



Bicycle and Pedestrian Advisory Committee Meeting Agenda Thursday, February 21, 2019, 5:30 p.m.

Chair: Matt Turner
Vice Chair: Kristi Marleau

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

1. Call to Order

2. Roll Call

3. Public Comment

4. BPAC Meeting Minutes

Page/Action

4.1. [Approve October 18, 2018 BPAC Meeting Minutes](#)

1 A

5. Regular Matters

5.1. [Countywide Active Transportation Plan Update](#)

5 I

5.2. [San Pablo Avenue Corridor Project Update](#)

15 I

5.3. [Countywide Bicycle and Pedestrian Count Program, 2018 Results](#)

25 I

6. Staff Reports

7. Member Reports

7.1. [BPAC Calendar](#)

31 I

7.2. [BPAC Roster](#)

33 I

8. Adjournment

Next Meeting: Thursday, May 16, 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

Vice President Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezzy Ashcraft

City of Albany

Mayor Rochelle Nason

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

City of Emeryville

Councilmember 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
Paratransit Advisory and Planning Committee (PAPCO)	February 25, 2019	1:30 p.m.
Alameda CTC Commission Meeting	February 28, 2019	2:00 p.m.
Alameda County Technical Advisory Committee (ACTAC)	March 7, 2019	1:30 p.m.
Finance and Administration Committee (FAC)	March 11, 2019	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)	March 11, 2019	5:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	March 12, 2019	9:30 a.m.
Bicycle and Pedestrian Community Advisory Committee (BPAC)	May 16, 2019	5:30 p.m.
Joint Paratransit Advisory and Planning Committee (PAPCO) and Paratransit Technical Advisory Committee (ParaTAC)	May 20, 2019	1:30 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, October 18, 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 5:32 p.m.

2. Roll Call

A roll call was conducted and all members were present with the exception of Diane Shaw.

Ben Schweng arrived subsequent to the roll call during item 5.1.

3. Public Comment

There were no public comments.

4. June 28, 2018 BPAC Meeting Minutes

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

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

5. Regular Matters

5.1. E14th/Mission Blvd. and Fremont Blvd. Multimodal Corridor Project

Saravana Suthanthira and Aleida Andrino-Chavez presented this item. 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. Staff requested that the committee provide input on the East 14th/Mission Blvd. and Fremont Blvd. Multimodal Corridor Project Existing Conditions. Staff said that another TAC meeting will be held in December.

Feliz Hill asked if most bike traffic was in the north end near San Leandro. Saravana Suthanthira confirmed most bike traffic is in the north end of the corridor.

Feliz Hill pointed out that the memo stated that employment growth will outpace the rest of Alameda County, but the handout states that the growth rate will be modest. She asked for clarification. Staff will look into this.

Jeremy Johansen asked how the East Bay Greenway is connected with this project. Saravana Suthanthira explained that it is a parallel facility and may be considered an alternative bike route.

Feliz Hill asked how Fremont Blvd. effects Mission Blvd. and Saravana Suthanthira stated that it was part of the same corridor.

Dave Murtha asked if there were any records of bicycle-on-bicycle or bicycle-on-pedestrian accidents. Chris Marks said most collisions countywide involve autos, and there are very few other collisions each year.

Dave Murtha asked for BPAC to be included in online survey notifications. Matt Turner stated that Supervisor Miley's office didn't hear about the survey at all, and it was disturbing. In the unincorporated area there's limited reach, so Supervisor Miley's office should be contacted in order to reach out to those communities.

David Fishbaugh asked if there were any issues with the corridor's proximity to the Hayward fault. Saravana Suthanthira stated that this had not been looked at.

Liz Brisson asked if there was work focused on making trips less-than-two-miles in length more desirable to take via bike or walking. She also asked whether the ten-mile transit trips were bus only, or bus to BART. Saravana Suthanthira explained that staff is looking into opportunities to improve the appeal of short bike/ped commute trips. Aleida Andrino-Chavez explained that most of the ten-mile commute trips take place in the north, not close to BART. David Fishbaugh made the observation that the corridor is a connector for the many freeway trips.

Liz Brisson suggested posting simple attractive signs for better survey participation and using ambassadors to get public attention. Jeremy Johansen agreed that having posters and local meetings has proven effective in getting survey responses. Matt Turner had suggestions on how to get more participation in online surveys, especially in the Cherryland and Ashland areas where injuries are constantly high. Saravana Suthanthira stated that the agency would certainly enlist the BPAC's help in the future while staying within the set budget.

Ben Schweng stated that regarding the developing areas in Hayward, it would be good to talk to the Economic Development Department to find out what is coming in those areas. Ben Schweng also mentioned the South Hayward BART station and asked that something be done because access for bike/ped crossings closes at night for all but one access point for pedestrians and cyclists. Planning for a solution to this problem now is crucial so the city doesn't give up more land, which would make it impossible to find a fix to the problem. Chris Marks stated that BART is looking into fixing the nighttime crossing. Ben Schweng also said that usually, there's not a lot of through traffic on Mission Blvd. unless there's an accident on I-880. He asked

about the possibility of installing dynamic signal timing. Saravana Suthanthira said MTC is currently working on a detour for I-880 traffic and hopefully, it would improve traffic operations. Ben asked about bike lane maintenance in that corridor because it was frequently filled with metal debris. He asked if it could be swept once a month.

Dave Murtha stated bikeshare should be operating along the corridor. Chris Marks stated that regional bikeshare is managed by MTC and there is not a planned expansion in the county. Any dockless operations would be managed by cities.

Susie Hufstader from Bike East Bay commented on the existing facilities map. She said there were some paths that were shown that are not existing. She also asked if the plan included a long-term plan for the Hayward loop project because Hayward did not seem to be working on it. She said that multimodal access should be developed in the loop. She also asked if new projects would be incorporating multimodal access and if the county will be mandating it since cities seem hesitant to commit to this. Saravana Suthanthira said they were going to look into this further.

This item is for information only.

5.2. Countywide Active Transportation Plan Update

Chris Marks and Aleida Andrino-Chavez gave an update on the Countywide Active Transportation Plan (CATP). 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 is expected to complete work on the existing conditions in November and will integrate those analyses into the final plan. Staff has 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 of potential projects. This memorandum described methods used to identify barriers, the bicycle vision network, and the draft prioritization framework.

Liz Brisson asked about barriers and what happens after they are identified. Chris Marks stated staff gives cities the information to consider while planning projects. Cities can also use the information to build a narrative to support projects applying for discretionary funding.

Liz Brisson asked if ACTC has plans to adopt a Zero Vision policy or to encourage each city's policy makers to adopt such a policy. Chris Marks said the agency considers improving safety one of the main goals of the plan, and that the plan will consider policy recommendations based on best practices. Carolyn Clevenger said the high-injury network is the first stage the agency has taken and they're researching what cities already have or are developing or considering a Vision Zero policy. At this point there is not a plan for a specific Vision Zero policy as part of the CATP, but staff is starting conversations with each city about the high-injury network.

Ben Schweng said there was a presentation at MTC's meeting about the same issue and they're also working on a solution. Matt Turner said the Countywide Climate Action Plan doesn't get mentioned much, but it's similar to the same type of plan and that mode shift needs to happen, but it seems jurisdictions aren't working towards the goals they set. Chris Marks said through the Countywide Performance Report, the agency looked at a commute mode shift countywide, and for each new solo driver, seven people started using other modes. The goals and targets discussion will happen along with the Countywide Active Transportation Plan. The next TAC meeting is February 2019 and policies and programs will be a big focus for that meeting.

This item is for information only.

6. Staff Reports

Chris Marks announced that there are fact sheets available for the Performance Report and the Active Transportation Plan, and all are also available online.

7. Member Reports

Ben Schweng stated that Hayward passed the Community Benefit Budget and Hayward BART is part of the budgeting. He said there are a lot of new housing units planned for the Downtown Hayward area in the next two years, so now's is a good time to get things started to help increase multimodal transportation.

Matt Turner announced that November 7th is the next Cycling With Cameras town hall meeting for Cyclist Video Evidence, 6:30-8:30 p.m. in Castro Valley Library.

David Fishbough announced that Diane Shaw is running for the AC Transit Director.

Kristi Marleau invited everyone to Biketopia; see the Bike East Bay website for more information.

7.1. BPAC Calendar

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

7.2. BPAC Roster

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

8. Meeting Adjournment

The meeting adjourned at 7:22 p.m. The next meeting is scheduled for February 21, 2019 at the Alameda CTC offices.



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 14, 2019

TO: Bicycle and Pedestrian Advisory Committee

FROM: 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).

Summary

One of the Bicycle and Pedestrian Advisory Committee's (BPAC's) main roles is to provide input on the Countywide Active Transportation Plan (CATP) at key milestones. The BPAC last received an update on the CATP on October 18, 2018 which described the plan's approach to project prioritization and identifying major barriers. Since the last update, Alameda CTC has begun work on program and policy recommendations, performance measures, strategies for major barriers, and drafting the final plan. Alameda CTC expects to complete work on all components of the plan in April 2019, and seek commission approval in May. This memorandum provides an update on program and policy recommendations, proposed performance measures, and major barrier strategies.

The CATP program and policy recommendations and performance measures have been designed to support the main goals of the CATP which the BPAC reviewed at its March 22, 2018 meeting. Those goals are:

- **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**
Adopt policies and implement programs which encourage more walking and biking in Alameda County, 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 benefits for Alameda County's transportation system, complement local and regional investments, and integrate walking and bicycling needs into all transportation planning activities.

Programs and Policies

Two roles Alameda CTC plays that are particularly relevant to the CATP are: to support local jurisdictions with resources, and to implement programs. Alameda CTC currently operates two programs: Safe Routes to School and the Affordable Student Transit Pass Program. They advance the goals of the CATP and encourage students to walk and bike to school and use transit. The CATP provides an important opportunity to consider new programs and policies which support the plan's goals. The CATP is also an opportunity to create resources for local jurisdictions to use as they develop and implement programs and policies.

Safe Routes to Schools (SR2S)

The Alameda County Safe Routes to Schools Program, administered by Alameda CTC, promotes and teaches safe walking, biking, carpooling and transit use as viable, safe modes of transportation for students and families to travel to/from school. Over 200 public elementary, middle, and high schools in the county are currently enrolled in the program. In 2016, the Commission adopted a set of goals that refocused the program on activities that most affect behavior changes, increase mode shift, and reinforce the program's commitment to increased safety.

The program offers a menu of activities for schools enrolled in the program which include educational/training activities such as pedestrian or bicycle rodeos, bike mechanics training, mobile bike repair, on-the-bike safety education, school assemblies, support for creating Walking School Buses, and countywide encouragement events such as the Golden Sneaker Contest, International Walk and Roll to School Day and Bike to School Day.

Once enrolled in the program, schools are eligible to receive support from a school site coordinator who works with the school to assist in organizing and scheduling activities. Schools also are eligible to receive school safety assessments and technical assistance to identify and address safety concerns around the school. In addition, program staff works closely with local jurisdiction staff to coordinate and leverage local Safe Routes resources, and leadership from Alameda CTC has made implementation of SR2S easier for jurisdictions that would otherwise not be able to provide such programming.

The SR2S Program will continue to play an important role meeting the goals of the CATP, encouraging students to walk and bike to school. Additionally, the safety assessment and technical assistance offered by the program help target infrastructure improvements that increase safety and multimodal connectivity near schools.

Affordable Student Transit Pass Program

Alameda CTC is currently managing a three-year Affordable Student Transit Pass Pilot program which distributes free transit passes to students in Alameda County. Twenty-one middle and high schools throughout the county are participating during the third and final year of the pilot. Based on successful results from the evaluation of the pilot, the program has been approved to continue beyond the pilot period; it will be expanding to over 50 schools in the 2019/20 school year. At most eligible schools, free bus passes will be available to all low-income students. The Affordable Student Transit Pass Program will continue to play an important role encouraging students to walk and bike to transit.

Bicycle Safety, Outreach, and Encouragement Programs

Alameda CTC encourages bicycling through promotional efforts and has collaborated on the county's annual Bike to Work Day, Bike to School Day events, and the Bicycle Safety and Education Program, by contributing funding to and co-managing a visual promotion that encourages bicycling in Alameda County.

- **Bicycle Safety Education Program:** Every year, the Alameda County Bicycle Safety Education Program educates approximately 4,000 adults, teenagers and children in safe bicycle riding techniques. The program encourages bicycle riders to ride their bicycles with greater control and awareness to enhance their travel safety.
- **Bike to Work and School Day Promotions:** Alameda CTC encourages bicycling through promotional efforts and has collaborated on the county's annual Bike to Work Day and Bike to School Day events, held in May of each year, by contributing funding to and co-managing a visual promotion that encourages bicycling in Alameda County.
- **iBike Visual Promotion:** The iBike visual promotion, promotes bicycling as a safe and healthy transportation and commute choice. It includes ads showing bicyclists riding for a variety of trip purposes—work, shopping, health, and quality of life, including access to transit. Since 2008, Alameda CTC has collaborated with Bike East Bay to develop and run ads from mid-April through May to correspond with the annual Bike to Work Day events.

These programs support CATP goals by teaching people safe behavior while biking and encouraging people to bike for a variety of purposes.

Complete Streets Policy

Complete Streets are roadways planned, designed, operated, and maintained for safe and convenient access by all users—including bicyclists, pedestrians, people with disabilities, and transit riders—and in ways that are appropriate to the function and context of the facility. Since 2013, Alameda CTC has required that each jurisdiction adopt a Complete Streets policy to access project funding from local sales tax and vehicle registration fees. All jurisdictions have an adopted complete streets policy, though each has integrated the policy into their project development process in different ways.

The Complete Streets policy supports CATP goals by improving safety and connectivity for all modes.

Vision Zero Policy Support

Vision Zero fundamentally shifts transportation planning and design towards the goal of eliminating all traffic fatalities and serious injuries. Communities who adopt Vision Zero as a policy direction commit to working towards this safety goal by developing and adopting an action plan for this purpose.

Within Alameda County, a Vision Zero policy has only been formally adopted by the City of Fremont, in 2015. The City of Oakland does not have an adopted Vision Zero policy, however, the Department of Transportation has taken steps towards Vision Zero by creating a multimodal High Injury Network, hiring a Vision Zero Program Manager and creating a Vision Zero Taskforce. The City of Berkeley is also currently working towards a Vision Zero initiative.

This is an emerging policy area in Alameda County and throughout the United States. Communities are beginning to identify streets that have a high incidence of collisions, injuries, and fatalities and prioritize projects to address these critical safety needs. Often a high proportion of severe and fatal collisions occur on a very small subset of streets.
























To that end, the CATP has begun to identify a High-injury Network countywide. Although Alameda CTC is not considering adopting a Vision Zero policy, the CATP evaluate and advance safety improvements with their jurisdictions the countywide and local high injury networks developed as part of the CATP are a resource local jurisdictions can use.

Interagency Communication

Alameda CTC currently uses the Alameda County Technical Advisory Committee to disseminate information on grant opportunities, Alameda CTC discretionary funding, and share technical information and resources with local jurisdictions and agencies. At the local level, there is not a comprehensive formal communication structure between city and agency staff in Alameda County. In most cases, communication between the staff of local jurisdictions, transit agencies, and regional planners often hinges on ad hoc communication structures. Through the interviews conducted for the CATP of active transportation planners in Alameda County, and through TAC meetings, those staff expressed a desire to communication improve.

From 2007 to 2016, Alameda CTC hosted regular meetings of a ped/bike working group. Members of that group presented and received updates on local projects, and grant application resources, to address issues faced by local jurisdictions related to bike/ped planning. Alameda CTC could consider reinstating our supporting a similar countywide bike/ped forum to further facilitate information sharing for member agencies. Such a forum could help enhance communication and coordination between jurisdictions especially regarding the implementation of local innovative projects.

CATP Goals

Policies and Programs	CATP Goals			
	Safety	Connectivity	Encouragement	Leverage
Safe Routes to School				
Student Transit Pass Program				
Bicycle Safety, Outreach, and Encouragement Programs				
Complete Streets Policy				
Vision Zero Support				
Interagency Communication				



Supports CATP Goal



Does not Support CATP Goal

Performance Measures

Alameda CTC routinely measures the performance of the entire multimodal transportation system and uses those data to track progress towards key goals and deepen our understanding of the multimodal transportation system. This monitoring involves all components of the multimodal system including: roads, transit, freight, and active transportation. The CATP provides an opportunity to revisit some of the active transportation performance measures, refine them, and consider new measures to best assess progress towards achieving the goals of the plan.

Collisions

Reducing collisions, and improving safety, remains one of the primary goals of the CATP. Alameda CTC will continue track collisions involving people biking and walking throughout the county. The project team is currently developing a white paper to refine methodology used to track these data and improve reporting in a way that better aligns with the strengths and weaknesses of the Statewide Integrated Traffic Records System (SWITRS).

Bike Facility Completion

Alameda CTC has periodically asked jurisdictions to report new construction of bicycle facilities. Continuing to request these data will allow Alameda CTC to track the completion of the bicycle vision network and assess multimodal connectivity.

Program Evaluations





















Alameda CTC regularly compiles program evaluations for programs like Safe Routes to School and the Affordable Student Transit Pass Pilot Program. Additionally, staff collect information on participation in outreach programs like Bike to Work Day and Bicycle Safety Education classes. Alameda CTC will continue to monitor the progress of the educational, encouragement program activities as well as the school site assessments and the impacts of these activities on the mode of transportation used by children and parents for the trip to and from school.

Commute Trips

Understanding commuter patterns is foundational to understanding travel demand. Alameda CTC has consistently reported changes in mode share, and commute origins and destinations, using data provided by the US Census Bureau. Although commute trips do not offer a complete picture of active transportation behavior, in fact they only account for about six percent of walking and biking trips in Alameda County, they are some of the most regular, and longest trips we make; therefore commute trips remain important to understand. Alameda will continue to track commute patterns by mode and origin and destination pairs.

Bicycle/Pedestrian Count Program

Alameda CTC's count program provides direct, observed data on bicycle and pedestrian activity in Alameda County. The agency has collected count data in various forms dating back to 2002. The current program consists of annual in-person manual counts of bicyclists, pedestrians, and scooters at 150 locations. In the past, the program has also included a limited number of automated counters deployed around the county that are installed in the field and collect continuous data on biking and walking volumes. These counts can also be used by Alameda CTC and local jurisdictions to apply for grant funding.

Performance Measure	CATP Goals			
	Safety	Connectivity	Encouragement	Leverage
Collisions				
Bicycle Facility Completion				
Program Evaluations				
Commute Trips (by mode)				
Bicycle/Pedestrian Count Program				



Supports CATP Goal



Does not Support CATP Goal

Major Gap and Barrier Concepts

Gaps and barriers undermine connectivity of the bicycle network. Gaps and barriers of countywide significance have one or more of these characteristics:

- Linear barriers: freeways, water bodies, rail lines
- Transit access barriers
- Gaps in interjurisdictional connectivity
- Trail gaps and barriers

Through the CATP, Alameda CTC has selected seven specific barriers to develop conceptual designs for that could serve as good examples of how to overcome these typical barriers with current design standards. Additionally, the selected typical barrier projects were screened using the CATP project prioritization criteria, which includes being located on the High-injury Network, near transit, and/or in a community of concern. As a final criteria, staff from local jurisdictions were consulted on each project's consistency with local plans and priorities. The list of projects being advancing to conceptual design are included in Attachment A.

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachment:

A. Major Barrier Projects

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Major Barrier Projects

Conceptual Design Selection
Countywide Active Transportation Plan

	Location	Jurisdictions/ Facilities Impacted	Barrier Type(s)	On/Near the High Injury Network?	Major Transit Served	Community of Concern?	Project in District 4 Plan?	Local Plan	Conceptual Designs Needed?
	A	Ohlone Greenway/East Bay Greenway Connection	Berkeley Oakland Emeryville	Trail gap	Yes	Yes	Maybe	No	Yes
North	B	UPRR Crossing @ 105 St	Oakland San Leandro	Rail	Yes	No	Adjacent	No	Yes, for a grade-separated bicycle facility
	D	Adams Bridge	Albany El Cerrito	Interjurisdictional Gap Water	Yes	No	Adjacent	No (but a parallel facility)	Yes
Central	D	I-880 at Hesperian or Washington	San Leandro San Lorenzo	Freeway	Yes	Yes	Yes	Yes	Yes
	C	I-880 at Stevenson Blvd.	Fremont Newark	Freeway	Yes	No	No	Yes	Yes
South	E	Paseo Padre at Riverwalk Drive (Alameda Creek Trail access)	Fremont	Arterial Trail Gap	Adjacent	Yes	No	No	Yes
East	C	I-580 at San Ramon/Foothill	Dublin Pleasanton	Interjurisdictional Gap Freeway	Adjacent	Yes	No	Yes	Yes

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Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 14, 2019

TO: Bicycle and Pedestrian Advisory Committee

FROM: Carolyn Clevenger, Director of Planning

SUBJECT: San Pablo Avenue Corridor Project Update

Recommendation

Provide Input on the San Pablo Avenue Corridor Project.

Summary

The Alameda County Transportation Commission (Alameda CTC), in partnership with the Contra Costa Transportation Authority and the West Contra Costa Transportation Advisory Committee, initiated the San Pablo Avenue Corridor Project (Project) in 2017. The Committee was last briefed on this Project in March 2018, when staff presented a Project overview and the existing conditions. Since that time, a series of potential improvement concepts have been developed and evaluated, which will be shared with the Committee for feedback. Throughout February, March and April stakeholder engagement and public outreach will occur to inform identification of a concept or mix of concepts to advance into the next phase of the Project.

Background

The San Pablo Avenue Corridor is a critical interjurisdictional arterial corridor that traverses four cities in Northern Alameda County (Oakland, Emeryville, Berkeley, and Albany) and portions of Western Contra Costa County (including El Cerrito, Richmond and San Pablo), providing north-south connections throughout the inner East Bay paralleling Interstate 80 (I-80). It is a multi-purpose corridor in the broadest sense: it traverses diverse neighborhoods, serving thriving commercial districts, major trip generators, and both well-established and transitioning residential neighborhoods; it serves local, regional, and interregional trips; and it plays a critical role in the networks of all modes. A significant portion of San Pablo Avenue is designated as State Route 123, and thus subject to Caltrans jurisdiction.

San Pablo Avenue carries up to 27,500 average daily vehicles of all types, including autos, buses, shuttles and trucks. Nearly 17,800 daily transit riders traverse the corridor on Alameda-Contra Costa Transit District (AC Transit) bus routes. The corridor includes many high-activity pedestrian areas, and is an important bicycling route, with bike facilities existing or planned on San Pablo Avenue itself or on adjacent bicycle boulevards. The corridor is a designated truck route, serving commercial and industrial uses throughout the corridor. As a portion of a dedicated state route, San Pablo Avenue plays a key role in relieving freeway traffic during incidents and is part of the overall I-80 Integrated Corridor Mobility Project (ICM), also known as the I-80 Smart Corridor.

The corridor is also very important from a land use and economic development perspective. There is currently significant development growth occurring along the corridor which is projected to continue into the future. Several higher-density, mixed use developments have recently been built, and several more proposals are under consideration. Most segments of San Pablo Avenue have been designated as Priority Development Areas (PDAs) by local jurisdictions, and many cities along the corridor have zoned the area along the corridor to allow higher density infill land uses along San Pablo Avenue.

Project Purpose and Goals

This Project seeks to build off of the high-level planning efforts completed throughout the corridor and advance the visions of types of improvements into actual alternatives development and project development. The purpose of the Project is to improve multimodal access, circulation, and safety in an effort to meet current and future transportation needs, and help support a strong local economy and future redevelopment along the corridor, while maintaining local contexts. There is ample opportunity in the San Pablo Corridor to improve efficiency and safety for all modes, reduce conflicts, enhance the corridor's ability to carry more people in a more reliable manner, and better serve all users of the corridor.

The goals of the Project are to:

- Effectively and efficiently accommodate anticipated growth
- Improve comfort and quality of trips for all users
- Enhance safety for all travel modes
- Support economic development and adopted land use policies
- Promote equitable transportation and design solutions

Project Status

Since project inception in fall 2017, and the Project team has completed the evaluation of a series of long term concepts for the corridor. The concepts seek to identify multimodal improvements to meet the overall Project goals and include a variety of transit, bicycle, pedestrian, auto and streetscape improvements. In addition, a series of very near term improvements focused on pedestrian safety, have been developed to advance in the 3 to 5 year timeframe. At the February BPAC meeting, Alameda CTC staff will review major findings

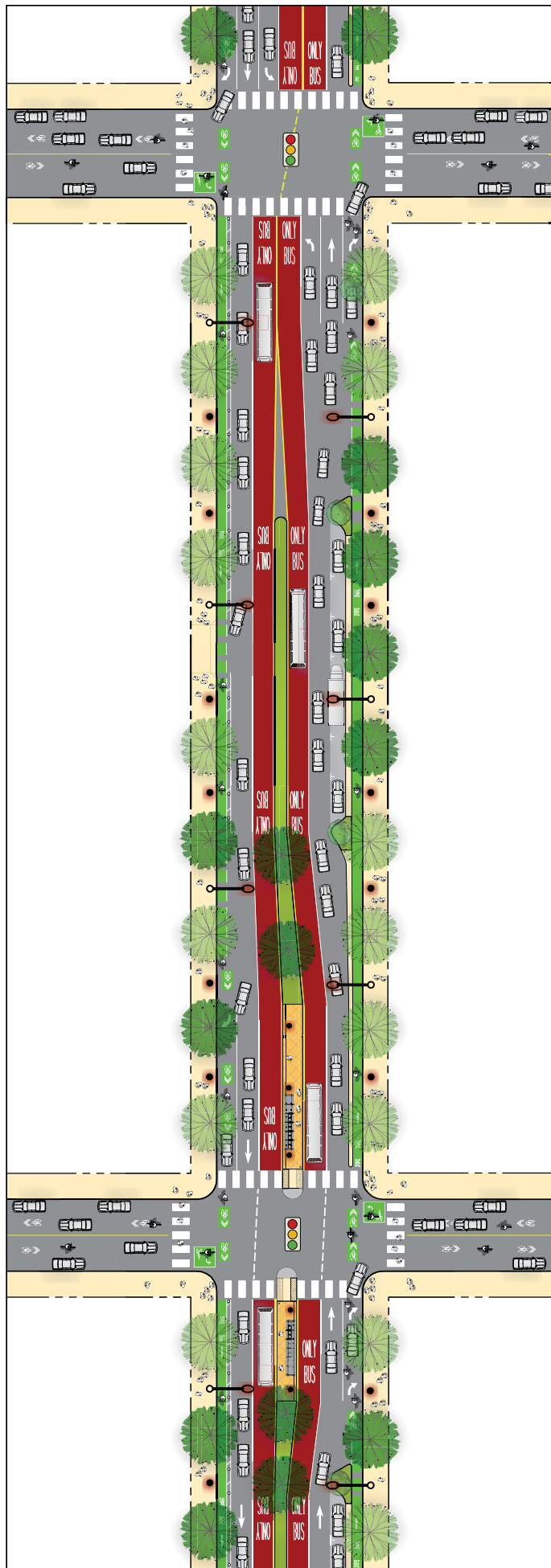
from the concept development and evaluation process, and seek BPAC's input on potential treatments and improvements.

Fiscal Impact: There is no fiscal impact associated with the requested action.














Attachments:

- A. Concept Plan Views
- B. Evaluation Matrix

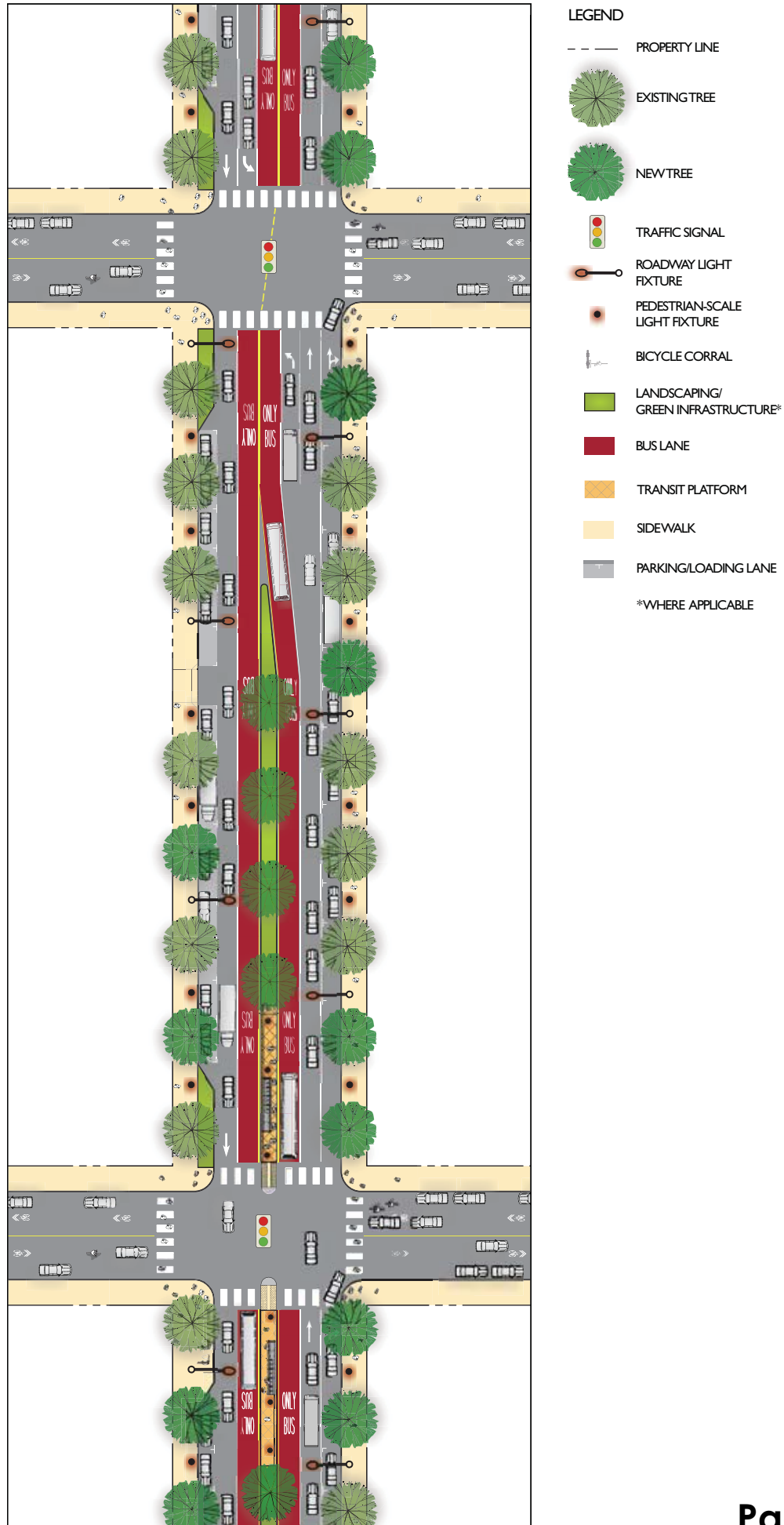
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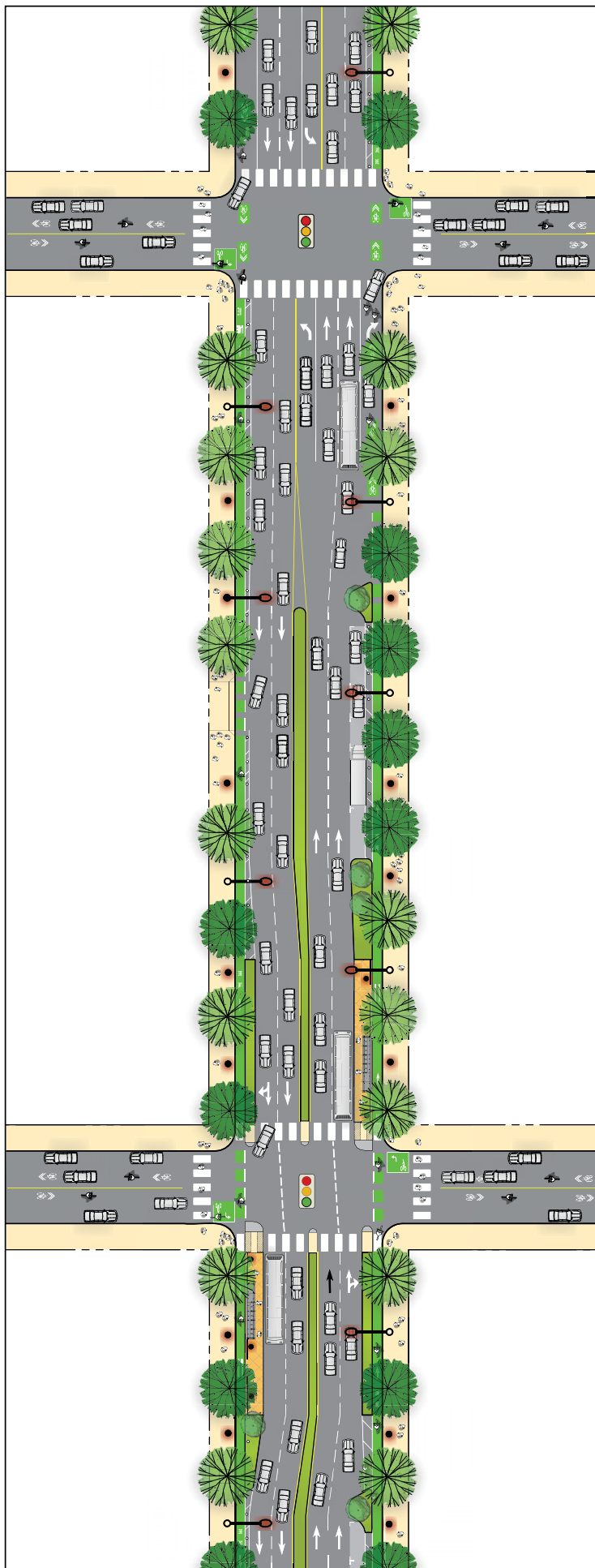
LEGEND

-  PROPERTY LINE
-  EXISTING TREE
-  NEW TREE
-  TRAFFIC SIGNAL
-  ROADWAY LIGHT FIXTURE
-  PEDESTRIAN-SCALE LIGHT FIXTURE
-  SOFT HIT POST
-  BIKE LANE
-  LANDSCAPING/ GREEN INFRASTRUCTURE*
-  BUS LANE
-  TRANSIT PLATFORM
-  SIDEWALK
-  PARKING/ LOADING LANE
- *WHERE APPLICABLE













Concept B: Bus and Managed Lane on San Pablo, Bike on Parallel Facility



Concept C: Bike Lane on San Pablo







































LEGEND

-  PROPERTY LINE
 -  EXISTING TREE
 -  NEW TREE
 -  TRAFFIC SIGNAL
 -  ROADWAY LIGHT FIXTURE
 -  PEDESTRIAN-SCALE LIGHT FIXTURE
 -  SOFT HIT POST
 -  BIKE LANE
 -  LANDSCAPING/ GREEN INFRASTRUCTURE*
 -  TRANSIT PLATFORM
 -  SIDEWALK
 -  PARKING/LOADING LANE
- *WHERE APPLICABLE

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Key Benefits and Challenges of Concepts for San Pablo Avenue Corridor Project

5.2B

	CONCEPT A Bus and Bike Lanes on San Pablo Ave	CONCEPT B Bus and Managed Lane on San Pablo Ave; Bike facility on parallel street	CONCEPT C Bike Lanes on San Pablo Ave
	 • Less potential for speeding	 • Less potential for speeding	 • More potential for speeding
	 • Faster and more reliable transit service  • More transit riders  • 72 Local and 72 Rapid combined into one service with 1/3-mile spacing  • Transit stations off-set from major intersections	 • Faster and more reliable transit service  • More transit riders  • 72 Local and 72 Rapid combined into one service with 1/3-mile spacing  • Transit stations off-set from major intersections	 • 72 Local and 72 Rapid services remain  • Slower and less reliable bus service
	 • Bikes travel adjacent to sidewalk  • Very limited opportunities to shorten crossing distance	 • Most opportunities to shorten pedestrian crossing distance and create pedestrian refuges	 • Some opportunities to shorten pedestrian crossing distance and create pedestrian refuges
	 • Safer for bicyclists, but <u>not</u> low-stress environment	 • Parallel streets create low-stress comfortable facility  • Less safe for those who may continue to ride on San Pablo Ave	 • Safer for bicyclists, but <u>not</u> low-stress environment
	 • Significant reduction of loading and parking spaces	 • Least reduction of loading and parking spaces	 • Some reduction of loading and parking spaces
	 • Potential for additional delay at intersections  • Some traffic diverted to I-80 and other streets	 • Managed lane is a new traffic pattern  • Potential for additional delay at intersections  • Some traffic diverted to I-80 and other streets	 • Least impact on future delay and congestion

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Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 14, 2019

TO: Bicycle and Pedestrian Advisory Committee

FROM: Chris G. Marks, Associate Transportation Planner

SUBJECT: Countywide Bicycle and Pedestrian Count Program

Recommendation

Receive an Update on the Countywide Bicycle and Pedestrian Count Program.

Summary

Alameda CTC has collected bicycle and pedestrian count data since 2002. The current program uses in-person manual counts of bicyclists and pedestrians at 150 intersections throughout the county. Count locations were selected to capture activity in downtown areas, near schools, transit hubs, and other activity centers. Counters record the total number of bicycles, pedestrians, and scooters (new for 2018), in addition to information on safety (sidewalk riding, riding without a helmet, riding the wrong way). In each cycle, all locations are surveyed for two hours during the afternoon commute hour (4-6 pm). Some locations are also counted at multiple 2-hour windows: downtown locations are monitored mid-day (12-2pm), and locations near schools are monitored after school (2-4pm). Counts are primarily conducted between September and October. For the 2018 cycle, all counts were completed before smoke from the Camp Fire near Paradise, CA reached the Bay Area in November.

The 2018 count cycle was the second time all 150 locations were counted and is the first opportunity to compare between cycles. During the afternoon count period, just under 78,600 pedestrians and 18,500 bicycles were recorded across all 150 locations—seven percent more pedestrians, and three percent fewer cyclists than were observed in the prior count cycle (2016/17). Additionally, for the first time, scooters were counted at 122 of the 150 locations. In total, just over 1700 scooters were observed—about 1500 were counted in Oakland alone.

Staff will present a detailed summary of the 2018 count program at the February 21, 2019 BPAC meeting.

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachment:

A. Count Program Summary

Alameda CTC Bicycle/Pedestrian Count Program
Count Program Summary

				2016 Counts								2018 Counts											
				PM				Midday		School		PM					Midday			School			
ID	City	North/South	East/West	Bike - Total	No Helmet	Wrong Way	Ped	Bike	Ped	Bike	Ped	Bike - Total	No Helmet	Wrong Way	Scooters	Ped	Bike	Scooters	Ped	Bike	Scooters	Ped	
Alameda CTC Counted Locations																							
1	Alameda	BROADWAY	LINCOLN AVENUE	97	22	13	250			73	156	126	23	10	0	235				74	0	227	
2	Alameda	5TH STREET	CENTRAL AVENUE	177	30	39	276			180	633	180	49	0	0	191				139	9	251	
3	Alameda	MAIN ST	RALPH APPEZATO MEMORIAL PARKWAY	219	34	20	56					72	6	2	3	41							
4	Alameda	PARK STREET	CENTRAL AVENUE	101	76	0	2743	55	4704			181	78	0	3	3129	70	0	4537				
5	Alameda	PARK STREET	OTIS DRIVE	77	47	0	826	52	818			154	56	37	13	868	21	18	787				
6	Alameda	WEBSTER STREET	ATLANTIC AVENUE	87	47	0	986	90	1585			70	63	0	19	715	57	0	1156				
7	Alameda	WEBSTER ST	SANTA CLARA AVE	108	44	19	1292					123	44	3	14	1254							
8	Alameda County	ASHLAND AVE	LEWELLING BLVD	36	9	4	66			36	251	33	1	18	1	60				34	0	353	
9	Alameda County	CENTER ST	CASTRO VALLEY BLVD	8	0	0	69	12	42			48	35	5		35	35	0	12				
10	Alameda County	REDWOOD RD	CASTRO VALLEY BLVD	116	81	12	465	39	325			70	59	0		481	38	0	451				
11	Alameda County	E 14TH ST	159TH AVE	58	36	0	527					59	36	0		387							
12	Alameda County	FOOTHILL BLVD	164TH AVE.	21	6	0	81					12	5	1		100							
13	Alameda County	HESPERIAN BOULEVARD	HACIENDA AVENUE	52	26	0	149					65	33	18	0	153							
14	Alameda County	LAKE CHABOT	SOMERSET AVE	76	28	7	136			79	284	73	47	13		96				39	0	123	
15	Alameda County	HESPERIAN BLVD	LEWELLING BLVD	57	19	7	278					45	34	1		378							
16	Alameda County	MAUD AVENUE	D STREET	0	0	0	14			0	188	0	0	0	0	19				2	4	94	
17	Alameda County	MINES RD	TESLA RD	42	3	3	0					97	3	32		0							
18	Alameda County	MISSION BLVD	GROVE ST	47	34	1	121					43	15	0	0	86							
19	Alameda County	REDWOOD RD	HEYER AVE	14	4	4	155			30	430	42	0	0		74				51	0	407	
20	Alameda County	VIA MEDIA	BROCKMAN ROAD	32	9	17	68			52	1114	84	70	0	1	123				49	0	909	
21	Alameda County	WASHINGTON AVE	GRANT AVENUE	45	3	2	155			41	666	70	2	0	10	179				61	6	836	
22	Albany	JACKSON STREET	BUCHANAN STREET	286	98	7	583			187	885	198	46	1	2	470				154	7	862	
23	Albany	MASONIC AVENUE	SOLANO AVENUE	358	15	34	913	120	764			659	176	2	6	1253	291	1	1177				
24	Berkeley	9TH ST	ALLSTON WAY	407	90	1	464					208	20	7	7	946							
25	Berkeley	ADELINE ST	ALCATRAZ AVE	265	77	13	768					233	184	1	11	775							
26	Berkeley	TELEGRAPH AVENUE	ASHBY AVENUE	244	123	13	1076					206	36	12	0	1323							
27	Berkeley	CALIFORNIA STREET	CHANNING WAY	559	92	0	262					648	91	0	4	254							
28	Berkeley	COLLEGE AVENUE	DERBY STREET	308	146	3	1631			185	1261	360	94	0	9	1893				266	4	1223	
29A	Berkeley	COLUSA AVENUE	SOLANO AVENUE (EAST LEG)	145	58	19	907					107	10	0	7	1418							
29B	Berkeley	COLUSA AVENUE	SOLANO AVENUE (WEST LEG)	146	90	23	1272					128	7	0	3	1001							
30	Berkeley	SHATTUCK AVENUE	BANCROFT WAY	482	113	22	5332	1172	20754			175	124	0	0	5613	133	4	4928				
31	Berkeley	6TH STREET	GILMAN STREET	189	75	3	266					161	151	0	0	261							
32	Berkeley	KING STREET	ASHBY AVENUE	324	57	0	464			202	380	249	165	0	9	470				202	3	429	
33	Berkeley	CALIFORNIA STREET	UNIVERSITY AVENUE	457	154	5	755					412	83	6	2	860							
34	Berkeley	SAN PABLO AVE	VIRGINIA ST	287	140	19	426					274	53	0	0	416							
35	Dublin	TASSAJARA ROAD	CENTRAL PARKWAY	34	15	0	173					53	11	4		394							
36	Dublin	SAN RAMON RD	DUBLIN BLVD	29	12	0	131					11	2	0	0	195							
37	Dublin	VILLAGE PARKWAY	AMADOR VALLEY BOULEVARD	43	2	2	265					120	68	12		273							
40	Emeryville	SAN PABLO AVENUE	40TH STREET	451	209	29	1695			182	1340	274	124	0	9	1825				162	20	1772	
41	Emeryville	CHRISTIE AVENUE	POWELL STREET	139	70	8	346	37	310			63	21	4	0	471	24	0	441				
42	Fremont	BLACOW RD	CENTRAL AVE	26	6	0	139					24	2	0		96							
43	Fremont	CHERRY LANE	MOWRY AVENUE	13	5	0	170					37	25	0	1	63							
44	Fremont	PASEO PADRE PARKWAY	DECOTO ROAD	51	16	0	23					59	25	0	0	34							
45	Fremont	DEEP CREEK ROAD	ARIEL AVENUE	6	0	0	67			7	90	19	0	0	4	93				6	0	38	
46	Fremont	DRISCOLL ROAD / OSGOOD ROAD	WASHINGTON BOULEVARD	40	10	0	47					56	3	0		112							
47	Fremont	FREMONT BLVD	CUSHING PARKWAY	55	34	0	132					76	23	0		91							
48	Fremont	GRIMMER BLVD	FREMONT BLVD	66	6	2	109	44	114			84	50	7		188	48	0	131				
49	Fremont	FREMONT BOULEVARD	MOWRY AVENUE	105	80	14	987	73	1107			93	3	20		758	85	0	662				
50	Fremont	FREMONT BLVD	PERALTA BLVD	116	77	23	356	51	180			46	0	1		43	39	0	145				
51	Fremont	GRIMMER BLVD	BLACOW ROAD	66	0	1	221			39	1926	69	24	0		294				99	0	1741	
52	Fremont	GRIMMER BLVD	PASEO PADRE	40	24	4	76					78	8	2		83							
53	Fremont	MISSION BLVD	NILES CANYON	15	0	0	15					33	22	0		32							
54	Fremont	MISSION BLVD	NURSERY AVE	23	0	0	3			14	49	19	0	0		6				22	0	25	
55	Fremont	MISSION BOULEVARD	WASHINGTON BOULEVARD	46	3	13	139	62	166			27	4	0	0	141	17	0	68				
56	Fremont	PASEO PADRE PKWY	MOWRY AVE	99	4	19	480					66	13	5		511							
57	Fremont	STEVENSON BLVD	PASEO PADRE	62	5	0	211	18	147			101	25	3		153	35	0	179				
58	Fremont	THORNTON AVE	DUSTERBERRY WAY	48	10	0	181					24	2	0		96							
59	Fremont	WALNUT AVE	CIVIC CENTER DR	108	21	10	864					141	2	4		856							
60	Fremont	WARM SPRINGS BOULEVARD	GRIMMER BOULEVARD	73	40	18	20					190	1	6		109							
61	Fremont	WARM SPRINGS BOULEVARD	WARREN AVENUE	76	4	0	157					105	7	8		156							
62	Fremont	FREMONT BOULEVARD	WASHINGTON BOULEVARD	74	4	5	285					108	37	8		374							
63	Hayward	MAIN STREET	B STREET	30	10	0	1188					61	46	20	13	992							

Alameda CTC Bicycle/Pedestrian Count Program
Count Program Summary

				2016 Counts								2018 Counts											
				PM				Midday		School		PM					Midday			School			
ID	City	North/South	East/West	Bike - Total	No Helmet	Wrong Way	Ped	Bike	Ped	Bike	Ped	Bike - Total	No Helmet	Wrong Way	Scooters	Ped	Bike	Scooters	Ped	Bike	Scooters	Ped	
Alameda CTC Counted Locations																							
64	Hayward	GRAND STREET	C STREET	67	45	21	324					58	21	0	2	315							
65	Hayward	CALAROGA AVENUE	PANAMA STREET	32	22	7	180					65	35	0	7	263							
66	Hayward	FOOTHILL BLVD	D STREET	46	31	4	225	28	161			52	34	0	8	158	29	0	107				
67	Hayward	HESPERIAN BOULEVARD	LA PLAYA DRIVE	20	16	0	112					20	6	0	0	113							
68	Hayward	HUNTWOOD AVENUE	TENNYSON ROAD	79	24	3	435					145	101	38	0	635							
69	Hayward	DIXON STREET	INDUSTRIAL PKWY	101	68	42	135					101	58	20	0	165							
70	Hayward	MARTIN LUTHER KING JR. DRIVE	B STREET	44	36	11	178					150	148	1	0	81							
71	Hayward	MISSION BLVD	C STREET	17	8	0	71					24	7	0	0	443							
72	Hayward	MISSION BOULEVARD	CARLOS BEE BOULEVARD	37	35	0	159					46	23	0	0	122							
73	Hayward	SANTA CLARA ST	LARCHMONT ST	27	9	0	71			3	118	28	14	0	0	32				3	0	25	
74	Hayward	WHITMAN STREET	TENNYSON ROAD	148	89	82	386			68	665	83	37	0	0	449				57	0	599	
75	Hayward	TYRRELL AVENUE	SHEPHERD AVENUE	11	7	0	236			25	423	15	14	0	1	275				22	1	1439	
76	Hayward	AMADOR STREET	WINTON AVENUE	74	43	0	312			67	416	63	13	0	0	256				34	0	271	
77	Livermore	RAILROAD AVE	FIRST STREET	37	25	4	229	36	250			25	14	0	0	585	5	0	439				
78	Livermore	CHEST NUT ST	JUNCTION AVE	47	37	0	208			18	334	38	28	0	8	254				29	4	2396	
79	Livermore	MURIETTA BLVD	STANLEY BLVD	65	22	25	110			74	392	30	0	0	0	101				62	0	857	
80	Livermore	HILLCREST AVENUE	EAST AVENUE	71	14	0	64					101	20	6	0	189							
81	Livermore	ISABEL AVE	E JACK LONDON BLVD	45	0	0	4					69	5	3	0	9							
82	Livermore	MURDELL LANE	CONCANNON BLVD	12	2	0	10					25	4	2	0	42							
83	Livermore	SOUTH L ST	COLLEGE AVE	40	4	0	51					65	9	6	0	26							
84	Livermore	VASCO ROAD	EAST STREET	164	43	3	32					204	155	0	0	53							
85	Newark	CEDAR BLVD	MIRABEAU DRIVE	12	6	0	143			28	425	20	17	0	0	88				5	0	254	
86	Newark	NEWARK BLVD	JARVIS AVE	69	19	5	197					82	56	0	0	144							
87	Newark	CEDAR BLVD	S MAGAZINE	13	0	0	118					54	26	0	0	174							
88	Newark	WILLOW ST	THORTON AVE	80	14	7	17					26	1	0	0	18							
89	Oakland	E STREET	105TH AVENUE	58	42	0	309			66	438	28	11	1	2	292				31	28	684	
90	Oakland	E 12TH STREET	1ST AVENUE	426	261	10	330			195	270	413	31	0	99	694				210	82	403	
91	Oakland	23 RD AVE	PARK ST / 29TH AVE	203	1	0	19					270	36	58	2	0							
92	Oakland	23RD AVENUE	E 27TH STREET	8	4	0	185					2	1	0	0	165							
93	Oakland	INTERNATIONAL BOULEVARD	29TH AVE	97	48	0	1084			66	1934	96	43	0	115	867				70	28	1168	
94	Oakland	ALICE STREET	2ND STREET	43	27	0	206					80	15	0	34	408							
95	Oakland	GALINDO AVE	35TH AVE	61	20	0	279					64	39	0	15	368							
96	Oakland	E 12TH ST	38TH AVE	154	134	0	139					176	91	0	3	219							
97	Oakland	INTERNATIONAL BLVD	1ST AVENUE	483	147	26	906					348	263	4	51	456							
98	Oakland	INTERNATIONAL BLVD	73 RD AVE	40	11	7	889					105	57	0	0	1265							
99	Oakland	INTERNATIONAL BLVD	82ND STREET	78	12	0	881	75	512			84	84	5	29	601	74	10	401				
100	Oakland	ADELINE STREET	32ND STREET	244	60	7	208					189	104	0	10	353							
101	Oakland	ALISO AVENUE	REDWOOD ROAD	30	2	12	160			23	111	3	2	0	0	45				5	0	77	
102	Oakland	BANCROFT AVE	DURANT AVE	23	13	0	74					49	49	0	0	69							
103	Oakland	BROADWAY	42ND STREET	207	43	7	668			132	866	197	22	7	31	609				149	37	1204	
104	Oakland	BROADWAY	15TH STREET - TELEGRAPH AVENUE	432	179	65	2436	216	4301			362	59	0	100	2290	154	98	4232				
105	Oakland	COLLEGE AVENUE	MILES AVENUE	336	71	24	3611	191	2680			371	15	0	27	3104	159	1	1888				
106	Oakland	MACARTHUR BLVD	COOLIDGE AVENUE	61	23	0	230			63	193	30	16	1	4	605				22	0	829	
107	Oakland	12TH STREET	5TH AVENUE	185	117	12	564					183	103	0	12	392							
108	Oakland	EDES AVE	JONES AVE	21	18	14	166			12	243	36	32	0	0	142				26	0	191	
109	Oakland	HARRISON ST	GRAND AVE	621	53	18	4015	340	4842			522	282	0	93	4436	197	37	5341				
110	Oakland	BROADWAY	MACARTHUR BLVD	452	95	3	2401					376	83	0	11	2897							
111	Oakland	TIDEWATER AVENUE	HIGH STREET	74	20	30	40					84	36	0	2	48							
112	Oakland	BROADWAY	GRAND AVENUE	788	76	15	2990					459	23	0	515	3920							
113	Oakland	BROOKLYN AVENUE	LAKESIDE AVE	564	202	57	433					456	135	0	61	503							
114	Oakland	MACARTHUR BLVD	82ND AVE	29	20	0	436					29	15	7	0	293							
115	Oakland	MACARTHUR BLVD	SEMINARY AVE	20	14	3	182					17	3	0	0	179							
116	Oakland	MADISON STREET	10TH STREET	149	24	41	1296	132	1265			112	38	0	51	1302	94	36	1288				
117	Oakland	HORTON STREET	MANDELA PARKWAY	286	105	3	252					279	40	6	67	269							
118	Oakland	MARKET STREET	14TH STREET	305	62	20	384			201	447	232	47	0	13	408				261	42	411	
119	Oakland	MARTIN LUTHER KING BOULEVARD	14TH STREET	256	52	2	722					333	126	31	57	764							
120	Oakland	38TH STREET / 13TH AVENUE	PARK BOULEVARD	58	13	0	167			24	763	72	6	0	0	249				48	0	846	
121	Oakland	E 18TH STREET	PARK BOULEVARD	198	10	7	565					185	131	0	31	598							
122	Oakland	41ST STREET	PIEDMONT AVENUE	353	79	38	1762	144	2562			267	101	4	22	1816	99	0	2521				
123	Oakland	SAN PABLO AVENUE	STANFORD AVENUE / POWELL STREET	241	51	34	315					215	56	1	4	396							
124	Oakland	SHATTUCK AVE	61ST ST	253	17	1	169			171	239	370	17	1	4	188				156	6	182	
125	Oakland	TELEGRAPH AVE	ALCATRAZ AVE	334	48	9	748					347	51	0	19	724							

Alameda CTC Bicycle/Pedestrian Count Program
Count Program Summary

				2016 Counts								2018 Counts											
				PM				Midday		School		PM					Midday			School			
ID	City	North/South	East/West	Bike - Total	No Helmet	Wrong Way	Ped	Bike	Ped	Bike	Ped	Bike - Total	No Helmet	Wrong Way	Scooters	Ped	Bike	Scooters	Ped	Bike	Scooters	Ped	
Alameda CTC Counted Locations																							
126	Oakland	BANCROFT AVE	VICKSBURG AVE	63	16	0	165					61	44	0	12	173							
127	Oakland	WASHINGTON ST	9TH ST	80	66	2	2340					128	27	7	26	2230							
128	Piedmont	GRAND AVENUE	OAKLAND AVENUE	57	25	2	219			44	196	60	11	0	7	283				36	0	252	
129	Pleasanton	MAIN STREET	BERNAL AVE	15	5	6	9	5	17			19	7	3	0	6	8	0	24				
130	Pleasanton	OWENS DRIVE	ANDREW DR	51	30	36	145					32	8	2	3	164							
131	Pleasanton	SANTA RITA ROAD	FRANCISCO STREET	55	28	44	15			15	52	50	2	0	4	79				45	0	63	
132	Pleasanton	SANTA RITA ROAD	STONERIDGE DRIVE	125	16	13	147					132	32	3	0	104							
133	Pleasanton	VALLEY AVENUE	STANLEY BOULEVARD	122	12	28	18					109	9	8	0	43							
134	Pleasanton	HOPYARD ROAD	STONERIDGE DRIVE	50	7	0	5					37	0	0	4	29							
135	Pleasanton	WILLOW RD	LAS POSITAS BLVD	93	20	0	60			17	67	107	29	0	0	72				178	0	297	
136	San Leandro	BANCROFT AVE	ESTUDILLO AVE	100	78	27	228			78	831	94	32	2	4	156				128	0	1228	
137	San Leandro	CORVALLIS STREET	FLORESTA BOULEVARD	42	10	0	8			15	26	27	19	0	0	47				36	0	18	
138	San Leandro	PIERCE AVENUE	DAVIS STREET	29	8	18	115					65	32	0	0	194							
139	San Leandro	DOOLITTLE DRIVE	WILLIAMS STREET	76	5	3	74					78	20	0	0	64							
140	San Leandro	14TH STREET	HESPERIAN BOULEVARD	68	43	0	234					53	36	13	0	174							
141	San Leandro	E 14TH STREET	MAUD STREET	46	40	25	112					35	23	0	0	532							
142	San Leandro	HAYS STREET	W. JUANA STREET	59	31	0	676	33	582			120	0	0	2	957	34	4	712				
143	San Leandro	SAN LEANDRO BOULEVARD	DAVIS STREET	113	12	10	600					136	3	0	0	617							
144	Union City	H STREET	ALVARADO NILES RD	77	3	0	507			50	1101	102	56	0	0	433				40	0	793	
145	Union City	HOP RANCH RD	ALVARADO NILES RD	52	12	0	89			35	440	46	22	4	3	66				26	0	389	
146	Union City	7TH ST	DECOTO RD	25	7	0	52					42	28	9	0	83							
147	Union City	ALVARADO NILES ROAD	DECOTO ROAD	86	20	25	598					84	44	0	4	876							
148	Union City	DYER STREET	ALVARADO NILES ROAD	24	13	0	155					42	35	0	0	148							
149	Union City	MISSION BLVD	DECOTO RD	41	8	0	11					35	7	2	3	26							
150	Union City	UNION CITY BLVD	HORNER STREET	12	2	7	142					55	32	0	0	120							

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Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee

7.1

DRAFT Meeting Schedule for 2018-2019 Fiscal Year

Updated October 11, 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)• 2016/2017 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• San Pablo Corridor Project Update• 2018 Bike/Ped Count Program
4	May 16, 2019	<ul style="list-style-type: none">• Review TDA Article 3 Projects• East 14th Street/Mission Blvd. and Fremont Blvd. Corridor Project Update

Other items to be scheduled:

- I-80/Ashby Interchange Project
- Oakland-Alameda Access Project
- 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	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		Vacancy			Transit Agency (Alameda CTC)			
10		Vacancy			Alameda County Supervisor Keith Carson, District 5			
11		Vacancy			Alameda County Mayors' Conference, D-4			

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