



DATE: February 6, 2020

TO: Bicycle and Pedestrian Advisory Committee

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy
Kristen Villanueva, Senior Transportation Planner

SUBJECT: 2020 Countywide Transportation Plan: Needs Assessment for Active Transportation

Recommendation

This item is to provide the Bicycle and Pedestrian Advisory Committee (BPAC) with an update on the first part of a needs assessment conducted of the Alameda County transportation system for the 2020 Countywide Transportation Plan (CTP). This item is for information only. Part of this item was presented at the January 2020 meetings of the Planning, Policy and Legislation Committee (PPLC) and Alameda County Technical Advisory Committee (ACTAC).

Summary

Each year, Alameda CTC produces a Performance Report, which compiles data on countywide trends and issues and how performance of the transportation system has changed over time. Developing the CTP every four years provides the opportunity to investigate these issues at a deeper level and recommend strategies to address them. The needs assessment for the 2020 CTP organizes challenges and strategies for five types of transportation modes or facilities in Alameda County: active transportation, transit, arterial roadways, freeways, and goods movement. While people use multiple facilities and multiple modes in the course of their travel, it is still helpful to consider the needs by facility type and mode; findings and strategies will be integrated to ensure multimodal needs and strategies are identified. The assessment also identifies challenges for each of the four planning areas in the county. This effort will help inform how the Commission ultimately identifies a 10-year set of priority projects and programs to advance through the CTP as well as a focused set of strategies for Alameda CTC to advance that would address remaining gaps in the transportation system.

One of the primary roles of the BPAC is to review and advise Alameda CTC staff on plans that affect active transportation in Alameda County. This memo presents the draft needs assessment for active transportation. The strategies included in this memo have been

compiled based on a review of recent plans, like the 2019 Countywide Active Transportation Plan, and in alignment with the four goals adopted by the Commission in September 2019.

Approach to CTP Needs Assessment

The needs assessment sourced data, findings and recommendations from a multitude of planning efforts that have been completed or are underway since the update to the previous countywide plan was adopted in 2016. Table 1 presents the main sources referenced in the needs assessment, with sources for active transportation highlighted in bold.

Table 1. Sources for 2020 CTP Needs Assessment

Plan/Project Name and Year Adopted	
<ul style="list-style-type: none"> • 2016 Countywide Transportation Plan • 2016 Alameda Countywide Multimodal Arterial Plan • 2016 Alameda Countywide Transit Plan • 2016 Alameda County Goods Movement Plan • 2018 Level of Service Monitoring Report – Traffic and Transit 	<ul style="list-style-type: none"> • 2018 Rail Strategy Study • 2018 and 2019 Corridor Projects: East 14th Street/Mission Boulevard and Fremont Boulevard, San Pablo Avenue • 2019 Countywide Active Transportation Plan • Alameda CTC Safe Routes to Schools Site Assessments (on-going) and Evaluation Reports (underway)

Additionally, the needs of those who travel in Alameda County vary depending on not only when, why, and how they travel, but also where in the county they are located. Assessment for the CTP summarizes current conditions and breaks down the challenges and opportunities for each of the four planning areas in the county: north, central, south and east. Planning areas represent collections of 3-6 Alameda County jurisdictions that have similar characteristics in travel and development patterns. Attachment A presents the four planning areas of Alameda County and the cities contained within each one.

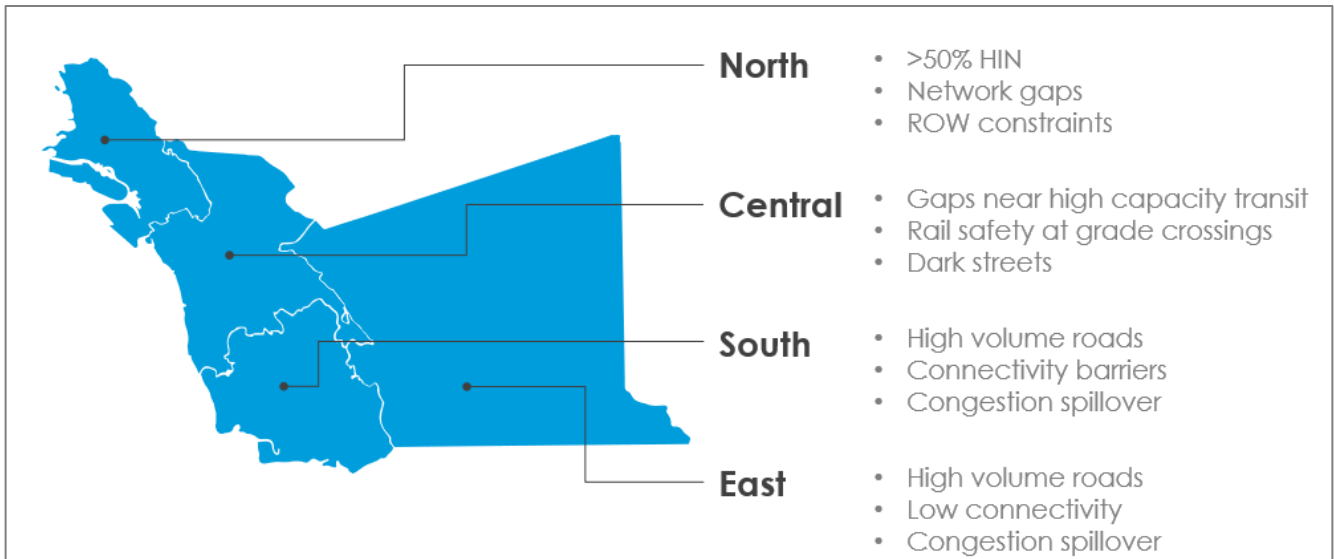
Needs Assessment – Active Transportation

From a review of previous plans and agency performance monitoring reports, the key challenges for active transportation in the county include:

- a high intensity of collisions on the High-injury Network (HIN) identified in the 2019 Countywide Active Transportation Plan (about 60% of collisions occur on 4% of roads),
- increasing severity of collisions with vulnerable users,
- many key destinations in the county are currently accessed via high volume roadways that do not include sufficient infrastructure for safe access by pedestrians and cyclists,
- increased competition for curbspace, particularly from ridehail companies and e-scooters.

Figure 1 presents a high-level overview of active transportation needs by area of the county.

Figure 1. Active Transportation Needs by Planning Area



At January PPLC, staff received feedback from the Commission to focus on the HIN and other Vision Zero principles. Attachment B presents the HIN for bicycles and pedestrians in each planning area. Over half of the HIN is located in the north county.

In addition to focusing on the HIN, Table 2 presents an initial set of potential strategies the Commission may consider as part of the 2020 CTP. These strategies will be refined throughout the first half of 2020 via discussions with ACTAC, smaller planning area meetings with agency staff and Commissioners, BPAC, and public engagement.

Table 2. Potential Strategies to Consider Including in CTP for Active Transportation

Potential Strategy	Brief Description
Focus Safety Improvements on HIN and Vision Zero	Prioritize safety improvements to reduce fatalities and severe injuries on the countywide HIN and incorporate Vision Zero principles in planning and engineering such as speed reduction on the HIN, education and enforcement
Countywide Projects	Focus on regionally significant barriers to travel, such as freeway crossings, regional routes, multi-jurisdictional major corridors, trail gaps/trail access, and at-grade rail crossings.
Transit Integration	Provide safe, comfortable, and convenient access to transit for active modes through complete streets corridor and bus stop design as well as bike storage on buses.
Health and Equity	Incorporate health into active transportation by focusing on short trip opportunities particularly in communities underserved by active transportation infrastructure. Engage community groups for scoping transportation projects.

Potential Strategy	Brief Description
Urban Greenways and Trail Planning	Advance separated paths to address existing challenges with high-stress auto facilities and improve connectivity of high quality bicycle and pedestrian facilities.
Emerging Mobility and Technology	Provide resources related to shared- and micro-mobility. Consider opportunities for e-bicycles and e-scooters to expand reach of “active” modes while proactively addressing safety concerns. Support technology deployment in vehicles related to advanced detection and other safety features.
SR2S and Safety Education Program Expansion	Promote and teach walking and biking as viable, safe modes of transportation. Incorporate funding for engineering treatments near schools.
Best Practices	Provide jurisdictions with resources and training on best practice facility design, planning process, and public engagement.
Bike Parking	Provide guidance on bicycle parking standards to improve end-of-trip facilities consistently across the county.
All Ages and Abilities	Upgrade walkways, sidewalks, and bike paths to increase accessibility, close gaps, and promote walking and biking for all ages and abilities.

Project Submissions – Active Transportation

In addition to strategies, the CTP will reflect transportation projects that Alameda CTC and its partner agencies have submitted for inclusion in the CTP. As presented to BPAC in November 2019, the 2020 CTP will have both a long-range component with needs identified out to 2050 as well as a shorter list of projects and strategies to advance within a 10-year time horizon. Staff have developed screening criteria to aid in the prioritization process that supports the multimodal nature of the adopted CTP goals. For example, whether a project improves safety on the HIN will be a key evaluation factor for project submissions.

Staff are currently reviewing project submissions from fall 2019. Several jurisdictions submitted new trail projects such as San Lorenzo Creek Trail, Dumbarton to Quarry Lakes Trail, and Niles Canyon Trail as well as extensions to the county's three major trails: Bay Trail, Iron Horse Trail, and East Bay Greenway. Additionally, many jurisdictions are proposing Class IV and Class II enhanced bikeways on roadways to make them multimodal corridors. More information on the project and strategy recommendations for the CTP will be shared with BPAC when the draft plan is released.

CTP Next Steps

Table 3 reflects a high-level schedule of CTP development topics through fall 2020. Staff will return to PPLC in March to discuss the needs assessment for transit, arterials and goods movement. Staff will reflect Commissioner and ACTAC comments on draft strategies in a revised needs assessment document and in prioritization work on projects submitted to the CTP. To develop the draft plan, staff will conduct meetings with Commissioners and ACTAC members for each planning area with focused discussions on 10-year priorities and findings from a gaps analysis. In addition, two outreach efforts are planned: targeted outreach in the spring including focus groups, intercept surveys and pop up events throughout the county, and broad public outreach in the summer when the draft CTP is released.

Table 3. Draft Milestone Schedule for 2020 CTP

Jan 2020	<ul style="list-style-type: none">• Performance Report and Needs Assessment Part 1
March – April	<ul style="list-style-type: none">• Needs Assessment Part 2: arterials, transit, goods movement• Transit recommendations• Planning area meetings with ACTAC on 10-year priorities• Targeted public outreach: Focus group meeting, intercept surveys and pop up events
May – June	<ul style="list-style-type: none">• Update on outreach and community-based transportation planning• Planning area meetings with Commissioners on 10-year priorities• Targeted public outreach: Focus group meetings, intercept surveys and pop up events
July	<ul style="list-style-type: none">• Presentation on the draft 2020 CTP
Summer	<ul style="list-style-type: none">• Broad public outreach on draft Plan
Fall	<ul style="list-style-type: none">• Review and adoption of the final 2020 CTP

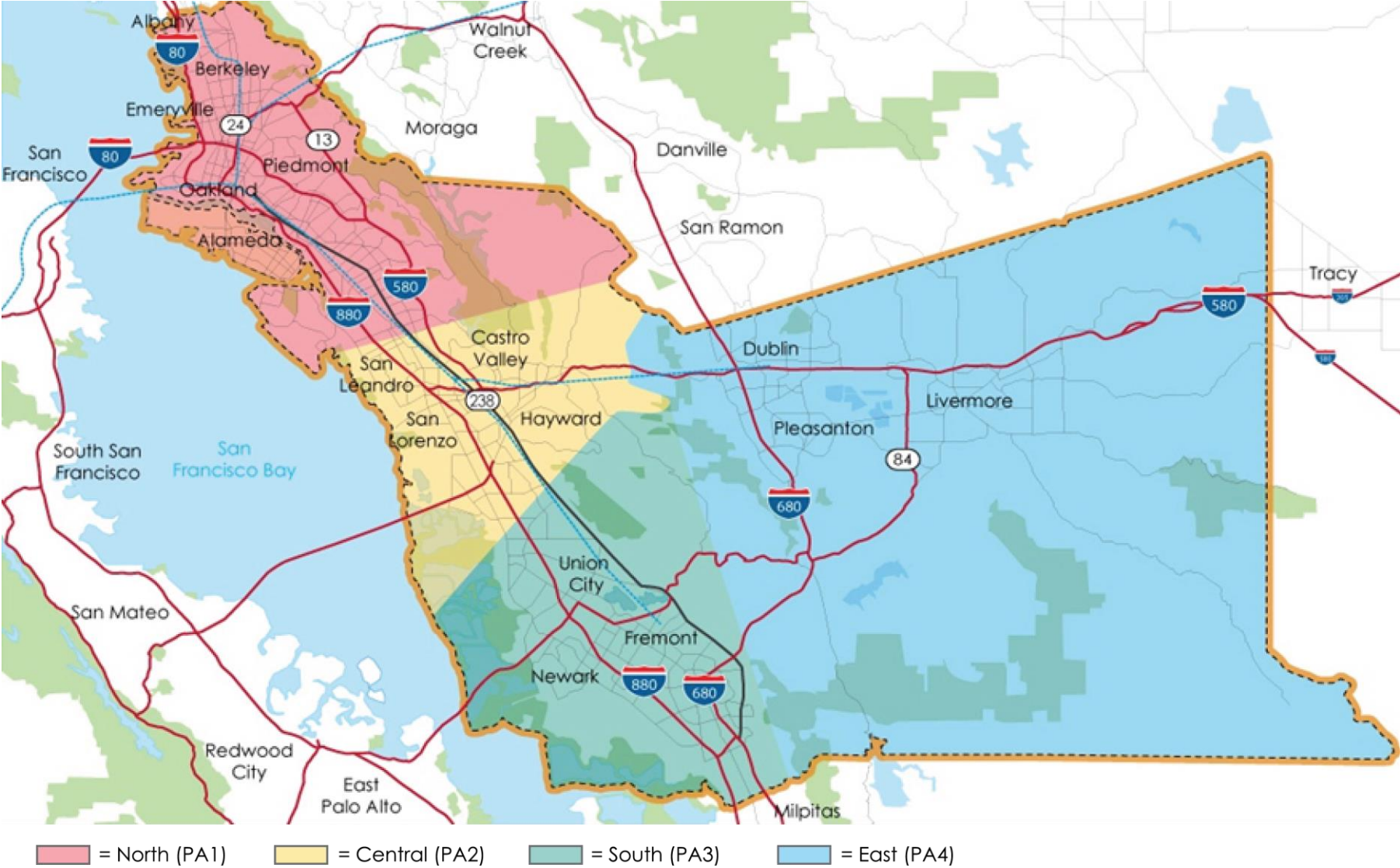
Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachments:

- A. Four Planning Areas of Alameda County
- B. Active Transportation HIN by Planning Area

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Attachment A: Four Planning Areas of Alameda County

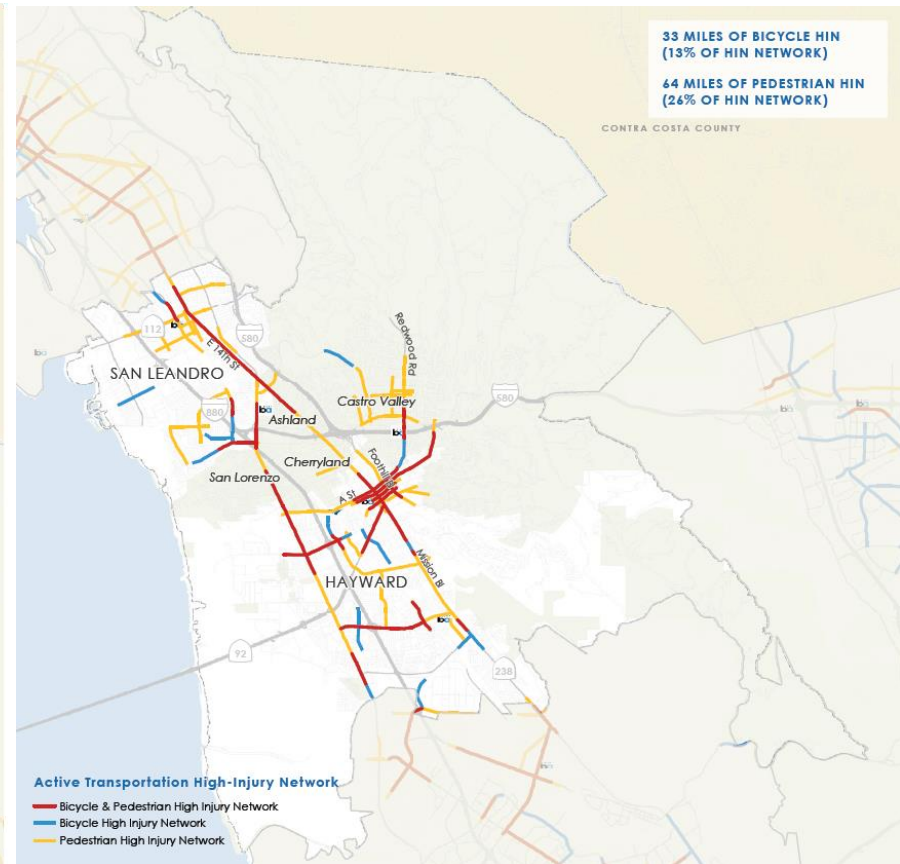
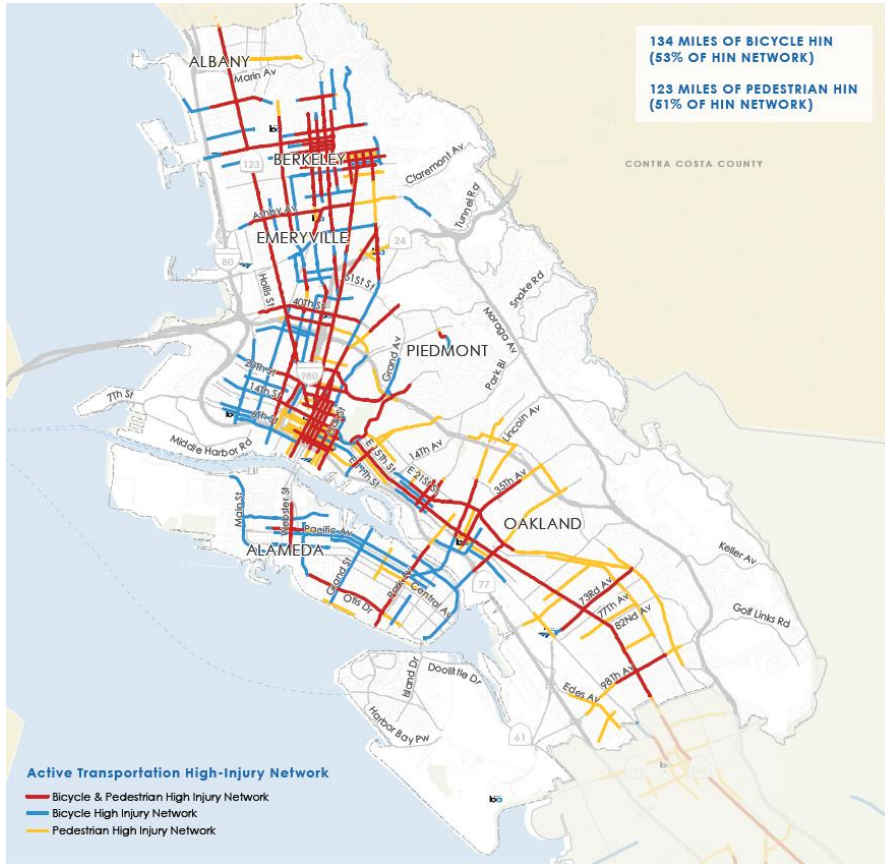


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Attachment B. Active Transportation High-injury Network by Planning Area

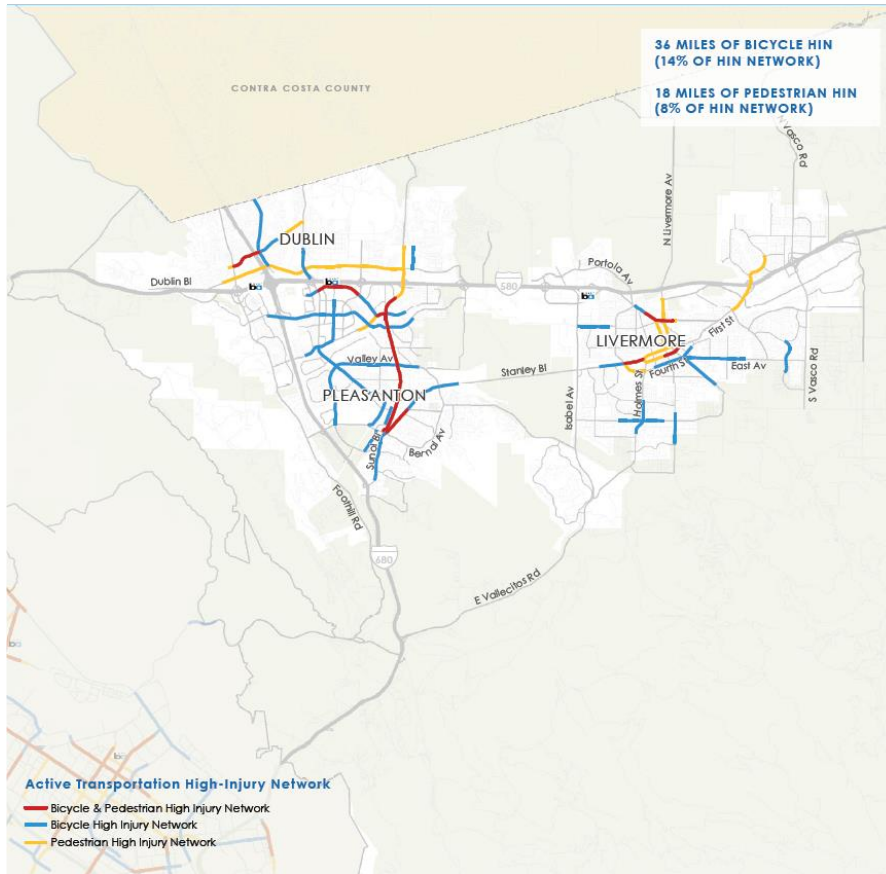
North Planning Area

Central Planning Area

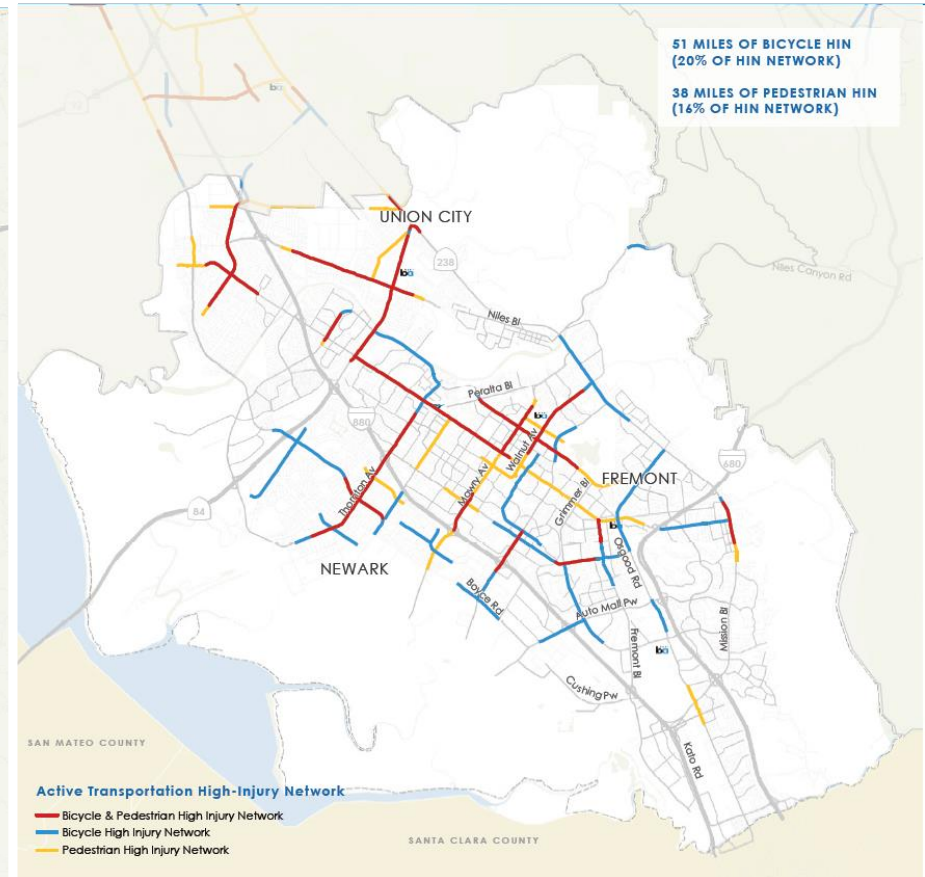


Source: Countywide Active Transportation Plan HIN, Analysis of SWITRS/TIMS 2012-2016 Collision data by Kittelson Inc.

East Planning Area



South Panning Area



Source: Countywide Active Transportation Plan HIN, Analysis of SWITRS/TIMS 2012-2016 Collision data by Kittelson Inc.