd like to see only 50% of people drive alone. With Vision Zero reporting, Fremont had been averaging seven fatalities the last 4-5 years, and this last year only one fatality.

8.1. BPAC Roster

The committee roster is provided in the agenda packet for review purposes.

7. Meeting Adjournment

The meeting adjourned at 7:55 p.m. The next meeting is scheduled for October 18, 2018 at the Alameda CTC offices.

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: October 11, 2018

TO: Bicycle and Pedestrian Advisory Committee

FROM: Saravana Suthanthira, Principal Transportation Planner
Aleida Andrino-Chavez, Associate Transportation Planner

SUBJECT: East 14th St/Mission Blvd. and Fremont Blvd. Multimodal Corridor Project

Recommendation

Provide input on the East 14th/Mission Blvd. and Fremont Blvd. Multimodal Corridor Project Existing Conditions.

Summary

In December 2017, the Alameda County Transportation Commission (Alameda CTC) initiated the scoping phase for the East 14th Street/Mission Blvd. and Fremont Blvd. Corridor Project (Project). The 30-mile Project Corridor limits stretch along E14th Blvd. and Mission Blvd. between Davis Street in San Leandro in the north to Ohlone College in Fremont in the south, with another leg splitting at Mission Blvd. following Decoto Road and Fremont Blvd. and terminating at SR 262 (see Attachment A for a map of the Project Corridor). The Project corridor spans the Cities of San Leandro, Hayward, Union City and Fremont as well as parts of Unincorporated Alameda County. This planning effort stemmed from the following adopted countywide multimodal transportation and land use corridor plans completed in 2016: the Goods Movement Plan, the Transit Plan, the Multimodal Arterials Plan, and AC Transit's Major Corridors Study. Local planning efforts along the Corridor have emphasized the relationship between land use and transportation in this area, identifying the significance of the Corridor as a multijurisdictional nexus for goods movements, transit, bike and pedestrian activity centers. The Project seeks to build on all these efforts and develop implementable transportation projects in short, medium and long-term horizons. The project team is wrapping up the Existing Conditions report and identifying preliminary improvement concepts.

Background

East 14th St/ Mission Blvd. and Fremont Blvd. serves as a north-south corridor that connects the communities in central and southern Alameda County to regional transportation networks and employment and activity centers in Alameda and Santa Clara Counties. This corridor provides access to economic, educational, social, and recreational opportunities, and to regional transportation systems including freeways, BART and Amtrak.

Project Limits and Corridor Characteristics

The project area includes East 14th Street from Davis Street in San Leandro, through Mission Blvd. in Hayward and Union City. At the intersection with Decoto Road, the study Corridor forks into two corridors: the western branch follows Decoto Road west to Fremont Blvd. continuing southbound along Fremont Blvd. to SR 262 in Fremont. The eastern branch continues on Mission Blvd. to Ohlone College also in Fremont. The project corridor alignment and limits are shown in Attachment A. The Project includes the surrounding areas, including those streets that intersect the Corridor and provide access to BART stations, Park and Ride hubs, and Capitol Corridor stations.

The Corridor carries, on average, between 23,700 and 32,500 vehicles per day, including automobiles, buses, shuttles, and trucks. The Corridor runs parallel to BART and provides access to seven BART stations and a future station at Irvington. AC Transit provides transit service throughout the Corridor, and Union City Transit provides service between the Corridor and local destinations in Union City. Santa Clara Valley Transportation Authority (VTA) provides service between the Fremont BART station and destinations in Santa Clara County, and the Dumbarton Express runs between Union City BART and Stanford University/Palo Alto. In addition, Capitol Corridor and the Altamont Corridor Express (ACE) provide regional accessibility to users of the Corridor. Overall, the Fremont BART line serves 12,820 weekday passenger boardings and alightings at the stations located along the Corridor and AC Transit carries an average of 12,400 transit riders per weekday on all its lines operating along the Corridor (excluding Transbay and Owl lines). In addition, a combination of public and private shuttle companies serve the Corridor mostly along the southern segment providing connections between employment centers and BART stations to residential areas, including connections to San Mateo and Santa Clara Counties.

Highlights of Existing (Baseline) Conditions

Baseline Conditions for the Project Corridor were developed based on data collected from the project partner agencies, other existing data, and is informed by

the outcome of an online survey assessing existing conditions and needs in the Corridor.

Over half of the Corridor frontage lies within Priority Development Areas, suggesting there will be increased demand for trips within the Corridor. The planned land use along the Corridor includes parcels designated for mixed use, translating to about 42 percent of the Corridor frontage. About 23 percent of Corridor frontage is planned to remain as low/very low-density residential and open space; these areas are generally in South Hayward, Union City, and Fremont.

Initial travel modeling suggests that traffic on the Corridor will experience growth at a modest rate between 2016 and 2040, resulting in decreased speeds in the future.

Results of the baseline conditions show that there are few end-to-end trips using the Corridor and the highest share of through trips are between the Hayward Loop and Decoto Road. The section parallel to I-880 between Winton Ave and Mowry Ave is the most congested section within the Project Corridor.

Pedestrian and bicycle activity along the corridor is high according to land use patterns. Concentrations of pedestrian demand around BART stations, schools, public buildings, and bus stops can be observed along East 14th and Fremont Blvd., while Mission Blvd. south of Decoto Road has fewer pedestrian oriented land uses. Cyclist volumes are concentrated in Union City and Fremont.

On-Line Survey

The online survey (CrowdSpot survey) was open to the public for about eight weeks from May through June 2018 and was promoted by the project partner agencies, with the exception of Fremont, through their existing communication channels. The City of Fremont had their own Mobility Survey opened to the public at the same time, and relevant results from their survey results were incorporated into the overall online survey outcome for this project.

Project Status

The Project commenced in December 2017 with a project schedule spanning 18 months. The Project is being advised by a Technical Advisory Committee (TAC) composed of representatives from all local jurisdictions along the Corridor (cities of San Leandro, Hayward, Union City, Fremont and Unincorporated Alameda County), Caltrans, AC Transit and BART. The first TAC meeting was held in June, 2018, and included a presentation of the preliminary Baseline Conditions. The second TAC meeting will be held in November 2018. This upcoming meeting will include the

Project Segmentation and preliminary short, medium and long-term project concepts. The Project schedule is presented in Attachment B.

Fiscal Impact

There is no fiscal impact associated with the requested action.

Attachments

- A. Project Corridor alignment and limits
- B. Project Schedule



5.1A



 Project Area

SAN LEANDRO

HAYWARD

UNION CITY

FREMONT

NEWARK

Hayward Airport

Chabot College

California State University, East Bay

Ohlone College

Dumbarton Bridge

Davis St
580
880
238
E 14th St

Mission Blvd

Decoto Rd

Fremont Blvd

Mission Blvd

Warm Springs Blvd
262
880
680

84

84

880

680

880

680

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E. 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project Schedule

Updated October 2018

5.1B



2017	2018												2019					
Q4	Q1			Q2			Q3			Q4			Q1			Q2		
D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J

Technical Analysis



Mapping



Data Collection
Baseline Conditions



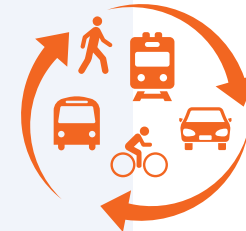
Project Limits and Segments



Project Purpose, Need, and Goals

Performance Evaluation Framework

Alternative Concepts



Concepts Development



Alternative Concepts Screening & Evaluation



Alternative Concepts Refinement, Engineering & Cost Estimate



Summary of Recommended Projects

Stakeholder and Public Outreach



Stakeholder Engagement Plan

Public Agency Interviews



Online Survey #1



Focus Group Meetings

Pop-Up Events

Intercept Survey

Online Survey #2

Public Agency Presentations

Social Media Posts



Project Initiation Documents

Technical Advisory Committee

Cities of:
San Leandro
Hayward
Union City
Fremont
County of Alameda
Caltrans
AC Transit
BART



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DATE: October 11, 2018

TO: Bicycle and Pedestrian Advisory Committee

FROM: Aleida Andrino-Chavez, Associate Transportation Planner
Chris G. Marks, Associate Transportation Planner

SUBJECT: Countywide Active Transportation Plan Update

Recommendation

Receive an update and provide input on the Countywide Active Transportation Plan (CATP).

Introduction

One of the Bicycle and Pedestrian Advisory Committee's (BPAC's) main roles is to provide input on the CATP at key milestones. The BPAC last received an update on the Countywide Active Transportation Plan (CATP) on June 28, 2018. Since the last update, Alameda CTC has completed the Level of Traffic Stress Analysis, High-injury Corridor Analysis, Bicycle Connectivity Analysis, and is finalizing the full existing conditions document. Alameda CTC expects to complete work on the existing conditions in November and will integrate those analyses into the final plan. As that work is being completed, staff have also begun to identify key barriers of countywide significance, develop the bicycle vision network, and develop a prioritization framework that Alameda CTC proposes to use to evaluate the merits and potential countywide significance of projects submitted for funding. This memorandum describes methods used to identify barriers, the bicycle vision network, and the draft prioritization framework.

Identification of Barriers of Countywide Significance

The CATP considers linear barriers of countywide significance to be those that constrain connectivity in the bicycle network, which fall into three major categories:

- Freeways
- Water bodies

- Rail lines

Major barriers can also include gaps in the low stress biking network, which prevent comfortable access to major transit hubs and/or between local jurisdictions within the County. Alameda CTC is uniquely positioned as a countywide agency to identify and overcome major barriers or gaps in connectivity that occur at jurisdictional boundaries. Barrier identification also relies on the bicycle level of traffic stress and bicycle network connectivity analyses conducted during the existing conditions phase of the CATP. The process to select barriers will be further discussed at the meeting.

Bikeway Vision Network

The Bikeway Vision Network incorporates all existing bicycle facilities, all planned bicycle facilities (including upgrades to existing facilities) from local jurisdiction plans, and the projects from the Caltrans District 4 Bike Plan. Maps will be shared at the meeting.

Prioritization Framework

The project prioritization criteria were selected to align with the goals of the Countywide Active Transportation Plan (CATP):

- **Safety: Increase the safety of people bicycling and walking in Alameda County** by identifying projects, policies and programs that address the greatest safety needs and by optimizing investments, through corridor-level analyses, performance evaluation, and by following industry best practices.
 - **Multimodal Connectivity: Create connected networks of streets and trails that enable people of all ages and abilities to walk and bike to meet their daily needs**, including access to transit, work, school, and major activity centers.
 - **Encouragement: Increase walking and biking in Alameda County** through adoption of policies and implementation of programs that complement infrastructure improvements and encourage people to walk and bike for many different types of trips.
- Impactful Investment: Invest public monies in projects and programs that maximize the benefit to Alameda County's transportation system**, complement local and regional investments, and integrate walking and bicycling needs into all transportation planning activities.

Criteria for Evaluating Proposed Projects

Project prioritization will be based on how effectively a proposed project improves safety and how well it closes gaps and overcomes key barriers in the countywide network. As such, a key goal of the CATP is to identify county level priorities. In

addition, project prioritization will consider whether a project serves disadvantaged populations. Projects that meet more criteria will be more competitive for funding than those that satisfy fewer criteria. Alameda CTC has identified primary and secondary criteria to account for the diversity of conditions throughout Alameda County and the importance of access to safe bicycling and walking conditions for many different purposes.

Primary Criteria:

- **Countywide High Injury Network (HIN)** – Projects that address safety of both biking and walking and are located on the countywide high-injury network will be more competitive than those that address only one mode (countywide bicycle, pedestrian, and combined high injury networks were identified as part of the existing conditions phase of the CATP) or are not on the high-injury network.
- **Major Barriers** – Projects that resolve or remove a barrier of countywide significance. These include:
 - **Linear Barriers** – Barriers posed by rail infrastructure, waterways, and freeways.
 - **Barriers to Accessing Regional Transit** – Barriers to accessing regional transit nodes for bicyclists and pedestrians; regional transit nodes include rail stations, ferry terminals, and major bus hubs.
 - **Gaps in Interjurisdictional Connectivity** – Barriers created by gaps in interjurisdictional connectivity, in particular discontinuities in the low stress network that occur at city boundaries.
 - **Trail Barriers** – Barriers to safe and convenient travel along the regional trail network, e.g. high stress crossings of major arterials.
- **Communities of Concern** – Projects located within a MTC-designated Community of Concern. Projects that serve disadvantaged communities are often more competitive for existing regional and state grant programs, thus increasing our ability to leverage funds.

Secondary Criteria:

- **Local High Injury Network (HIN)** – Projects that are located on a local high injury network, defined as streets that rank in the top 10 percent, based on frequency and severity of collisions.
- **Access to Major Activity Centers** – Projects that overcome barriers to accessing major activity centers and destinations.

Project Scoring and Evaluation

Actual project scoring will take place during development of the Alameda CTC Comprehensive Investment Plan and is not part of this Plan. The Plan lays out the framework for prioritization of projects.

Trail Projects

There are several regional trails traversing Alameda County that provide safe, low stress separated facilities for bicyclist and pedestrians: the East Bay Greenway, Iron Horse Trail, Bay Trail. Additional Trails are also under development throughout the county. These are used for daily commuting, other daily travel, and recreation. Prioritization of trail projects will use the same general criteria: location on the HIN, linear barriers, access to regional transit, gaps in low stress network, gaps in interjurisdictional connectivity and location in COC.

Background

Development of High Injury Network (HIN)

As a reminder, the methodology for developing the HIN, which was previously presented to BPAC, is summarized below.

Jurisdictions across the county have found that often collisions are concentrated on a few particularly dangerous streets, and that addressing unsafe conditions on those streets can significantly reduce collisions jurisdiction-wide. Countywide crash data from the University of California, Berkeley, Transportation Injury Mapping System database and the California Statewide Integrated Traffic Records System database from the most recent five years (2012-2016) was used to identify locations within the County with the highest frequency and severity of collisions involving people biking and walking. The analysis evaluated collisions that occurred on public streets within unincorporated and incorporated areas of Alameda County. It excluded freeway mainlines, but included the ramp terminal intersections of freeways.

The analysis included pedestrian and bicycle collisions of all severity levels. More severe collisions were weighted more heavily than other collisions. The assigned weighting intentionally treats fatal and severe injuries equally to recognize that the difference between a severe injury crash and a fatal crash is often more a function of the individuals involved than the collision itself (e.g. more fragile/vulnerable individuals are likely to have worse outcomes than stronger individuals); both represent locations where the Alameda CTC may want to prioritize improvements. The weighting is as follows:

- Fatal and severity injury collisions: x10

- Visual injury or complaint of pain collisions: x5
- Property Damage Only collisions: x1

Countywide HIN: Concentrations of collisions are also impacted by the number of people biking and walking and levels of biking and walking activity vary greatly across Alameda County. To ensure that the countywide HIN captured conditions throughout Alameda County, the analysis also took usage into account. Cities were grouped based on levels of walking and cycling activity (i.e., low, medium, high levels of walking or biking). Within each group, the HIN was defined as streets that ranked in the top 20 percent, based on frequency and severity of collisions.

Local HIN: To ensure the prioritization framework adequately responds to high injury locations in each jurisdiction, a secondary criteria was added to consider projects that improve safety on the local high injury network. Using the same methodology described above, local HINs were defined as streets that ranked in the top 10 percent based on frequency and severity of collisions.

The final plan will include maps showing the countywide bicycle HIN, pedestrian HIN, and combined HIN, and local HINs, which are currently under development.

MTC's Communities of Concern

For reference, Communities of Concern (COCs) are areas that include a high share of individuals who face particular transportation challenges because of affordability, language, access to a car, family status, disability, and/or because of age-related mobility limitations. They are intended to represent a diverse cross-section of populations and communities that could be considered disadvantaged. MTC designates Communities of Concern geographies based on 8 American Community Survey census tract variables:

- Minority (70% threshold)
- Low Income (less than 200% of federal poverty level, 30% threshold)
- Level of English proficiency (12% threshold)
- Elderly (10% threshold)
- Zero-Vehicle Households (10% threshold)
- Single Parent Households (20% threshold)
- Disabled (12% threshold)
- Rent-Burdened Households (15% threshold)

A census tract exceeding both threshold values for Low-Income and Minority shares, or exceeding the threshold value for low-Income and also for three or more variables is categorized as COC.

Fiscal Impact: There is no fiscal impact associated with this update.

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee

7.1

DRAFT Meeting Schedule for 2018-2019 Fiscal Year
Updated October 3, 2018

	Meeting Date	Meeting Purpose
1	June 28, 2018	<ul style="list-style-type: none"> • Countywide Active Transportation Plan: Existing Conditions • Bikeshare (Regional Bikeshare and Bikeshare For All) • 2017 Bike/Ped Count Program • Organizational Meeting
2	Oct 18, 2018	<ul style="list-style-type: none"> • Countywide Active Transportation Plan Update • East 14th Street/Mission Blvd. and Fremont Blvd. Corridor Project Update
3	Feb 21, 2019	<ul style="list-style-type: none"> • Countywide Active Transportation Plan: Programs and Policies, Draft Plan • 2018 Bike/Ped Count Program • San Pablo Corridor Project Update
4	May 16, 2019	<ul style="list-style-type: none"> • Review TDA Article 3 Projects

Other items to be scheduled:

- I-80/Ashby Interchange Project
- I-880 Interchange Projects
- East Bay Greenway
- Report on Safe Routes to Schools, Bicycle Safety Education, and iBike Campaign

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**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2018-2019**

7.2

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Mr.	Turner, Chair	Matt	Castro Valley	Alameda County Supervisor Nate Miley, District 4	Apr-14	Mar-17	Mar-19
2	Ms.	Marleau, Vice Chair	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14	Jan-17	Jan-19
3	Ms.	Brisson	Liz	Oakland	Alameda County Mayors' Conference, D-5	Dec-16		Dec-18
4	Mr.	Fishbaugh, Chair	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14	Jan-16	Jan-18
5	Ms.	Hill	Feliz G.	San Leandro	Alameda County Supervisor Wilma Chan, District 3	Mar-17		Mar-19
6	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Feb-18	Feb-20
7	Mr.	Murtha	Dave	Hayward	Alameda County Supervisor Richard Valle, District 2	Sep-15		Sep-17
8	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jun-17	Jun-19
9	Ms.	Shaw	Diane	Fremont	Transit Agency (Alameda CTC)	Apr-14	May-16	May-18

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