



Bicycle and Pedestrian Advisory Committee Meeting Agenda Thursday, November 21, 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 September 5, 2019 BPAC Meeting Minutes](#) 1 A

5. Regular Matters

5.1. [2020 Countywide Transportation Plan: Approach](#) 7 I

5.2. [I-80/Ashby Avenue \(SR-13\) Interchange Improvement Project Update](#) 17 I

5.3. [San Pablo Avenue Multimodal Corridor](#) 27 I

6. Staff Reports

6.1. Caltrans District 4 Pedestrian Plan Update (Verbal) I

7. Member Reports

7.1. [BPAC Calendar](#) 37 I

7.2. [BPAC Roster](#) 39 I

8. Adjournment

Next Meeting: Thursday, February 13, 2020

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 December 2019 through January 2020

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	December 5, 2019 January 23, 2020
9:00 a.m.	Finance and Administration Committee (FAC)	January 13, 2020
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.	Alameda County Technical Advisory Committee (ACTAC)	January 9, 2020
5:30 p.m.	Independent Watchdog Committee (IWC)	January 13, 2020
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	January 14, 2020

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, September 5, 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 Dave Murtha.

3. Public Comment

A public comment was made by Kelly Abreu regarding the most dangerous roads in the east bay and lack of bicycle and pedestrian facilities on the Sunol Pass. He also stated that Niles Canyon Road will be closed to automobiles, and open to bicycles and pedestrians, on September 22nd for the Niles Canyon Stroll and Roll.

4. BPAC Meeting Minutes

4.1. Approve September 5, 2019 BPAC Meeting Minutes

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

Yes: *Brisson, Fishbaugh, Hill, Johansen, Marleau, Schweng, Turner*

No: *None*

Abstain: *None*

Absent: *Murtha*

5. Regular Matters

5.1. Transportation Development Act Article 3 Project Review

Chris Marks introduced this item, a follow up from the May 16th BPAC meeting, and thanked Ruben Izon from the Alameda County Public Works Department, and Liliana Ventura from the City of Hayward for attending the meeting at the request of the BPAC. Liliana Ventura and Ruben Izon presented how TDA Article 3 funds have been used, and will be used in the future, in their respective jurisdictions.

Ms. Ventura informed the committee that the City of Hayward has been applying for and receiving between \$100,000 and \$150,000 in TDA Article 3 funds per year since 2008 which have primarily been used to install ADA-compliant curb ramps throughout the city. In the last three years the City of Hayward has used the funds to install 75 ADA-compliant curb ramps at various locations. She stated that starting in 2020 the City of Hayward will begin using TDA Article 3 funds to build priority projects identified in the Bicycle and Pedestrian Master plan. She noted that the city will develop one of the following projects with TDA Article 3 funds in the next few cycles:

Patrick Avenue/Gading Road Traffic Calming and Bike Lanes or Calaroga Avenue Traffic Calming and Bike Lanes.

David Fishbaugh asked how the City of Hayward determines which projects listed as priorities to fund. Ms. Ventura said that the community complained to the city about speeding and traffic calming as well as the lack of connectivity to the city's bicycle system.

Feliz Hill asked if the city has done studies to determine the volume of bike and pedestrian traffic in the area to help prioritize projects. Ms. Ventura said that the next step is to gather more information.

Ben Schweng asked how do the projects correlate with recorded collisions. Ms. Ventura stated that the city is looking to also prioritize and fund projects in underserved communities.

Matt Turner asked if Hayward will create a BPAC. Ms. Ventura said that Hayward does not have the resources to create a BPAC. Once the Bicycle and Pedestrian Master Plan is done more resources may be available.

Jeremy Johansen urged that a BPAC be considered as part of the Master Plan development. He asked if Hayward has matching funds available to leverage the TDA Article 3 funds. Ms. Ventura said not at the moment.

Ben Schweng noted that Hayward having a lack of resources has come up often over the last five years; however, he can't recall anyone with the city stating what funds are needed, nor has anyone gone after grants or other funding opportunities.

Matt Turner commented that the Eden Area, a similarly-sized community, is creating a local BPAC without any fiscal impact. He noted that Hayward too could create a local BPAC with very few resources, and in the spirit of TDA 3, it would be good to have local level review from the community.

Ruben Izon from Alameda County stated that TDA Article 3 funding is used for curb ramps and is also used to leverage funds for larger projects, including complete streets projects and bulb outs. Mr. Izon reviewed a list of projects that TDA Article 3 funded from FY 2015-16 through FY 2019-20.

A public comment was made by Kelly Abreu stating that he attended meetings in Fremont with a Supervisor in attendance that questioned his residence. He noted that it appears that local opinions of residents are the only ones that are valid and requested staff respect an individual concern regardless of residence.

This item is for information only.

5.2. East 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project Draft Long-term Improvement Recommendations

Carolyn Clevenger noted that this is the third presentation given to BPAC with this project and she introduced Saravana Suthanthira to kick-off this item. Ms. Suthanthira introduced the project team Aleida Andrino-Chavez, Alameda CTC and Laurence Lewis with Kittleson who presented the item. She noted that staff is requesting input from BPAC on the draft short-, medium-, and long-term improvement recommendations for the East 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project.

Ben Schweng commented that bus-only lanes throughout the corridor may be difficult for many members of the public to endorse. He stated there may be significant concerns about parking loss for the businesses that rely on street parking. He noted that safety improvements on transit would do more than improving speeds to encourage ridership. Mr. Schweng stated that diverting bike traffic to Bancroft should be further evaluated because bike routes along Bancroft are better due to longer blocks and the better pavement.

Liz Brisson asked if the bus-only lane proposed would be center-running. Mr. Lewis stated that the project team looked at both center- and side-running lanes and he noted that the recommendation is center running because of the creation of Class 4 bike lanes.

Jeremy Johansen asked what portion of the corridor would have bus-only lanes. Mr. Lewis said that the goal is to have bus-only and protected bike lanes throughout the corridor.

Matt Turner stated that it would be nice to extend the buffered bike lane to Highway 238 flyover. Mr. Lewis stated that Alameda County Public Works has initiated delivery for the Class 4 bike lane to connect there.

Matt Turner encouraged the project team to examine how the San Lorenzo Creek Active Transportation Corridor, which would connect San Leandro, Hayward, and all five Unincorporated communities with the East Bay Greenway and multiple BART Stations, would work in conjunction with this project to form a larger network. He noted that the Active Corridor is part of the DeAnza National Trail and the Hayward Foothill Trail and that there are federal funds available for connectors that may work for the DeAnza National Trail.

Public comment was heard from Mandeep Gill Union City BPAC and he commented that Class I bike lanes are best on the corridor. Mr. Gill asked why BART did not agree to a Class I bike facility to follow the BART tracks past the South Hayward BART station. He asked about the timeline to deliver the project. Mr. Lewis stated that BART was not opposed to the alignment in South Hayward; however, BART is building their maintenance hub there. Mr. Lewis stated in terms of timing that right of way/environmental clearance will be the primary factor determining delivery.

A public comment was heard from Flavio Poehlmann and he wanted to know if there will be one bus line from San Leandro to southern Fremont. Ms. Suthanthira stated that the project is in the scoping phase and the team is focusing on the infrastructure to this point which would accommodate future service improvements.

Feliz Hill asked if funding is available to following up on the near-term recommendations. Ms. Suthanthira responded that the team is looking at funding as they move forward.

Matt Turner requested an update on Union Pacific Railroad along the East Bay Greenway. Ms. Clevenger stated that UPRR is doing rail modeling to see what the impacts will be and the estimated completion of this task is beginning of 2020.

A public comment was heard from Kelly Abreu stating that population density is not shown on the maps.

This item is for information only.

5.3. Union City Quarry Lakes Parkway Project Update

Marilou Ayupan with the City of Union City provided an update on the Quarry Lakes Parkway Project, formerly known as the East West Connector (EWC) Project. Marilou Ayupan provided a walk-through of the proposed plans including Class I facilities paralleling the corridor, proposed transit improvements at intersections, new general purpose lane expansions on Decoto Road and Paseo Padre, and the new road, Quarry Lakes Parkway. Hans Larsen with the City of Fremont stated that Union City and the City of Fremont are working together to replace the EWC Project concept with two other projects: 1) building a multimodal transit priority connection from the Union City BART across the Dumbarton Bridge, which will allow people to bike from the BART station along the corridor; 2) Quarry Lakes Parkway that is a new local roadway between Paseo Padre Parkway and Mission Blvd. in Union City.

BPAC members stated that new roadways or expanded roadways is not a concept they agree with. The members said they were not clear on what project Fremont and Union City want input on. It was noted that the project seems to be a large roadway expansion with a few bikeway improvements. Primarily, the members did not understand why the project was presented at BPAC because the project definition was not clear.

Matt Turner suggested a new design for bike paths and protected intersections. He stated that buffered bike lanes will be insufficient to achieve mode shift in the area.

The following public comments were heard on this item:

- Maria Ramirez, Union City resident, opposition to the EWC Project and the Quarry Lakes Parkway Project. She requested a new environmental impact report (EIR) to take into consideration fire risk and air quality impacts

- Dave Campbell with Bike East Bay suggested a traffic analysis would be required, which includes a transit study, as well as a new EIR
- Flavio Poehlmann expressed opposition to project
- Mandeep Gill, Union City resident, expressed opposition to Quarry Lake Parkway Project; he suggested additional study for transit signal priority, queue jump lanes
- Kelly Abreu supported the comments from Bike East Bay
- Glenn Kirby expressed that the Quarry Lakes Parkway Project is an opportunity to have Decoto Road improved and the creation of the Quarry Lake Parkway.

Liz Brisson asked for clarification on next steps for the project and if there would be a new EIR. Ms. Ayupan stated that if the footprint of the project is reduced and the traffic study is done then an addendum may be done for the EIR rather than a new EIR.

Matt Turner stated the lack of clarity about the proposed project details have made it difficult for the BPAC to provide substantive feedback and requested the project team bring the project back once Union City and Fremont can define the project clearly and address the public concerns they received at the meeting.

Ben Schweng stated that BPAC is most interested in intersections and additional detail would be helpful.

This item is for information only.

6. Staff Reports

6.1. Regional Bicycle/Pedestrian Count Protocols Update

Chris Marks stated that the Metropolitan Transportation Commission (MTC) is developing regional bike/ped count protocols. Local cities and Alameda CTC have been engaged in shaping the guidelines and at a regional level they are establishing a uniform process. Staff will bring additional information to BPAC once those guidelines have been released.

7. Member Reports

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 8:15 p.m. The next meeting is scheduled for November 21, 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: November 14, 2019

TO: Bicycle and Pedestrian Advisory Committee

FROM: Carolyn Clevenger, Director of Planning
Kristen Villanueva, Senior Transportation Planner

SUBJECT: Summary of 2020 Countywide Transportation Plan Approach

Recommendation

Receive and overview of the approach to the 2020 Countywide Transportation Plan (CTP).

Summary

Every four years, Alameda CTC prepares and updates the CTP, which is a long-range planning and policy document that guides future transportation decisions for all modes and users in Alameda County. The existing CTP was adopted in 2016, and is due for an update by 2020. The CTP informs the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the region's long-range transportation plan, Plan Bay Area, developed by the Metropolitan Transportation Commission (MTC).

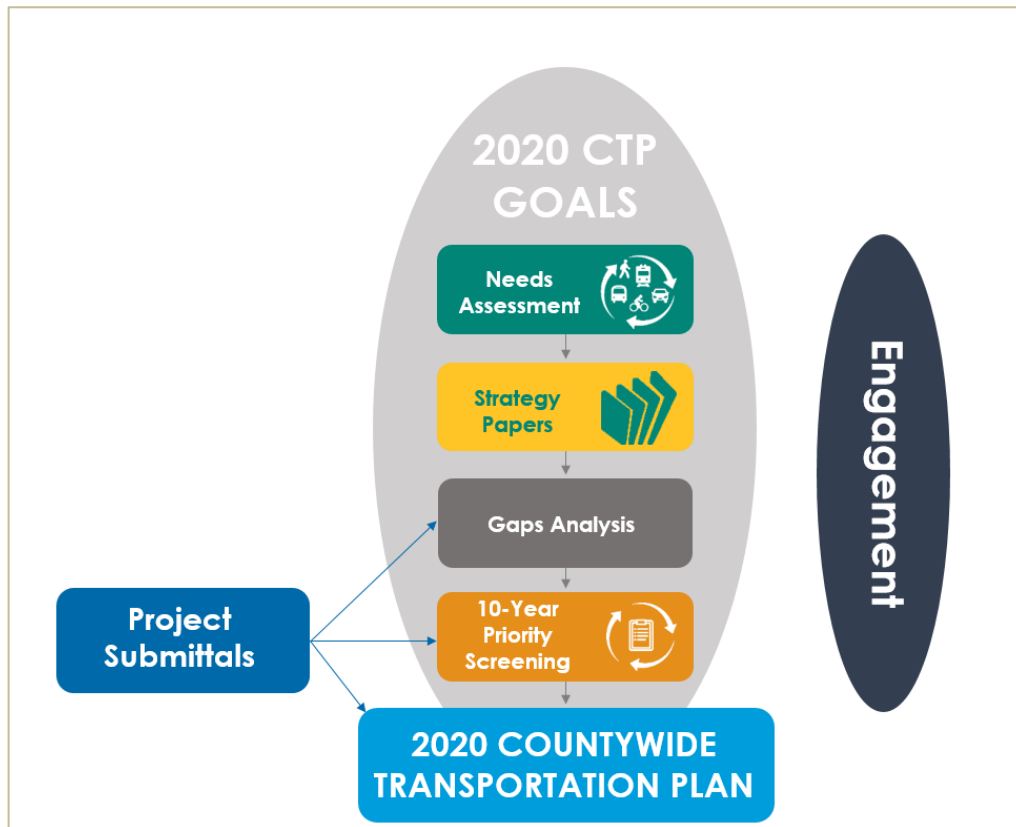
Alameda County has developed CTPs every four years since 1994, and starting with the 2012 CTP, those documents have increasingly emphasized multimodal improvements and integrated land use planning. Each plan horizon is set to be consistent with the long-range RTP/SCS, which will be the year 2050 for this update. The 2020 CTP will support multimodal and integrated planning and be future-looking as with the other CTPs, but will have a particular emphasis on articulating a set of projects, programs, and policies that Alameda CTC and its partners will pursue over a 10-year horizon. In this way, it will be able to more effectively inform project and funding decisions in the near-term while moving in the right direction to address the county's long-term transportation needs. The 2020 CTP will inform the current RTP/SCS update for Plan Bay Area 2050 (PBA 2050) as well as the next update to Alameda CTC's Comprehensive Investment Plan (CIP), which will be the 2022 CIP.

2020 CTP Approach

The 2020 CTP will be developed across several components, moving in parallel, from July 2019 through anticipated plan adoption in October 2020. These include the following: 1) Vision and Goals, 2) Needs Assessment and Strategy Papers, 3) Project Submittals, 4) Gaps

Analysis and Project Screening, and 5) Ongoing Engagement with Stakeholders, including close engagement with partner agencies and the Commission throughout Plan development as well as targeted public engagement. Each of the plan components is described in more detail in the remainder of this memo and an illustration of how they will come together to create the final CTP is shown in Figure 1.

Figure 1. 2020 CTP Components



Countywide Transportation Plan (CTP) Vision and Goals

In July and September, staff presented a vision statement and goals to the Commission and the Alameda County Technical Advisory Committee (ACTAC). The Commission approved the vision and goals at [their September meeting](#). Both the vision statement and goals built off of the 2012 and 2016 CTPs. The vision statement is largely the statement developed in 2012 for the CTP and the Measure BB Transportation Expenditure Plan. The goals from the last CTP have been re-packaged into a streamlined list of four goals. A shorter list of goals has several benefits: it removes redundancies, integrates co-benefits of goals and supports more effective project prioritization. The approved vision statement and goals are as follows:

2020 CTP Vision Statement

Alameda County residents, businesses and visitors will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health, and economic opportunities.

2020 CTP Goals

Figure 2 presents the goals and goal statements as adopted by the Commission in September 2019.

Figure 2 2020 CTP Goals



Needs Assessment and Strategy Papers

A needs assessment and strategy papers will be used to set the context for the CTP and determine if there are any gaps in existing efforts that should be prioritized as part of this CTP update.

Needs Assessment

The needs assessment will source data and findings from a multitude of planning efforts that have been completed or are underway since the 2016 CTP and do a focused assessment of new data sources. The following list of plans represent countywide efforts or plans with countywide significance that will be sourced; local planning efforts will be incorporated

through the interviews already conducted, ongoing engagement with ACTAC (described in section 5) and the various CTP project solicitations (described in section 3).

Background plans for 2020 CTP:

1. 2016 Countywide Transportation Plan
2. 2016 Alameda Countywide Multimodal Arterial Plan
3. 2016 Alameda Countywide Transit Plan
4. 2016 Alameda County Goods Movement Plan
5. 2017 Alameda County Priority Development Area Investment and Growth Strategy
6. 2017 Plan Bay Area 2040
7. 2017 Assessment of Mobility Needs of People with Disabilities and Seniors in Alameda County
8. 2018 Level of Service Monitoring Report – Traffic and Transit
9. 2018 Rail Strategy Study
10. 2018 and 2019 Corridor Projects: East 14th Street/Mission Boulevard and Fremont Boulevard, San Pablo Avenue
11. 2019 Countywide Active Transportation Plan
12. MTC Horizon Perspective Papers and Futures Evaluation (on-going)¹
13. Alameda CTC Safe Routes to Schools Site Assessments (on-going) and Evaluation Reports (underway)
14. Alameda CTC Student Transit Pass Pilot Program Evaluation Reports (2017, 2018, and underway)
15. BCDC Adapting to Rising Tides
16. Alameda CTC Technology Working Group Working Papers

The needs assessment will highlight any significant differences across planning areas and within Communities of Concern².

Strategy Papers

Complementing the needs assessment will be a set of strategy papers on the key topics discussed to date:

- *Transit*: Performance trends, best practices, opportunities for Alameda County

¹ Perspective Paper topics include the following: Autonomous Vehicles, Shared Mobility, Regional Growth Strategies, Future of Jobs, Bay Crossings, Sea Level Rise

² Community of Concern refers to MTC's designation of communities that have high concentration of both minority and low-income households or that have a concentration of other factors including people with disabilities, seniors, and cost-burdened renters.

- *Safety*: High injury network for bicyclists, pedestrians and auto drivers; corridors of countywide significance for safety; strategies to reduce collisions, severe injuries and fatalities
- *Economic Development/Land Use*: Strategies for serving current and future major employment centers, first/last mile solutions, employer programs and partnerships, supporting PDA development and better land use/transportation integration
- *Future Trends*: Summary of current and future trends in population/job growth and locations, evolution of transportation technology, and climate change resiliency, focused on implications for the Alameda County transportation system. This paper will also reflect findings from MTC/ABAG's Horizons planning process.

These strategy papers will be a parallel effort to the needs assessment and are designed to generate a set of actionable recommendations for Alameda CTC to pursue.

Transportation Project Submittal Process

The 2020 CTP will include a list of transportation projects and programs for the county through the long-term horizon of 2050. These projects will be solicited from public agencies across two requests for projects tied to the development of PBA 2050. In June 2019, the Commission approved the list of Alameda County's regionally significant projects for consideration for inclusion in PBA 2050. The second project request occurred in September and October through coordination with ACTAC.

Gaps Analysis and Project Screening

The project solicitation process will create a robust list of projects for Alameda CTC and its partners to deliver over a 30-year timeframe. However, it also may leave gaps in needs for projects that have not yet been developed. Further, prioritization within this thirty-year timeframe will be necessary to understand near-term actions. The 2020 CTP will address these issues through a gaps analysis and a near-term prioritization.

As described in Section 2, staff proposes to compare the results of the needs assessment and strategy papers with project submittals, identify gaps, and propose subsequent project development to address gaps. This exercise likely will not lead to fully developed projects per se but to planning initiatives for the agency and for partners to pursue. Examples of this could include: identifying the next set of corridor projects that the agency will manage in the next 10 years, describing the next generation of school-based and paratransit programs, identifying the need for multimodal projects for Caltrans-owned interchanges, and/or identifying the need to provide express bus service to growing employment centers within the county.

After gaps analysis and in close coordination with partner agencies, a subset of the long-term list of projects and strategies will be prioritized into a 10-year horizon. This near-term prioritization will screen projects based on Plan goals, project readiness in the next 10 years, and will reflect differences among project types and across the four diverse Planning Areas of the county. This near-term prioritization will complement the longer term CTP projects and program list, which will span the 30 years of the CTP. Staff will develop the screening methodology working with ACTAC throughout fall 2019.

Stakeholder and Commission Engagement

Similar to the 2016 CTP development, the 2020 CTP update will be a transparent process, with Alameda CTC working closely with Commissioners, jurisdictions, transit agencies, and other stakeholders. Public engagement will be held at strategic milestones throughout plan development to ensure the public is aware of the CTP and has the ability to provide input; it will focus on providing convenient and effective opportunities for the public to engage.

ACTAC will serve as the primary technical working group and inform the development of the CTP and will have CTP-related items on its agenda throughout the Plan's development. The Commission will provide strategic policy guidance and help craft the set of near-term priorities. The BPAC will provide input on active transportation issues identified in the CTP, of countywide significance.

Public Outreach

As described in the needs assessment section, the 2020 CTP will build off of significant outreach that has been conducted as part of other planning efforts at the countywide level and that local jurisdictions conduct on a routine basis. Public outreach for the 2020 CTP will focus on soliciting feedback on project priorities and identifying gaps that should be further developed. The format of public outreach will include intercept surveys and focus groups throughout the County including specific emphasis on Communities of Concern and interactive workshops at select locations throughout the county.

Initiating public outreach for the CTP, an online survey was administered in May 2019 that was designed to be representative of Alameda County's diverse population across planning areas, and included a significant sample from people in Communities of Concern. Across the board, respondents³ noted that freeway congestion was the highest concern, followed by pavement condition, congestion on local streets, and frequency and reliability of BART. Within Communities of Concern, pavement condition was indicated as a higher concern than freeway congestion and safety on local streets received a higher ranking than in non-COCs. These survey findings have already informed development of Plan Goals and are informing the screening methodology.

Plan Development

The various components of the 2020 CTP effort will be synthesized into a single document. The plan will seek to articulate clear action plans that build off of the needs, strategies, and gaps identified during the plan development process, including 10-year priority initiatives for Alameda CTC and its partners. The action plans may include recommendations for large and small capital projects, programs (e.g., Safe Routes to Schools), operational strategies, and/or policies. The action plans will describe funding, advocacy, and partnerships that will be needed to implement the 10-year horizon.

³ Over 15,000 invitations were sent through email and text message. Approximately 500 people completed the survey, nearly 200 of whom are residents of Alameda County Communities of Concern.

In advance of PBA 2050, MTC/ABAG have conducted significant outreach and analysis on future scenarios and long-range strategy development. Findings and policy direction relevant to Alameda County will be reflected in the 2020 CTP.

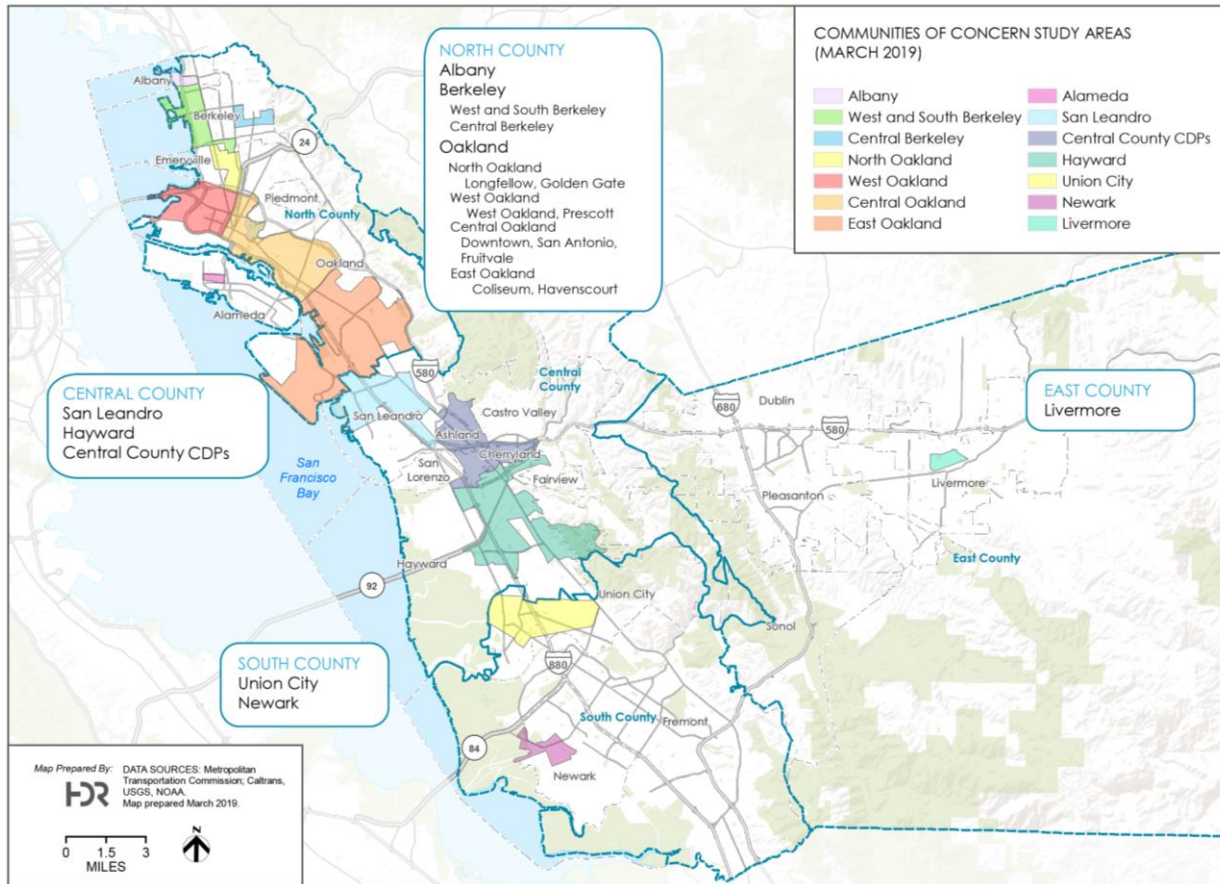
Community-Based Transportation Plan Update

MTC launched the Community-Based Transportation Planning (CBTP) program in 2002. Its goal is twofold: to improve access and mobility for disadvantaged communities (for commute as well as non-commute trips), and engage residents and community organizations in conducting the analysis and shaping the recommendations. The last set of CBTPs for Alameda County were completed between 2004 and 2009.

In a parallel but related process to the 2020 CTP, staff will conduct community-based planning based on MTC's updated CBTP guidelines, which were adopted in January 2018. This effort will reflect MTC's most recent definition of Communities of Concern, which are shown on Figure 3. This effort will include public outreach in all CBTP areas, analysis of baseline conditions for these specific geographies and development of project priorities based on outreach and discussions with jurisdictions that have recently conducted extensive outreach and planning work within these communities. For example, the planning and prioritization work associated with Assembly Bill 617 in West Oakland⁴ will be reflected. Needs and priority initiatives that are generated for this process will be included as an element of the 2020 CTP.

⁴ <http://www.baaqmd.gov/community-health/community-health-protection-program/west-oakland-community-action-plan>

Figure 3. Communities of Concern CBTP Study Areas

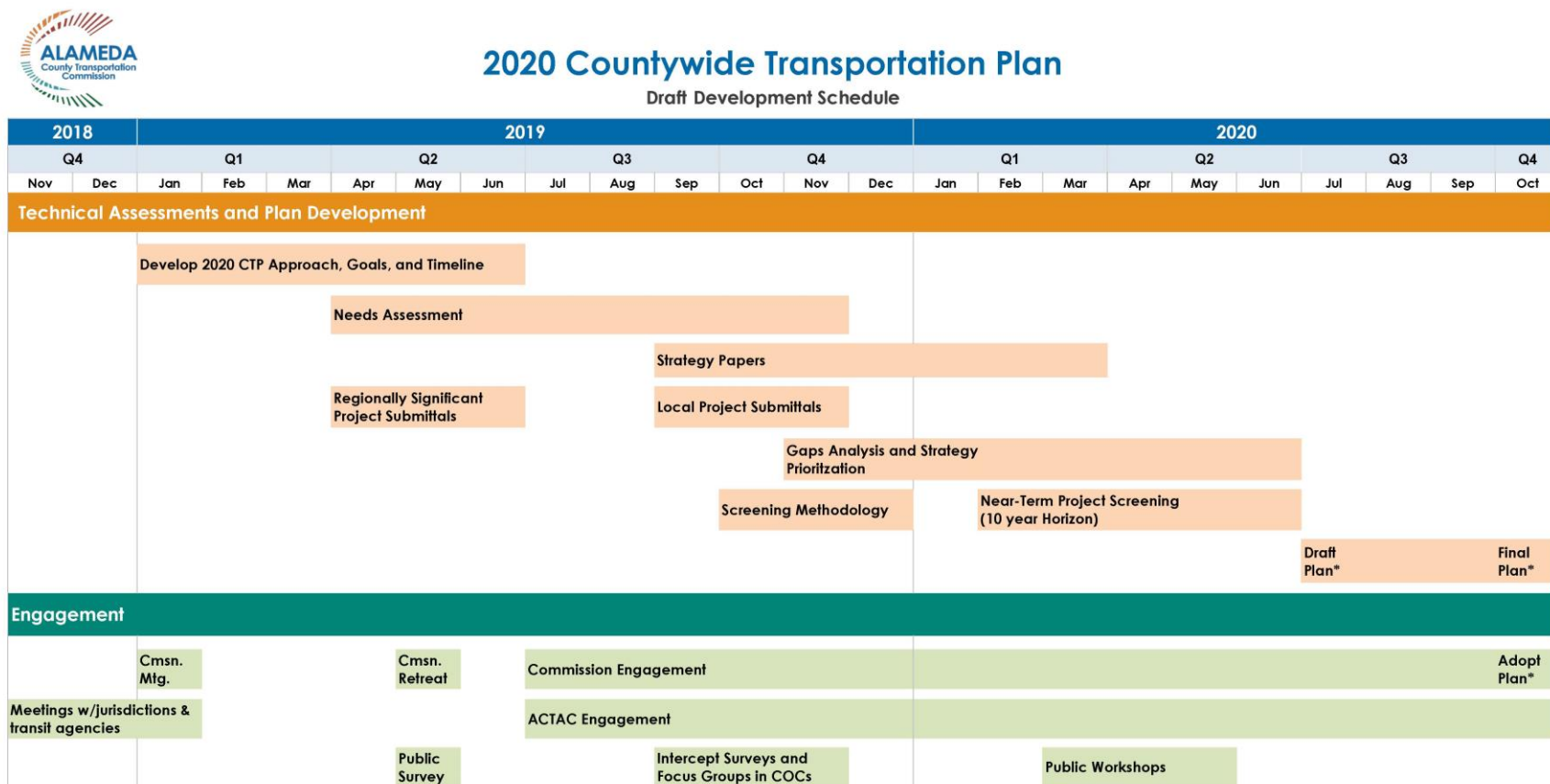


2020 CTP Schedule and Next Steps

Figure 4 presents the draft 2020 CTP Development Schedule. Work on the 2020 CTP began in November 2018 with meetings with each jurisdiction and transit agency and will continue through CTP adoption in July 2020. Starting in September 2019, staff began developing the needs assessment, strategy papers, and methodology for screening project submittals for near-term priorities. As described above and shown in the schedule below, engagement with ACTAC and the Commission will be on-going from July through plan adoption in fall 2020.

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

Figure 4. CTP Draft Development Schedule



* Countywide Transportation Plan

Note: This schedule is high level and intended to provide an overview of departmental activities, and is subject to change.

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Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: November 14, 2019

TO: Bicycle and Pedestrian Advisory Committee

FROM: Carolyn Clevenger, Director of Planning
Chris G. Marks, Associate Transportation Planner

SUBJECT: I-80/Ashby Avenue (SR-13) Interchange Improvement Project

Recommendation

Receive an update and provide input on the I-80/Ashby Avenue (SR-13) Interchange Improvement Project

Summary

The Alameda County Transportation Commission, in cooperation with Caltrans and the cities of Berkeley and Emeryville, proposes to reconstruct the I-80/Ashby Avenue (SR-13) interchange within the cities of Emeryville and Berkeley to improve accessibility, safety, traffic circulation, and bicycle/pedestrian facilities. The project will provide a new westbound I-80 connection to Shellmound Street into north Emeryville and improve bicycle and pedestrian access across I-80 from Emeryville and Berkeley to the San Francisco Bay Trail. These improvements are intended to provide traffic congestion relief and enhanced mobility at this critical access point and important intersection of regional transportation routes.

This project was approved by Alameda County voters in 2014 under Measure BB and represents a direct investment in regional infrastructure and economic development.

Background

The intersection was originally built in the 1950s and has become outdated and unable to handle the current auto traffic demands, or rising regional pedestrian and bicycle activity. The interchange is a major regional access point for quickly growing industrial, commercial, and residential districts in the cities of Emeryville, Berkeley, and Oakland. There have been several studies related to circulation within the area. With a current directional mainline volume in excess of 270,000 vehicles per day and a ramp volume of over 30,000 vehicles per day onto Ashby Avenue/SR-13, the I-80/Ashby Ave (SR-13) Interchange Improvement Project involves a critical component of the state's transportation infrastructure and one of the Bay

Area's most essential transportation corridors. This importance is reflected in the recently completed I-80 ICM project that is deploying active traffic management strategies.

This project will largely build upon the July 1999 Project Study Report, approved by Caltrans, which recommended two alternatives for improvements to the interchange. A subsequent Value Analysis Study identified roundabouts as possible ramp terminal intersections, along with a Class I bicycle facility. In addition, a Supplemental Project Study Report developed by the City of Emeryville in September 2006 was approved to include a new roundabout alternative.

Project Purpose and Goals

The existing I-80/Ashby-Shellmound interchange does not provide access to or from westbound I-80 and Shellmound Street in the City of Emeryville. All westbound traffic accessing Emeryville must use the Powell Street interchange. The purpose of the project is to provide a direct connection between westbound I-80 and Emeryville via Shellmound Street.

The proposed project will reduce traffic congestion on Ashby Avenue and provide safe access for pedestrians and bicyclists across I-80, linking the San Francisco Bay Trail to the City of Emeryville and Berkeley's Aquatic Park. These improvements are anticipated to relieve traffic congestion including the I-80/Powell Street interchange in Emeryville and the Ashby Avenue/7th Street intersection in Berkeley and improve bicycle network connectivity and new recreational opportunities.

Project Description

Proposed interchange improvements include:

- Demolition and removal of existing I-80/Ashby Ave. separation structures
- New bridge structure over I-80 with separated pedestrian-bike pathway
- Pedestrian-bike pathway separation structures
- Eastbound I-80 diagonal on/off-ramp modifications
- Westbound I-80 off-ramp modifications
- Roundabout or signalized intersection ramp termini
- New on-ramp CHP enforcement areas and ramp metering
- Elimination of Potter Street/ I-80 EB slip ramp
- Elimination of I-80 WB/ W. Frontage Road on/off slip ramp
- Modification of I-80 WB on/off-ramp at Point Emery Lane

Project Status

In 2006, the I-80/Ashby Avenue (SR-13) Supplemental PSR recommended that the Roundabout Alternative and PSR Alternative 2 (modified partial cloverleaf-diamond type interchange) be carried forward to the current PA/ED phase of project development.

Building upon this 2006 study, the project team has further evaluated these two 2006 alternatives and developed four new interchange concept alternatives summarized below:

- Alternative 1 – Signal
- Alternative 2 – 2006 Roundabout

- Alternative 3 – 2006 Signal as Roundabout
- Alternative 4 – Single Point Diamond
- Alternative 5 – Tight Diamond
- Alternative 6 – Diverging Diamond

Based on design year 2045 traffic forecast data and initial sensitivity testing of the Intersection Control Evaluation (ICE—Step 1), Alternatives 1, 2, and 3 have been screened from further consideration as these alternatives do not meet projected design year traffic demand/operations and provides limited area for a potential Bayview vista point opportunity. Alameda CTC, Caltrans, City of Berkeley, and City of Emeryville have all agreed to eliminate Alternatives 1, 2, and 3 from further analysis. The remaining Alternatives 4, 5, and 6 will be advanced to the next Step 2 ICE evaluations and traffic operations analysis.

Consistent with the City of Emeryville's General Plan, several bicycle and pedestrian pathway options for each alternative have also been studied connecting the San Francisco Bay Trail and 65th Street in Emeryville.

- Bike/Ped Path Option A: At-Grade Crossings/Combined Structure
- Bike/Ped Path Option B: Portal/Switchback Combined Structure
- Bike/Ped Path Option C: Separated Pedestrian Overcrossing Structure

The project team has conducted three bicycle and pedestrian focus meetings with key Stakeholders and advocacy groups including Bike East Bay, Walk Bike Berkeley and San Francisco Bay Trail in developing these options. The City of Emeryville has expressed a preference for a fully separated pedestrian overcrossing structure to better facilitate a low stress experience for users of all ages and abilities while minimizing conflict points within the interchange.

The project team will continue to screen Alternatives 4, 5, and 6 through Step 2 ICE, traffic operations, and preliminary engineering with the goal of advancing two viable alternatives for further study in the environmental document.

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

Attachments

- A. Interstate 80/Ashby Avenue (SR-13) Interchange Improvements Fact Sheet
- B. Interchange Concept Alternatives – Vehicular Conflict Diagrams
- C. Interchange Concept Alternatives – Bike/Pedestrian Options & Conflicts

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Interstate 80/Ashby Avenue (SR-13) Interchange Improvements 5.2A

OCTOBER 2019

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the cities of Berkeley and Emeryville, proposes to reconstruct the I-80/ Ashby Avenue interchange to improve accessibility, safety, traffic flow, and bicycle and pedestrian facilities. These improvements are intended to provide traffic congestion relief and enhanced mobility at this critical access point and important intersection of regional transportation routes. The project will also provide multimodal transport options, while improving community connectedness, including connectivity to the existing Bay Trail. This project was approved by Alameda County voters in 2014 under Measure BB and represents a direct investment in regional infrastructure and economic development. It will provide a direct connection between westbound Interstate 80 (I-80) and Emeryville by way of Shellmound Street. Improvements will include:

- A new bridge to replace existing bridges
- A new interchange form with connections to Shellmound Street and Frontage Road
- Provision of bicycle and pedestrian access over the I-80 freeway at the Ashby Avenue interchange

PROJECT NEED

- The existing I-80/Ashby interchange provides no access to Shellmound Street to/from westbound I-80 nor from Shellmound Street to Frontage Road.
- All westbound traffic to access Emeryville must use the Powell Street interchange.
- There is no direct pedestrian and bicyclist access to the Bay Trail from Shellmound Street.



PROJECT BENEFITS

- Improves mobility and reduces congestion on Ashby Avenue at the I-80/Powell Street interchange and at the intersection of Ashby Avenue and 7th Street
- Provides safe access for pedestrians and bicyclists to connect across I-80, linking the San Francisco Bay Trail to the City of Emeryville and Berkeley's Aquatic Park



Aerial view of I-80/Ashby Avenue (SR-13) interchange.



I-80 freeway looking south approaching the Ashby Avenue exit.



I-80 eastbound Eastshore Freeway approach at the Ashby Avenue exit.

COST ESTIMATE BY PHASE (\$ X 1,000)

PE/Environmental	\$4,000
Final Design (PS&E)	\$5,500
Right-of-Way/Utility	\$1,500
Construction	\$41,000
Total Expenditures	\$52,000

FUNDING SOURCES (\$ X 1,000)

Measure BB ¹	\$9,600
Federal	TBD
State	TBD
Local	TBD
Total Revenues	\$9,600

¹\$9.6 million Measure BB (MBB) allocated to date of the \$52 million investment identified in the 2014 MBB Transportation Expenditure Plan.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Project Approval/Environmental Document (PA&ED) – Initial Study/Environmental Assessment (IS/EA)

- A public scoping meeting was held on May 22, 2019
- Draft Environmental Document is anticipated in summer 2020
- PA&ED is anticipated in early 2021

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC and the cities of Berkeley and Emeryville

SCHEDULE BY PHASE

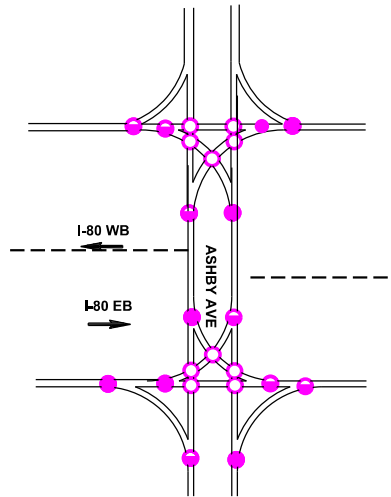
	Begin	End
Preliminary Engineering/ Environmental	Fall 2017	Early 2021
Final Design	Summer 2020	Summer 2022
Right-of-Way	Late 2020	Summer 2022
Construction	Late 2022	Summer 2025

Note: Schedule subject to funding availability.

Note: Information on this fact sheet is subject to periodic updates.

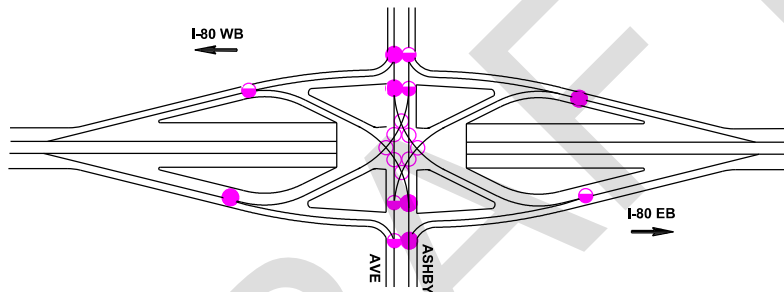
Interchange Concept Alternatives Vehicular Conflict Diagrams

5.2B



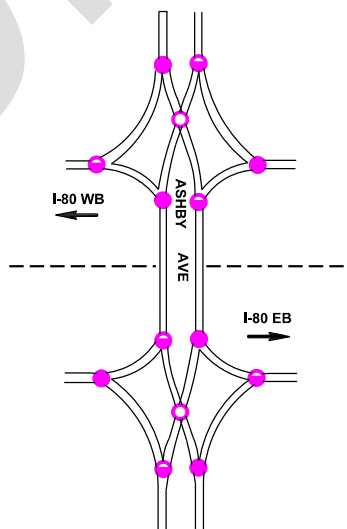
Crossing	10
Merging	8
Diverging	8
Total	26

TIGHT DIAMOND



Crossing	8
Merging	6
Diverging	6
Total	24

SINGLE POINT DIAMOND



Crossing	2
Merging	6
Diverging	6
Total	14

DIVERGING DIAMOND

LEGEND:

- Crossing
- Merging
- Diverging

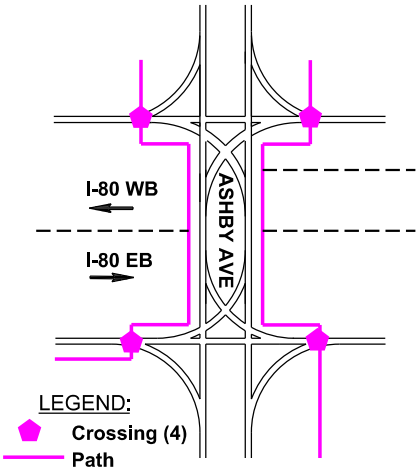
PRELIMINARY
FOR DISCUSSION PURPOSES ONLY
OCTOBER 2019

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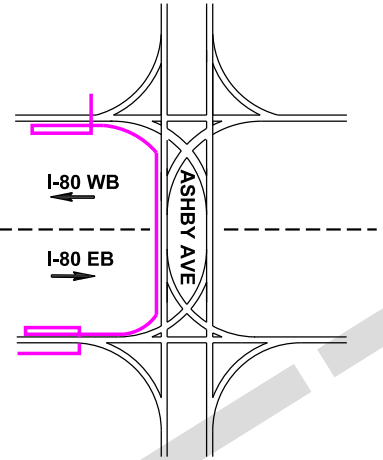
Interchange Concept Alternatives - Bike/Pedestrian Options & Conflicts

TIGHT DIAMOND

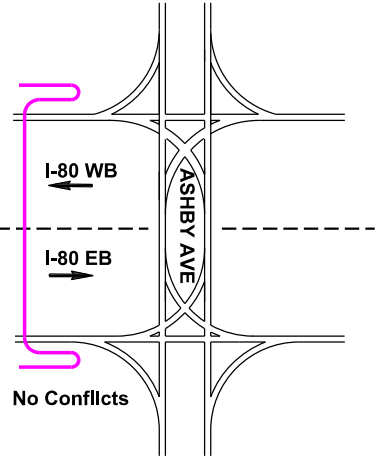
**At Grade Crossing/Combined Structure
(Option-A)**



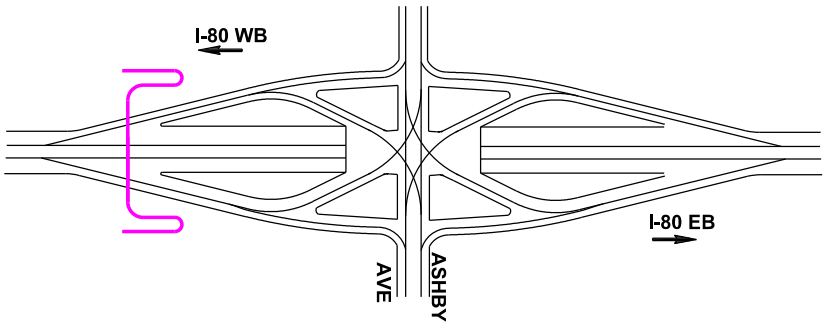
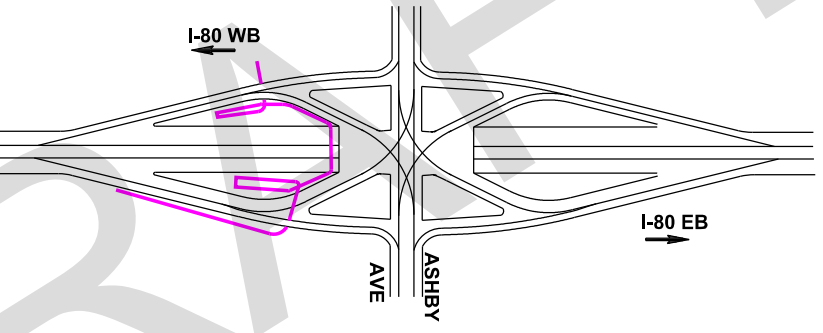
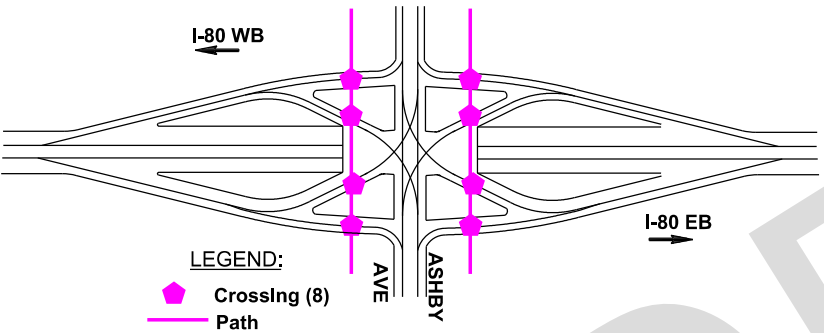
**Portal/Switch Back Combined Structure
(Option-B)**



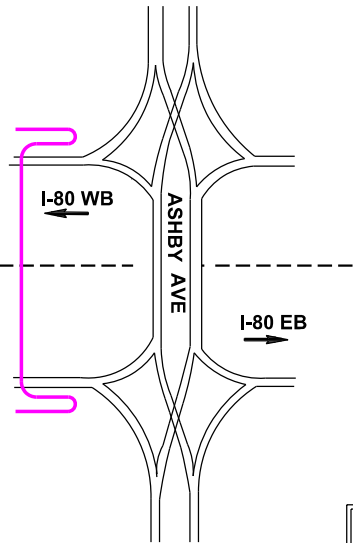
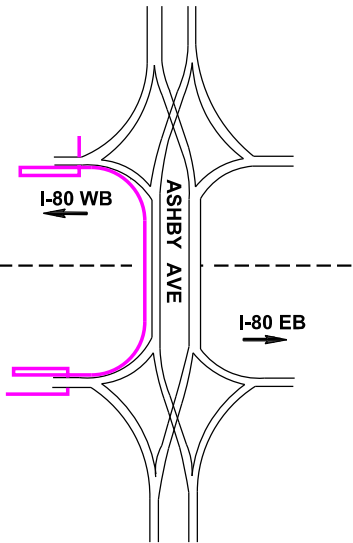
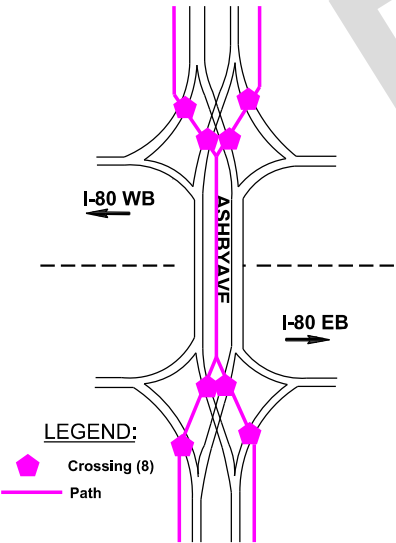
**Separated Pedestrian Overcrossing Structure
(Option-C)**



SINGLE POINT DIAMOND



DIVERGING DIAMOND



0ft 50 100 ft

PRELIMINARY
FOR DISCUSSION PURPOSES ONLY
OCTOBER 2019

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Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: November 14, 2019

TO: Bicycle and Pedestrian Advisory Committee

FROM: Carolyn Clevenger, Director of Planning
Chris G. Marks, Associate Transportation Planner

SUBJECT: San Pablo Avenue Corridor Project Update

Recommendation

Receive and update and provide input on the San Pablo Avenue Corridor Project

Summary

The Alameda County Transportation Commission (Alameda CTC), in partnership with the Contra Costa Transportation Authority and the West Contra Costa Transportation Advisory Committee, initiated the San Pablo Avenue Corridor Project (Project) in 2017. The BPAC was last briefed on this project in February 2019 when staff presented a series of potential improvement concepts developed and evaluated. The project team subsequently gathered feedback from stakeholder engagement meetings and public outreach efforts which have allowed the project team to refine the concepts which will advance into the next phase of the Project.

Background

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

San Pablo Avenue carries up to 27,500 average daily vehicles of all types, including autos, buses, shuttles and trucks. Nearly 17,800 transit riders traverse the corridor on Alameda-

Contra Costa Transit District (AC Transit) bus routes daily. The corridor includes many high-activity pedestrian areas, and is an important bicycling route, with bike facilities existing or planned on San Pablo Avenue itself or on adjacent bicycle boulevards. The corridor is a designated truck route, serving commercial and industrial uses throughout the corridor. As a portion of a dedicated state route, San Pablo Avenue plays a key role in relieving freeway traffic during incidents and is part of the overall I-80 Integrated Corridor Mobility Project (ICM), also known as the I-80 Smart Corridor.

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

Project Purpose and Goals

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

The goals of the Project are to:

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

Project Status

In late 2018, the project team, guided by the Plan TAC, BPAC, and technical work completed to date, and input received, narrowed the field of improvement options to three concepts that represented distinctly different ways of using the space on San Pablo Avenue. Concepts A1, B and C, shown in Attachment A, were the subject of an intensive four-month-long outreach process. These concepts were presented at the February BPAC meeting, along with an overview of existing and projected conditions on San Pablo and the results of the early technical evaluations of each concept. Concepts A2 and D were developed after the outreach effort in response to public input.

During that process, the project engaged thousands of people via in person and online methods. Over 2,100 people completed a detailed online survey and over 1,700 people were engaged face-to-face via a variety of methods. Engagement activities included:

- **Online survey:** Responses solicited via a variety of methods
- **Meetings/focus groups:** These occurred with specific user groups, including merchants, bus riders, bicyclists, seniors and people with special mobility needs, existing community groups, and elected and appointed officials
- **Community workshops:** Four evening public workshops held throughout the corridor
- **Pop-up events:** Informational tables at existing events along the corridor
- **Intercept surveys:** Team members stopped people at busy San Pablo Avenue locations to complete a brief trade-offs survey

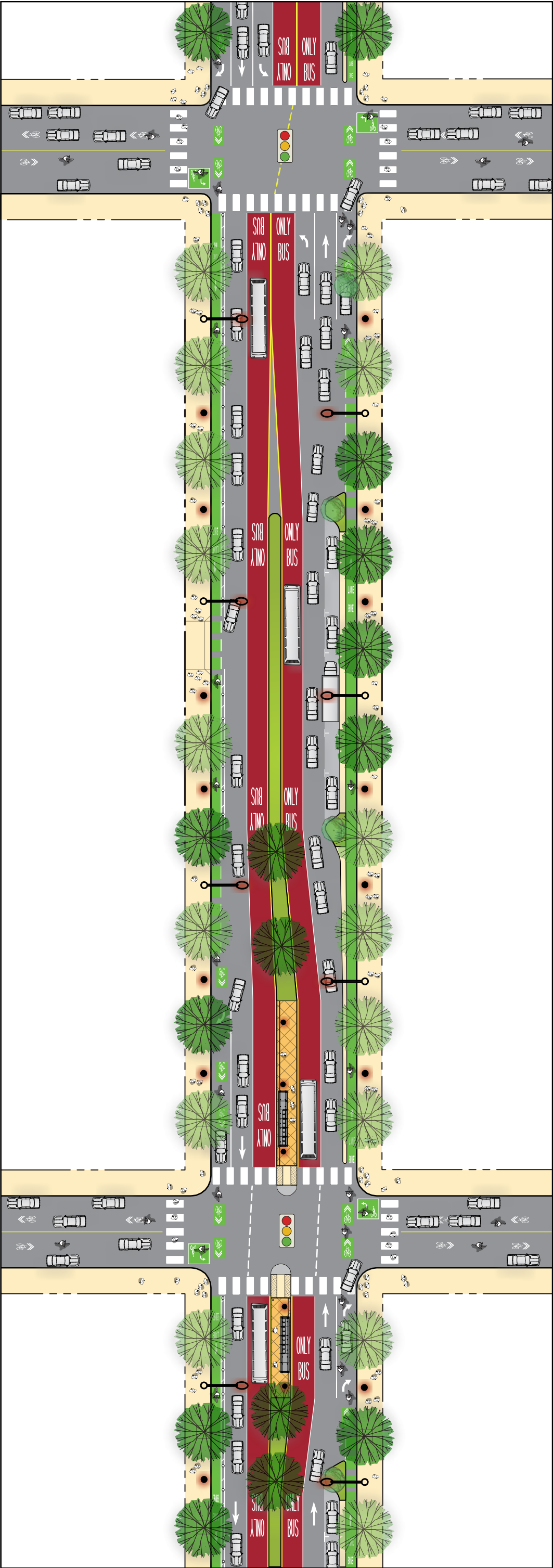
At the November 21, 2019 BPAC meeting staff will present a project status update and schedule, the results of outreach efforts conducted in Spring 2019, and a summary of the technical analysis, along with next steps.

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

Attachment:

- A. Concept Plan Views

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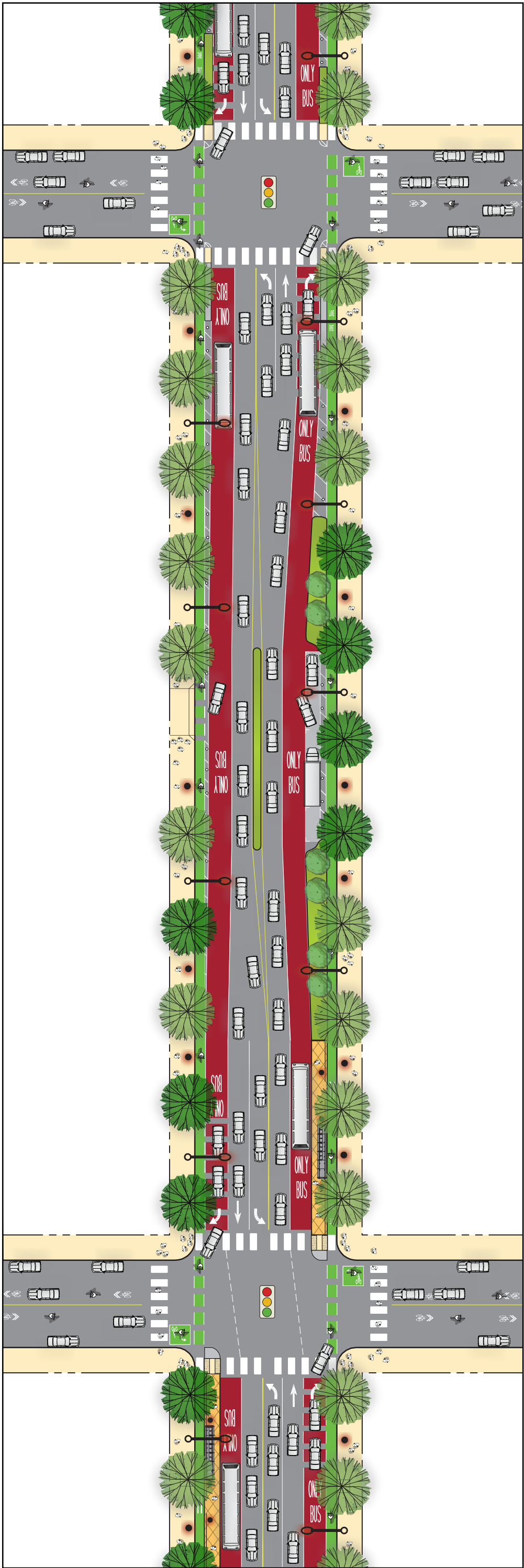


LEGEND

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

*WHERE APPLICABLE

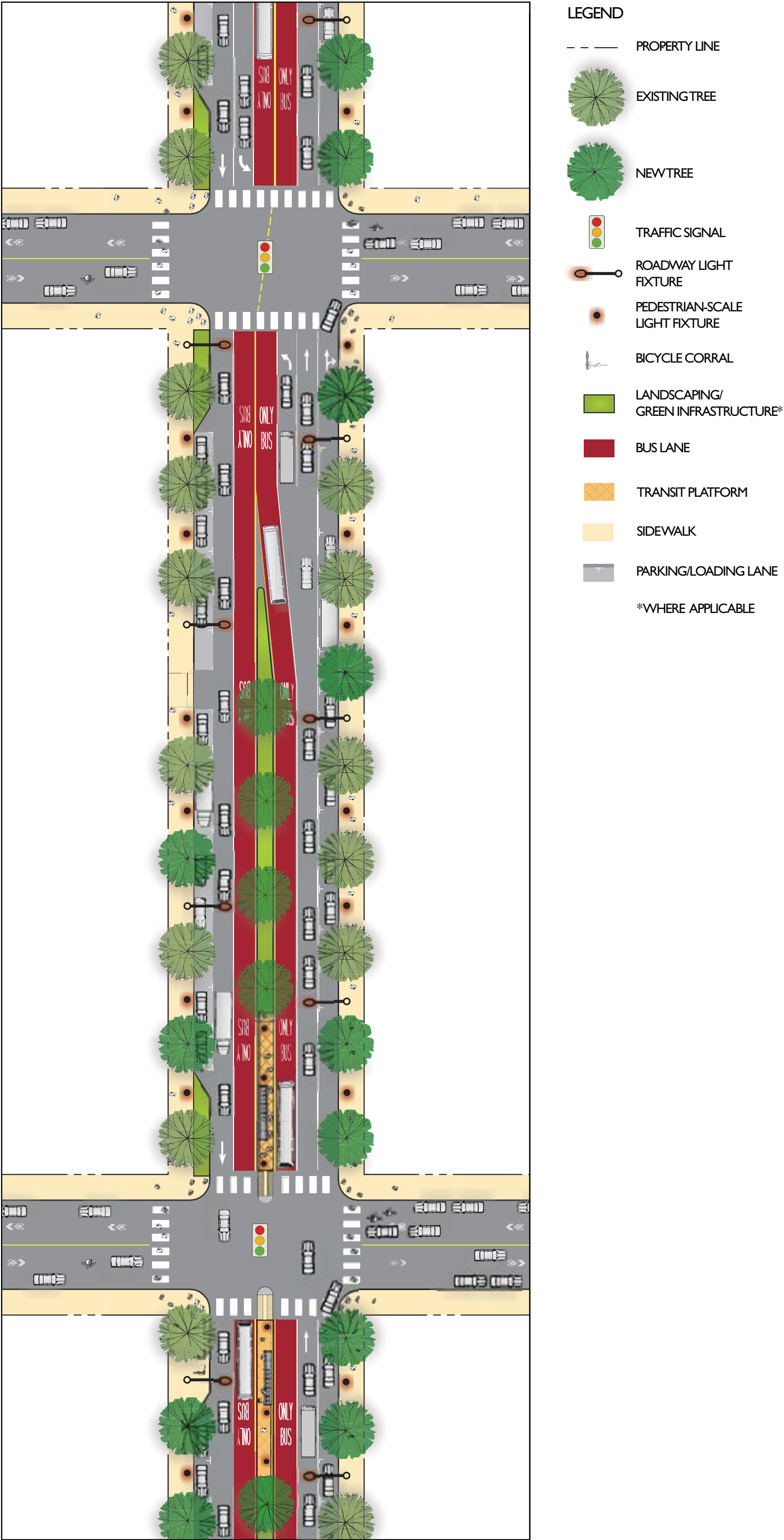
Concept A2: Side Bus Lanes and Bike Lanes on San Pablo



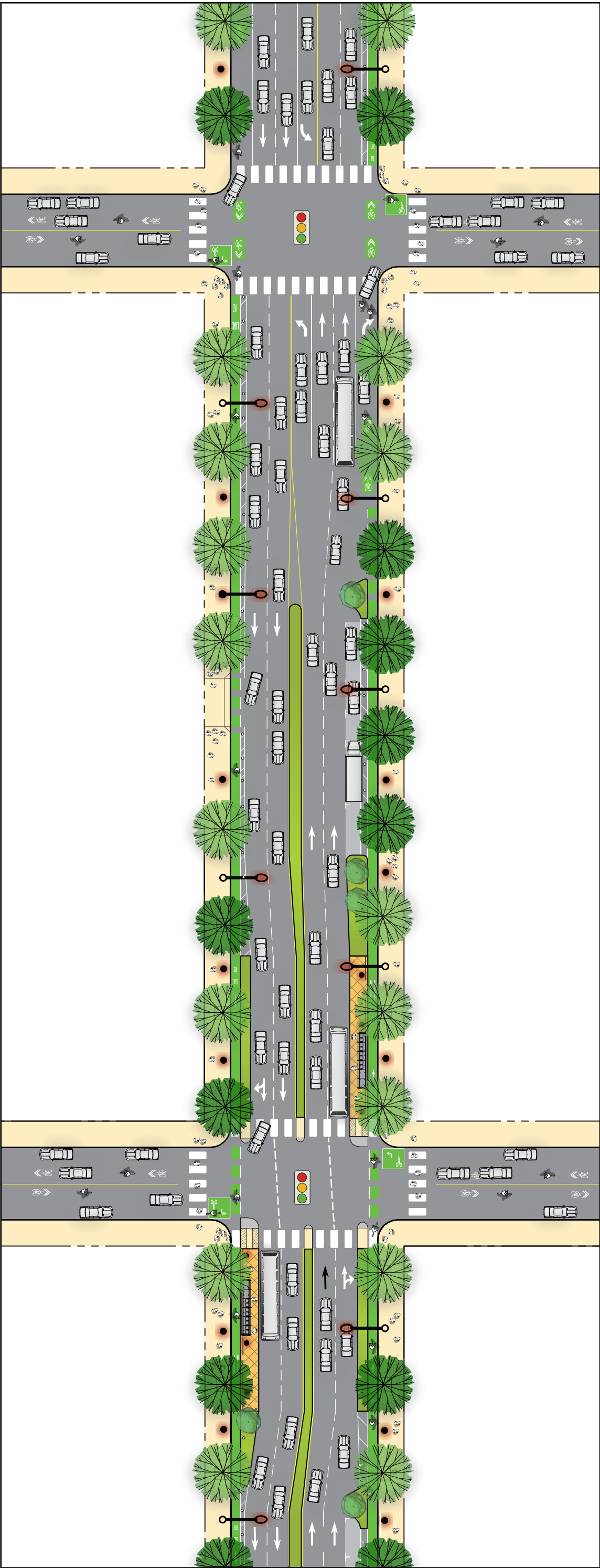
LEGEND

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

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



Concept C: Spot Bus Improvements & Bike Lane on San Pablo



LEGEND

PROPERTY LINE

EXISTING TREE

NEW TREE

TRAFFIC SIGNAL

ROADWAY LIGHT FIXTURE

PEDESTRIAN-SCALE LIGHT FIXTURE

SOFT HIT POST

BIKE LANE

LANDSCAPING/
GREEN INFRASTRUCTURE*

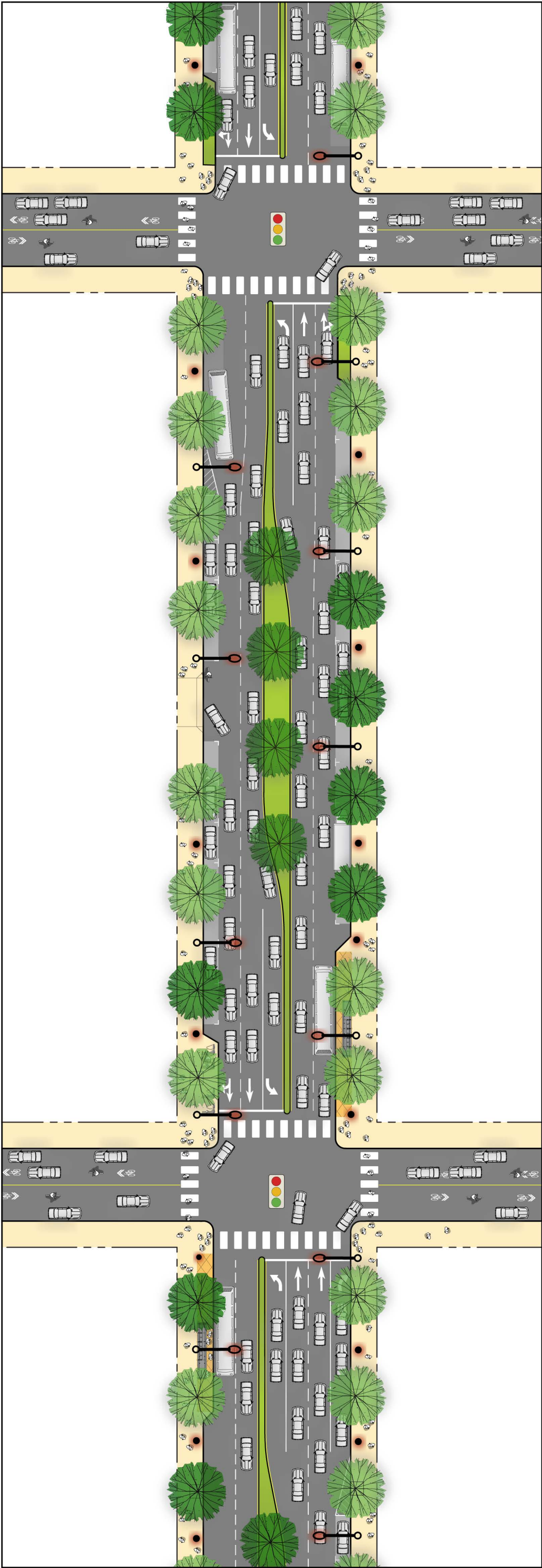
TRANSIT PLATFORM

SIDEWALK

PARKING/LOADING LANE

*WHERE APPLICABLE

Concept D: Spot Bus Improvements; Bike on Parallel Facility



LEGEND

- PROPERTY LINE
- EXISTING TREE
- NEW TREE
- TRAFFIC SIGNAL
- ROADWAY LIGHT FIXTURE
- PEDESTRIAN-SCALE LIGHT FIXTURE
- LANDSCAPING/ GREEN INFRASTRUCTURE*
- TRANSIT PLATFORM
- SIDEWALK
- *WHERE APPLICABLE

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Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee

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"> • Oakland/Alameda Access Project • I-80/Gilman Project Update • East 14th Street/Mission Boulevard and Fremont Boulevard Corridor Project Update
2	Nov 21, 2019	<ul style="list-style-type: none"> • 2020 Countywide Transportation Plan: Approach • I-80/Ashby (SR-13) Interchange Improvement Project • San Pablo Avenue Multimodal Corridor Project
3	Feb 13, 2020	<ul style="list-style-type: none"> • Caltrans District 4 Pedestrian Plan • Affordable Student Transit Pass Program Update • Safe Routes to School Program Update • Annual 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:

- Oakland-Alameda Access Project
- East Bay Greenway

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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.	Matis	Howard	Berkeley	Pending Commission Approval Alameda County Supervisor Keith Carson, District 5	Sep-19		Sep-21
8	Mr.	Murtha	Dave	Hayward	Alameda County Supervisor Richard Valle, District 2	Sep-15	Jun-19	Jun-21
9	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jul-19	Jul-21
10		Vacancy			Transit Agency (Alameda CTC)			
11		Vacancy			Alameda County Mayors' Conference, D-4			

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