ALAMEDA County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

Bicycle and Pedestrian Advisory Committee Meeting Agenda
Thursday, May 16, 2019, 5:30 p.m.

Chair:	Matt Turner	Staff Liaison:	Carolyn Clevenger, Chris G. Marks
Vice Chair:	Kristi Marleau	Public Meeting Coordinator:	Angie Ayers

1. Call to Order

2. Roll Call

3. Public Comment

4. BPAC Meeting Minutes **Page/Action**

4.1. Approve February 21, 2019 BPAC Meeting Minutes 1 A

5. Regular Matters

5.1. Transportation Development Act Article 3 Project Review 5 A

5.2. East 14th Street/Mission Boulevard and Fremont Boulevard Multimodal Corridor Project 9 I

5.3. Countywide Active Transportation Plan: Major Barrier Concepts 25 I

6. Organizational Meeting

6.1. Election of BPAC Officers for FY 2019-20 43 A

6.2. Approve the FY 2019-20 BPAC Calendar 45 A

7. Member Reports

7.1. BPAC Roster 47 I

8. Adjournment

Next Meeting: TBD

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.
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Alameda CTC Schedule of Upcoming Meetings for May 2019 through July 2019

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	May 23, 2019 June 27, 2019 July 25, 2019
9:30 a.m.	Alameda CTC Commission Retreat	May 30, 2019
9:00 a.m.	Finance and Administration Committee (FAC)	June 10, 2019 July 8, 2019
9:30 a.m.	I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)	
10:00 a.m.	I-580 Express Lane Policy Committee (I-580 PC)	
10:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
12:00 p.m.	Programs and Projects Committee (PPC)	

Advisory Committee Meetings

1:30 p.m.	Joint Paratransit Advisory and Planning Committee (PAPCO) and Paratransit Technical Advisory Committee (ParaTAC)	May 20, 2019
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	June 6, 2019
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	June 24, 2019
5:30 p.m.	Independent Watchdog Committee (IWC)	July 8, 2019

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.

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1. **Call to Order**
   Bicycle and Pedestrian Advisory Committee (BPAC) Chair Matt Turner called the meeting to order at 5:30p.m.

2. **Roll Call**
   A roll call was conducted and all members were present.

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

4. **BPAC Meeting Minutes**
   4.1. Approve October 18, 2018 BPAC Meeting Minutes
   Matt Turner noted a correction needed on page 4 of the minutes to change the November 7th date to November 1st.

   Matt Turner made a motion to approve this item with the correction. Jeremy Johansen seconded the motion. The motion passed with the following votes:

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

5. **Regular Matters**
   5.1. Countywide Active Transportation Plan Update
   Chris Marks gave an update on the Countywide Active Transportation Plan (CATP). Since the last CATP update, staff developed program and policy recommendations, performance measures, concept designs for major barriers, and are drafting the final plan. Mr. Marks provided an update on those items. Staff expects to complete work on all components of the plan in April 2019 and seek Commission approval in June.

   Matt Turner stated that Hesperian intersects with the San Leandro Creek Active Transportation Corridor Project. Mr. Marks said the team is still choosing between Hesperian Blvd and Washington Blvd for the major barrier concept.

   Ben Schweng asked if Alameda CTC can look at Hesperian Blvd and Highway 92 crossings as a barrier. Mr. Marks said at the team will look at it.

   Liz Brisson asked if Alameda CTC would sponsor the major barriers projects. Carolyn Clevenger said the idea is to start looking at conceptual planning and to help give resources to begin looking at the projects. Mr. Marks stated that Alameda CTC

checked with local jurisdictions to find out if they are interested in bringing the projects forward in the future.

Kristi Marleau asked how involved has Caltrans been on the freeway projects that were identified. Mr. Marks said that Caltrans is part of the Technical Advisory Committee and they provided initial review.

This item is for information only.

5.2. San Pablo Avenue Corridor Project Update

Carolyn Clevenger presented this item and requested BPAC to provide input on the San Pablo Avenue Corridor Project. Alameda CTC is partnering with the Contra Costa Transportation Authority, West Contra Costa Transportation Advisory Committee, Alameda-Contra Costa Transit District (AC Transit), as well as Caltrans and local jurisdictions. Ms. Clevenger stated that the project starts in Oakland and ends in Contra Costa County through the City of San Pablo and it includes four jurisdictions in Alameda County and three jurisdictions in Contra Costa County. Caltrans is involved because a portion of the corridor is a State Route. She stated that the project team has completed the evaluation of long-term concepts for the corridor which identify multimodal improvements to meet the overall project goals and include a variety of transit, bicycle, pedestrian, auto, and streetscape improvements.

Ben Schweng stated that some of the parallel routes are sketchy and the neighborhoods are dark and quite, in an unsafe way. He noted San Pablo has a lot of retail; however, it's not vibrant retail and if parking is lost along the corridor the retail will be lost as well.

David Fishbaugh asked if the housing development along the corridor is multi-story/apartments and he inquired what the developers are doing about parking. Ms. Clevenger confirmed that the housing is mostly multi-story and apartments. She noted that as more people move into that corridor there will be more demand for parking on the street.

Liz Brisson asked how long before implementation for the near term projects particularly in Oakland. Ms. Clevenger noted that the pedestrian safety improvements may be done within three to five years depending on the level of engagement from the City of Oakland. She stated that many of the improvements are in Oakland and they are the key partner to help implement this effort.

Liz Brisson asked is it worth putting a bike facility at intersections when it's not safe if there is a mixing zone.

Feliz Hill asked what's recommended for the San Pablo Avenue Corridor Project plans and will it be up to the jurisdictions to implement. Ms. Clevenger stated that

because the San Pablo Avenue Corridor Project is multi-jurisdictional Alameda CTC will be more involved in delivering the projects. The project is in the early stages so there are no final recommendations yet.

Dave Murtha asked if the footprint is wide enough to have one-way streets that cross San Pablo. Ms. Clevenger stated staff will take this idea to the Technical Advisory Committee and the project team.

Dave Murtha asked what the best practices are for vehicles and pedestrians on right turn lanes. Ms. Clevenger said some of the best practices are advanced pedestrian signals and pedestrian bulbs.

Feliz Hill stated that once the concept is solidified signage will need to be considered.

Ben Schweng asked if the goal is to have a concept that will it be consistent along the entire corridor or have different concepts. Ms. Clevenger stated that the project team wants as much consistency for the user but the team recognizes that it will not be the same for the length of the corridor for various reasons.

Matt Turner noted that the parallel facilities alternatives may move faster. Ms. Clevenger stated that that those routes might move independently of Caltrans.

Matt Turner stated that extending the sidewalk and using it as a bike facility would be better than the buffered class 2 bike lanes. The Committee discussed how current buffered bike lanes are abused by people in vehicles and the Committee explored the concept of having the buffered bike lane on sidewalks.

This item is for information only.

5.3. Countywide Bicycle and Pedestrian Count Program, 2018 Results

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 gathered manual counts of bicyclists and pedestrians at 150 intersections throughout the county. He noted the program collects total counts as well as instances of riding without a helmet, sidewalk riding, wrong-way riding and for the first time, scooters were counted. He noted that the 2018 count cycle was the second time all 150 locations were counted and is the first opportunity to compare data between cycles.

Feliz Hill asked if you differentiated between data of scooters that rode on sidewalks. Ms. Clevenger stated that this can be considered the next time.

Ben asked if all types of scooters counted. Mr. Marks said based on the location of most of the data, the program mostly captured motorized scooters, however counters were not explicitly told to only consider motorized scooters.

David Fishbaugh asked if data can be captured based on population growth/decline by city. Mr. Marks said yes, data can be looked at by local population.

David Fishbaugh asked if the jurisdictions are aware of the count locations and the results of the data. Mr. Marks said that the jurisdictions helped to identify the data collection sites and those data are shared with local jurisdictions

This item is for information only.

6. Staff Reports

Carolyn Clevenger said that the Active Transportation Grant Program recommendations for the Regional Program went to the Metropolitan Transportation Commission. She noted that Alameda County agencies received three of the recommendations for the Regional Program: the Alameda County Public Works received an Active and Safe grant, Alameda CTC received a large Safe Routes to Schools grant, and Albany received a grant for Ohlone Greenway improvements.

7. Member Reports

Jeremy Johansen stated that a member of one of his committees sustained an injury due to an e-scooter parked on sidewalk. The injured party has been an advocate bringing the information to the local jurisdictions to try to get the scooters to comply with the rules of the road.

Feliz Hill asked about an update on the Gilman Interchange Project. Ms. Clevenger said she would ask the project team to bring an update at the next meeting.

David Fishbaugh noted that, former BPAC member, Diane Shaw is now a Board Member for AC Transit.

Ben Schweng asked about the I-880 interchange pulling up the rail on Fruitvale going to Alameda. He requested an update on this project.

Matt Turner requested staff include on the agenda an item to discuss the vacancies on the committee.

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 7:32 p.m. The next meeting is scheduled for May 16, 2019 at the Alameda CTC offices.

DATE:	May 9, 2019
TO:	Bicycle and Pedestrian Advisory Committee
FROM:	Chris G. Marks, Associate Transportation Planner
SUBJECT:	Transportation Development Act Article 3 Project Review

Recommendation

Provide input on Transportation Development Act (TDA) Article 3 projects for select jurisdictions.

Summary

The Countywide BPAC is responsible for reviewing and providing input on TDA Article 3 projects in Alameda County. As in the past, the BPAC is requested to review several projects being submitted by local jurisdictions for funding in Fiscal Year (FY) 2018-2019. The two projects are described below.

Background

TDA Article 3 is a funding source administered by the Metropolitan Transportation Commission (MTC) that is available annually to local agencies for use on bicycle and pedestrian projects. Local balances are determined according to population by formula, and jurisdictions may spend funds or roll them over to a future year. MTC requires that all projects submitted for funding be reviewed by a Bicycle Advisory Committee (BAC) and several jurisdictions in Alameda County use the Alameda CTC Countywide BPAC for this purpose.

The Fiscal Year 2019-2020 TDA Article 3 Pedestrian and Bicycle Program funding allocation for Alameda County is $1,844,219. Attachment A shows the distribution of the FY 2019-2020 TDA Article 3 funding among cities.

This year two jurisdictions are requesting the Countywide BPAC to review their projects: Alameda County and the City of Hayward. Their projects are summarized below. All other jurisdictions have elected to roll-over TDA Article 3 funds for future years or will use a local BAC for project review.

Alameda County

ADA Compliant Wheelchair Ramps at Various Locations

Installation of wheelchair ramps at various locations. The TDA funding request is $276,633.

City of Hayward

Citywide ADA Compliant Wheelchair Accessible Ramps

Installation of wheelchair ramps at various locations citywide. The TDA funding request is $168,064.

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

Attachment:

A. Fiscal Year 19/20 TDA Article 3 Program – List of Projects

EXHIBIT A - FY 19/20 TDA Article 3 Program - List of Projects - March 29, 2019						
Agency		Proposed Projects	FY19/20 TDA Funding Program	FY 19/20 **Total** Allocation	Roll over to FY 20/21	Carryover Funding FY20/21
		PA1				
City of Alameda*		Bicycle and Pedestrian Plans Update	$81,800	$81,800	$0	$0
Albany	(1)	No project submitted for FY 19/20	$19,763	$0	$19,763	$38,483
Berkeley	(2)	No project submitted for FY 19/20	$126,412	$0	$126,412	$253,961
Emeryville		No project submitted for FY 19/20	$12,441	$0	$12,441	$12,441
Oakland		Oakland Stairs & Paths program	$444,796	$244,796	$0	$0
		Bicycle signage program		$100,000		
		Bicycle parking program		$75,000		
		Bicycle education program		$25,000		
Piedmont		No project submitted for FY 19/20	$11,739	$0	$11,739	$11,739
		PA1 Total		**$526,596**		
		PA2				
Hayward		Citywide ADA Compliant Wheelchair Accessible Ramps	$168,064	$168,064	$0	$0
San Leandro**		San Leandro Pedestrian Curb Ramp Upgrade Program	$90,860	$90,860	$0	$0
		PA2 Total		**$258,924**		**$0**
		PA3				
Fremont		Fremont Bicycle Master Plan Year 2 Bikeway Improvements	$244,206	$244,206	$0	$0
Newark	(3)	No project submitted for FY 19/20	$49,235	$0	$49,235	$94,016
Union City	(4)	No project submitted for FY 19/20	$75,709	$0	$75,709	$235,364
		PA3 Total		**$244,206**		
		PA4				
Dublin	(5)	No project submitted for FY 19/20	$65,596	$0	$65,596	$67,239
Livermore		Active Transportation Plan Implementation projects-Various locatio	$94,815	$498,527	$0	$0
Pleasanton		No project submitted for FY 19/20	$82,150	$0	$82,150	$82,150
		PA4 Total		**$498,527**		
		COUNTY				
County of Alameda***		ADA Compliant Wheelchair Accesible Ramps at various locations	$276,633	$276,633	$0	$0
		County Total		**$276,633**		**$0**
		Total	**$1,844,219**	**$1,804,886**	**$443,045**	**$795,393**

(1) Carryover Funding FY 20/21 Amount for City of Albany includes FY 18/19 $18,720 & FY 19/20 $19,763.
(2) Carryover Funding FY 20/21 Amount for City of Berkeley includes FY 17/18 $8,021, FY 18/19 $119,528, and FY 19/20 $126,412.
(3) Carryover Funding FY 20/21 Amount for City of Newark includes FY 18/19 $44,781 and FY 19/20 $49,235.
(4) Carryover Funding FY 20/21 Amount for Union City includes FY 17/18 $87,239, FY18/19 $72,416, and FY19/20 $75,709.
(5) Carryover Funding FY 20/21 for City of Dublin includes FY18/19 1,643 and FY 19/20 $65,596.

NOTE:

*The City of Alameda paid back $75,956 to the City of Livermore with FY19/20 TDA Article 3 allocation. City of Alameda FY19/20 available is $5,844.
The City of Alameda will borrow $75,956 from the City of Pleasanton and will pay back the City of Pleasanton with FY20/21 TDA Article 3 allocation. Therefore, City of Alameda FY19/20 allocation is $5,844+$75,956.
**The City of San Leandro paid back $20,000 to City of Livermore with FY19/ 20 TDA Article 3 allocation. City of San Leandro FY19/20 available is $70,860.
The City of San Leandro borrowed $20,000 from the City of Newark and will pay back the City of Newark with FY20/21 TDA Article 3 allocation. Therefore, City of San Leandro FY19/20 allocation is $70,860+$20,000.
*** N/A

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DATE:	May 9, 2019
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 Update

Recommendation

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

Summary

The Alameda County Transportation Commission is working on the E. 14th St. /Mission Blvd. and Fremont Blvd. Multimodal Project, one of the first major multimodal arterial corridor projects in the county. At the October 18, 2018, BPAC meeting, Alameda CTC staff presented the background and key findings from the Baseline Conditions Report for the East 14th Mission and Fremont Blvd. Multimodal Corridor Project. The intent of this project is to advance the high-level planning efforts conducted by Alameda CTC in 2016 and ultimately improve multimodal access, circulation, and safety along the Project Corridor for all users and accommodate anticipated growth. This effort seeks to identify improvement projects that can be implemented in the short, medium, and long-term horizons. The project also builds on existing planning and project improvement efforts occurring along the corridor.

Based on the extensive information gathered from existing efforts, field data collection, and online public outreach in the summer of 2018, the project team, in coordination with the partner agencies, developed the Baseline Conditions Report. This Report is the basis for the development of the draft conceptual short, medium and long-term improvements. These were presented to stakeholder member agencies and taken through a focused public outreach across the county from January through March 2019. Staff will present a detailed summary of progress made on the Project at the May 16th, 2019 BPAC meeting and will seek input from the countywide BPAC.

Background

East 14th St. / Mission Blvd. and Fremont Blvd. is a key north/south arterial corridor that connects 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 inter-city rail.

A factsheet on the Baseline Conditions Report, the first major deliverable for this project, is shown in Attachment A. Based on the findings of that report, stakeholder interviews, and online public outreach, the project team has developed the project purpose and goals, two packages of conceptual long-term improvements and a series of medium- and short-term multimodal improvements for the corridor.

Key Findings from Baseline Conditions Analysis

As mentioned above, the Baseline Conditions analysis provided key findings that informed the subsequent steps of the project work, including defining project purpose and goals, and developing conceptual improvements. Below is a summary of the key findings:

- Significant growth is projected along the corridor: Population and employment are expected to grow by 20 and 25% respectively by 2040. As a result, the corridor will have a nearly two-thirds increase in traffic volume by then. Therefore, providing robust travel options and better connections between job centers and residential areas are important considerations.
- Over 55% of corridor trips are five miles or less, presenting the opportunity to improve transit and active transportation modes as options to serve these trips.
- Ninety percent of trips on the corridor stay within the corridor indicating the need for improved multimodal travel options, including first and last mile connections. Forty percent of bus ridership comes from BART stations. One third of the bus travel time on the corridor is to access the BART stations. These data highlight the importance of buses serving BART stations and the need to improve bus access to and from BART stations.
- Forty percent of the corridor is part of the pedestrian High Injury Network (HIN) and 25% of the corridor is part of the bicycle HIN. The HIN indicates the extent and severity of collisions for active transportation at the county level. This emphasizes the need for the implementation of safety measures for pedestrians and cyclists in the project area.

Project Purpose and Goals

Alameda CTC has identified the following goals that will help address the project needs as identified in the Baseline Conditions analysis findings:

- Support the planned long-term growth and economic development

- Address the range of mobility needs for study area residents, businesses, workers, and visitors
- Increase the share of non-auto (transit and active transportation) trips
- Improve the connectivity between transportation modes and services

Conceptual Improvements and Outreach

The two draft packages of long-term conceptual improvements shown in Attachment B intend to address the long-term multimodal needs for the corridor. They meet the project goals by expanding multimodal transportation choices, improving bus travel times, leveraging rail transit service, and facilitating local trips under five miles. Long-term concepts have an implementation horizon of more than seven years. These concepts build upon the conceptual medium- and short-term improvements, which have an implementation schedule of seven years or less.

The two draft long-term concepts include six improvement categories, which differ from each other in terms of how the right of way is assigned for the transit and bike modes along the corridor, and how the categories are packaged or grouped. The six improvement categories are:

- East Bay Bus Rapid Transit extension by providing bus-only lanes
- Rapid bus service
- Micro transit/Flex service
- Mobility Hubs providing robust transfer and first and last mile options enhanced by technology
- Off-Street Multiuse Trail (Class I)
- On-Street Protected Bike Lane Network (Class IV)

Medium- and short-term improvements address immediate hot spot issues and provide solutions that are relatively easy to implement. Attachment C provides examples of these improvements.

In winter 2019, the Alameda CTC project team presented the draft improvement concepts at seven meetings with jurisdiction staff, and held five public focus group meetings of key stakeholders along the corridor, a presentation to the Unincorporated Eden Area Technical Advisory Committee, and a joint mobility workshop with the City of Fremont.

Next Steps

Currently, the project team is conducting technical evaluations of the long-term conceptual improvements to develop recommendations for draft alternatives. The recommended alternatives will be taken through public outreach in late summer as shown in the project schedule in Attachment D. Staff will also present the recommended alternatives to BPAC at that time. Based on the input from this public outreach and feedback from the project TAC,

BPAC, and the Commission, a preferred alternative will be selected in the fall to move forward to the project development and environmental phase.

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

Attachments:

A. Project Fact Sheet
B. Long-term Concepts 1 and 2
C. Medium- and Short-term Concepts
D. East 14th Fremont Blvd. and Fremont Blvd. Corridor Project Schedule

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

FACT SHEET

Winter 2018

ALAMEDA County Transportation Commission

Project Overview

Project Corridor

Study Area at a Glance

- **5 local jurisdictions**
- **314,000 residents**
- **90,000 employees**
- **14 Priority Development Areas**
- **120 signalized intersections**
- **16,800 to 36,000 vehicles per day**
- **2/3 of corridor with bike lanes**
- **7 transit providers plus public and private shuttles**
- **7 BART stations, 2 Capitol Corridor stations, 1 ACE station (shared with Amtrak)**

East 14th Street, Mission Boulevard, and Fremont Boulevard connect the communities of central and southern Alameda County with regional transportation facilities, employment areas, and activity centers. The corridor extends through five jurisdictions (San Leandro, unincorporated Alameda County, Hayward, Union City, and Fremont) and provides connections throughout the inner East Bay paralleling Interstate 880 and BART.

The E. 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project (Project) will identify specific near-, mid-, and long-term multimodal mobility improvements for implementation.

COORDINATION WITH ONGOING PROJECTS

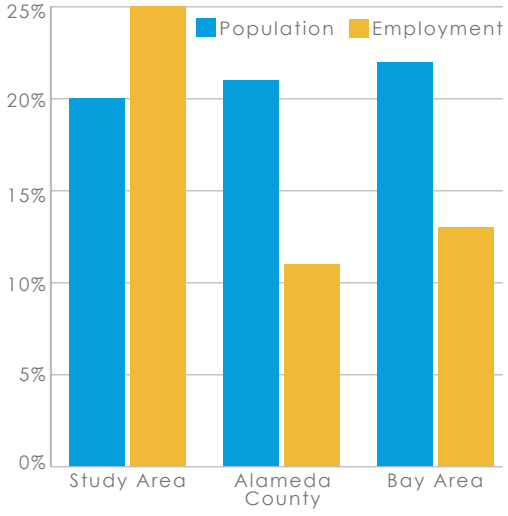
Several near-term transportation projects are planned or under construction within the Study Area. Some of these projects are listed below and provide opportunities to coordinate recommended near-term improvements with ongoing efforts.

- **San Leandro** – pedestrian signals, streetscape improvements
- **Ashland/Cherryland** - E. 14th/Mission Streetscape, Phases 2 and 3
- **Hayward** - Mission Blvd. improvements, Phase 2 and Phase 3
- **Union City** – East-West Connector
- **Fremont** – Fremont Blvd. Safe and Smart Corridor
- **Caltrans** – pavement rehabilitation, ADA curb ramps
- **AC Transit** – East Bay BRT, Rapid Bus improvements in Fremont, Flex service
- **BART** – Silicon Valley extension to Santa Clara
- **Alameda CTC** - East Bay Greenway from Oakland to South Hayward BART

SIGNIFICANT EMPLOYMENT GROWTH PROJECTED

Total employment in the Study Area is projected to grow by 25 percent between 2020 and 2040, double the rate for Alameda County as a whole and for the nine-county Bay Area region. Population in the Study Area is projected to grow at a rate comparable to the rest of the county and region.

Study Area Growth 2020 to 2040



Source – Play Bay Area 2040

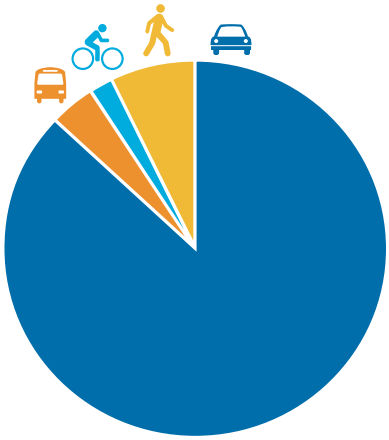
Travel Markets

Most trips made by auto

Trips by auto (including drive-alone plus rideshare) make up almost 90 percent of trips for the Study Area.

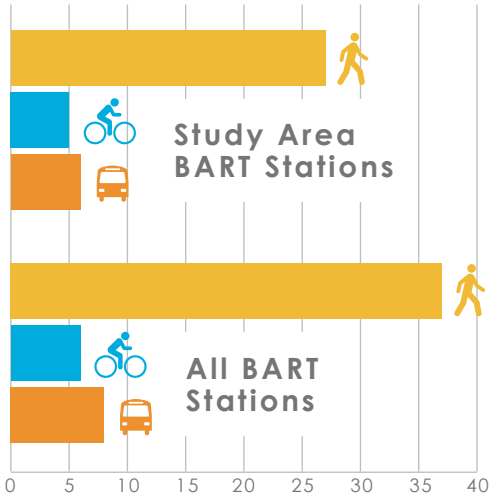
- 87% auto
- 2% bike
- 4% transit
- 7% walk

Source – Alameda Countywide Model, 2018



BART mode of access

Within the Study Area, a smaller share of BART passengers walk and take the bus to reach the station as compared to the BART system as a whole.



Source – 2015 BART Customer Satisfaction Survey

Local Trip Patterns

The corridor is used for shorter-distance travel versus end-to-end trips. More than half of trips in the Study Area are five miles or less, and almost no trips travel end to end along the corridor between San Leandro and Fremont.

- **28%** - Study Area trips that are 2 miles or less
- **55%** - Study Area trips that are 5 miles or less
- **90%** - Trips along the corridor that begin or end in a Study Area jurisdiction
- **<0.05%** - Trips along the corridor that travel end to end

Traffic Operations

Six intersections currently operate over capacity:

- Foothill Blvd. and A St.
- Mission Blvd. and Niles Canyon Rd./Niles Blvd.
- Mission Blvd. and Mowry Ave.
- Mission Blvd. and I-680 southbound ramps
- Fremont Blvd. and Decoto Rd.
- Fremont Blvd. and Automall Pkwy.

Future traffic growth to 2040

- Year 2040 forecasts show substantial growth in the northern portion of the corridor, likely due to increased traffic diversion from Interstate 880.
- Traffic growth in the Warm Springs area would be due to planned employment growth.

Annual Traffic Growth to 2040 – Peak Hour

3.1% per year
E. 14th St./Mission Blvd. between Davis St. and A St.

2.6% per year
Mission Blvd. between A St. and Decoto Rd.

<1% per year
Decoto Rd. between Mission Blvd. and Fremont Blvd.

1.5% per year
Mission Blvd. between Decoto Rd. and I-680

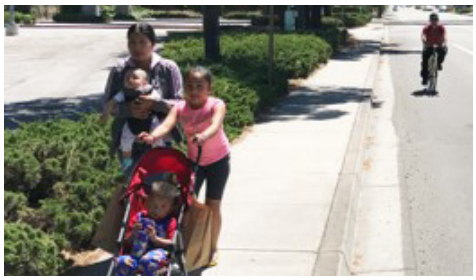
2.0% per year
Fremont Blvd. between Decoto Rd. and Grimmer Blvd.

2.5% per year
Warm Springs Blvd. south of Grimmer Blvd.

Source – Alameda Countywide Model, 2018

Bicycle and Pedestrian

- **67%** of the corridor has existing Class II bike lanes
- **65%** of the corridor has planned long-term improvements to Class IV protected bike lanes
- **15%** of the corridor lacks sidewalks on one or both sides



Safety

Fatal and Severe Injury Collisions

84 fatal or severe injury collisions over five years

32 involving pedestrians

10 involving bicyclists

Between June 2012 and May 2017, half of fatal and severe collisions involved a pedestrian or bicyclist.

Countywide High-Injury Network

40% of the corridor is part of the high-injury PEDESTRIAN network

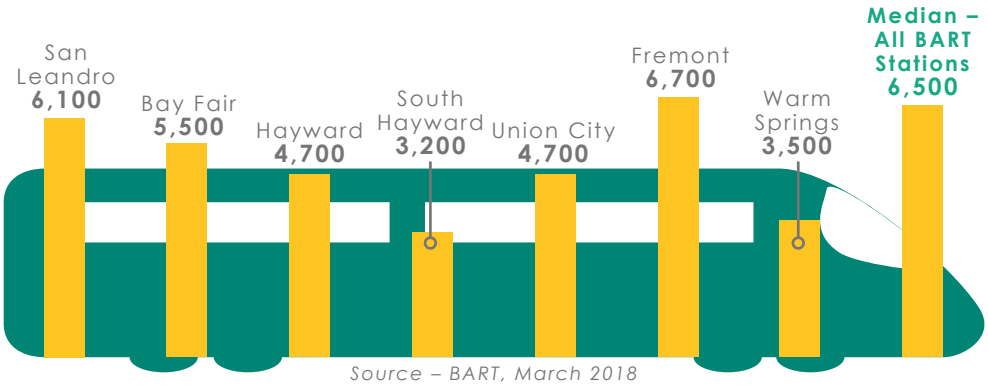
25% of the corridor is part of the high-injury BICYCLIST network

The 2019 Countywide Active Transportation Plan identifies several portions of the corridor as part of the countywide high-injury network.

Transit

BART ridership

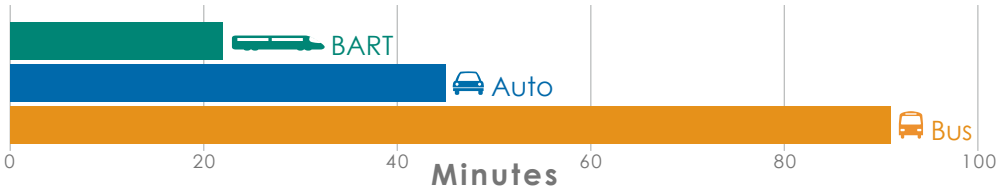
Ridership at BART stations in the Study Area is generally lower than for the BART system as a whole.



Source – BART, March 2018

Travel Time Comparison – San Leandro to Fremont

BART is currently twice as fast as driving for end-to-end travel during the PM peak. This highlights the need for strong connections to BART to leverage its travel time advantage.



Bus Ridership Facts

- **Bus service frequencies along the corridor are as high as 13 buses per hour, accounting for multiple transit providers and service types.**
- **AC Transit Lines 10 and 99 have the highest bus ridership in the Study Area. Each carries more than 3,000 riders per day.**
- **40% of bus passengers in the Study Area board at a BART station.**

Project Goals

Multimodal improvements for the Study Area will be developed to advance the following goals:

- Support planned long-term growth and economic development, including access to Study Area employment centers
- Address the range of mobility needs for Study Area residents, businesses, workers, and visitors
- Increase the share of trips in the Study Area that occur by transit, biking, walking, carpooling, and shared mobility services
- Optimize the person trip throughput of existing infrastructure
- Improve connectivity between transportation modes and transportation service providers
- Provide a safe and convenient environment for pedestrians, bicyclists, and transit users
- Provide flexibility for future changes in transportation technology, including connected vehicles

This Project will develop a series of recommended near-term, mid-term, and long-term improvements for project delivery.

ALAMEDA County Transportation Commission

1111 Broadway
Suite 800
Oakland, CA 94607
(510) 208-7400
AlamedaCTC.org

Near-Term and Mid-Term Improvements

Near-term and mid-term improvements (0-7 years) will address existing issues related to multimodal travel in the Study Area. These improvements will include "quick fix" solutions that can offer immediate benefits without significant environmental or right-of-way impacts. Near-term and mid-term improvements will serve as building blocks for a long-term multimodal vision for the corridor.

Examples of issues to be addressed through near-term and mid-term improvements include the following:

- Pedestrian and bicyclist safety
- Sidewalk gaps and ADA compliance
- Pavement rehabilitation
- Traffic signal timing
- Bus stop amenities and service improvements

This Project will serve as the scoping phase for near-term and mid-term improvements. Following this Project, these improvements will be advanced to the design phase in coordination with ongoing transportation projects in the Study Area. Based on cost and funding availability, these improvements will then be advanced for construction.

Long-Term Improvements

Long-term improvements (7+ years) will address anticipated needs over the next 20 years within the Study Area. Long-term improvements may also address more complex issues requiring robust environmental analysis or significant funding. These long-term projects will address increased growth in residents and employees in the Study Area in support of local jurisdictions' long-term goals.

Examples of issues to be addressed through long-term improvements include the following:

- New or expanded transit services
- First-mile and last-mile connections to BART
- Regional bicycle network connectivity

EAST BAY BUS RAPID TRANSIT (BRT) (UNDER CONSTRUCTION)

POTENTIAL BUS-ONLY LANES

EAST BAY GREENWAY (ENVIRONMENTAL CLEARANCE)

EAST BAY GREENWAY (ENVIRONMENTAL CLEARANCE)

RAPID BUS LIMITED STOP-SERVICE

EAST BAY GREENWAY EXTENSION

EAST BAY GREENWAY (PLANNED)

FREMONT BLVD MICROTRANSIT/FLEX

WARM SPRINGS MICROTRANSIT/FLEX

Inset A

See Inset A for full extent of corridor

Mile 0 0.5 1 2

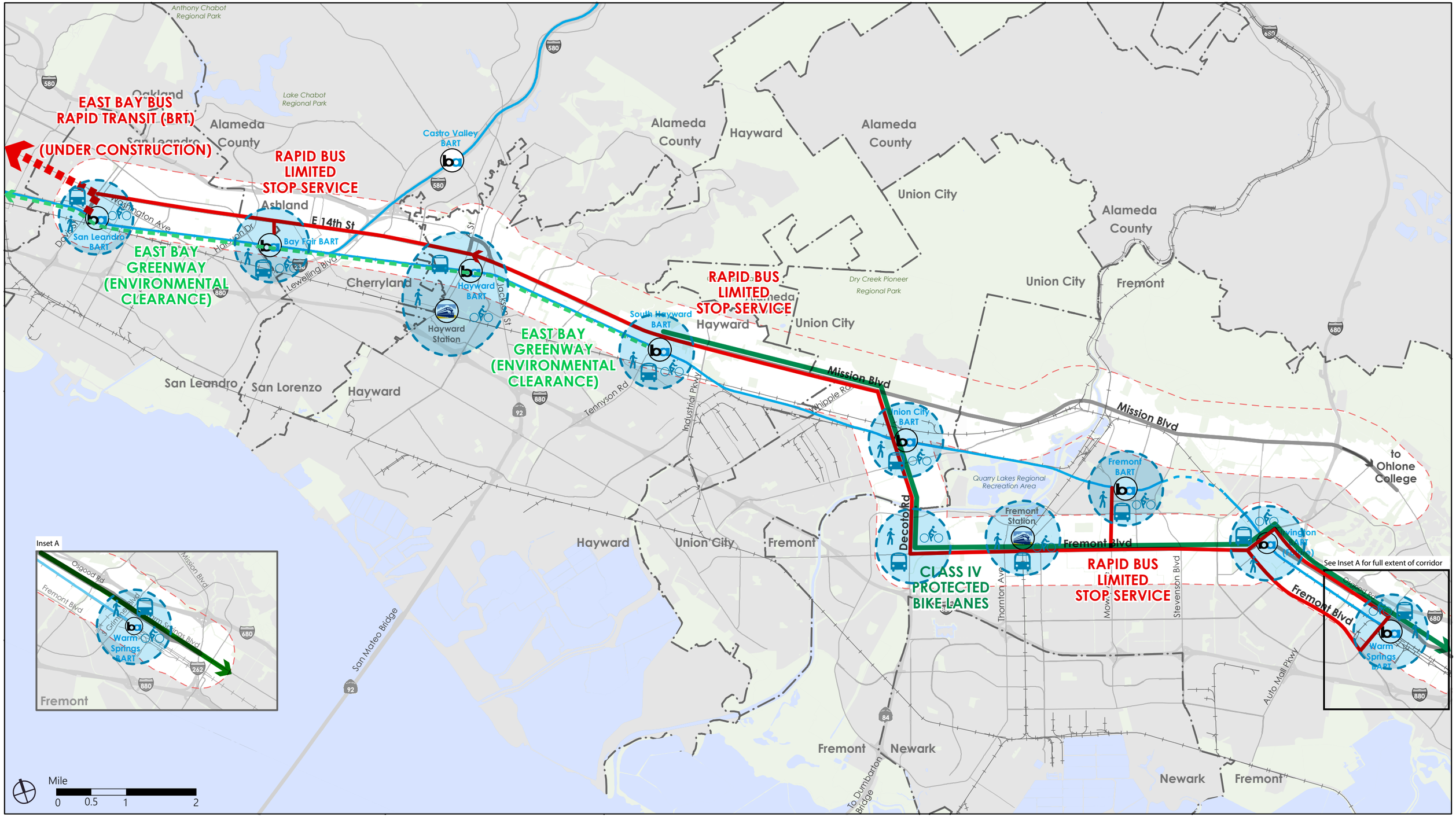
Legend:

- BART Station
- BART Above/Below Ground
- Capitol Corridor Stations
- Freight Rail and Capitol Corridor Tracks
- Jurisdiction Boundary
- Freeway/Arterial
- Water Bodies
- Parks/Open Space
- Bus-Only Lanes – limited stop service with bus-only lanes
- Rapid Bus – limited-stop service without bus-only lanes
- Off-Street Multiuse Trail
- Microtransit/Flex – on-demand bus service with flexible route and schedule
- Mobility Hub

ALAMEDA County Transportation Commission

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

Exhibit is for illustrative purposes only.



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

Legend:

- BART Station
- BART Above/Below Ground
- Capitol Corridor Stations
- Freight Rail and Capitol Corridor Tracks
- Jurisdiction Boundary
- Freeway/Arterial
- Water Bodies
- Parks/Open Space
- Rapid Bus – limited-stop service without bus-only lanes
- Off-Street Multiuse Trail
- On-Street Protected Bike Lanes
- Mobility Hub

ALAMEDA County Transportation Commission

Exhibit is for illustrative purposes only.

DRAFT Long Term Concept #2

January 2019

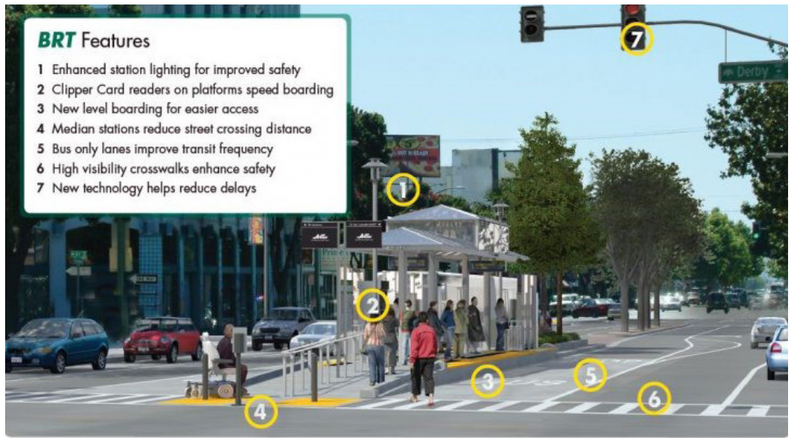
E. 14TH ST./MISSION BLVD. AND FREMONT BLVD. MULTIMODAL CORRIDOR PROJECT

POTENTIAL LONG-TERM IMPROVEMENTS - DRAFT

BUS-ONLY LANES

Bus-only lanes include infrastructure improvements to reduce traffic delays, allow for faster boarding, and improve passenger comfort.

The East Bay Bus Rapid Transit (BRT) is currently under construction in Oakland and San Leandro and will terminate at the north end of the Study Area at the San Leandro BART station. An extension of the East Bay BRT is included as part of Long-Term Concept #1.



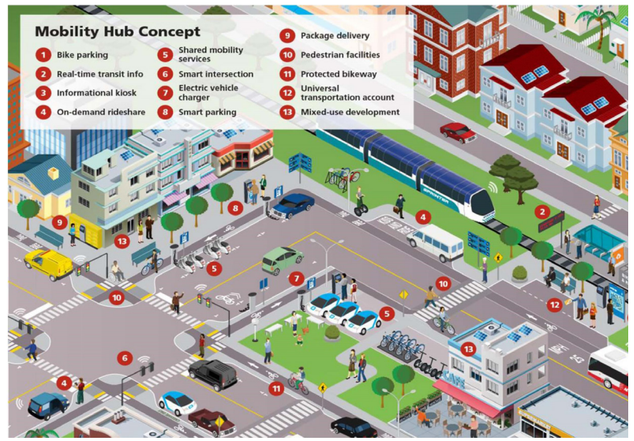
Source: AC Transit

MOBILITY HUBS

Mobility hubs are places where people can make seamless connections between public transit and other travel options. A mobility hub area includes not just the transit station itself but all those services and destinations that are accessible within a 5-min walk, bike, or drive.
Potential amenities at mobility hubs include the following[1]:

- **Transit amenities** to help riders plan their trips and make connections
- **Pedestrian amenities** such as safe and convenient walkways and crossings
- **Bike amenities** such as secure bike parking, bikeshare, and a bikeway network
- **Motorized services amenities**, including carshare, carpool, and electric vehicle charging stations
- **Support services and amenities**, including wayfinding and mobile retail services

Mobility hubs are included as part of both Long-Term Concept #1 and Long-Term Concept #2.



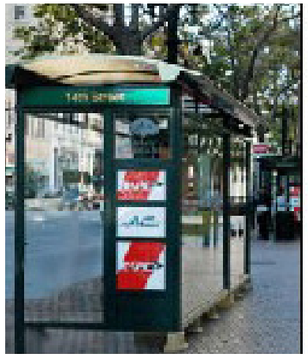
Source: SANDAG Mobility Hub Strategy

1 *SANDAG Regional Mobility Hub Implementation Strategy, http://www.sdforward.com/mobility-planning/regionalmobilityhub*

RAPID BUS SERVICE

Rapid Bus service includes similar features as BRT (signal priority, limited stops, and real-time NextBus schedule info at stops) but operates in a shared (not bus-only) travel lane.

AC Transit currently operates Rapid Bus service along San Pablo Avenue in Oakland, Emeryville, Berkeley, and Albany (Line 72R). Rapid Bus service is included as part of both Long-Term Concept #1 and Long-Term Concept #2.



Source: AC Transit

MICROTRANSIT/FLEX

Microtransit is an on-demand bus service with a flexible route and schedule. Services may be requested through online systems, apps, and/or phone.

AC Transit operates a form of microtransit service (Flex) as an alternative to local fixed routes in low-density and low-demand areas. Microtransit/Flex services are included as part of both Long-Term Concept #1 and Long-Term Concept #2.

Source: AC Transit

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E. 14TH ST./MISSION BLVD. AND FREMONT BLVD. MULTIMODAL CORRIDOR PROJECT

POTENTIAL NEAR-TERM AND MID-TERM IMPROVEMENTS – DRAFT

TRANSIT CONNECTIVITY AND ACCESS

Objectives

- Improved bus travel speeds
- Increased multimodal connection opportunities at BART and ACE stations
- Improved comfort for transit users

Potential Improvements

- On-demand Flex bus service
- Bus shelters and streetscape improvements
- Queue jumps
- Transit signal priority
- Mobility hubs

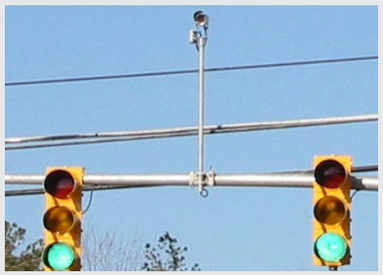
VEHICULAR CIRCULATION AND ITS

Objectives

- Increased efficiency for existing roadway network
- Promote travel at safe speeds

Potential Improvements

- Signal retiming
- Speed management through traffic signals
- Signal communication systems
- Signal video detection
- Pavement rehabilitation or resurfacing



BICYCLE CONNECTIVITY AND SAFETY

Objectives

- Connectivity between destinations
- Safer navigation through intersections
- Improved comfort for all ages and abilities

Potential Improvements

- Bike lane restriping
- Facilities on parallel and connecting streets
- Signalized intersection improvements
- Streetscape improvements
- Wayfinding

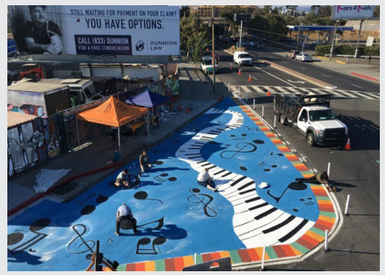
PEDESTRIAN CONNECTIVITY AND SAFETY

Objectives

- Safer crossing opportunities
- Increased pedestrian comfort
- ADA compliance

Potential Improvements

- Controlled crosswalks
- Median refuge islands
- Pedestrian signal phasing
- Sidewalk gap closures
- ADA curb ramp improvements
- Streetscape improvements



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

Updated March 2019

5.2D

ALAMEDA County Transportation Commission

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

Technical Analysis

Mapping

Data Collection

Baseline Conditions

Project Limits and Segments

Project Purpose, Need, and Goals

Performance Evaluation Framework

Concepts Development

Alternative Concepts

Alternative Concepts Screening & Evaluation

Alternative Concepts Refinement, Engineering & Cost Estimate

Summary of Recommended Projects

Project Initiation Documents

Stakeholder and Public Outreach

Stakeholder Engagement Plan

Public Agency Interviews

Online Survey #1

Stakeholder Outreach

Stakeholder Outreach

Technical Advisory Committee

Cities of:
- San Leandro
- Hayward
- Union City
- Fremont

County of Alameda
Caltrans
AC Transit
Union City Transit
BART

TAC

TAC

TAC

TAC

TAC

Project Definition

Project Concepts

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DATE:	May 9, 2019
TO:	Bicycle and Pedestrian Advisory Committee
FROM:	Aleida Andrino-Chavez, Transportation Planner Chris G. Marks, Associate Transportation Planner
SUBJECT:	Alameda County Active Transportation Plan – Draft Bicycle/Pedestrian Major Barrier Concepts

Recommendation

Receive an update and provide input on the Countywide Active Transportation Plan (CATP) - Draft Bicycle/Pedestrian Major Barrier Concepts.

Summary

One of the main roles of the Bicycle and Pedestrian Advisory Committee is to review and provide input on potential projects early in their development. As part of the Countywide Active Transportation Plan (CATP), Alameda CTC developed an analysis tool that identifies specific locations along linear barriers that have the greatest impact on pedestrian and bicycle connectivity. Alameda CTC applied the prioritization criteria outlined in the CATP to the locations identified by that analysis tool, and after also consulting with local jurisdictions, staff selected seven locations along barriers to produce conceptual-level designs and cost estimates.

Alameda CTC will leave the conceptual designs and cost estimates for local jurisdictions to advance and implement. The concepts are intended to be examples to help the staff of member agencies overcome barriers at other locations within their jurisdictions and provide clarity on how to apply the CATP prioritization criteria. A preliminary list of the seven concepts was presented at the February 21st BPAC meeting. The final seven projects are listed in Table 1. Major Barrier Concepts.

Staff will present each major barrier concept at the May 16, 2019 BPAC meeting and provide plans for the BPAC to review and provide input on.

Table 1 Major Barrier Concepts

Planning Area	Major Barrier Concept
North	Ohlone Greenway-East Bay Greenway Connection
	Adams Street Bridge at Cerrito Creek Trail
Central	I-880 at Hesperian Boulevard
	Union-Pacific Railroad Tracks at Hesperian Boulevard
South	I-880 at Stevenson Boulevard
	Paseo Padre Parkway at Riverwalk Drive (Alameda Creek Trail Access)
East	I-580 at San Ramon/Foothill Boulevard

The following sections include a summary of the existing conditions, design challenges, and potential countermeasures for each location:

Ohlone Greenway – East Bay Greenway Connection
City of Oakland, City of Berkeley, and City of Emeryville

The existing Ohlone Greenway is a low-stress Class I path that connects North Berkeley BART to the Richmond Greenway along the BART alignment. The planned East Bay Greenway will connect Lake Merritt BART to Warm Springs BART, generally following the BART alignment. This 30-plus-mile facility will connect Oakland, San Leandro, Hayward, Union City, and Fremont as well as the unincorporated communities of Ashland and Cherryland, creating a regionally significant low-stress bicycling and walking connection. This concept explores potential connecting routes between these two regional trails.

Providing a connection of equal quality between these two long-distance low-stress facilities will be challenging. Unlike the two facilities this concept would connect, there is no current or former rail alignment that would allow an off-street Class I path. This means that streets in the cities of Oakland and Berkeley, and possibly Emeryville, would need to be designated as low-stress bikeways. Staff will provide maps showing potential connecting routes at the BPAC meeting.

<u>Potential Countermeasures:</u>

To overcome this barrier, the design team is looking to compile routes from the Berkeley, Oakland, and Emeryville bike plans. The Alameda CTC design team will identify facilities connecting to these routes from Emeryville and Oakland. Each alternative will be evaluated for the feasibility and ultimate level of accommodation of recommended facilities in the bike plans. When a preferred alternative is identified, further detail will be developed for

intersection treatments along the alignment, augmenting the information in these cities' bike plans.

Adams Street Bridge at Cerrito Creek Trail
City of Albany and City of El Cerrito

The Albany Bike Plan calls for a bicycle boulevard along Adams Street, providing a low-stress alternative one block west of high-speed, high-volume San Pablo Avenue. The bicycle boulevard is currently in the design process. Adams Street connects with the two-way separated bike lane along Buchanan Street to the south. To the north, however, it dead-ends into Cerrito Creek without connecting to El Cerrito's bike network. Both the Albany and El Cerrito bike plans call for a bridge at the end of Adams Street to connect to El Cerrito.

A major design consideration for the potential Cerrito Creek Bridge is its location adjacent to the Orientation Center for the Blind (OCB). Access to and from and the bridge must be designed to limit conflicts between bicyclists and the visually impaired students walking to/from the OCB. Where conflicts are expected, the design must clearly communicate these conflict areas with textural and color contrasting pavement treatments and signage indicating to cyclists that they should slow and yield to pedestrians. Attachment A shows the conceptual design for the Adams Street Bridge project.

Potential Countermeasures:

- Extend bicycle boulevard treatments through OCB parking lot to start of new bike path.
- Construct new bike path linking the north end of Adams Street over the Cerrito Creek to the existing Cerrito Creek Path.
- Widen existing Cerrito Creek path from bridge to Yosemite Avenue to accommodate bicycle traffic.
- Connect widened Cerrito Creek Path to Yosemite Avenue and convert Yosemite Avenue into a bicycle boulevard that connects with proposed and existing bike routes in El Cerrito.
- Install wayfinding signage to help bicyclists navigate the transition from bicycle boulevard to bike path across the creek.
- Install directional indicators for vision-impaired pedestrians along sidewalks leading to and from the Orientation Center for the Blind, its driveway, and its parking lot.
- Construct curb ramps and stripe crosswalks at existing unmarked crossings to the north and south of the OCB.

I-880 at Hesperian Boulevard
City of San Leandro and community of San Lorenzo

The I-880 overpass at Hesperian Boulevard, at the border of City of San Leandro and the unincorporated community of San Lorenzo, is a major barrier to north-south pedestrian and bicycle travel between the two communities in an area with very few north-south routes. Currently, there are six-foot sidewalks in both directions on Hesperian Boulevard underneath the freeway, but no bicycle facilities through the busy interchange.

The area between I-880 and Lewelling Boulevard is constrained and limits the ability to add on-street bike lanes. Utility poles, street light poles, hydrants, and other physical impediments also constrain potential pedestrian improvements. The undercrossing is also poorly lit and further erodes any sense of security for bicyclists and pedestrians. This location is also close to the proposed San Lorenzo Trail, which crosses Hesperian at grade. The project team will also propose countermeasures for at grade bicycle and pedestrian accommodations of the San Lorenzo Trail. Attachment B shows the conceptual design for the I-880 at Hesperian Boulevard project.

Potential Countermeasures:

Clarify the right-of-way between bicycles and motor vehicles by:

- Reducing vehicle lane widths or eliminate parking to add striped/buffered bike lanes where they do not exist.
- Reducing width of existing median and vehicle lanes between I-880 and Lewelling Boulevard to provide off-street multi-use path or on-street bicycle lane.
- Adding dashed bicycle lane markings and/or green paint through intersections/ramps/driveways.

Improve accessibility for pedestrians by:

- Restriping crosswalks to cross traffic lanes as close to 90-degrees as possible.
- Implementing ADA-compliant curb ramps.
- Relocating utilities to back of sidewalk corridor between I-880 and Lewelling Boulevard.

Improve visibility of pedestrians and bicycles by:

- Adding lighting underneath I-880 overcrossing structure.
- Re-aligning Embers Way to intersect closer to 90-degrees with Hesperian Boulevard.

Union-Pacific Railroad (UPRR) Tracks at Hesperian Boulevard
City of San Leandro

The Union-Pacific Railroad (UPRR) line in this area of San Leandro creates a major barrier to pedestrian and bicycle travel. There are very few streets crossing the line, no grade-separated pedestrian and bike crossings, and no low-stress crossings for cyclists. On Hesperian Boulevard, there is no bike facility at the rail crossing, and there is an 8-foot sidewalk on both sides of the street.

At-grade crossings on active rail lines pose obvious risks from passing trains to both cyclists and pedestrians. Hesperian is also a high-volume arterial with three travel lanes in each direction. Analysis derived from the Alameda CTC Rail Strategy Study evaluated a vehicular grade separated crossing at this location with a cross section of 112 feet. This design concept would build on that work but add bicycle and pedestrian accommodations to the recommended vehicular crossing. This location is approximately 700' north of the existing I-238 undercrossing, which has a cross section of 82 feet. The significant difference in width of

the cross sections of these two under crossings present a design challenge due to their close proximity. Staff will provide cross-sectional drawings of potential conceptual designs of the UPRR Tracks at Hesperian Boulevard project at the BPAC meeting.

Potential Countermeasures:

- The barrier concept designs examine right-of-way needs for an undercrossing that appropriately accommodates pedestrian and bicycle travel on this high-volume arterial. This will add detail to a prior grade separation study by helping designers understand needs and constraints presented by pedestrian and bicycle travel for future fully grade separation.
- Initial review of the area is leading designers to recommend a two-way Class IV separated bike lane on the east side of the street plus widened sidewalks through the UPRR undercrossing. This design enables bicyclists to stay on a facility fully separated from adjacent automobile traffic through the I-238 undercrossing which only has space for a Class I shared use path rather than a separated Class IV. Placement of the bike facility on the east side also avoids riders coming into conflict with traffic accessing I-238 via Spring lake Drive and traffic exiting the I-238 off ramp across from College Street.

I-880 at Stevenson Boulevard
City of Fremont and City of Newark

The partial cloverleaf I-880 interchange and overpass at Stevenson Road creates a major barrier to north-south pedestrian and bicycle travel, given that few streets cross the freeway in this area. There is an approximately 6-foot wide sidewalk on the west side of Stevenson Boulevard crossing I-880 but not on the east side. There are dedicated bike lanes in both directions on this high stress facility (approximately 6-foot wide in the southbound direction and 9-foot wide in the northbound direction).

There is not good bicycle lane continuity leading into and through the interchange ramps and freeway overpass. Beyond the interchanges, bicyclists must navigate long and narrow pocket bike lanes between right-turn lanes and through lanes. Transition areas between bike lanes and vehicle turn lanes are not well defined. Pedestrians also face a number of obstacles when crossing streets or ramps, including long crossing distances, inconsistent crosswalk alignment or median noses extending into crosswalks, and limited visibility for pedestrian crossings at interchange ramps. The free flow and relatively high-speed vehicle turning movements at ramps and intersections are a barrier to bicyclists and pedestrians. Attachment C shows the conceptual design for the I-880 at Stevenson Boulevard project.

Potential Countermeasures:

Reduce vehicle turning speeds by:

- Reconstructing intersection/ramp approaches to meet as close to 90-degress as possible.
- Reducing turning radii at ramps/intersections.

Clarify the right-of-way between bicycles and motor vehicles by:

- Reconfiguring weaving points/distances for bicycles and motor vehicles at right-turn only lanes.
- Separating the locations of vehicle decision points, turning movements, and lane additions.
- Adding bicycle lane striping, markings, and buffers, where appropriate.
- Adding dashed bicycle lane markings and/or green paint through intersections/ramps/driveways.
- Reducing vehicle lane widths to add bike lanes where they do not exist or add width or buffer to existing bicycle lanes.

Improve accessibility for pedestrians by:

- Controlling free right-turn movements through stop, yield or signal control.
- Restriping crosswalks to cross traffic lanes as close to 90-degrees as possible.
- Providing raised islands/cut-throughs.
- Cutting back median noses that extend through crosswalk areas.

Improve visibility between motor vehicles and pedestrians by:

- Reducing turning radii at ramps/intersections.
- Relocating pedestrian crossings closer to the point of the vehicle turning movement.
- Providing appropriate pedestrian crossing warning signs and crosswalk markings.

Paseo Padre Parkway at Riverwalk Drive (Alameda Creek Trail Access)
City of Fremont

The general roadway layout and presence of rail lines in this area create a barrier to pedestrian and bicycle connectivity. Sidewalks are provided on the north side of Riverwalk Drive and both sides of Paseo Padre Parkway, including under the rail overpass. Striped 8-foot northbound and southbound bike lanes are currently provided on Paseo Padre Parkway.

Generally, there is a lack of pedestrian and bicycle access to and from Paseo Padre Parkway at Riverwalk Drive. Relatively high speed vehicles along Paseo Padre Parkway pose a risk to bicyclists and pedestrians. In addition, the high speed right turn movement from Riverwalk Drive onto Paseo Padre Parkway with an acceleration lane increases vehicle speeds and is inconsistent with and urban arterial facility. The super elevation and saw tooth nature of the horizontal curves on Paseo Padre Parkway result in differing elevations for the two directions of travel. Attachment A shows the conceptual design for the Adams Street

Bridge project. Attachment D shows the conceptual design for Paseo Padre Parkway and Riverwalk Drive project.

Potential Countermeasures:

Provide pedestrian and bicycle access across Paseo Padre Parkway at Riverwalk Drive by:

- Constructing a pedestrian/bike crossing with median cut-through to account for differing grades of roadway along Paseo Padre Parkway.
- Modifying striping of horizontal curve in northbound direction to gain width in median.
- Eliminating acceleration lane for right-turning vehicles from Riverwalk Drive.
- Providing pedestrian/bicyclist actuated crossing (Rectangular Rapid Flashing Beacon or Pedestrian Hybrid Beacon).
- Providing advance stop bar and double solid white "no pass" lane line markings to reduce risk of pedestrian "double threat."
- Providing advance warning signing and/or beacons along Paseo Padre Parkway to make drivers aware of possibility of stop condition.
- Providing ADA-compliant pedestrian ramps.

Encourage lower speeds on Paseo Padre Parkway by:

- Eliminating acceleration lane for right-turning vehicles from Riverwalk Drive.
- Adding solid yellow stripes along existing raised median.
- Reducing lane widths along Paseo Padre Parkway and add buffer width to bike lanes.
- Adding vertical landscaping (trees, shrubs, etc.) in the median along Paseo Padre Parkway.
- Maintaining appropriate stopping and intersection sight distance.

I-580 at Foothill Road/San Ramon Road
Cities of Dublin and Pleasanton

The partial cloverleaf I-580 interchange and overpass at San Ramon Road/Foothill Road (at the jurisdictional boundary between the Cities of Dublin and Pleasanton) creates a major barrier to north-south pedestrian and bicycle travel, given that few streets cross the freeway in this area. There is an approximately 6-foot wide sidewalk on the east side of San Ramon Road/Foothill Road and a discontinuous sidewalk on the west side. There are striped bike lanes (5-foot) in both directions, including through the free on ramps.

Existing bicycle and pedestrian conditions are defined by the presence of the interchange ramps and freeway overpass in Dublin and Pleasanton. Bicyclists face a lack of bicycle lane continuity leading into and through the interchange area as well as long and narrow pocket bike lanes between right-turn lanes and through lanes beyond the interchange. There is also a lack of defined transition areas between bike lanes and vehicle turn lanes. Directly north of the interchange, northbound bicyclists must share a lane with high-speed vehicles approaching Dublin Boulevard. Pedestrians face a number of barriers when crossing streets or ramps, including long crossing distances, inconsistent crosswalk alignment or median noses extending into crosswalks, and limited visibility for pedestrian crossings at interchange ramps.

The free flow and relatively high-speed vehicle turning movements at ramps and intersections are a barrier to bicyclists and pedestrians. Attachment E shows the conceptual design for the I-580 at Foothill Road/San Ramon Road project.

Potential Countermeasures:

Reduce vehicle turning speeds by:

- Reconstructing intersection/ramp approaches to meet as close to 90-degress as possible.
- Reducing turning radii at ramps/intersections.

Clarify the right-of-way between bicycles and motor vehicles by:

- Reconfiguring weaving points/distances for bicycles and motor vehicles at right-turn only lanes.
- Separating the locations of vehicle decision points, turning movements, and lane additions.
- Adding bicycle lane striping, markings, and buffers, where appropriate.
- Adding dashed bicycle lane markings and/or green paint through intersections/ramps/driveways.
- Reducing vehicle lane widths to add bike lanes where they do not exist or add width or buffer to existing bicycle lanes.

Improve accessibility for pedestrians by:

- Controlling free right-turn movements through stop, yield or signal control.
- Restriping crosswalks to cross traffic lanes as close to 90-degrees as possible.
- Providing raised islands/curb extensions/cut-throughs.
- Constructing ADA-compliant curb ramps.

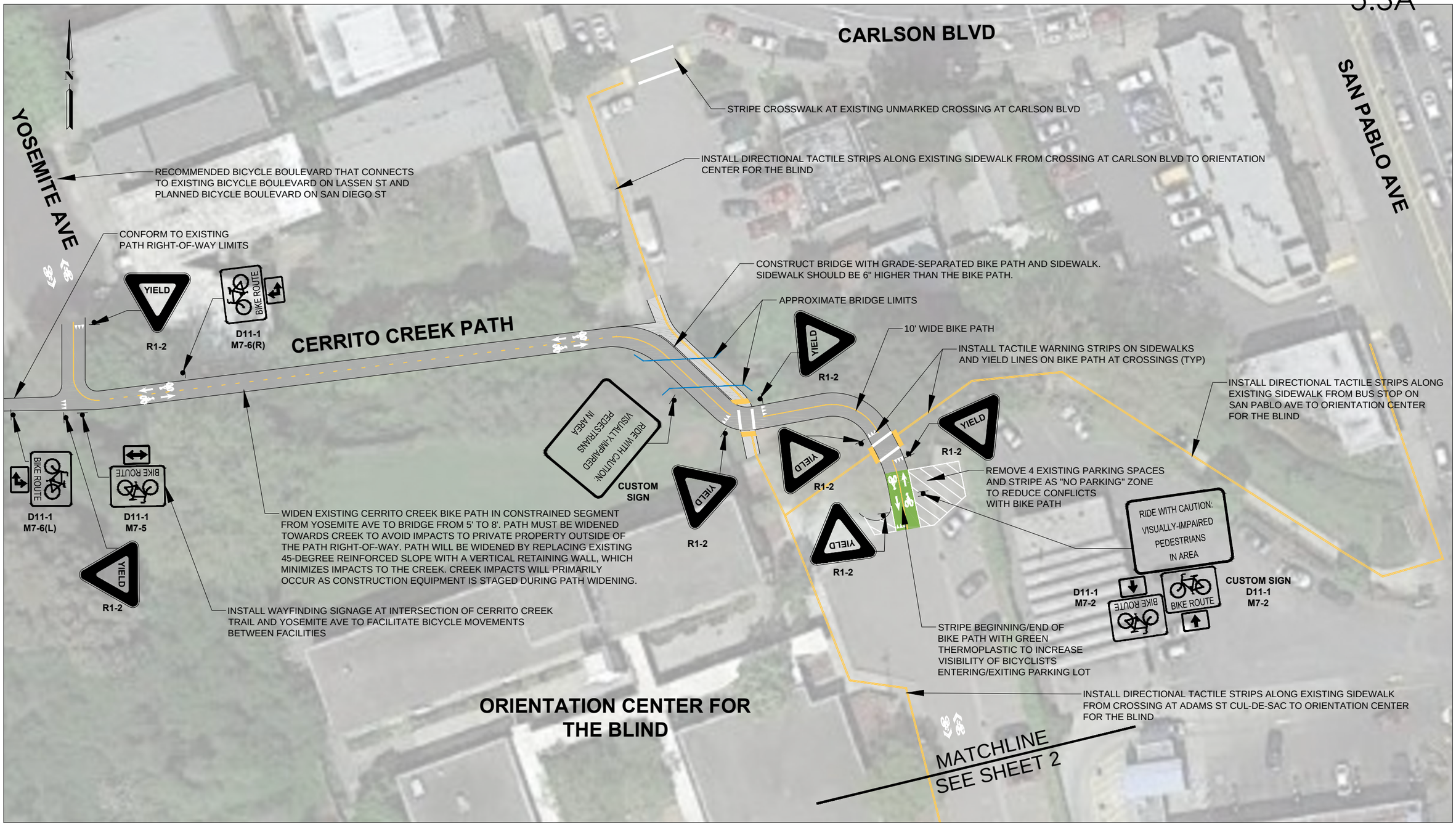
Improve visibility between motor vehicles and pedestrians by:

- Reducing turning radii at ramps/intersections.
- Relocating pedestrian crossings closer to the point of the vehicle turning movement.
- Providing appropriate pedestrian crossing warning signs and crosswalk markings.

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

Attachments:

A. Adams Street Bridge at Cerrito Creek Concept Design
B. I-880 at Hesperian Boulevard Concept Design
C. I-880 at Stevenson Boulevard Concept Design
D. Paseo Padre Parkway at Riverwalk Drive Concept Design
E. I-580 at Foothill/ San Ramon Boulevard Concept Design



PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

THIS IS A PRELIMINARY CONCEPT. SURVEYING, FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

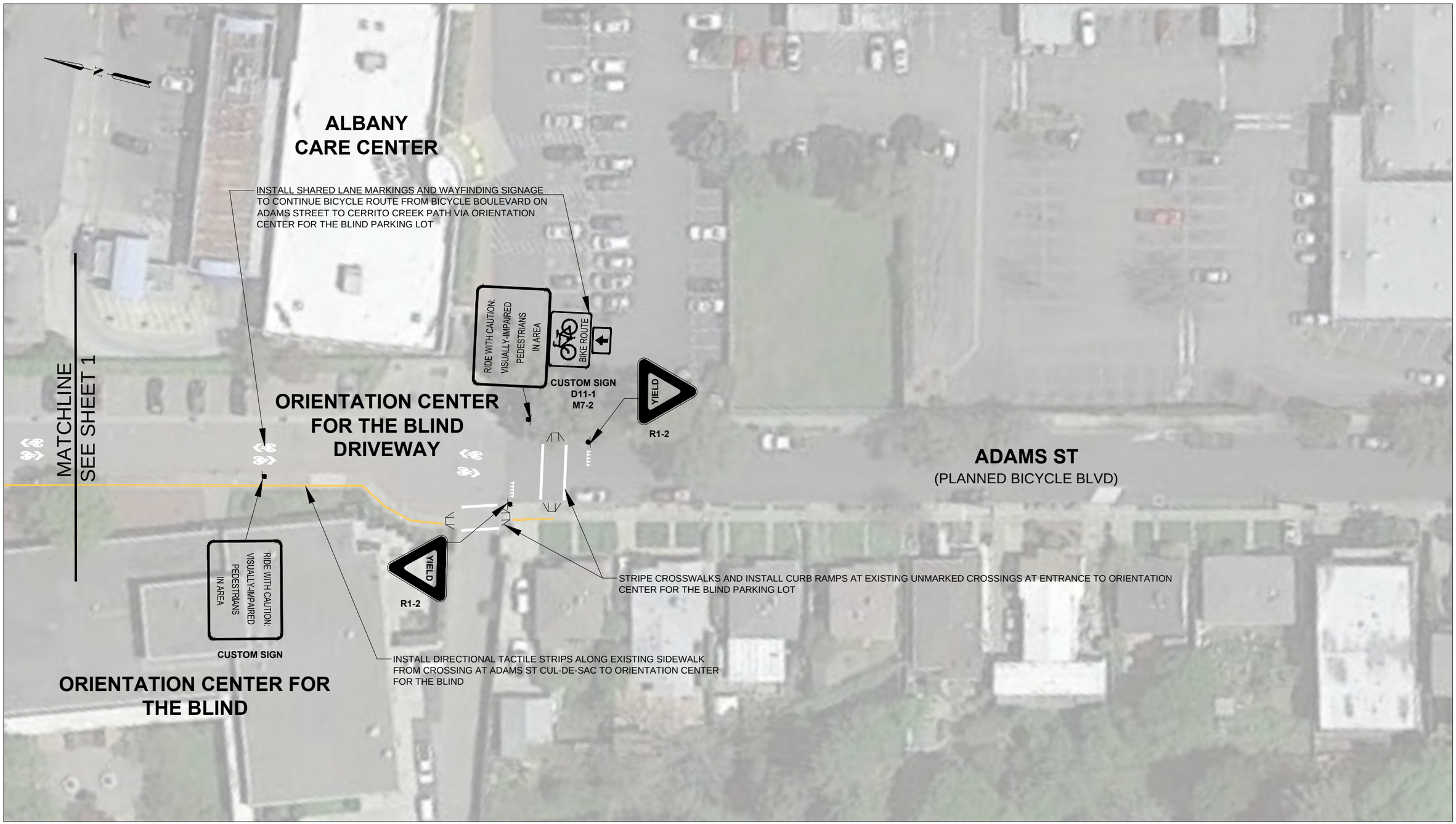
0 10' 20' 30' 40' 50'

EXHIBIT 1

ADAMS STREET BRIDGE CONCEPT
SHEET 1 OF 2

ALAMEDA CTC COUNTYWIDE
ACTIVE TRANSPORTATION PLAN
05/03/19

TOOLE DESIGN



PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

THIS IS A PRELIMINARY CONCEPT. SURVEYING, FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

0 10' 20' 30' 40' 50'

EXHIBIT 1

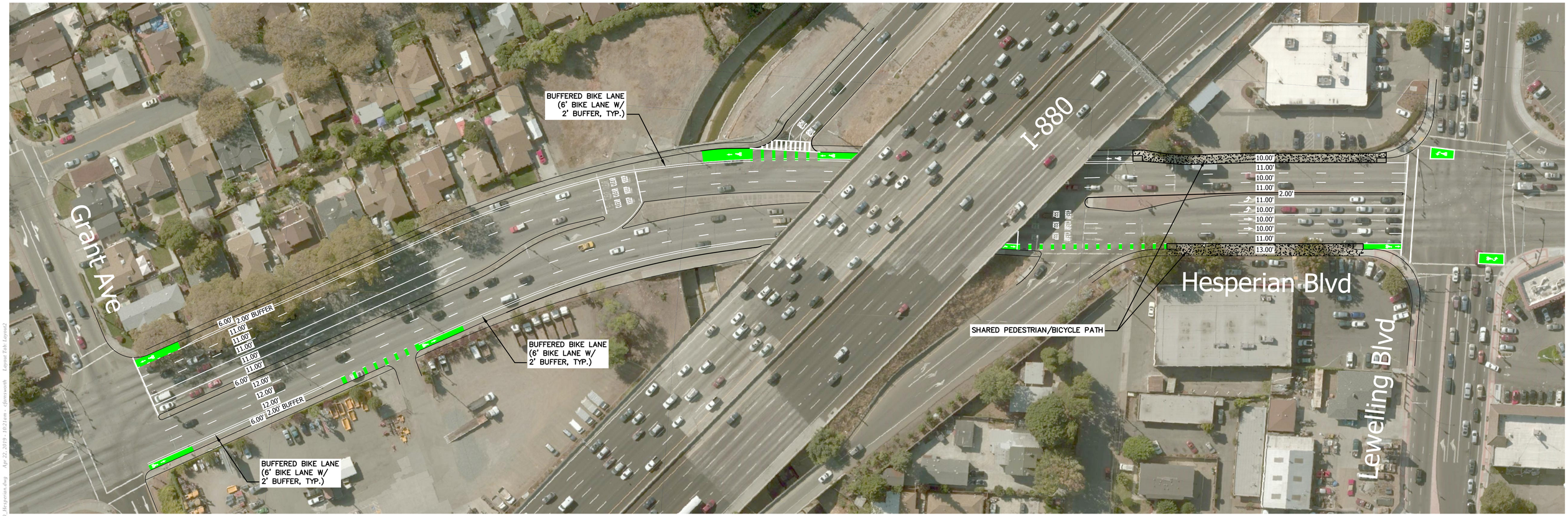
ADAMS STREET BRIDGE CONCEPT
SHEET 2 OF 2

ALAMEDA CTC COUNTYWIDE
ACTIVE TRANSPORTATION PLAN
05/03/19

TOOLE DESIGN

Concept Design

Preliminary Design Subject to Change
April 2019



LEGEND

- GREEN BIKE LANE MARKINGS
- PROPOSED SHARED PEDESTRIAN/BICYCLE PATHWAY

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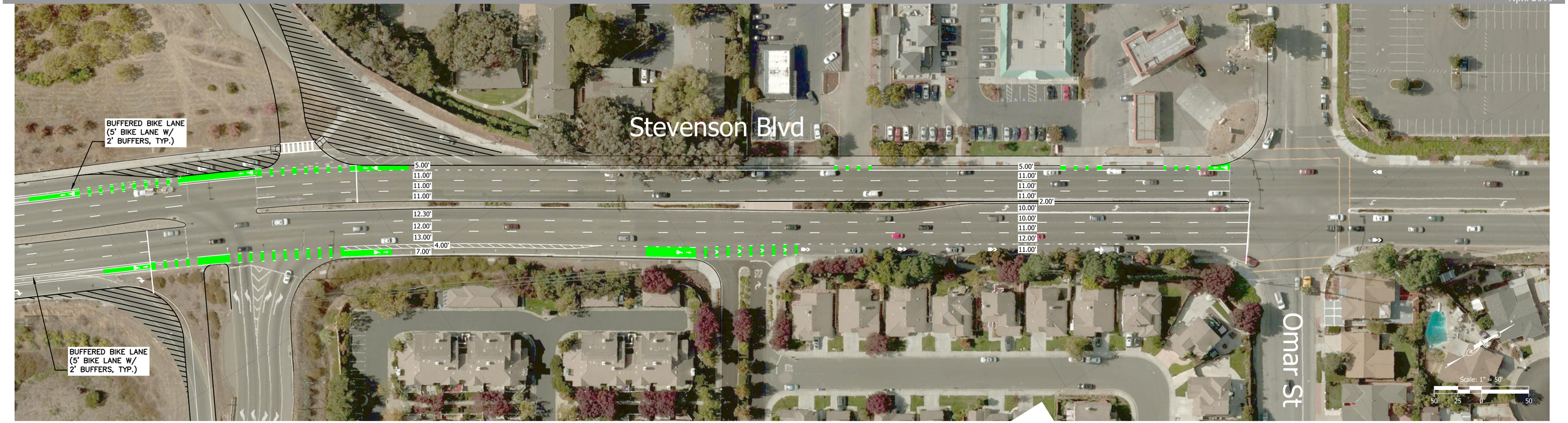
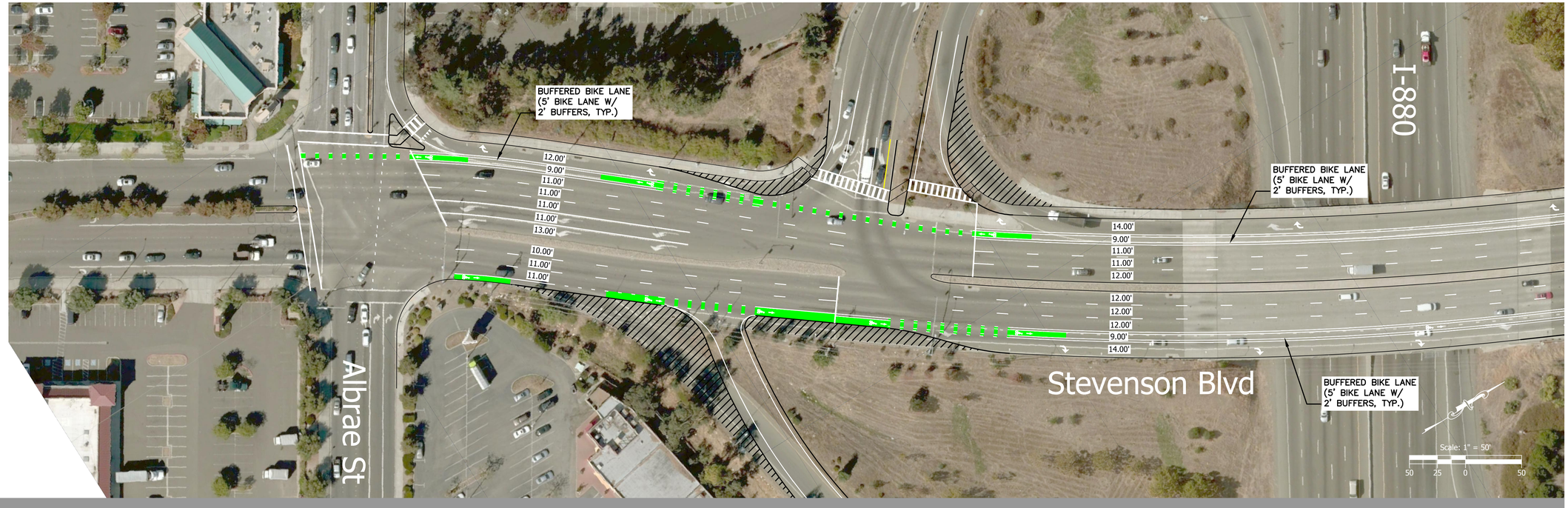
Concept Design

Preliminary Design Subject to Change
April 2019



LEGEND

- GREEN BIKE LANE MARKINGS
- PROPOSED CURB OR EDGE OF PAVEMENT RE-ALIGNMENT (REMOVE EXISTING PAVEMENT AND SURFACES)



KITTELSON & ASSOCIATES
PHONE: (510) 839-1742 CONTACT: ERIN FERGUSON

Alameda CTC-Countywide Active Transportation Plan

I-880 & Stevenson

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Concept Design

Preliminary Design Subject to Change
April 2019

LEGEND

- GREEN BIKE LANE MARKINGS
- LANDSCAPE MEDIAN

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Alameda CTC - Countywide Active Transportation Plan
Paseo Padre & Riverwalk

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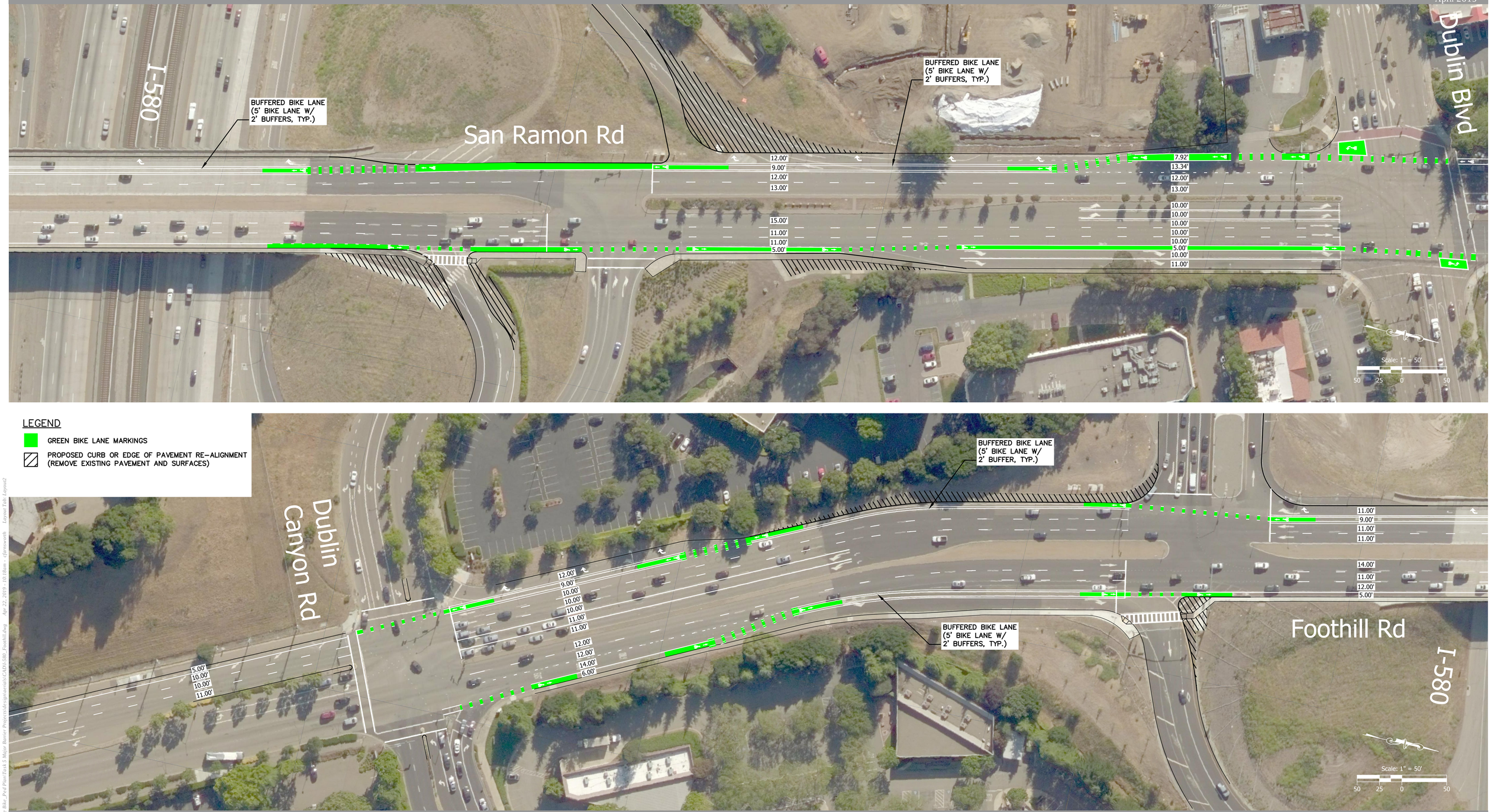
Concept Design

Preliminary Design Subject to Change
April 2019



KITTELSON & ASSOCIATES
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Alameda CTC - Countywide Active Transportation Plan

I-580 & Foothill/San Ramon

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DATE:	May 9, 2019
TO:	Bicycle and Pedestrian Advisory Committee
FROM:	Chris G. Marks, Associate Transportation Planner Carolyn Clevenger, Director of Planning
SUBJECT:	Election of Bicycle and Pedestrian Advisory Committee (BPAC) Officers

Recommendation

Elect a BPAC Chair and Vice Chair for the 2019-2020 fiscal year

Summary

Per the current BPAC bylaws, BPAC members must elect a chair and vice chair once per year. Elections are usually held at the last meeting before the beginning of the new fiscal year. This memo summarizes the roles and responsibilities of the chair and vice chair positions, should a member wish to run for one of these two positions. Currently, Matt Turner is the Chair and Kristi Marleau is the Vice Chair.

The applicable sections from the current BPAC bylaws are included below.

4.1 Officers. The BPAC shall annually elect a chair and vice chair. Each officer must be a duly appointed member of the BPAC.

4.1.1 Duties. The chair shall preside at all meetings and will represent BPAC before the Commission to report on BPAC activities. The vice chair shall assume all duties of the chair in the absence of, or on the request of the chair. In the absence of the chair and vice chair at a meeting, the members shall, by consensus, appoint one member to preside over that meeting.

4.2 Office Elections. Officers shall be elected by the members annually at the Organizational Meeting or as necessary to fill a vacancy. An individual receiving a majority of votes by a quorum shall be deemed to have been elected and will assume office at the meeting following the election. In the event of multiple nominations, the vote shall be by ballot. Officers shall be eligible for re-election indefinitely.

As noted above, the chair (or vice chair) is expected to attend the Alameda CTC Commission meetings to report on any BPAC meetings or activities that have occurred since the last report to the Commission. If there have been no recent BPAC meetings the chair does not need to attend the Commission meeting. Currently the Commission meetings take place at 2:00 p.m. on the fourth Thursday of each month.

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

DRAFT Meeting Schedule for 2019-2020 Fiscal Year

Updated May 19, 2019

	Meeting Date	Meeting Purpose
1	Sept 5, 2019	• Oakland/Alameda Access Project • I-80/Gilman Project Update • East 14th Street/Mission Boulevard and Fremont Boulevard Corridor Project Update
2	Nov 21, 2019	• Countywide Safety Analysis White Paper • Countywide Performance Report
3	Feb 13, 2020	• TBD
4	Apr 30, 2020	• Review TDA Article 3 Projects • Report on Safe Routes to Schools, Bicycle Safety Education, and iBike Campaign

Other items to be scheduled:

- I-80/Ashby Interchange Project
- East Bay Greenway
- Caltrans District 4 Pedestrian Plan
- San Pablo Avenue Multimodal Corridor Project Update

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

	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-19**	**Jan-21**
3	Ms.	Brisson	Liz	Oakland	Alameda County Mayors' Conference, D-5	Dec-16	Dec-18	Dec-20
4	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14	Mar-19	Mar-21
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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