



Bicycle and Pedestrian Advisory Committee Meeting Agenda

Thursday, September 5, 2019 5:30 p.m.

Chair: Matt Turner
Vice Chair: Kristi Marleau

Staff Liaisons: [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 May 16, 2019 BPAC Meeting Minutes](#) 1 A

5. Regular Matters

5.1. [Transportation Development Act Article 3 Projects Review](#) 7 I

5.2. [East 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project Draft Long-term Improvement Recommendations](#) 15 I

5.3. [Union City Quarry Lakes Parkway Project Update](#) 25 I

6. Staff Reports

6.1. Regional Bicycle/Pedestrian Count Protocols Update (Verbal) I

7. Member Reports

7.1. [BPAC Calendar](#) 27 I

7.2. [BPAC Roster](#) 29 I

8. Adjournment

Next Meeting: Thursday, November 21, 2019

Notes:

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



Alameda CTC Schedule of Upcoming Meetings for September 2019 through December 2019

Commission Chair

Supervisor Richard Valle, District 2

Commission Vice Chair

Mayor Pauline Cutter,
City of San Leandro

AC Transit

Board Vice 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 Sheng Thao

City of Piedmont

Mayor Robert McBain

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	September 26, 2019 October 24, 2019 December 5, 2019
9:00 a.m.	Finance and Administration Committee (FAC)	September 9, 2019 October 14, 2019 November 18, 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

9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	September 10, 2019 Cancelled
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	September 23, 2019
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	October 10, 2019 November 7, 2019
5:30 p.m.	Independent Watchdog Committee (IWC)	November 18, 2019
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	November 21, 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](http://www.AlamedaCTC.org).



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

2. Roll Call

A roll call was conducted and all members were present with the exception of Liz Brisson, Jeremy Johansen, and Ben Schweng.

Ben Schweng arrived during item 3.0 and Liz Brisson arrived during item 5.1. Liz Brisson left during item 5.3.

3. Public Comment

Kelly Abreu provided a public comment. He stated that many major barriers to biking and walking are freeways and there are many gaps in the bicycle network, including the hills east of Union City and Niles Canyon (SR-84).

4. BPAC Meeting Minutes

4.1. Approve February 21, 2018 BPAC Meeting Minutes

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

Yes: Fishbaugh, Hill, Marleau, Murtha, Schweng, Turner

No: None

Abstain: None

Absent: Brisson, Johansen

5. Regular Matters

5.1. Transportation Development Act Article 3 Project Review

Chris Marks provided a description of the Transportation Development Act, Article 3 (TDA 3) funding program, including the BPAC's requested role as the review body for jurisdictions without a local BPAC. Mr. Marks described the allocations of TDA 3 funds for Alameda County and the City of Hayward as provided by agency staff.

Dave Murtha mentioned that for the last few years, the City of Hayward has had ongoing problems with intersections for pedestrians. He suggested that the City of Hayward generate a report of completed intersection improvements. Carolyn Clevenger said that Alameda CTC staff will pass this on to staff at the City of Hayward.

Ben Schweng suggested that the City of Hayward would benefit from having a local BPAC. Matt Turner stated that the unincorporated Eden area would also benefit from having their own BPAC.

The Committee expressed concerns about approving the requested TDA 3 allocations without staff available to answer questions about the proposed use of the funds. Ms. Clevenger suggested that BPAC approve the proposed allocations and Alameda CTC could work with the two jurisdictions to provide an update at the September 5, 2019 BPAC meeting. She noted that representatives from Hayward and Alameda County can be asked to present to the BPAC for future TDA 3 allocations.

David Fishbaugh made a motion to approve the requested funding allocations for both the City of Hayward and the Alameda County Public Works Agency with the provision that both jurisdictions provide detailed information on past improvements funded through TDA Article 3 at the planned September meeting, and that agency staff be prepared to make a presentation prior to future requests approved by the Countywide BPAC. Dave Murtha amended to motion to recommend that the City of Hayward to consider establishing a local BPAC. Matt Turner amended the motion to also recommend that Alameda County establish a BPAC for the Eden Area. Matt Turner seconded the motion with the amendments. The motion passed with the following votes:

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

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

Aleida Andrino-Chavez, Alameda CTC, and Laurence Lewis with Kittleson presented this item. Ms. Andrino-Chavez noted that the 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, Santa Clara, and San Mateo Counties. This corridor provides access to economic, educational, social, and recreational opportunities, and to regional transportation systems including freeways, BART and Amtrak. Ms. Andrino-Chavez requested input from BPAC on the proposed concepts for near-, mid-, and long-term improvements.

Ben Schweng questioned the bus ridership data provided for the corridor. Ms. Andrino-Chavez noted there are more transit riders in the northern part of the corridor than there are on the south.

Liz Brisson asked if cross-sectional drawings are being developed for the proposed improvements. Ms. Andrino-Chavez stated that they will be brought at a future meeting once more analysis has been done to refine the concepts.

Ben Schweng expressed concerns about the proposed mobility hubs, especially at the BART stations along the corridor. He noted many BART stations are prone to crime and may decay quickly. Ms. Andrino-Chavez stated that the project team will work out the logistics with the respective jurisdiction(s) to avoid community blight.

David Fishbaugh commented that the newer Warm Spring BART Station has a better chance of providing a viable mobility hub versus a BART Station that's been around longer.

Dave Murtha commented that he is pleased that bicycle parking is high on the list of improvements and that they would be secure lockers and not open bike racks. Mr. Lewis said that they received feedback from the stakeholders to provide secure lockers rather than racks.

Liz Brisson asked how people for the focus groups were recruited and if the focus groups were representative of demographics on the corridor. Ms. Andrino-Chavez stated that the focus groups consisted of members of the community, transit riders, Bike East Bay representatives, the Paratransit Advisory and Planning Committee members and members of the Chamber of Commerce.

David Fishbaugh asked how the multimodal corridor planning effort is connected with current development and active planning at the local level along the corridor. Ms. Andrino-Chavez stated that some of the focus groups included affordable housing developers and planning staff involved in local planning. She noted that in the next phase there will be open forums as well.

David Fishbaugh commented that the microtransit hub concept will create a sense of urbanization and increase the demand for transportation. Mr. Lewis stated that the team looked at planned development and priority development areas and many of the areas around the BART stations are already in line with local development plans.

Feliz Hill asked when the project team will start to identify funding sources for the improvements. Laurence Lewis said they are looking at improvement benefits now and funding opportunities will be identified once the resources needed have been identified.

Public comment was heard by Kelly Abreu regarding bicycle lanes along the corridor and the need to connect downtown Fremont and Milpitas in Santa Clara County as Milpitas is has significant job-rich areas. He also said that the traffic signal at Ohlone college needs retiming.

This item is for information only.

5.3. Countywide Active Transportation Plan: Major Barrier Concepts

Aleida Andrino-Chavez and Chris Marks provided an update and requested the Committee to provide input on the Countywide Active Transportation Plan (CATP) noting this was the last of five opportunities to provide input on the CATP. As part of the CAPT development, staff presented typical conceptual designs as examples on how to solve major barriers to bicycle travel at seven locations in Alameda County. The seven locations are: An alignment for the on-street connection between the Ohlone Greenway and the East Bay Greenway, the Adams Street Bridge between Albany and El Cerrito, Hesperian Boulevard at Interstate 880, Hesperian Boulevard at the Union Pacific Railroad Tracks, Stevenson Boulevard at Interstate 880, Paseo Padre at Riverwalk Drive, and Foothill Boulevard-San Ramon Boulevard at Interstate 580.

Ohlone Greenway/East Bay Greenway Connector

Dave Murtha asked if all the facilities mapped for design concept would be implemented. Chris Marks noted the route options were based off the improvements already planned by each city. He added that no specific timeline for the design concept exists however, so it is difficult to know which projects will be implemented or not.

Liz Brisson asked if the planned network is part of Oakland and Berkeley bicycle plans and the role Alameda CTC would have implementing the design concept. Carolyn Clevenger said that the concepts were developed to further the conversation but there is no implementation plan at this point.

Ben Schweng commented that he did not like the first alternative and noted that fewer people live along that route and there is not enough traffic. Dave Murtha and Liz Brisson commented that routes 2A, 2B, or 2C have more people on both sides of the routes and that 2B goes through a number of commercial areas, which would be destinations for shorter biking trips.

Adams Street Bridge

Feliz Hill asked if there is auditory assistance near the Center for the Blind. Ms. Andrino-Chavez stated that the design concept does not yet include that level of detail.

Dave Murtha asked if there is a grade separation between the Center for the Blind and the bicycle path on the bridge. Ms. Andrino-Chavez confirmed the design concept does include a grade separation.

Hesperian Blvd at I-880

Liz Brisson asked if the design concept includes physical separation for the proposed bike facilities for the Hesperian Boulevard at I-880 barrier concept from the auto lanes. Ms. Andrino-Chavez said the concept does include striping and she's waiting to hear from the cities about any additional proposed protection along the planned bike lane.

David Murtha commented that Lewelling Blvd. may be a constraint as that portion of Lewelling Blvd. is very difficult for cyclists to traverse. He requested to extend the portion heading northwest going underneath the freeway. Mr. Marks said that the City of San Leandro has a proposed facility at that location to address that issue.

Ben Schweng stated both lanes exiting the freeway on both sides are at an angle and stripping the lane should be considered and highlighted the need for better visibility of both off-ramps. Mr. Marks suggested staggered lanes in the design concept could create better visibility at Hesperian and Lewelling Blvd.

This item is for information only.

6. Organizational Meeting

6.1. Election of BPAC Officers for FY 2019-20

Dave Murtha made a motion to retain the current officers for the next year. Ben Schweng seconded the nomination. Matt Turner accepted the nomination of Chair and Kristi Marleau accepted the nomination of Vice Chair. The motion passed with the following votes:

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

6.2. Approve the FY 2019-20 BPAC Calendar

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

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

7. Member Reports

David Fishbaugh requested an update on the BPAC reappointments and vacancies. Staff agreed to provide the members with their appointers contact information.

Matt Turner stated that he attended the California Trails and Greenway Conference and the top two issues discussed were homelessness and dealing with railroad companies.

7.1. BPAC Roster

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

8. Meeting Adjournment

The meeting adjourned at 8:15 p.m. The next meeting is scheduled for September 5, 2019 at the Alameda CTC offices.

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: August 29, 2019

TO: Bicycle and Pedestrian Advisory Committee

FROM: Chris G. Marks, Associate Transportation Planner

SUBJECT: Transportation Development Act Article 3 Projects Review

Recommendation

Receive information on Transportation Development Act Article 3 (TDA 3) funding allocations from staff from the City of Hayward and the Alameda County Public Works Agency.

Summary

At the May 16th Countywide BPAC meeting, the BPAC approved the funding allocations for the 2019-2020 fiscal year as requested by the City of Hayward and the Alameda County Public Works Agency. Both jurisdictions requested funds to install ADA compliant, wheelchair accessible ramps, at various locations. In that approval the BPAC requested staff from both jurisdictions to provide additional details on the use of TDA 3 funds.

In response to that request, both jurisdictions provided information on TDA 3 funding allocations from previous years as well as on the projects they funded. That information is shown in attachments A, B, and C. Staff from both the City of Hayward and the Alameda County Public Works agency will provide more specific details on projects and the use of TDA 3 funding allocations at the September 5th BPAC meeting.

Background

TDA 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 by formula according to population and jurisdictions may spend funds on projects or may roll those funds over to a future year. Jurisdictions also often use TDA 3 funds as matching funds in order to deliver larger bicycle and pedestrian projects.

MTC requires that all projects submitted for funding be reviewed by a Bicycle Advisory Committee (BAC) or BPAC. Several jurisdictions in Alameda County use the Countywide BPAC for this purpose.

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

Attachments:

- A. TDA Allocations for Unincorporated Alameda County
- B. East Avenue Sidewalk Improvement Project Fact Sheet
- C. City of Hayward TDA 3 Funds Received from MTC

GRANTS: TDA ALLOCATIONS for Unincorporated Alameda County

FY	Description	Cost Start Date	Incur Costs Before	Allocation Amt.	Inv. Amt.	Project Cost	TDA	Status
19-20	PED/BIKE Capital: Ped Ramps	7/1/2019	6/30/22	176,633.00		350,000	176,633	Design
	Stanton Bike/Ped project	7/1/2019	6/30/22	100,000.00		6,400,000	100,000	
				276,633.00	0.00			
18-19	PED/BIKE Capital: Ped Ramps	7/1/2018	6/30/21	160,010.00		350,000	160,010	Completed
				160,010.00	0.00			
17-18	Bike/Ped Safety Education	7/1/2017	6/30/20	45,960.00				Active
					9,520.56			
				36,439.44	9,520.56			
17-18	PED/BIKE Capital: Ped Ramps	7/1/2017	6/30/20	100,000.00		550,000	100,000	Completed
					33,538.56			
					66,461.44			
				0.00	100,000.00			
17-18	Bulb-outs various locations	7/1/2017	6/30/20	200,000.00		2,700,000	200,000	Completed
					200,000.00			
				0.00	200,000.00			
16-17	Bike/Ped Safety Education	7/1/2016	6/30/19	38,115.00		38,115	38,115	Completed
					38,115.00			
				0.00	38,115.00			
16-17	PED/BIKE Capital: Ped Ramps	7/1/2016	6/30/19	100,000.00		425,000	100,000	Completed
					100,000.00			
				0.00	100,000.00			
16-17	Bulb-outs Various locations	7/1/2016	6/30/19	100,000.00			100,000	Completed
					100,000.00			
				0.00	100,000.00			
15-16	Bike/Ped Safety Education	7/1/2015	6/30/18	19,971.00		19,971	19,971	Completed
					19,971.00			
				0.00	19,971.00			
15-16	PED/BIKE Capital: Ped Ramps	7/1/2015	6/30/18	100,000.00		380,000	100,000	Completed
					81,914.91			
					18,085.09			
				0.00	100,000.00			
15-16	Mattox Rd Bike/Ped project	7/1/2015	6/30/18	100,000.00		450,000	44,369	Completed
					44,368.64			
	East Avenue Bike/Ped Project				55,631.36	2,500,000	55,631	Under Const
				0.00	100,000.00			
						11,213,086	1,094,729	

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EAST AVENUE

SIDEWALK IMPROVEMENT PROJECT

Construction Overview - FEBRUARY 2019



CONSTRUCTION DETAILS

Construction on East Avenue for the Sidewalk Improvement Project will begin the week of March 4, 2019.

The East Avenue Sidewalk Improvement Project will improve pedestrian access for all users – especially students walking or riding bikes to and from East Avenue Elementary School and Hayward High School.

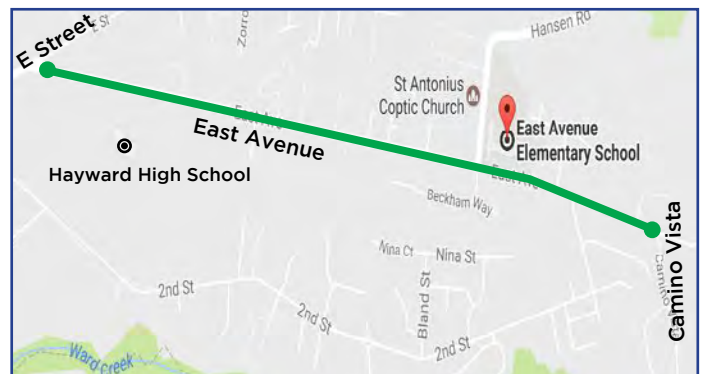
Construction work will be Monday through Friday. Generally, the contractor will perform construction activities between 7:00 a.m. and 5:00 p.m. Traffic lanes may shift during the construction but two-way traffic will be allowed at all times. When construction activities are in the immediate vicinity of one of the schools, the work will stop for a period of time during morning and afternoon student pick up and drop off. At the end of each work day, the work sites will be secured.

When completed there will be a continuous sidewalk with curbs and gutters in the spaces along the street where currently there are not any sidewalks. There will also be extended areas of curbs at the intersection on Hansen Road near East Avenue Elementary School. The distance to cross the street will be shortened and will add to pedestrian safety.

During construction, access to some stretches of sidewalk, as well as some driveways, will be restricted for the time it takes the concrete to harden and dry.

PROJECT LIMITS

The project will be along East Avenue, on both sides, from E Street to Camino Vista.

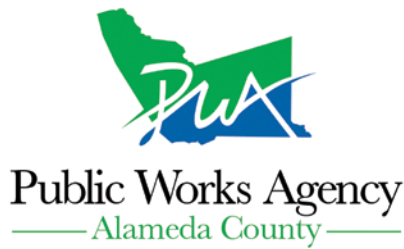


The contractor is JJR Construction. If the work will be in front of your property or will block your driveway, you will receive a notice from the contractor at least 72 hours (3 days) ahead of time.

Please follow instructions on posted signs for your safety and protection of property.

PROJECT FEATURES

- Uniform sidewalks, curbs and gutters
- Pedestrian ramps and curb cuts
- Better visibility of crosswalks and traffic signage



EAST AVENUE

SIDEWALK IMPROVEMENT PROJECT

FREQUENTLY ASKED QUESTIONS

Why is this project needed?

Currently along East Avenue there are places without any sidewalk or curb. These areas are filled with dirt and patches of asphalt. This project will replace these areas with a concrete sidewalk, curbs and gutter to provide continuous pedestrian and bicycle routes. This will be of great benefit to students and families traveling to and from the schools along the street.

What are the construction hours?

Construction work will be Monday through Friday. Generally, the contractor will perform construction activities between 7:00 a.m. and 5:00 p.m.

What impacts can be expected during construction?

Motorists, bicyclists and pedestrians will experience some delays or have to travel on a different side of the street. During construction, intermittent lane closures will be necessary, and traffic control/flaggers will be on site. During construction, parking may be restricted. Advance notices will be provided to residents along the street regarding any parking impacts or need for property access.

How will construction affect access into my property?

Access into your property will be maintained during construction. Part of your driveway and sidewalk may be blocked for limited time during sidewalk construction in specific areas. Construction crews will work with you to make sure there is access.

Where do I park during this construction?

During construction of your driveway and the sidewalk fronting your property, you will need to find temporary alternative parking. Construction will be done on one side of the street at a time.

Where can I find additional information?

The Public Works Agency will post notifications and project updates on its website: www.acpwa.org or you may call (510) 670-5591

No.	Allocation Fund From MTC	Fiscal Year	Fund Amount	Hayward Project Number	Hayward Project Location
1	18001045	2018	\$149,920	05221	Not Used yet
2	17001060	2017	\$142,491	05213	WC ramps Construction at various locations within the City
3	16001064	2016	\$131,859	05211	WC Ramps Construction in District 2& 3
4	15001062	2015	\$123,408	05121	WC Ramps Construction in District 1 & 8
5	14001068	2014	\$122,497	05115	WC Ramps Construction in District 7 & 10

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Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: August 29, 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
Draft Long-term Improvement Recommendations

Recommendation

Provide input on the draft long-term improvement recommendations for the East 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project.

Summary

The Alameda County Transportation Commission is working on the East 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project, one of the first major multimodal arterial corridor projects in Alameda County.

The BPAC has received two updates on the project, including a background and report on key findings from the Baseline Conditions Report presented at the October 18, 2018 meeting, and the draft conceptual improvements provided at the May 16, 2019 meeting and shown in Attachment A.

The two draft conceptual improvements presented were evaluated through a three-tier analysis, explained in detail later in this memo, which includes:

- Tier 1 Analysis - Engineering Feasibility,
- Tier 2 Analysis - Accessibility and Population Served, and
- Tier 3 Analysis - Multimodal System Benefits or Project Efficiency.

In the summer of 2019, the project team shared the results of that analysis with partner agencies for review and comment.

Based on the three-tier technical evaluation results and input from the member agencies, the project team is currently developing a package of draft recommended long-term improvements that will be presented to the project Technical Advisory Committee (TAC) on September 5th. BPAC will receive a presentation on the highlights of the three-tier evaluation results presented to member agencies earlier and draft recommended long-

term improvements presented to the project TAC on the same date. Later, the project team will engage in a third round of public outreach in October and November, 2019. In early 2020, the Alameda CTC Commission is expected to provide guidance on specific near-, medium- and, long-term multimodal improvements to advance for further project development.

Background

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

Based on the findings of the Baseline Conditions Report, which was presented to BPAC at the October 18, 2018 meeting, and input received from communities along the corridor, the project team developed the purpose and goals, and two conceptual long-term improvements for consideration.

Key Findings from Baseline Conditions Analysis

- 40% of the corridor is part of the Alameda CTC countywide pedestrian High-injury Network (HIN) and 25% of the corridor is part of the bicycle HIN.
- Significant growth (15%) is projected for the study area and study area employment growth of 25% is nearly double that of the County and region.
- Almost 90 percent of study area trips are by auto, showing the need for improved alternative modes.
- One-quarter of trips are two miles or less and over half of trips are five miles or less.
- Fewer BART passengers walk, bike, or take transit to the station along corridor compared to systemwide multimodal access.
- Long-term traffic growth of 1 – 3% per year throughout the corridor indicates more congestion along the corridor.

Project Purpose and Goals

As stated above, the Baseline Conditions Report defined goals to address the identified project needs. The purpose and goals of the project support the planned long-term growth and economic development along the corridor; address the range of mobility needs for the future; increase the non-auto trip share on the corridor; and improve the connectivity between transportation modes and services.

Conceptual Improvements

The two draft long-term concepts include six multimodal improvement categories and mainly 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 (BRT) Extension by providing Bus-only lanes
- Rapid Bus service
- Microtransit/Flex service
- Mobility Hubs that provide robust transfer and first- and last-mile options enhanced by technology
- An off-street, Class I, Multiuse Trail
- An on-street, Class IV, Protected Bike Lane network

Alameda CTC staff discussed these conceptual improvements with the BPAC at its May 16, 2019 meeting and during the summer of 2019, the project team evaluated the six improvement categories using a framework that included the three tiers of analysis summarized below:

Tier 1 Analysis - Engineering feasibility

The Tier 1 analysis is a high-level screening to identify physical constraints and engineering-related challenges that may affect construction of potential improvements. The analysis addresses long-term transit and bicycle improvements that would require a separated facility and may potentially result in significant right-of-way needs or impacts. Factors analyzed include the available right-of-way along the BART tracks for a potential EBGW extension and the existing cross-section of the corridor for potential implementation of bus-only lanes and/or Class IV bikeways.

Tier 2 Analysis – Accessibility and Populations served

The Tier 2 analysis looked at accessibility and types of population groups that would be served by the conceptual improvements. It also evaluated the benefits of the proposed concepts and improvements with a focus on prioritizing implementation based on need and potential benefits. For near- and mid-term improvements, this analysis defined priority areas by the type of improvements. The priorities identified through this analysis were based on a combination of safety, demographic, and land use accessibility analyses, and stakeholder input. For example, pedestrian crossing improvements were identified through the analysis of safety conditions, including the pedestrian HIN. Land use origins and destinations identified the presence of hospitals, schools, senior centers. Demographic characteristics, looked at the presence of communities of concern, and transportation characteristics evaluated intersections with high pedestrian volumes.

Tier 3 Analysis - Multimodal System Benefits or Project Efficiency

The Tier 3 analysis assessed the multimodal system performance of the proposed long-term improvements, both for each mode and as a system. The analysis of the two draft long-term concepts for the study area focused on transit and bicycle network connectivity improvements, both of which are intended to increase the non-auto mode share in the corridor.

Summary of Findings

This section presents a summary of the combined tiered analysis by mode, which will be used to develop the draft recommended improvements.

- Bus-Only Lanes/Rapid Bus findings:
 - Both bus-only lanes and Rapid Bus treatments increase transit ridership.
 - Bus-only lanes provide the largest ridership increases in Communities of Concern.
 - Bus-only lanes require lane conversion and some on-street parking loss.
 - Lane conversion results in lower traffic volumes and speeds.
 - Focus groups stated it is important to understand bus-only lane tradeoffs versus benefits.
 - Focus groups stated that speed management/speed reduction is a priority.
- Bike Network findings:
 - Both the EBGW and on-street Class IV bike lanes serve similar levels of population and employment, but accommodate different trip purposes and travel needs. Both encourage biking on the corridor. The EBGW serves bicyclists of all ages and abilities including recreational riders and those longer trips. Class IV bike facilities facilitate shorter trips.
 - On-street Class IV bike lanes are consistent with improvements to address the bicycle High-injury Network.
 - Bicycle volumes are projected to more than double by 2040 with the project.
 - The greatest increases in bike volumes are forecast in Union City and Fremont.
 - In San Leandro and unincorporated Alameda County, some bike trips may be converted to transit trips with Rapid Bus or bus-only lane improvements.
 - Focus groups stated a preference for both the EBGW extension and on-street Class IV bike lanes.
- Transit Station Mobility Hub findings:
 - All mobility hub locations show potential ridership increases due to first- and last-mile improvements.
 - The largest potential BART ridership increases are forecast at the San Leandro, Fremont, and Warm Springs stations.
 - The highest population totals are forecast around the Bay Fair BART and Fremont Capitol Corridor/ACE stations.
 - The highest employment totals are forecast around the Warm Springs and San Leandro BART stations.
 - Focus groups recommended prioritizing mobility hubs for first- and last-mile improvements.

Next Steps

The project team is developing the draft recommended long-term improvements, which will be presented to the project TAC and BPAC on September 5th.

The draft recommended improvements build on the existing on-going or planned projects led by the partner agencies.

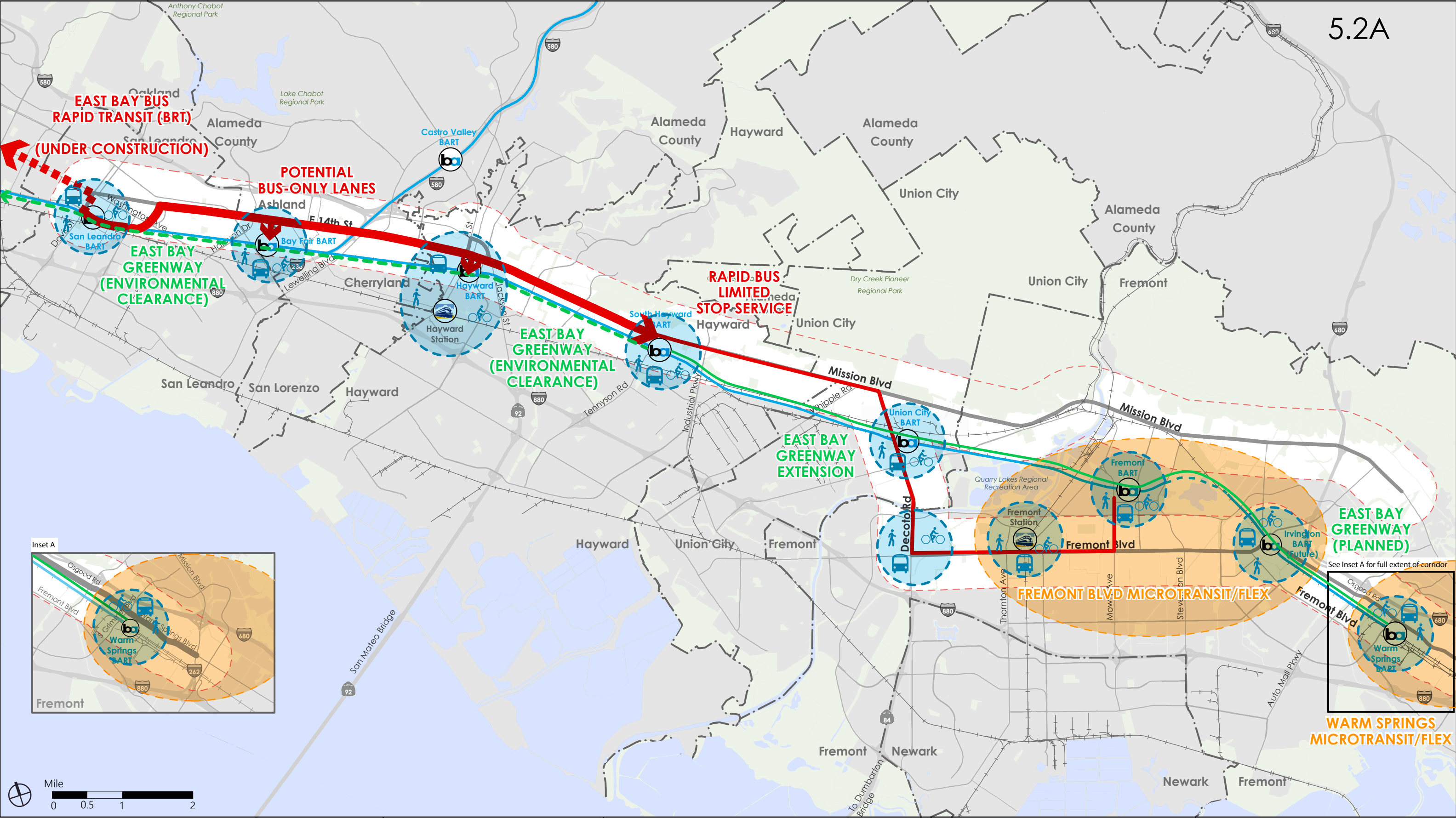
The third and final public outreach effort for this project will take place in October and November, 2019 in the form of community workshops at each jurisdiction along the project corridor along with an on-line engagement. Members of the Countywide BPAC are also encouraged to provide input at the community workshops. The project approval process will conclude in February 2020. Please refer to the schedule and corridor map included in Attachment B. Handouts of the draft recommended long-term recommendations will be provided at the meeting.

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

Attachments:

- A. Long term concepts developed in Spring 2019
- B. Project Corridor and Schedule

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

Legend:

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

Mobility Hub

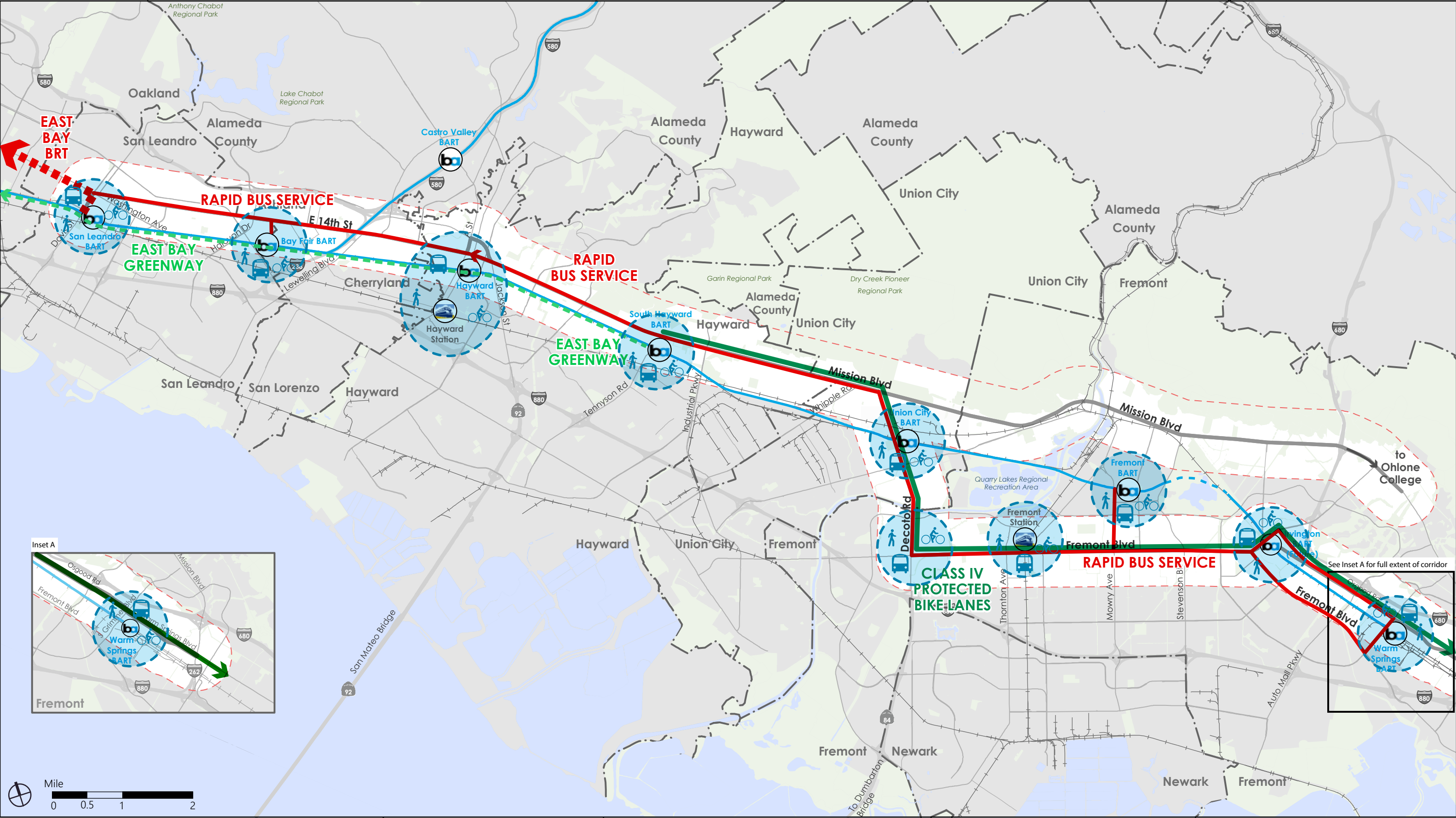
Examples of potential mobility hub features include bikeshare, scooters, carshare, bike lockers, carpool services, microtransit, and shuttles. Features and services will be determined on a station by station basis considering existing facilities.

Exhibit is for illustrative purposes only.


DRAFT Long Term Concept #1

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







January 2019

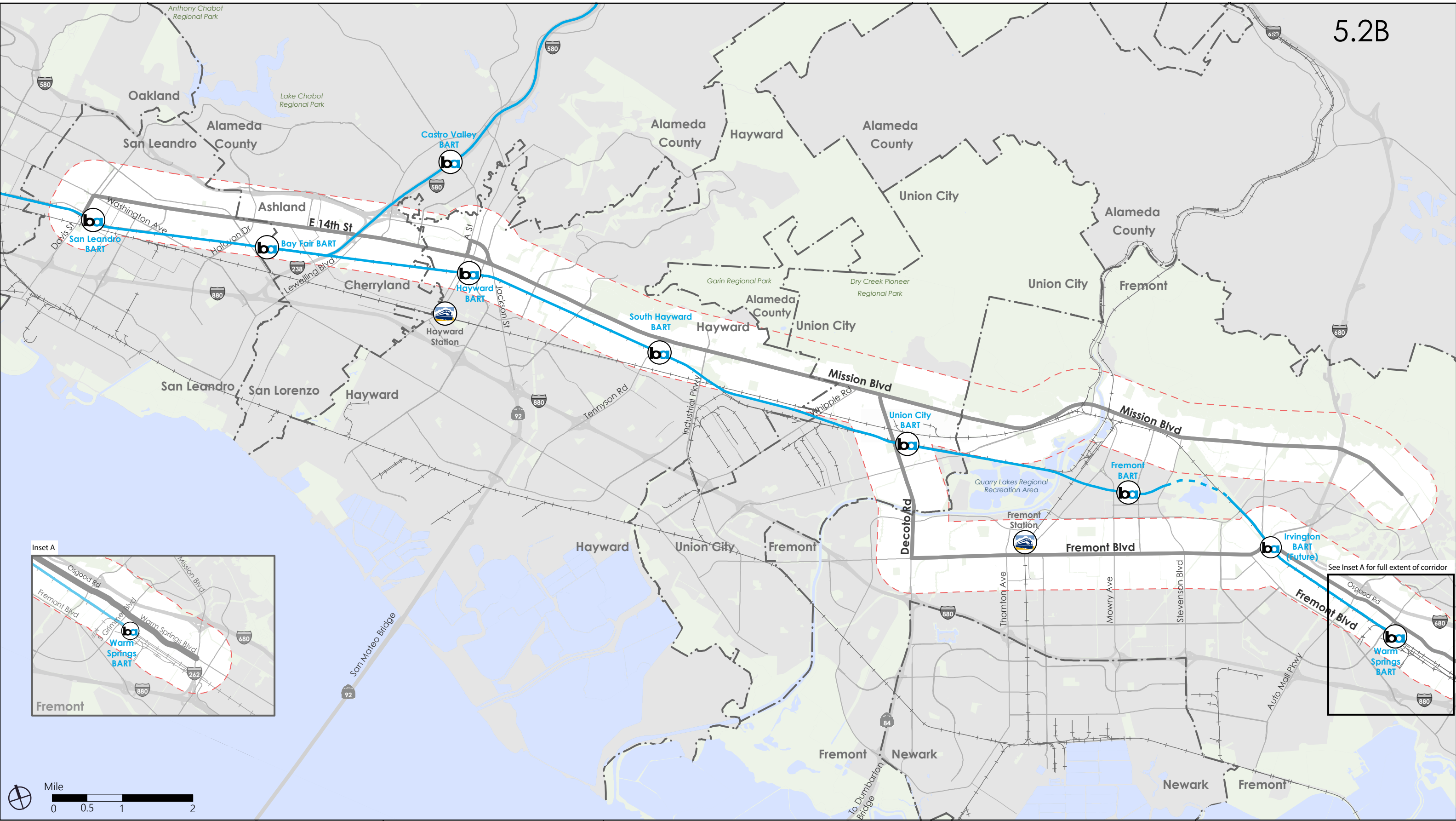


E. 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project



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
-  Off-Street Multiuse Trail
-  On-Street Protected Bike Lanes
-  Mobility Hub



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

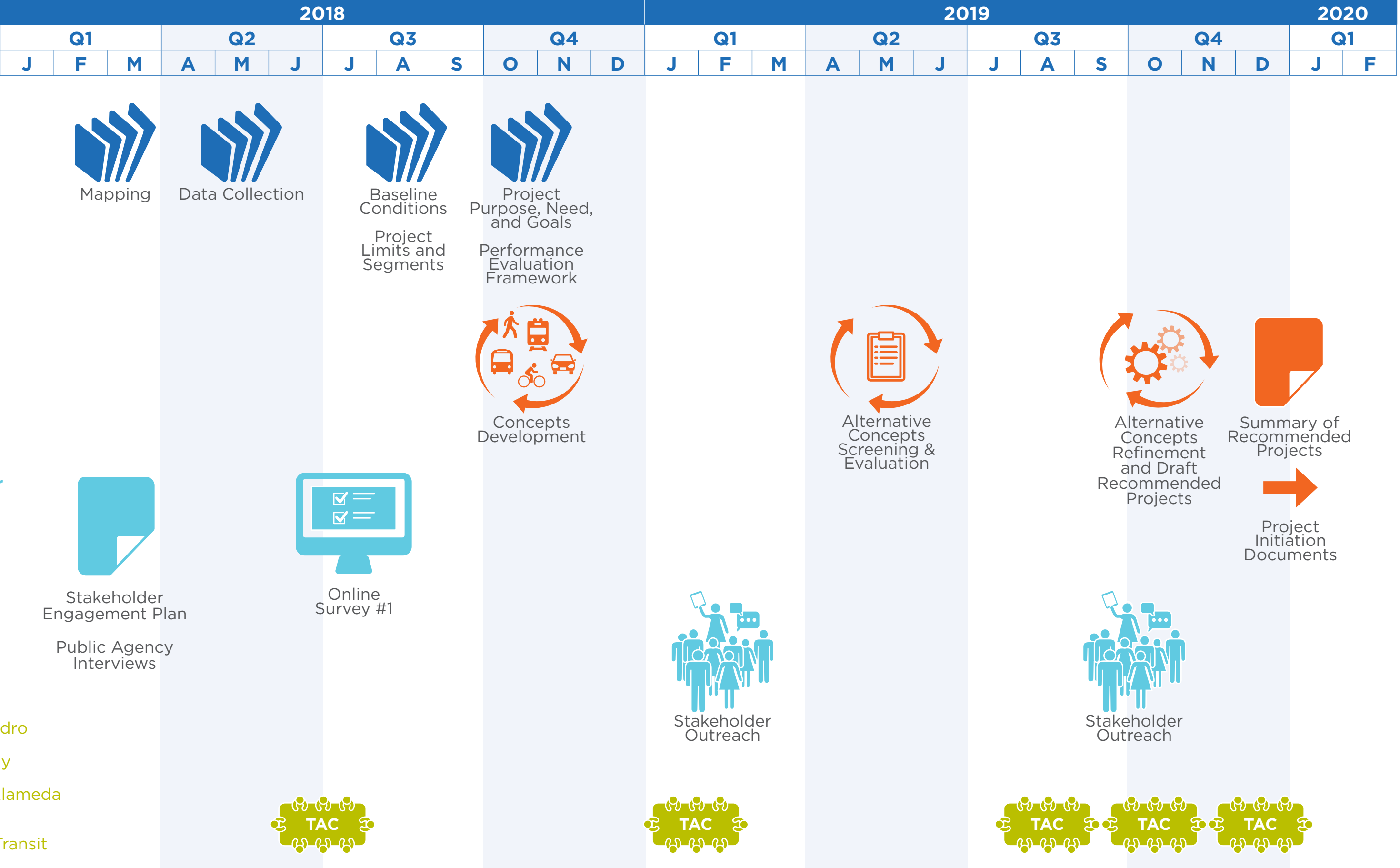
Freeway/Arterial

Water Bodies

Parks/Open Space

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

Updated June 2019





Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: August 29, 2019

TO: Bicycle and Pedestrian Advisory Committee

FROM: Marilou Ayupan, Interim Public Works Director, City of Union City

SUBJECT: Union City Quarry Lakes Parkway Project Update

Recommendation

Receive information on and provide the City of Union City with input on the proposed Quarry Lakes Parkway Project.

Summary

One of the primary roles of the BPAC is to review projects of countywide significance and provide detailed input to the project sponsors. Staff from the City of Union City, the project sponsor, will present information on the proposed Quarry Lakes Parkway project at the September 5th BPAC meeting and requests input from the BPAC.

The Quarry Lakes Parkway Project, formerly the East-West Connector Project, is a corridor project along Decoto Road and Paseo Padre Parkway in Fremont and the proposed Quarry Lakes Parkway, not yet built, in Union City.

Under the proposed project, both the existing Decoto Rd. (part of the Dumbarton Corridor) segment and Paseo Padre Pkwy would be widened from the existing four lanes to six lanes. This would partly be to improve transit operations for Dumbarton Express, AC Transit and Union City Transit along the corridor. Improvements would include transit signal priority (TSP) and queue jump lanes for buses. Both segments would also include a new Class IV bike lane.

The proposed project would also include a new four-lane road, Quarry Lakes Parkway, which would include a Class IV bike lane and a separated parallel Class I trail. The Class I trail would connect the Union City BART Station to the existing Alameda Creek Trail, Bay Trail and Dumbarton Bridge bikeway as well as Coyote Hills Regional Park and Dry Creek Pioneer Regional Park. The 11th Street connection to Quarry Lakes Parkway would create a new access from the east side of the Union City BART Station and would support the planned

build-out of the Intermodal Station District (office/housing) area and the Decoto Industrial Park Study Area.

The City of Union City re-evaluated the proposed project, and believes it to be consistent with major regional proposed transportation projects including Fremont's Dumbarton Bridge Trail, MTC/AC Transit's Dumbarton Forward project, Alameda CTC's East 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project, the East Bay Greenway, Cross Bay Transit (Dumbarton Rail), ACE Corridor Vision, and Capitol Corridor Phase 2A.

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

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee

7.1

DRAFT Meeting Schedule for 2019-2020 Fiscal Year

Updated August 29, 2019

	Meeting Date	Meeting Purpose
1	Sept 5, 2019	<ul style="list-style-type: none">• East 14th Street/Mission Boulevard and Fremont Boulevard Corridor Project Update• Quarry Lakes Parkway Project Update• TDA Article 3 Program Update
2	Nov 21, 2019	<ul style="list-style-type: none">• Oakland/Alameda Access Project Update• I-80/Gilman Project Update• San Pablo Avenue Multimodal Corridor Project Update
3	Feb 13, 2020	<ul style="list-style-type: none">• Countywide Safety Analysis White Paper• Countywide Performance Report
4	Apr 30, 2020	<ul style="list-style-type: none">• 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

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**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2019-2020**

	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	Jul-19	Jul-21
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	Jun-19	Jun-21
8	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jul-19	Jul-21
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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