



Alameda Countywide Transportation Plan 2020

Outreach Summary Report

December 2020



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01

Introduction

1. INTRODUCTION

The 2020 Countywide Transportation Plan (2020 CTP) establishes near-term projects, programs, and strategic priorities, details a 30-year transportation vision, and guides decision-making of the Alameda County Transportation Commission (Alameda CTC). Alameda CTC updates the CTP every four years to accommodate changing conditions and new demands placed on the transportation system. The 2020 version emphasizes projects, programs, and strategies to pursue over a shorter, 10-year horizon, while still working toward a long-range vision.

Public engagement was essential to developing and refining every aspect of the 2020 CTP. Close engagement with Alameda County cities, transit agencies, the County, and through public participation guided decisions on where to best allocate resources to improve the transportation system in the context of economic and demographic shifts. This report provides a summary of the engagement activities that fed into the 2020 CTP and key findings. The appendices include engagement materials, including survey instruments, and promotional materials.

A key principle for engagement was receiving input from Alameda County's most vulnerable residents. A standalone Community-Based Transportation Plan (CBTP) was developed through engagement with the county's low-income communities and communities of color to center their needs and priorities. The input and findings were incorporated into the 2020 CTP and informed the identification and prioritization of the core recommendations of the 2020 CTP.

As detailed in this report, significant outreach was conducted throughout development of the 2020 CTP, in the following ways:

➤ **Countywide Poll (May 2019)**

Alameda CTC conducted a countywide survey on residents' transportation needs and priorities in May 2019. The poll was representative of the county's diverse population across planning areas and included a deliberate emphasis on gathering input from residents in low-income communities and communities of color to ensure their voices were heard.

➤ **CBTP Outreach (Oct 2019 – Feb 2020)**

Alameda CTC held "pop-up" events at high foot-traffic locations or community events in low-income communities and communities of color between October

Outreach by the Numbers

17 pop-up events were held in low-income communities and communities of color

2,000+ members of the public provided feedback on their transportation needs and priorities through surveys

3 languages (English, Spanish, and Chinese) were used to prepare outreach materials

24 Commission and committee meetings were held on the 2020 CTP throughout the process

2019 and February 2020. Focus group interviews were conducted with community leaders and community-based organizations by phone in February 2020 to develop a full and nuanced understanding of transportation needs and priorities in low-income communities and communities of color. For planning purposes, we have grouped these communities into CBTP study areas.¹

➤ **Virtual Outreach (Aug – Oct 2020)**

Due to COVID-19, the final phase of outreach on the 2020 CTP was done virtually, relying on a survey, materials posted on the agency website, and virtual focus groups. Promotions were sent out to agency email lists and social media. Local agency partners helped promote the survey and webpage through their social media channels. Virtual focus groups were also conducted across the county.

➤ **Public Meetings (Jan 2019 – Nov 2020)**

Public meetings discussing the 2020 CTP were held throughout the process, with materials posted ahead of time to the Alameda CTC website. At these meetings, Commissioners and members of the public were able to help shape the overall approach, vision and goals, identification of transportation needs, and priorities for projects, programs, and strategies to be included as core recommendations.

The engagement revealed several recurring key issues and needs:

- Improved safety for active transportation
- More connected and affordable public transit
- Equitable outcomes for low-income communities
- Freeway congestion and commute options
- Addressing climate change and air quality
- High-quality roadways

¹ CBTP study areas are comprised of Communities of Concern, which is MTC's definition of disadvantaged communities for the Bay Area. The CBTP study areas are based on the definition using American Community Survey 5YR 2012-2016 data.

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Countywide Poll

2. COUNTYWIDE POLL

In May 2019, Alameda CTC conducted a countywide poll representative of Alameda County's diverse population to assess transportation needs, concerns, and priorities. It included a deliberate over-sample of residents in CBTP study areas identified as low-income communities and communities of color. This oversampling provided enough responses to be able to identify issues unique to residents of these communities in a statistically significant way. Over 15,000 invitations were sent through email and text message. Approximately 500 people completed the survey, nearly 200 of whom were residents of CBTP study areas.

Findings from the survey were presented at a special meeting of the Commission, referred to as a retreat, that enabled longer discussions than normally available at a Commission meeting and was publicly noticed. This retreat served as a basis for refining the development approach of the 2020 CTP.

2.1 Existing Transportation Needs and Concerns

The poll included questions regarding existing transportation needs, concerns, and attitudes. Needs identified as top concerns both countywide and for residents in CBTP study areas included traffic congestion on freeways and local streets, potholes, and the frequency and reliability of BART. Each of these concerns were identified by at least 30 percent of residents countywide and in CBTP study areas. Questions on how to address these needs were included in subsequent sections of the poll and included multimodal approaches to increase commute choices and strategies such as expanding the managed lane network.

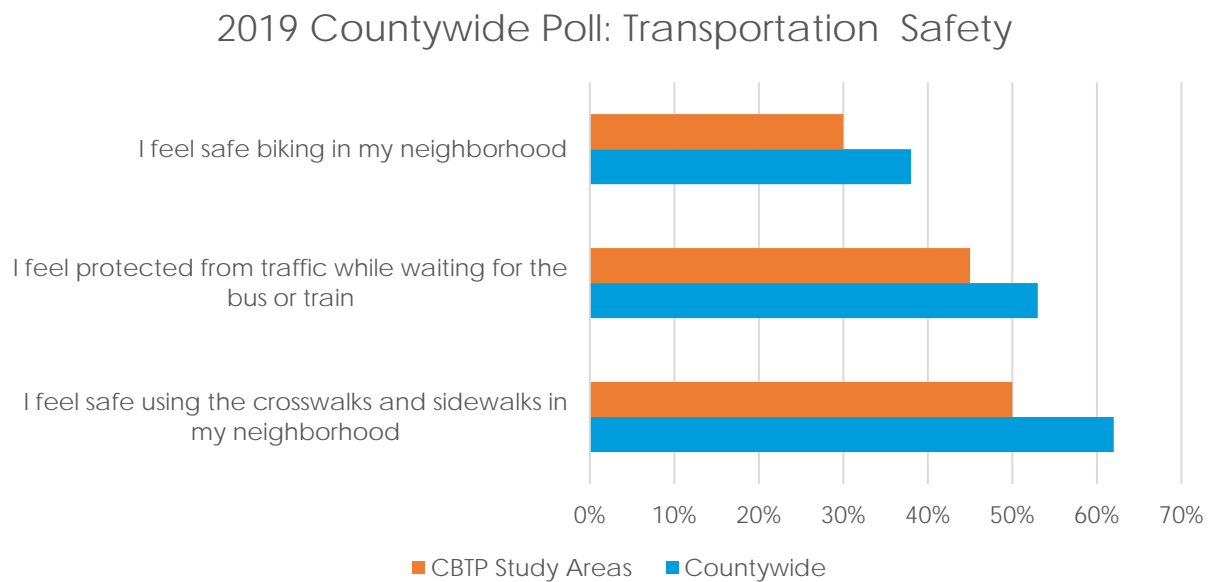
Some concerns were identified as particularly impacting residents of low-income communities and communities of color. Residents in CBTP study areas were more likely to have concerns about transportation safety, local road conditions, and transit access and affordability than residents outside of those areas.

The poll asked respondents questions about their feelings regarding safety, transit, and driving. Two major themes were identified in these questions:

- **Transit is currently viewed as less convenient than driving due to long travel times, but car ownership is expensive.** Only 40% of residents countywide felt that transit was convenient, compared to 69% for driving. Sixty-four percent felt that it takes too long to travel by transit. However, only 34% of residents countywide and 27% of residents of CBTP study areas felt that owning a car was affordable.
- **Many residents do not feel safe walking or biking in their neighborhoods, particularly in CBTP study areas.** Less than half of residents in CBTP study areas

feel safe walking or waiting for transit in their neighborhood, and less than one-third of residents feel safe biking in their neighborhood (Figure 2-1). These are lower proportions than residents countywide, although even countywide, less than 40% of residents feel safe biking.

Figure 2-1: Responses to Topics on Transportation Safety

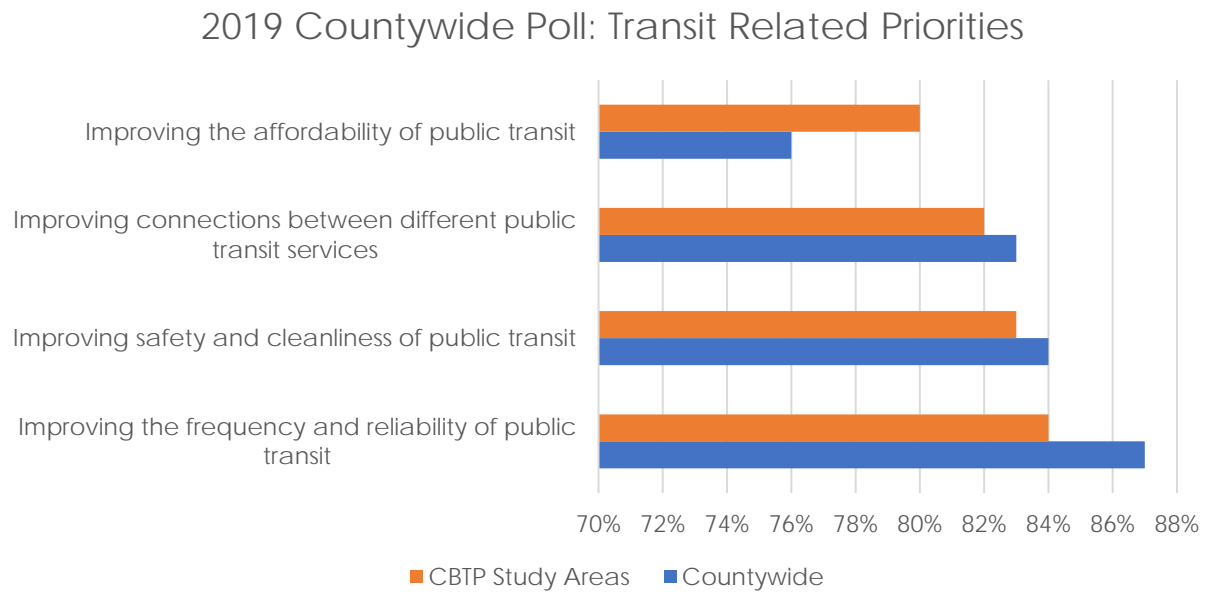


Lastly, the poll asked respondents to rate priorities for future improvements. Countywide, residents placed the highest priority on improving public transit service, as well as planning efforts to address long-term issues like population increases and transportation technology. Residents of CBTP study areas also prioritized improvements for specific groups, such as improving transit for low-income individuals.

Residents in CBTP study areas strongly believe that transit affordability is a major priority, although affordable transit had strong support from all respondents (Figure 2-2). In addition, over 80% of residents countywide and in CBTP study areas viewed improvements to transit connectivity, safety and cleanliness, and frequency and reliability as major priorities.

Results from the countywide poll can be found in Appendix A.

Figure 2-2: Responses to Topics on Transit Related Priorities



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Community-Based Transportation Plan Outreach

3. COMMUNITY-BASED TRANSPORTATION PLAN OUTREACH

The Community-Based Transportation Plan (CBTP) is a companion report to the 2020 CTP and provides a comprehensive understanding of transportation needs in low-income communities and communities of color. Transportation needs in these communities were identified through direct engagement with community members, data analysis, and detailed review of recent planning efforts. The findings from the CBTP provided a key foundation for the core recommendations of the 2020 CTP, which directly responded to needs identified in the CBTP. Incorporating the CBTP findings emphasizes feedback from historically underserved communities in the broader planning context for Alameda CTC and Alameda County.

Community engagement for the CBTP expanded upon the results of the countywide poll. It included a survey on transportation needs and priorities, in-person engagement through pop-up events in low-income communities and communities of color in CBTP study areas, and interviews with local community-based organizations. Materials were available in English, Spanish, and Chinese.

The City of Oakland recently completed extensive engagement with communities in Oakland's CBTP study areas through development of several plans and studies. After consultation with the City, it was determined that outreach should not be duplicated in these areas for the development of this 2020 CBTP; key findings and themes from the Oakland work was integrated into the CBTP report and informed CTP recommendations.

The CBTP survey questionnaire and supporting materials can be found in Appendix B. A full description of needs and findings from this engagement is in the 2020 Community-Based Transportation Plan.

3.1 Survey

A survey was the primary method used to collect feedback from community members for the CBTP. Surveys were collected at pop-up events in low-income communities and communities of color throughout the county (see Section 3.2 for details) and was also available online for a short period of time, which was advertised using social media. Between October 2019 and February 2020, 17 pop-up events were attended that generated over 400 survey responses.

The survey was designed to follow up on the types of issues identified through the countywide poll, such as safety for walking and biking, convenience for taking transit, and challenges related to driving. Two versions were created, a short version designed to take roughly one minute that asked about one preferred travel mode selected by the individual taking the survey, and a long version designed to take roughly five

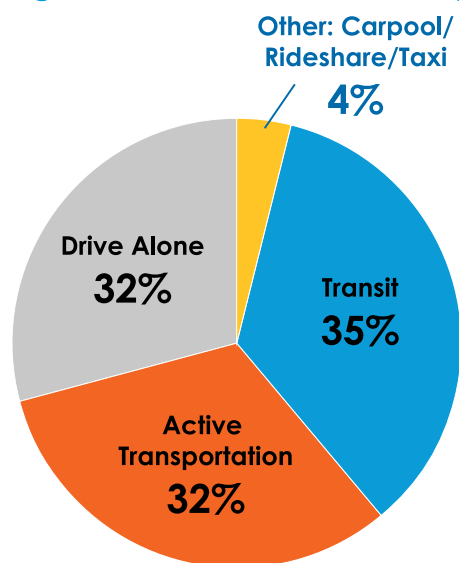
minutes that asked about all types of transportation. Surveys were provided in English, Spanish, and Chinese and were able to be taken digitally using an iPad or on a paper version at the pop-up events

On all surveys, respondents were first asked to identify one mode of transportation they would like to comment on. In the short version of the survey, respondents answered multiple-choice questions on topics like safety, convenience, and accessibility about the selected transportation mode. In the longer version of the survey, respondents were also asked to identify their needs and priorities for other modes of transportation as well. Survey questions are available for reference in Appendix B.

Figure 3-1 shows that most people commented on questions related to transit (35 percent)², followed by active transportation (32 percent), and driving alone (29 percent). A summary of the travel modes that were selected as most important to the survey-takers by in four areas of the county are shown in Figure 3-2.

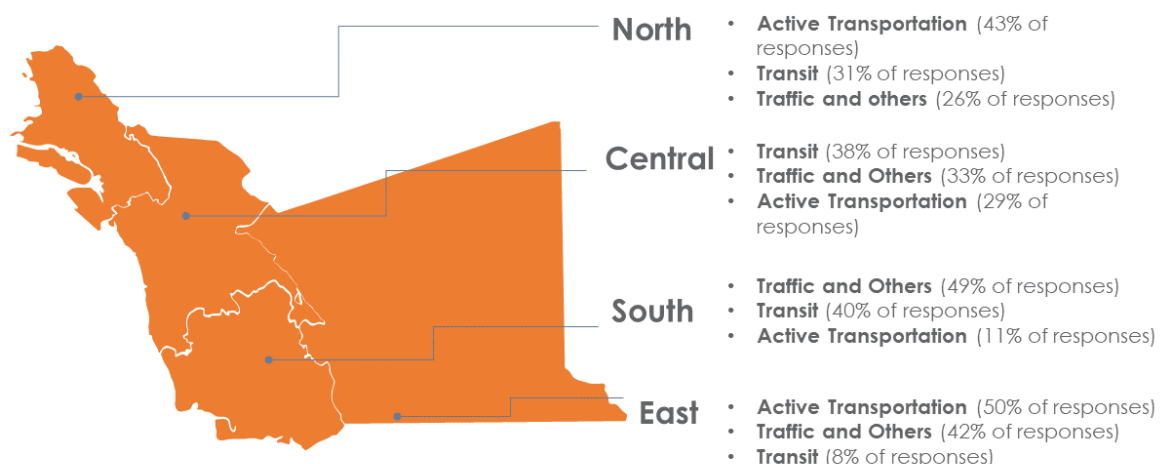
In both versions of the survey, respondents had the opportunity to provide written comments and feedback on any specific needs or concerns not addressed in the multiple-choice format. Overall, 15 percent of survey respondents included comments in their completed survey.

Figure 3-1: Feedback on Transportation Mode – Countywide



² Transit includes bus and rail

Figure 3-2: Travel Modes Selected as Most Important by Planning Area



3.2 Pop-Up Events

A pop-up event is a miniature workshop set up in a location where people typically congregate. The goal of this type of outreach is to allow members of the public who might not otherwise learn about the effort to engage with the project team and give feedback.

Alameda CTC held 17 pop-ups in low-income communities and communities of color throughout the county and collected over 400 surveys. Farmers' markets, recreational events, parks, and BART stations were typical pop-up locations. Pop-ups were held from October 2019 through February 2020. The pop-up events, including dates and locations, are listed below.



Pop-Up Event at the Ashland Cherryland Family Fun Run

➤ North County Planning Area (130 Surveys Collected)³

- South Berkeley Farmers' Market on November 12, 2019
- Belmont and University Village in Albany, on November 18, 2019

³ Pop-up events were not conducted in Oakland for the CBTP because several planning efforts that included deep outreach with communities in Oakland has occurred over the past two years. The CBTP included high-level findings and recommendations from those efforts.

- Central Berkeley Farmers' Market on December 7, 2019
- Alameda Farmers' Market on December 10, 2019
- West Berkeley Senior Center on January 28, 2020
- Alameda Trail Opening on February 29, 2020

➤ **Central County Planning Area (228 Surveys Collected)**

- Ashland/Cherryland Fun Run on October 19, 2019
- East 14th/Mission Boulevard Workshop at the San Leandro Senior Center on October 22nd, 2019
- East 14th/Mission Boulevard Workshop at the Hayward Library on October 28, 2019
- East 14th/Mission Boulevard Workshop at the Ashland REACH Center on November 9, 2019
- San Leandro Holiday Market on December 1, 2019
- South Hayward BART Station on January 24th, 2020
- ONLINE: San Leandro Facebook Advertising Campaign for the week of December 2, 2019

➤ **South County Planning Area (41 Surveys Collected)**

- East 14th/Mission Boulevard Workshop at the Kennedy Youth Center on October 29, 2019
- Newark Farmers' Market on November 3, 2019
- Union City Farmers' Market on December 14, 2019

➤ **East County Planning Area (6 Surveys Collected)**

- Doolan Park in Livermore on February 1, 2020

Given the small number of surveys collected, transportation needs were pulled from other recent East County transportation plans to ensure needs were adequately captured for this area.

➤ **Countywide Event (14 Surveys Collected)**

- MTC's Transportation Resiliency, Access and Climate Sustainability (TRACS) and Disability Workshop at the Ed Roberts Campus in Berkeley on November 15, 2019

3.3 Interviews with Community-Based Organizations

The CBTP project team reached out via phone and email to 14 community-based organizations in low-income communities and communities of color over a three-week period from February to March 2020 to ground-truth information collected during

community engagement and to obtain additional details. Four organizations were interviewed during this timeframe: San Leandro Creekside Church, Union City Family Center, Larry Orozco Teen Bike Shop (Union City), and Community Resources for Independent Living (Hayward). Questions asked during the phone interview included:

- We've heard that the frequency of transit is a concern for residents. What are your priorities for improved frequency?
- We've heard that residents have a desire for more high-quality amenities at transit stops. What do high-quality amenities at transit stops look like?
- There are opportunities to improve access to public transit. What would make access to transit easier?
- Residents have expressed concerns over pedestrian safety. What would make walking safer?
- We've heard that residents have a desire for improved cyclist safety and more high-quality bike lanes. What would provide more safety to cyclists, and what do high-quality bike facilities look like?
- Is there anything else we haven't discussed that you think is a transportation priority in your community?

The CBTP project team also presented information about the CBTP effort and collected feedback at the Cherryland Community Association meeting on February 25, 2020.

3.4 Summary of Findings

Residents in low-income communities and communities of color commented frequently on transit and active modes (bicycling and walking), and the project team heard several key themes from residents across all the CBTP study areas, as described below.

- **Transit:** The need for higher transit frequency during the weekdays, nights, and weekends emerged as a key theme. There was also a focus on better access to transit (in Central and South County Planning Areas) and more affordable transit (in North and South County Planning Areas). Better bus shelters and stops were a priority in the North and Central County Planning Areas. Safety while using public transit was also identified as a key issue in the North and Central areas.
- **Active Transportation:** Residents offered extensive feedback on active transportation (biking and walking) needs. Residents throughout the county voiced the need for better facilities for walking with an emphasis on safer crossings, traffic calming, and better sidewalks. There was widespread support for better facilities for bicycling, including high-quality bike lanes, trails that are separate from roads, and more bike parking.
- **Driving:** There was concern about how long driving takes and about its cost. In North County, survey respondents commented on truck traffic and lack of

parking availability. Also, residents voiced the desire to see lower auto speeds and less traffic on city streets, especially during peak hours. Another significant concern in the CBTP study areas is the condition of street pavement.

Additional details on the on the needs and priorities of low-income communities and communities of color can be found in the CBTP document. The CBTP combines the needs voiced by community members through surveys and engagement with data analysis on baseline conditions to provide a holistic perspective on transportation needs in low-income communities and communities of color.

04

Virtual Outreach on the CTP Core Recommendations

4. VIRTUAL OUTREACH ON CTP CORE RECOMMENDATIONS

Outreach on the core recommendations of the draft 2020 CTP occurred between August and October 2020, with a focus on prioritizing strategies included in the core recommendations and the draft project list. This outreach was conducted virtually due to the COVID-19 pandemic. Several engagement efforts were used:

- A short survey to solicit input on the draft final core recommendations distributed through Alameda CTC and partner agencies via social media, email, and e-newsletter channels.
- Virtual focus group discussions with residents from communities and organizations throughout the county on their specific priorities.
- A “virtual open house” on the Alameda CTC website where all materials developed for the 2020 CTP were made available online and general comment was solicited on these materials.

The survey was distributed to members of the public through multiple channels, including Alameda CTC and local agency social media accounts, email distribution lists, local e-newsletters, and local news sites.

Across the survey and focus groups, community members generally affirmed the CTP priorities related to system safety, higher-quality multimodal facilities, access to more travel options, better transit service, improved pavement condition, and improvements to air quality and safety within low-income communities and communities of color. This was consistent with previous input received for the 2020 CTP through the countywide poll and CBTP outreach.

4.1 Online Survey

A short survey was developed to solicit feedback on priorities related to core recommendations in the draft 2020 CTP and two open-ended comment opportunities. The survey responses provided an opportunity to understand the highest priority CTP strategies for residents and people who work and travel in Alameda County. Respondents were asked to choose up to three of their highest priority strategies within each of the six categories listed below, as well as to prioritize between these categories.

- Walking and Biking
- Public Transportation
- Roads and Freeways
- New Mobility and Technology
- Environmental Considerations
- Equitable Transportation System

The two opportunities for open-ended comments solicited feedback related to general transportation suggestions and the impacts of COVID-19 on travel options and mobility needs. The survey instrument is provided in Appendix C.

4.1.1 Survey Results and Comments

Over a period of six weeks, approximately 1,600 people opened the survey. Within this amount, over 1,400 people engaged with the survey (meaning they partially answered) and over 1,300 people provided complete responses. These values include one resident who requested a paper copy and submitted a written version of the survey by mail. The survey generated nearly 600 open-ended comments on general transportation suggestions and around 500 open-ended comments related to COVID-19. Comments on the draft CTP were also submitted via several emails, two letters, and six comments submitted on a form on the CTP webpage. The two letters that were received are included in Appendix C.

The first question of the survey asked respondents for their home zip code to ensure that survey responses were received from throughout Alameda County and from areas that could reasonably commute or travel to the county. Approximately 90% of respondents provided Alameda County home zip codes, with the remainder mostly from residents of San Francisco and Contra Costa counties. Respondents hailed from each of Alameda County's 14 municipalities, as well as unincorporated communities, in rough proportion to their populations. A summary of home zip codes (aggregated by city or unincorporated area) of respondents who completed the survey is shown in Appendix C.

The next six questions asked respondents to select up to three priority strategies within each of the six categories. The following key themes were identified as top priorities by respondents in the six categories:

- **Improved transit service, especially connections between operators.** Eighty percent of respondents selected more convenient connections between different transit services as a high priority strategy. Bus transit priority on major arterials and improved transit affordability were also prioritized by more than half of respondents.
- **Better roadways that serve and support all modes of transportation.** Seventy-nine percent of respondents identified better pavement conditions as a top priority, and 62% of respondents said that prioritizing buses and bicyclists in roadway improvements should be prioritized. These strategies can be helped with more coordinated traffic signals, which were also prioritized by respondents.
- **Use of technology and new mobility to improve transportation access.** Sixty-nine percent of respondents wanted to prioritize improving transportation access for all through a universal app or card that includes all transportation options.

Targeting new mobility services to ensure equitable and affordable access was also prioritized by a majority of respondents.

- **Reduced emissions, especially from trucks for goods movement.** Sixty-six percent of respondents prioritized low- or zero-emission vehicles for goods movement, and 65% prioritized improving air quality in low-income communities, which are often located near freeways and heavy truck activities. Relatedly, respondents also prioritized shifting more freight to rail to reduce the number of trucks on freeways and local roads.
- **More high-quality, dedicated facilities for walking and bicycling.** Sixty-one percent of respondents prioritized better walking routes along streets. Respondents also prioritized trails and greenways dedicated to walking and bicycling and more separated bicycle facilities that provide dedicated, protected space on streets.
- **Multi-modal transportation improvements in low-income communities.** Over half of respondents prioritized improvements in low-income communities, with safer streets for walking and biking and better access to public transportation.

The full survey results for these questions are provided in Appendix C.

Survey respondents were next asked to rank the five strategy categories (excluding Equitable Transportation System) in order of priority. Overall, respondents prioritized walking and biking access and safety and public transit connections and quality most highly, with stronger considerations of the environmental impacts of the transportation system also scoring well.

4.1.2 Analysis of Open-Ended Comments

The final two questions of the survey provided the opportunity to make general comments on transportation in Alameda County and mobility-related impacts of COVID-19:

- Question 9. Do you have any comments or suggestions about transportation in Alameda County?
- Question 10. Do you have any comments on how the COVID-19 pandemic has impacted your travel options or mobility needs that you would like to share with us?

The key themes of these responses are presented below, along with some representative comments. Comments shown are mostly verbatim, with minor corrections for clarity.

General Transportation Key Themes

Respondents provided open-ended input on a wide variety of transportation concerns and priorities. An analysis of the content of these comments identifies six key themes that recurred in a substantial number of comments. These themes are described below,

along with an approximate number of comments related to each theme. Given the nature of the comments, many covered multiple themes.

Three of the themes in the comments addressed specific needs, concerns, or priorities for the transportation system:

- Safe and high-quality active transportation facilities
- Better public transit service, coordination, and affordability
- Fixing potholes and congestion

Three additional themes were woven throughout comments and related to addressing climate change, addressing needs of seniors and people with disabilities, and creating an equitable transportation system. Other topics included comments on the design of the survey and comments on specific projects.

SAFE AND HIGH-QUALITY ACTIVE TRANSPORTATION FACILITIES

Well over 100 responses (over 20%) related to issues of safety and better walking and biking facilities. Commenters noted concerns around high vehicle speed, which impacts safety while walking and biking, and the lack of high-quality active transportation infrastructure to support safe biking, walking and accessing transit. Respondents expressed support for comprehensive active transportation infrastructure that is connected.

BETTER PUBLIC TRANSIT SERVICE, COORDINATION, AND AFFORDABILITY

Approximately 80 responses mentioned better public transit connections and cheaper fares. Survey respondents noted a desire for better public transit options, including better coordination between transit operators, higher frequency transit and more bus shelters around transit stations. Some respondents noted the challenges older adults face around accessing public transportation options and the need for affordable fares and policies.

FIXING POTHOLES AND CONGESTION

Approximately 75 responses were on the state of pavement and congestion. Comments focused on a desire to repave the roads, highlighted too many potholes on freeways and on local streets, and requested addressing traffic congestion. Some respondents noted that driving is more convenient compared to other transportation modes and that there should be more affordable parking, while other respondents noted that the lack of existing public transportation options make driving more desirable.

CROSS-CUTTING THEMES

Woven throughout open-ended comments were themes related to climate change, addressing challenges of addressing needs of seniors and people with disabilities, and

creating an equitable transportation system. This section provides an overview of these three cross-cutting themes with sample comments from across the county.

REDUCING DRIVING AND EMISSIONS TO IMPROVE AIR QUALITY AND FIGHT CLIMATE CHANGE

Around 80 people commented on their concerns around air quality and climate change, noting transportation as way to reduce impacts, as well as concerns related to the impacts of single-occupant vehicles and the desire for better transportation options to reduce environmental impacts. Encouraging the use of electric or low- and zero-emission vehicles was also included in this theme.

Sample comments received on this theme are provided below.

"I believe that dense-coverage, highly flexible, low-emissions public transportation must be the top priority - for commuters, for low-income folks, for anyone going to work or to run errands, for kids wanting to get around without needing to be driven, for communities near major arteries that struggle with air and noise pollution. Access to such a system will make the whole region more livable for everyone. Furthermore, although the governor's new zero-emissions vehicle commitment is amazing, it will only deepen the divide between the wealthy and regular people who don't have the money for a new car - public transportation is the only real way to address climate change."

– Oakland

"We must take action to address climate change, and it must be proportionate to the magnitude of the crisis. And we need to be sure not to make disadvantaged communities bear the brunt of it."

– Emeryville

"Need to have stronger policies to move all transportation to zero emission."

– Fremont

"Prioritize infrastructure for zero-emission vehicles, equitable access to all mobility and technology options, and improved transit/ access"

– San Leandro

TRANSPORTATION NEEDS OF SENIORS AND PEOPLE WITH DISABILITIES

Approximately 20 people provided comments related to better planning for aging adults and people with disabilities.

Sample comments received on this theme are provided below.

"Since I am 87 yrs. old, I would appreciate easier, closer access to public transportation, and more benches for seniors who are waiting. Closer connection between BART and AC Buses would be helpful."

– Oakland

"There is no transportation available to me in Livermore, a senior and a widow, whose vision is failing. I have Kaiser medical insurance from the LLNL retirement and now have to drive to many different cities for specialized care. At 86 I do not have any choices. I have signed up for transportation offered from Sr. Support in Pleasanton, but it is very limited to time and days. I have yet to use it but my driving days are quickly coming to an end and I am worried about getting around."

– Livermore

"Seniors and people with mobility issues need a transportation system that is reliable and meets a variety of needs from shopping to medical appointments to visiting with friends"

– Livermore

"I strongly urge you to see age/disability/income/equity considerations fully integrated into electric vehicle (EV) and mobility options/new tech; e.g. free or super low-cost charging for wheelchairs and tiny EV cars, and last mile Very low-cost options for 3-wheel scooters with a small rack for walkers with self-driving return to station or on street parking for gig cars. Ideally we'd use quieter EV buses and all buses would be congenial for wheelchair users, folks with shopping carts and strollers easy use for EV bikes; that all Bart stations and bus stops near community health centers and adult schools would have fully safe ADA drop off and pickup platforms on the same block. Please design your stations and bus stops as community amenities in themselves connecting us to other basic community services. Thank you."

– Berkeley

EQUITABLE TRANSPORTATION SYSTEM

Across all themes, multiple responses included mention of prioritization for low-income and disadvantaged communities.

Sample comments received on this theme are provided below.

"We need more investment in low income BIPOC [Black, Indigenous, People of Color] communities that doesn't result in gentrification displacement while also ensuring they are the primary beneficiaries as leaders, partners, jobs, workers, contracts, etc. We also need to meet people's transportation needs where they live, particularly for disabled people, seniors, and students, not the opposite".

– San Leandro

"Have more trail connections through low income communities as an option for bicycling and walking."

– San Leandro

"Please prioritize underserved and low-income communities for bus service, especially direct connections to BART, Hospitals, and other high use destinations."

– Berkeley

"Due to COVID-19 pandemic, seasonal fires, the pollution levels and climate change, there is a need to rethink the bike lanes and walkability. This survey as written is contributing to the health impacts to overall communities which many have disparities in health. ACTC planners, engineers and other such staff should be in the mindset thinking how to develop public health for planning purposes for bike lanes and walkability."

– Oakland

"Inter-connectivity is vital. Frequent and efficient service especially in lower income areas of the county are a priority."

– Hayward

ADDITIONAL TOPICS

Two additional topics include comments related to the survey design and comments on projects. Approximately 25 people left comments noting issues with the survey itself and comments from approximately 40 people mentioned several of the same projects as described on the next page.

SURVEY DESIGN

Concerns with the survey design were expressed through approximately 25 comments, noting that they would not have chosen any of the priority ideas provided, that the survey was missing transportation solutions that they expected, or that this survey doesn't represent their values. Within the first few days, the survey was adjusted to address complaints about the survey structure, which initially required participants to choose three priorities for each question before they could move on to the next question. The updated survey structure through most of the outreach period allowed participants to select *up to three* priorities and make at least one selection.

Sample comments received on this theme are provided below.

"Survey should include "none of the above". It is a little presumptuous of you to think the few solutions I have to choose from is what I would like done."

– Castro Valley

"Nowhere was the question asked about personal safety on public transportation. I think that should be a priority choice in this survey."

– Alameda

"Survey seems to be geared to bikes, pedestrians and transit. Completely one sided. You won't learn much from this, just the answers you want to hear."

– Pleasanton

COMMENTS ON SPECIFIC PROJECTS

Around 40 comments were received either in support of or expressing concern with several specific projects. Fourteen comments expressed concern with the premise of public investment on a ballpark at Howard Terminal in Oakland, including the two letters received and that are included in Appendix C. The other projects listed were mentioned in 2-4 comments.

Concerns were mentioned about the following projects or project themes:

- **Howard Terminal investments.** Commenters expressed concern about the appropriateness of potentially using public funding to make improvements related to the Howard Terminal development project due to the existing Coliseum ballpark, the private nature of the development, impacts to neighboring communities, and impacts to the Port of Oakland.
- **Highway projects.** Commenters expressed concern about how highway projects would generate additional traffic, impact climate change goals, and direct transportation funding away from low- and no-emissions modes of travel.
- **Capitol Corridor service changes.** Commenters expressed concerns with the changes to Capital Corridor routing from the South Bay Connect project.
- **Tolls/express lanes.** Commenters expressed concern about the cost of tolls and express lanes and the potential equity impacts of paid lanes. They also expressed doubts about the benefits to the transportation system by allowing single-occupant vehicles to benefit.

Support was mentioned about the following projects or project themes:

- **East Bay Greenway.** Commenters expressed support for the construction of the East Bay Greenway.
- **Valley Link.** Commenters expressed support for funding the Valley Link project due to its megaregional benefit.
- **Safe Routes to Schools.** Commenters expressed support for safety improvements to and around schools, including sidewalk improvements and speed bumps.
- **I-580/680 Interchange.** Commenters expressed support for the construction of the I-580/I-680 interchange project to improve safety and reduce congestion.

Additionally, there was both support and concern expressed for the San Pablo Avenue project, with some commenters supporting dedicated transit and bicycle infrastructure on San Pablo Avenue to improve safety and meet climate goals, and other commenters expressing concern with changes on the corridor that would prioritize bicycles over automobiles.

Impacts from COVID-19

The final question of the survey asked about impacts from the COVID-19 pandemic on mobility. The transportation impacts of the COVID-19 pandemic have highlighted the

importance of a resilient transportation system that meets the needs of all residents and workers, especially the most vulnerable. Three key themes were identified in the responses to the open-ended question on COVID-19 impacts, as described below.

- Mobility impacts from changes to public transit and Shelter-in-Place ordinances
- Safety concerns from disease transmission and increased vehicle speeds
- Changing transportation needs from remote work

MOBILITY IMPACTS FROM CHANGES TO PUBLIC TRANSIT AND SHELTER-IN-PLACE

Around two hundred respondents (40%) commented on the impact of COVID-19 on their mobility, most of which is related to public transportation, and themes noting overall less travelling and more walking and biking. Several survey respondents noted that they have stopped using public transportation due to COVID-19 or have adjusted their schedules. Some of these respondents noted that their mobility has been impacted due to the reduced public transit services, while other respondents noted they are not using public transit so essential workers can use public transit. With less public transit use, respondents note increased walking and biking though with concerns about the ability to safely use these modes.

Sample comments received on this theme are provided below.

"I don't really ride transit anymore, but I'll be back, and I hope we can keep our transit systems operating through this crisis so they'll be there for all of us when it's over."

– Emeryville

"I have reduced my transit use to reserve the service for essential workers. But I still want frequent and fast transit service in Alameda County and the Bay Area to be available when it's safe for me to ride again! Please work to maintain the level of transit service in Alameda County in the face of falling fare revenue and declining tax funding. We need to dedicate road space to buses so they're not stuck behind cars. We also need to make it safer to bike and walk by dedicating more road space to pedestrians and bicyclists."

– Emeryville

"Cutbacks in public transit during the pandemic makes it much harder to use and coordinate to get anywhere."

– Fremont

"Due to COVID-19 I have to adjust my commute hours based on the availability of BART. Longer wait times on the platforms, less trains, leaving earlier to catch a specific train, leaving later so not to wait too long, avoiding peak commute times, etc."

– San Leandro

"Social distancing means I'm forced to ride with my young kids on the roads to keep away from the pedestrians on the sidewalks. Not many roads have a dedicated bike lane which creates a hazard for my family."

– Dublin

SAFETY CONCERNS FROM DISEASE TRANSMISSION AND INCREASED VEHICLE SPEEDS

Over 120 comments (24%) noted some type of concerns related to traveling safely due to COVID-19 (these comments have some overlap with those in the previous section). Comments ranged from concerns around riding public transit due to fears of potential transmission of COVID-19 to the increase of vehicular speeds observed during shelter-in place.

Sample comments received on this theme are provided below.

"I was too scared to bike to work through north and downtown Oakland in the past, as there's a lack of bike lanes, and often bike lanes cross major streets with no stop lights. When my office reopens, I'd rather bike than use BART, but my traffic safety concerns remain."

– Berkeley

Concern for public transit to ensure safe reopening offering free PPE and other better hygiene practices like sanitation and hand sanitizer for supporting healthier ridership for workers and riders.

– Fremont

"There needs to be sufficient procedures in place to protect drivers and passengers, additional cleaning, etc. Travel during the pandemic is limited to those essential tasks, groceries, medical appointments and work."

– Hayward

CHANGING TRANSPORTATION NEEDS DUE TO REMOTE WORK

The advent of COVID-19 has significantly shifted the work environment for some people. A total of 66 respondents (13%) noted/volunteered information that they are now either partially or full time working remotely. Comments that speak to the shift in transportation needs due to remote work are noted below.

Sample comments received on this theme are provided below.

"I am blessed to be able to work remote so personally I use public transit less (but originally a week-long bus commuter) so the need is less crucial, but as a per diem essential worker when I am called in, the bus service is key."

– Oakland

"I'm home now, for work and family, so no longer driving as much, but walking more. Would like to see the promotion of social distancing on our sidewalks, at bus stops, bus signage, etc."

– Albany

4.2 Focus Group Discussions

To dive deeper into the recommendations in the draft CTP, the CTP team conducted virtual focus groups across the county and one follow-up call with community members. These discussions occurred in September and October 2020. Given the COVID-19 shelter-in-place orders that prevented in-person engagement, four virtual focus groups were set up:

- **Senior Support Program of the Tri-Valley (Dublin, Livermore, and Pleasanton).** This focus group included participants and staff from the program, which provides transportation for seniors to and from medical appointments. The discussion focused on the transportation needs of seniors, identifying concerns about dial-a-ride services for medical appointments, access to and around hospitals, and the ability to safely walk around neighborhoods.
- **East Oakland Mobility Action Plan.** This focus group was conducted in partnership with OakDOT and the East Oakland Mobility Action Plan process. The discussion primarily focused on strategies to improve safety and well-being, transit, and complete streets within East Oakland. Participants expressed a priority for improved safety when walking and bicycling, better multimodal access to the waterfront, and opportunities for shuttle service that would connect multiple community centers.
- **Southern Alameda County residents (Fremont, Newark, and Union City).** This focus group consisted of 11 residents of cities in southern Alameda County. The discussion primarily focused on strategies related to walking and bicycling, transit, and roadways. The group stressed the importance of bicycle/pedestrian connectivity at interchanges, expansion of low-stress facilities, provision of fast and reliable transit, and the equity benefits from reducing the need for two-car households.
- **Alameda CTC Bicycle and Pedestrian Advisory Committee (BPAC).** BPAC consists of 11 appointed community members from across the county who provide feedback on Alameda CTC's bicycle and pedestrian policy, planning, and implementation efforts. The discussion at the September 2020 meeting of BPAC focused on the strategies included in the Draft Final 2020 CTP. Safety improvements to the High-Injury Network and multimodal design standards were identified as top priorities, and the group expressed a desire to avoid roadway widenings.

Across the focus groups, discussion centered on transportation needs in each area as well as discussion on highest priority strategies. Key themes included:

- **Safety:** Need for safer pedestrian crossings particularly along high-volume/high-speed roadways that access transit stops, at medical clinics (especially for more vulnerable groups like older adults and people with disabilities), and on the High-Injury Network. Support for higher level protection for walking and biking facilities at interchanges. Need to address multimodal safety needs in high traffic/demand areas. Support for automated speed enforcement.
- **Designing multimodal roadways:** Need to re-design major roadways in industrial areas for safer access by a range of modes as they become more mixed-use. Support for advancing multimodal corridors with design standards and coordinating with Caltrans to expedite multimodal projects. Need for improved connectivity of sidewalks, bicycle routes, and transit/shuttles, as well as balancing multimodal safety with high-traffic areas.
- **Services for seniors and people with disabilities:** Need for a range of transportation services for seniors beyond just ADA Paratransit, such as for trips to medical appointments and volunteer driver programs that offer much-needed human connection.
- **Trail access:** Need to access the waterfront and Bay Trail. Support for advancing greenways and trails generally.
- **Affordable transit fares:** Need for affordable fares, especially for adults on fixed income who are neither students nor senior age.
- **Transit coverage:** Need for better transit coverage in more suburban areas of the county, and for transit service to be faster and more coordinated. Desire for shuttle services to connect major activity centers to community amenities and transit.
- **Opposition to roadway widening projects:** Opposition to roadway widening projects and express lanes achieved through adding freeway capacity; instead, they should be achieved through lane conversion.

4.3 Virtual Open House

To provide additional information on the progress and initial findings of the CTP during this round of outreach, a virtual open house was hosted on the Alameda CTC website. Links to the virtual open house were provided in the email blasts, press releases, and posts by Alameda CTC and local Public Information Officers (PIOs). The open house provided the following information:

- 2020 CTP purpose, vision, and goals
- Description of the CTP development process and outcomes
- Summary of the key findings of the Needs Assessment Report and links to the full document chapters, presentations of needs by planning area, and countywide modal plans
- Summary of the process and key findings of the CBTP

- Summary of the draft core recommendations, including projects, programs, strategies, and near-term actions
- Link to the survey instrument and to a general comment card
- Links to additional resources, including Alameda CTC committee and commission meeting materials, initial COVID-19 response planning and actions, and relevant regional planning documents.

The virtual open house was on the countywide transportation plan webpage of the Alameda CTC website through the duration of the final phase of outreach. Through the general comment card provided on the webpage, six comments were received and have been summarized in the previous section. Overall, there were over 700 unique page views.

4.4 Promotion Strategy

Given the virtual nature of the final phase of outreach, promoting the survey and webpage were key elements to ensure equitable participation across the county. Members of the public were notified about the virtual open house and survey primarily through emails, e-newsletter blasts, and community and social media posts. The CTP team relied heavily on partner-agency support in connecting to their Public Information Officers (PIOs) who have access to community-facing outlets.

Through notifications to PIOs and/or other city representatives, local jurisdictions posted promotional materials on communication channels specific to their communities. These channels included posts to local city social media pages, city-generated press releases to local news sources and organizations like chambers of commerce, and local e-newsletters. A list of the outreach conducted on behalf of the CTP through local PIOs is provided in Appendix D.

Alameda CTC also shared notification about the virtual open house and survey. Alameda CTC distributed two emails to its contact list. Over 11,000 people received the emails, and the first e-blast had a 20% open rate. Additionally, Alameda CTC promoted the virtual open house and survey through social media posts on Twitter and Facebook, and its commissioners shared survey links. The CTP team also had direct contact with a targeted list of organizations representing hard-to-reach communities, including the Davis Street Family Resource Center, and requested that they share materials with their members and contacts.

Information was also shared at the July Plan Bay Area 2050 webinar focused on Alameda County that there would be upcoming engagement on the 2020 CTP. Copies of all Alameda CTC emails, press releases, and social media posts are provided in Appendix D.

05

Commission and Committee Meetings

5. COMMISSION AND COMMITTEE MEETINGS

In addition to focused community outreach, the CTP included extensive engagement with Commissioners and public agency staff at publicly noted meetings. These public meetings provided attendees the opportunity to shape the development of the plan and offered additional space for public comment. These meetings helped define the vision and goals, identify transportation needs, and prioritize projects, programs, and strategies. In addition to public meetings, staff from member jurisdictions and transit agencies were also engaged in one-on-one and small group meetings at key milestones to solicit feedback on local needs and priorities.

The 2020 CTP process included routine meetings with the Alameda CTC Commission and three committees of the Commission throughout the process:

- **Alameda County Transportation Commission (Commission)** discussed the 2020 CTP as an agenda item in four meetings. The Commission consists of 22 members representing the five members of the Alameda County Board of Supervisors, and elected officials from all 14 jurisdictions in Alameda County, BART, and AC Transit.
- **Planning, Policy, and Legislation Committee (PPLC)** discussed the 2020 CTP as an agenda item in nine meetings. PPLC is a standing committee of the Commission that oversees the development of the Countywide Transportation Plan, in addition to other agency plans, programs, and studies.
- **Alameda County Technical Advisory Committee (ACTAC)** discussed the 2020 agenda item in ten meetings. ACTAC is comprised of staff representatives from the Alameda County Public Works Agency, each of the county's 14 municipalities, the Port of Oakland, transit agencies, and other state and regional agencies.
- **Multi-modal Committee (MMC)** discussed the 2020 CTP as an agenda item in one meeting. MMC is a standing committee of the Commission that oversees plans, studies, and policies relating to multi-modal issues.

All public meetings involved an Alameda CTC staff presentation, followed by questions and comments from committee and commission members, and an opportunity for public comment. Agendas, memoranda, and presentations were posted on the Alameda CTC website at least 72 hours in advance of each meeting. A list of the public meetings that discussed the 2020 CTP is provided in Table 5-1.

Table 5-1 2020 CTP Public Commission and Committee Meetings

| Month | Setting(s) | Topic |
|----------------------|--------------------------------------|--|
| Jan 2019 | PPLC | Process, timeline, and topic areas |
| May 2019 | Commission (retreat) | Transportation needs and priorities |
| July 2019 | ACTAC PPLC Commission | Plan approach and draft vision and goals |
| Sept 2019 | ACTAC PPLC Commission | Approval of vision and goals |
| Oct 2019 | ACTAC PPLC | Project and program submissions Shared Mobility/Transportation Network Companies Overview |
| Nov 2019 | ACTAC | Review of draft screening approach |
| Jan 2020 | ACTAC PPLC | Needs, priorities, and strategies – active transportation and freeways |
| Mar 2020 | ACTAC PPLC | Needs, priorities, and strategies – arterials, transit, and goods movement |
| May 2020 | ACTAC PPLC | Community-Based Transportation Plan |
| June 2020 | ACTAC MMC | Multimodal strategies Revised priorities |
| July 2020 | ACTAC PPLC | Review of draft final core recommendations |
| November 2020 | ACTAC PPLC Commission | Adoption of the 2020 CTP |

Note: Meetings where projects were discussed are **bolded**.

As the project list from the 2020 CTP feeds into Plan Bay Area 2050, meetings discussing projects to be submitted for Plan Bay Area 2050 also provided opportunities for public comment on the input to both Plan Bay Area 2050 and on the 2020 CTP project list.

These meetings included:

- May 2018 – Transformative project submission (ACTAC, PPLC, Commission)
- May 2019 – Information on project updates and submissions (ACTAC only)
- June 2019 – Major Projects submission (ACTAC, PPLC, Commission)
- March 2020 – Draft projects for PBA2050 (ACTAC, PPLC)
- July 2020 – Final projects for PBA2050 (ACTAC, PPLC, Commission)

06

Engagement with Limited English Proficient Populations

6. ENGAGEMENT WITH LIMITED ENGLISH PROFICIENT POPULATIONS

Federal regulations require that recipients of federal funds take reasonable steps to ensure meaningful access to benefits, services, information and other important portions of their programs and activities for individuals with limited English proficiency. Title VI of the Civil Rights Act of 1964 and its implementing regulations state that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity that receives federal financial assistance.

A Presidential Executive Order was issued to federal agencies in August 2000 relative to Limited English Proficient populations. Executive Order 13166 — Improving Access to Services for Persons with Limited English Proficiency — indicates that differing treatment based upon a person's ability to speak, read, write or understand English is a form of national origin discrimination.

6.1 Compliance with Title VI

Alameda CTC is committed to ensuring that no person is excluded from participation in, denied the benefits of or discriminated against under its projects, programs or activities on the basis of race, color, creed, national origin, sex or age, as provided in Title VI. To that end, the project team took steps not only to ensure that materials for the 2020 CTP were accessible to Limited English Proficient populations in Alameda County, but also to focus outreach with communities of color and organizations that serve those communities.

The following outreach materials were translated by human translators into Spanish and Chinese to facilitate the participation of Limited English Proficient populations:

- Countywide poll
- CBTP survey and fact sheets provided at pop-up events
- Summer/fall 2020 survey on the draft core recommendations
- Promotional materials encouraging community members to take the summer/fall 2020 survey and visit the virtual open house

The virtual open house and agency website also provided translations into six languages using an automatic translation web application.

In addition to providing an accessible way for Limited English Proficiency populations to learn about the 2020 CTP and provide input on their needs and priorities and the draft recommendations, the 2020 CTP outreach process also focused on soliciting input from communities of color during all phases of the plan.

As described in Section 2, the countywide poll conducted at the start of the 2020 CTP process that served to ground the project approach conducted an oversample of residents from low-income and minority communities so that their specific needs could be identified. Subsequently, CBTP development focused exclusively on identifying the needs and priorities of low-income and communities of color and included an extensive engagement process in those communities as a primary input, which then directly informed the needs and priorities identified and addressed by the 2020 CTP. Details on that outreach are provided in Section 3. Lastly, as described in Section 4, when public input was sought regarding the draft core recommendations, promotions were specifically targeted to community-based groups that represent communities of color to increase their access and participation.

A

2019 Poll Materials



Alameda County Resident Survey Countywide Transportation Plan Update

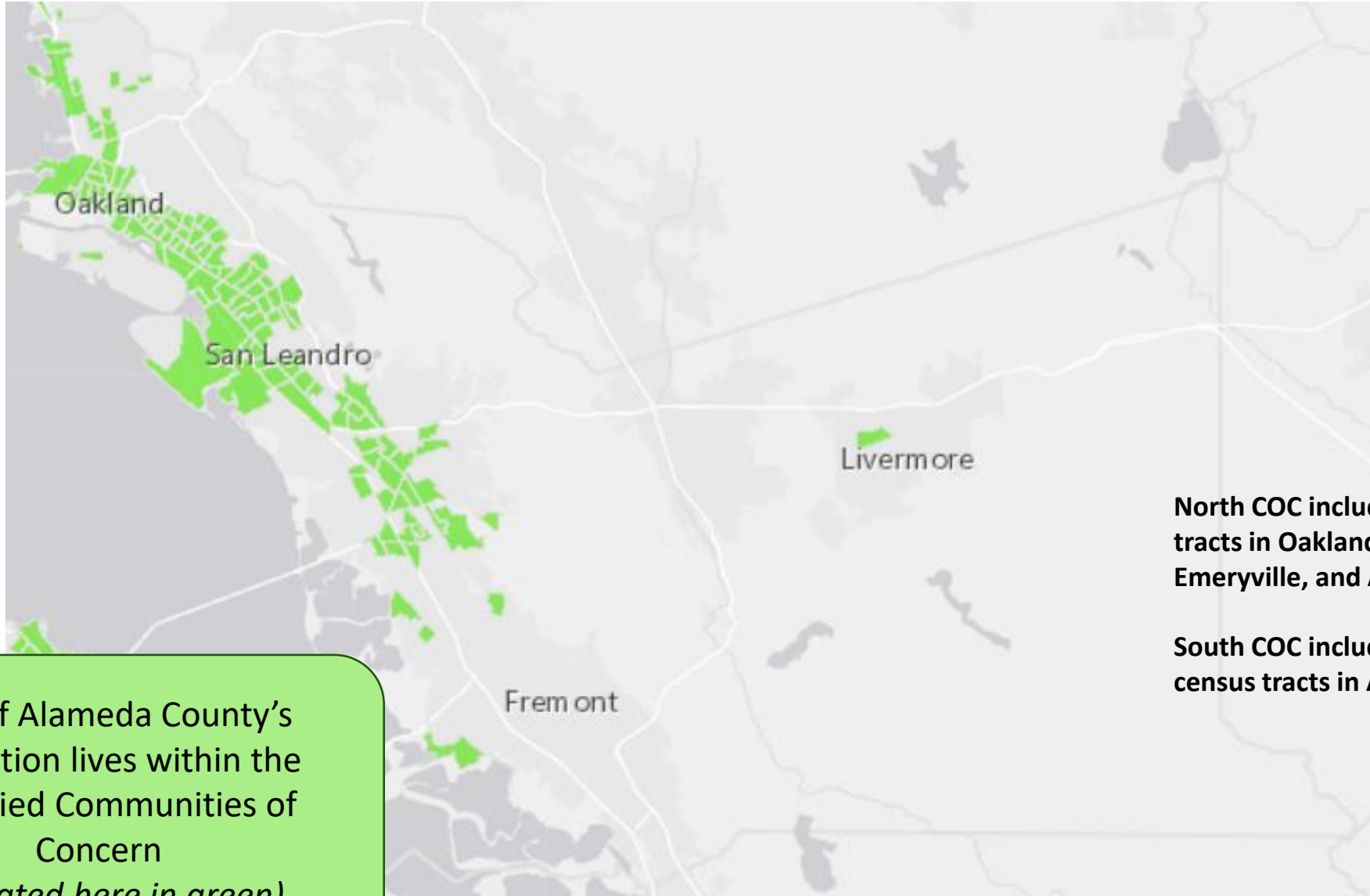


Conducted for
Alameda County Transportation Commission
May 2019

- ▶ Online survey of adult Alameda County residents
- ▶ Survey conducted May 9th – May 20th, 2019
- ▶ 503 interviews; overall margin of error ± 4.4 percentage points
 - Census tracts that were identified by MTC as a Community of Concern (COC) were oversampled to allow for more in-depth analysis.
 - 189 interviews among residents living in a COC, overall margin of error ± 7.1
- ▶ Invitations sent by email and text messages
 - A total of 13,837 email invitations were sent, with 487 completes, for a response rate of 3.5%
 - A total of 1,480 text invitations were sent, with 16 completes, for a response rate of 1%
- ▶ Interviews were offered in English, Spanish, and Chinese

Please note that due to rounding, some percentages may not add up to exactly 100%.

Communities of Concern Map

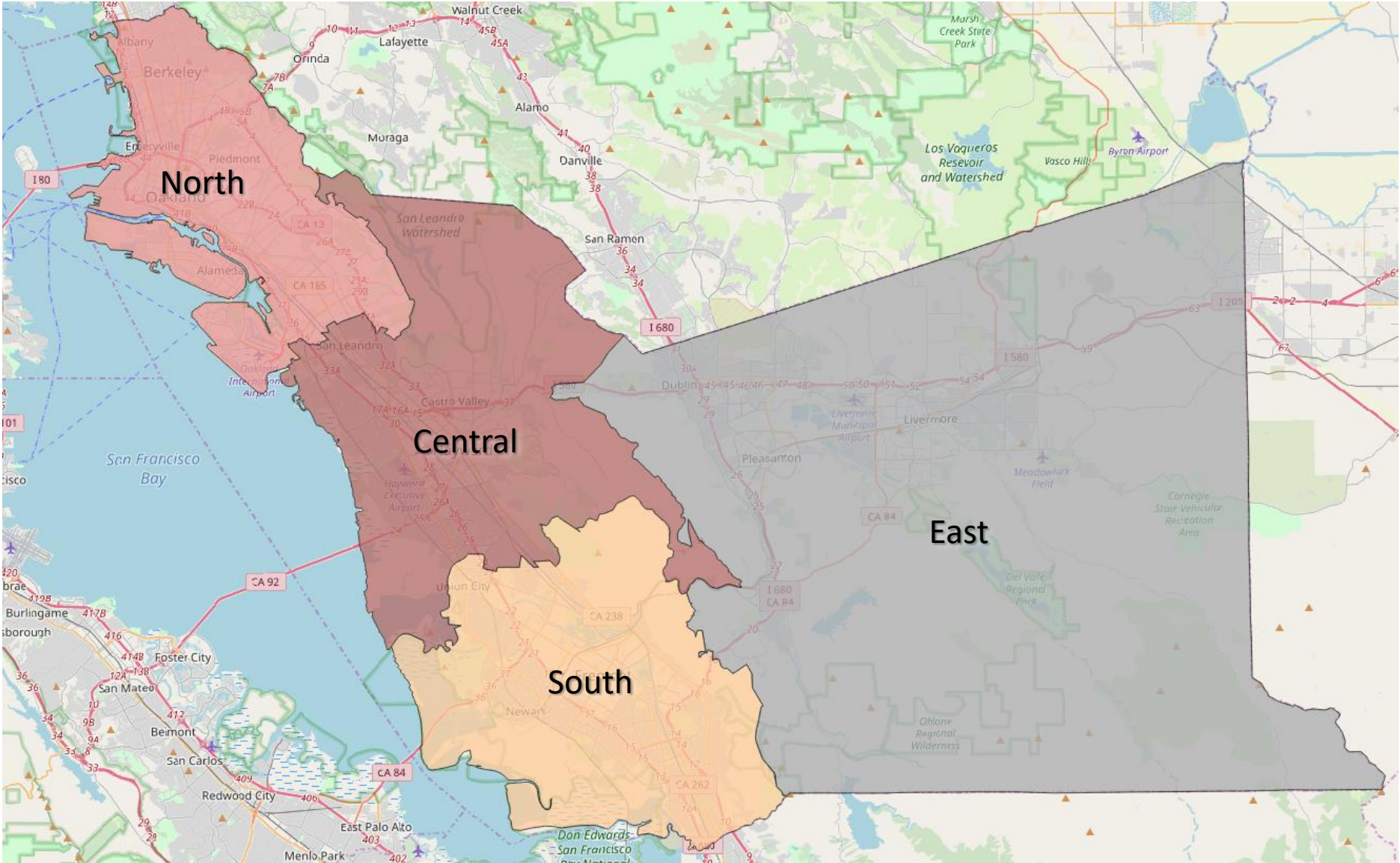


North COC includes COC census tracts in Oakland, Berkeley, Emeryville, and Albany

South COC includes all other COC census tracts in Alameda County

30% of Alameda County's population lives within the identified Communities of Concern
(indicated here in green)

Alameda CTC Planning Areas



Key Findings

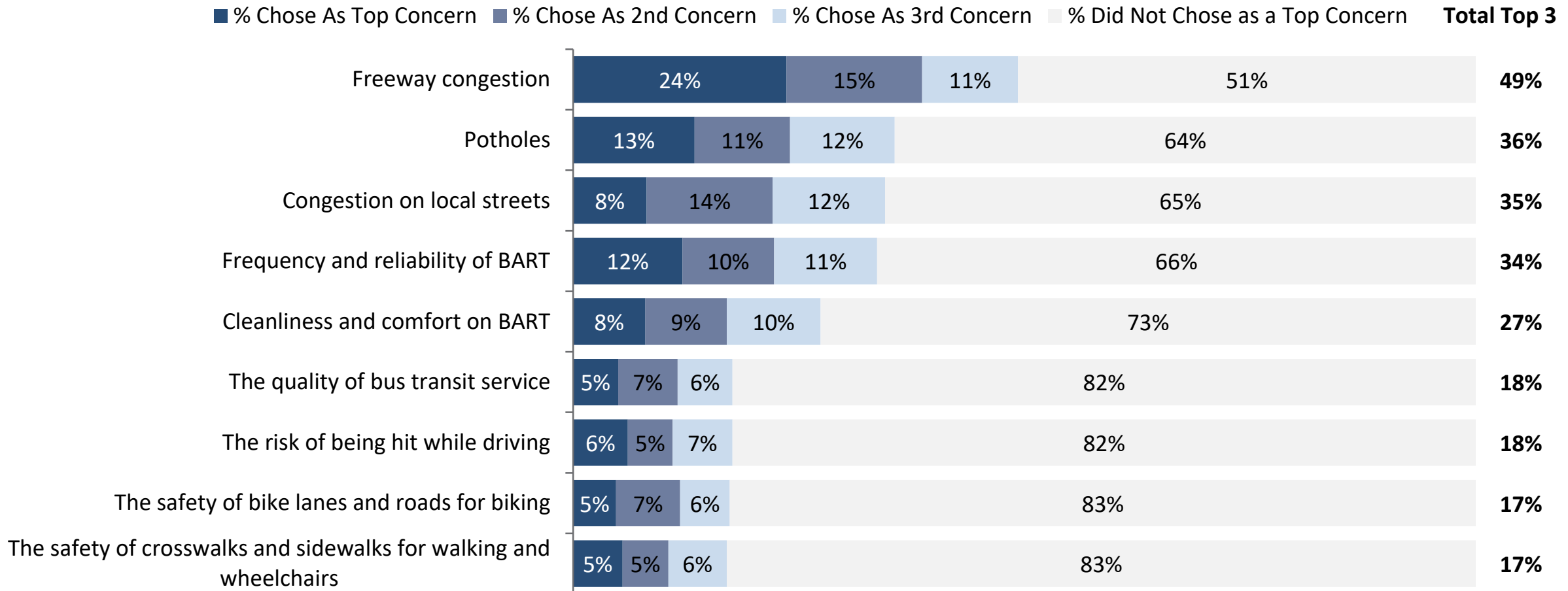
- ▶ Traffic congestion, particularly on freeways, is seen as a major transportation issue in the county that needs to be addressed.
 - While residents living in a community of concern (COC) use transit at a higher rate than residents as a whole, most still drive frequently; and road and freeway congestion impacts everyone.
- ▶ Driving a car is seen as more convenient than riding transit, but transit ridership is perceived as more affordable than car ownership.
- ▶ Safety for pedestrians and cyclists is less of a concern than traffic, but people in COCs are more likely to have safety concerns.
- ▶ Local road conditions are a larger concern for COC residents than the countywide population.
- ▶ Residents countywide and in the COCs are looking for planning to anticipate the future of the county's transportation network.
- ▶ Transit access and affordability improvements are more important to residents of the COCs.
- ▶ Transportation technology improvements are important as a component of planning for the county's future.



Current Transportation Concerns and attitudes

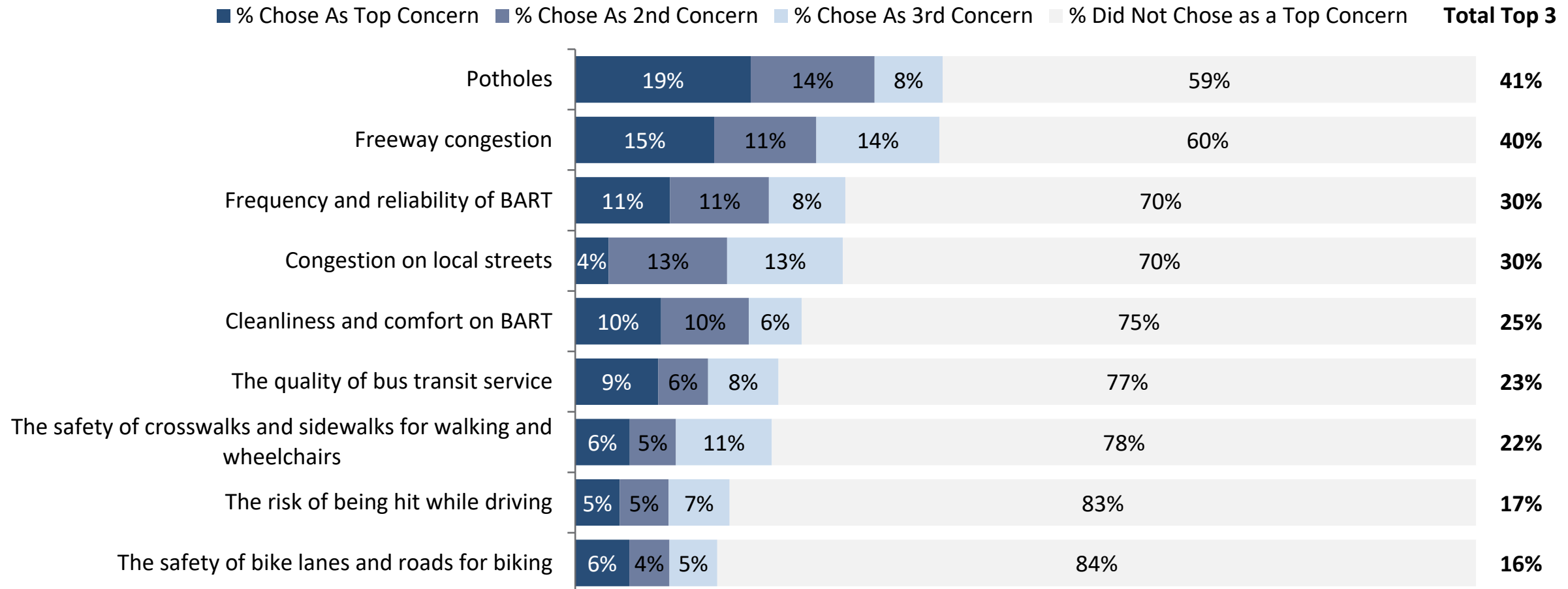
Top Concerns - Countywide

For the overall county population, freeway congestion is the top ranked transportation concern, with nearly twice as many ranking that first than any other concern, and half identifying it as among the top three.



Top Concerns - COC

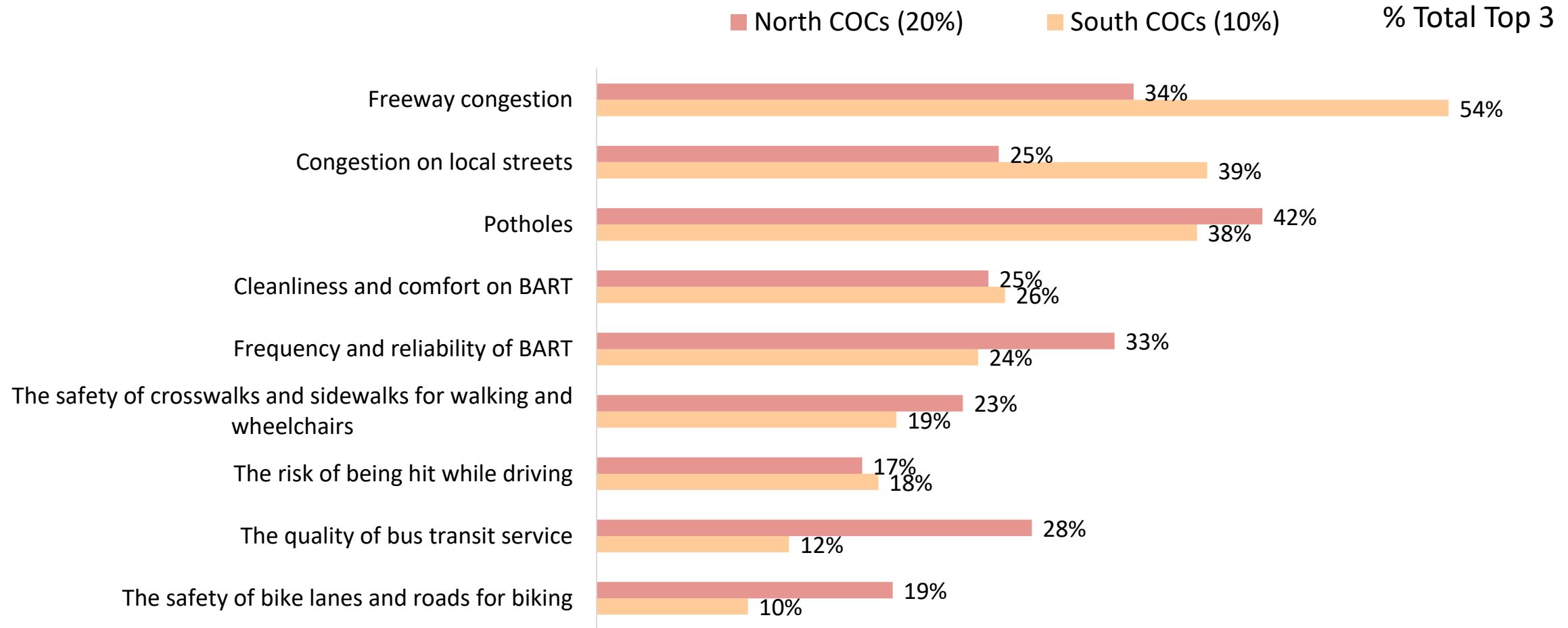
Potholes are a higher priority in COCs than for the overall county population, but freeway congestion is also a concern.



Q4-12. This survey is about how people get around in Alameda County. Below is a list of things you might be concerned about when getting around Alameda County. Please rank your top 3 concerns in order of most concerning to you (#1) to least concerning to you (#3)

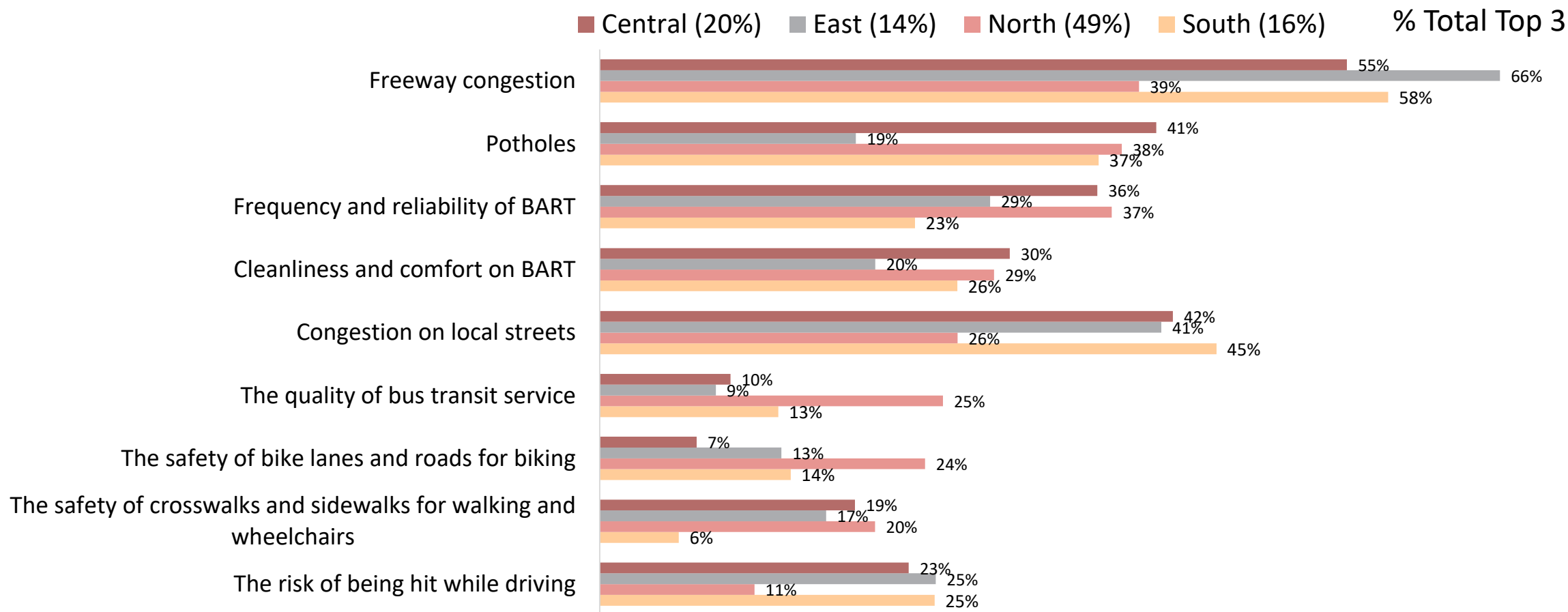
Top Concerns – COC By Region

*Residents in Southern COCs are more concerned about congestion on freeways and local streets than those in Northern COCs.
Potholes are a top concern for both North and South COC residents.*



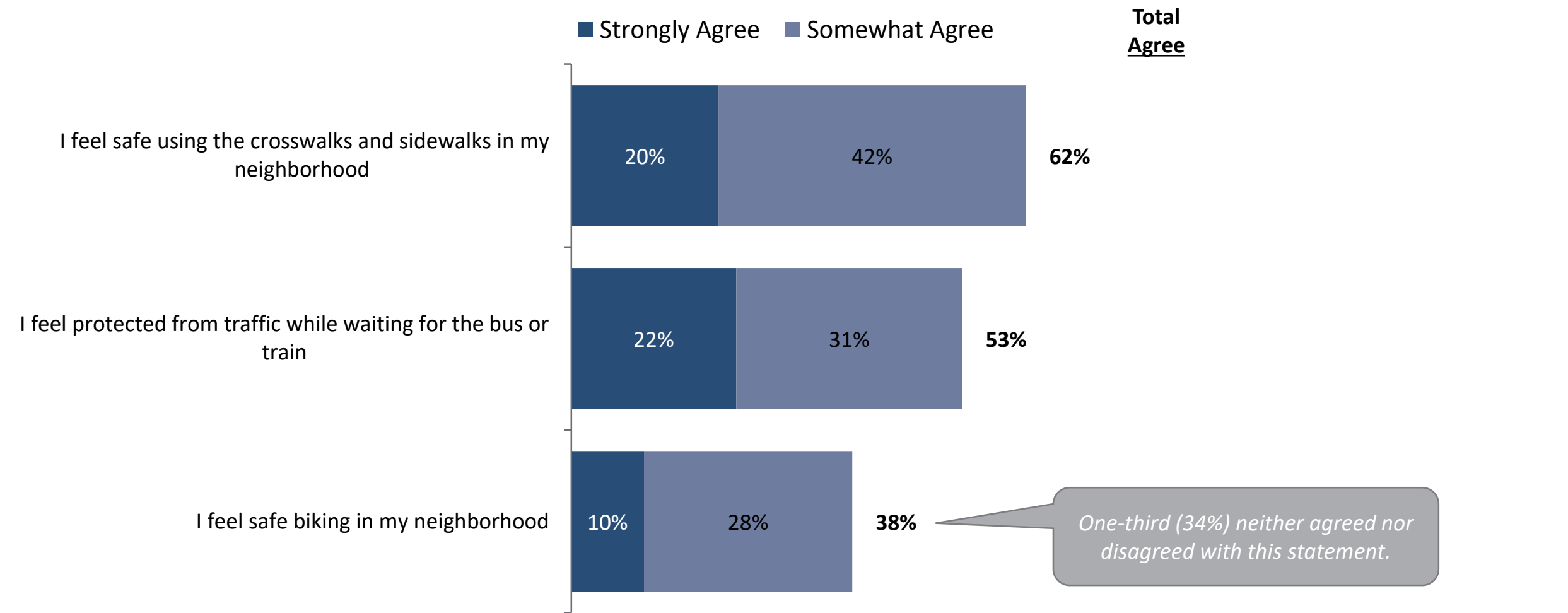
Top Concerns – Planning Areas

There is variation across planning areas when it comes to top concerns. Congestion (both on freeways and on local streets) is of less of a concern for residents in the North; whereas those in the East are much less concerned about potholes.



Safety Attitudes – Countywide

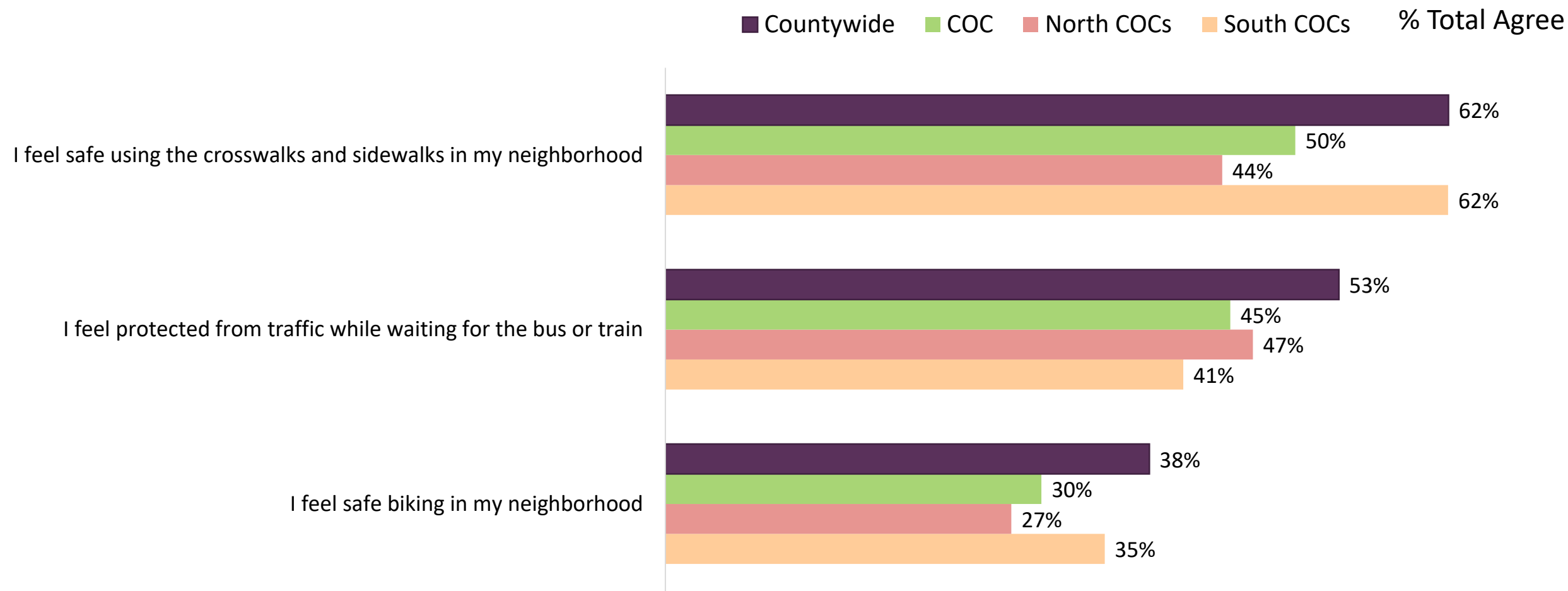
While a majority feel safe on sidewalks and crosswalks and while waiting on transit, agreement is not particularly intense; many are not able to answer about safety while cycling.



Q13-22. Now thinking about getting around the part of Alameda County where you live, for each of the following please indicate whether you agree or disagree.

Safety Attitudes – Countywide vs COCs

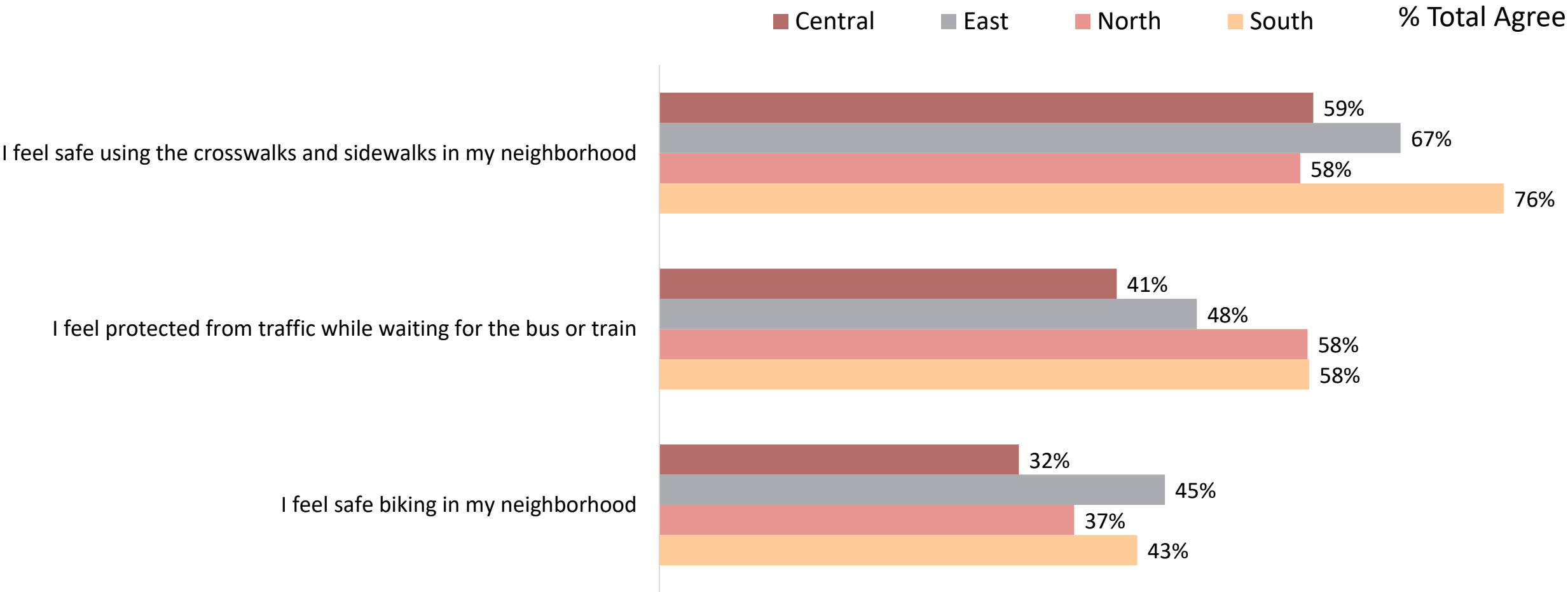
Across the board, residents in COCs feel less safe walking, waiting for transit, and biking. Those living in a COC in South Alameda County feel safer biking and using crosswalks and sidewalks in their neighborhood.



Q13-22. Now thinking about getting around the part of Alameda County where you live, for each of the following please indicate whether you agree or disagree.

Safety Attitudes – Planning Areas

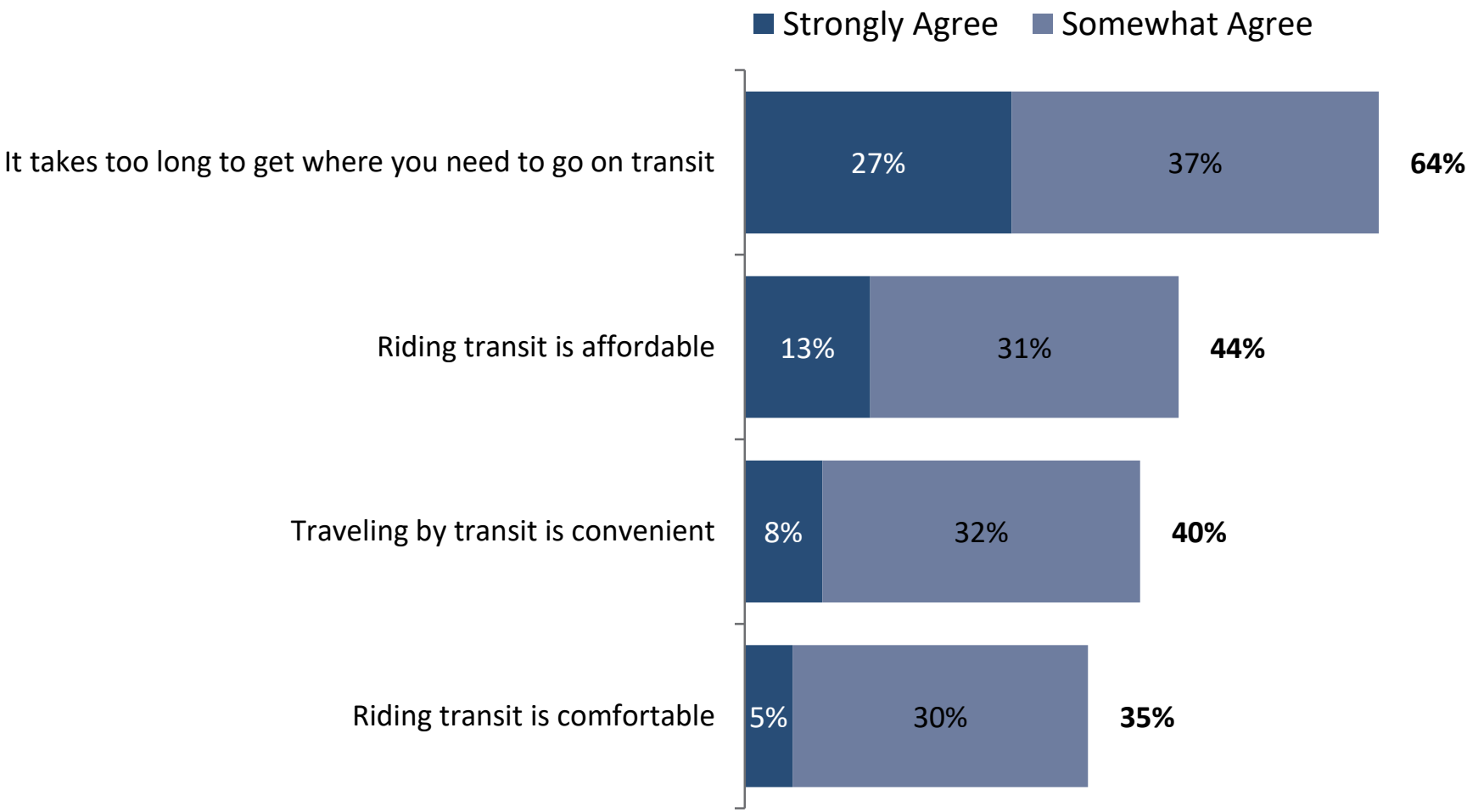
Residents in the South and East feel safer using crosswalks and sidewalks. Those living in Central Alameda feel less safe biking and waiting for transit.



Q13-22. Now thinking about getting around the part of Alameda County where you live, for each of the following please indicate whether you agree or disagree.

Transit Attitudes – Countywide

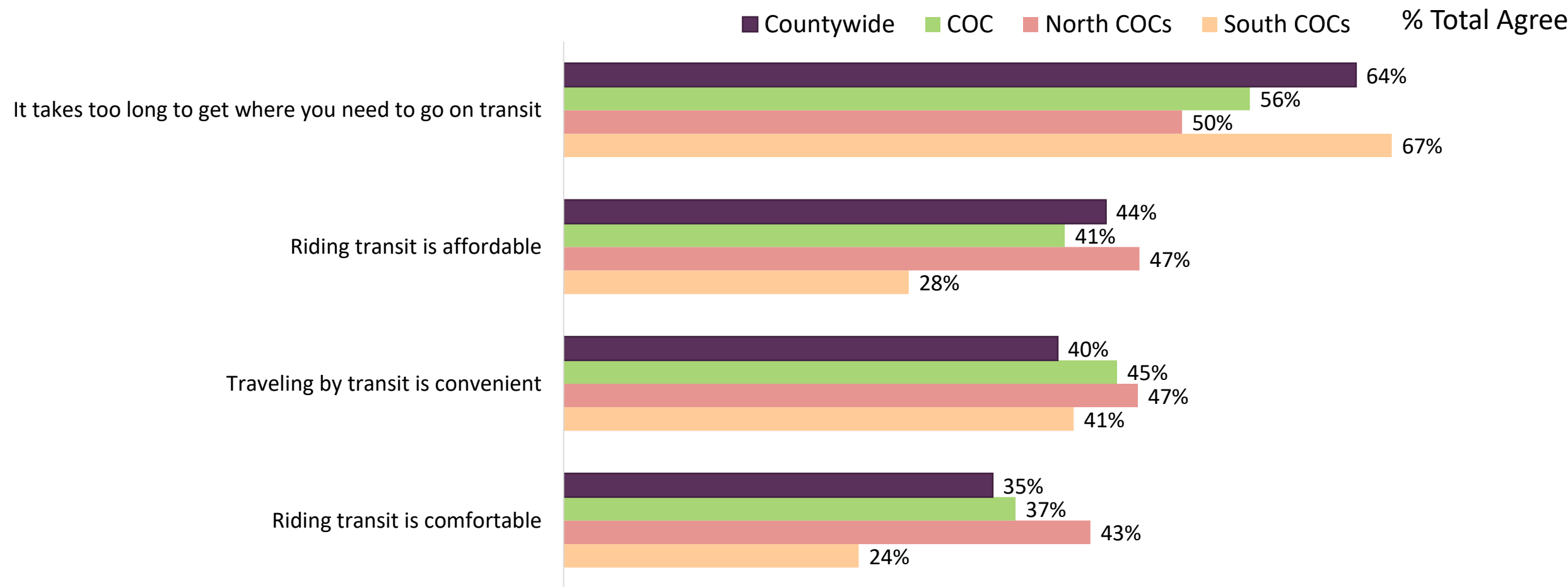
More than half think transit takes too long. Less than half think transit is affordable, convenient, or comfortable.



Q13-22. Now thinking about getting around the part of Alameda County where you live, for each of the following please indicate whether you agree or disagree.

Transit Attitudes - COCs

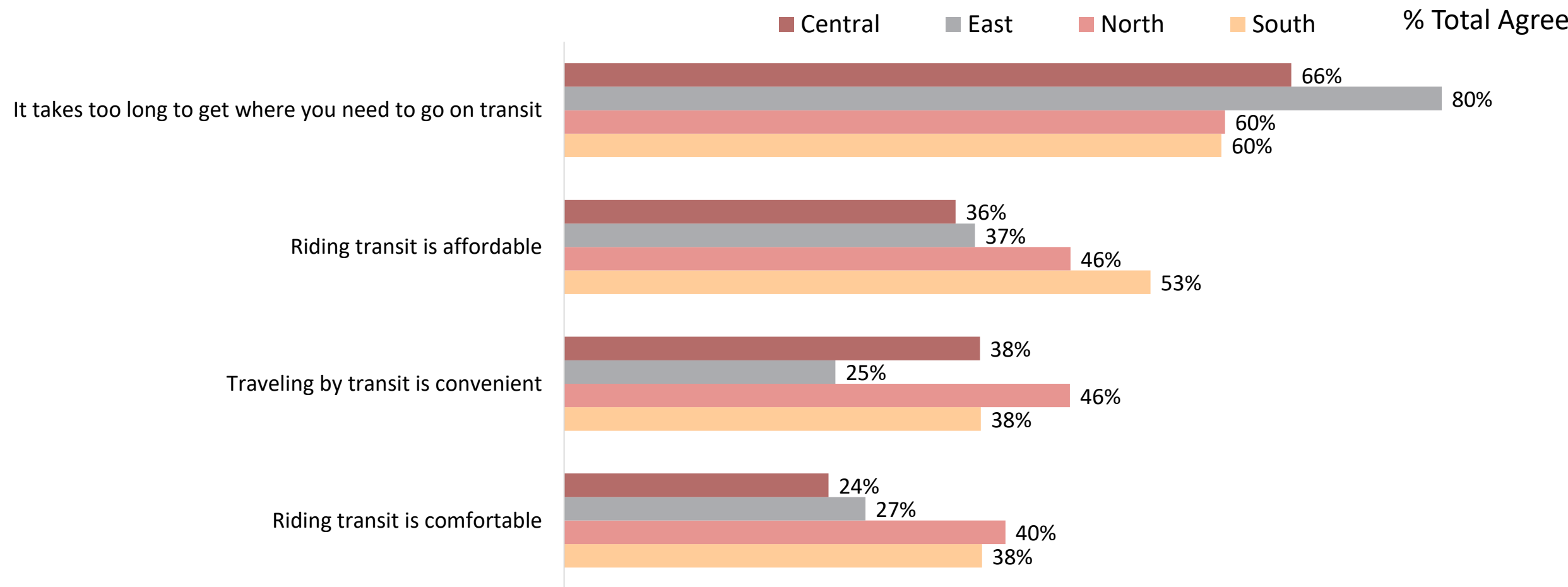
Residents of COCs generally look more favorably on transit than the general county population, excepting affordability. Those living in a COC in South Alameda are more likely to think transit takes too long, and are less likely to agree it's comfortable.



Q13-22. Now thinking about getting around the part of Alameda County where you live, for each of the following please indicate whether you agree or disagree.

Transit Attitudes – Planning Areas

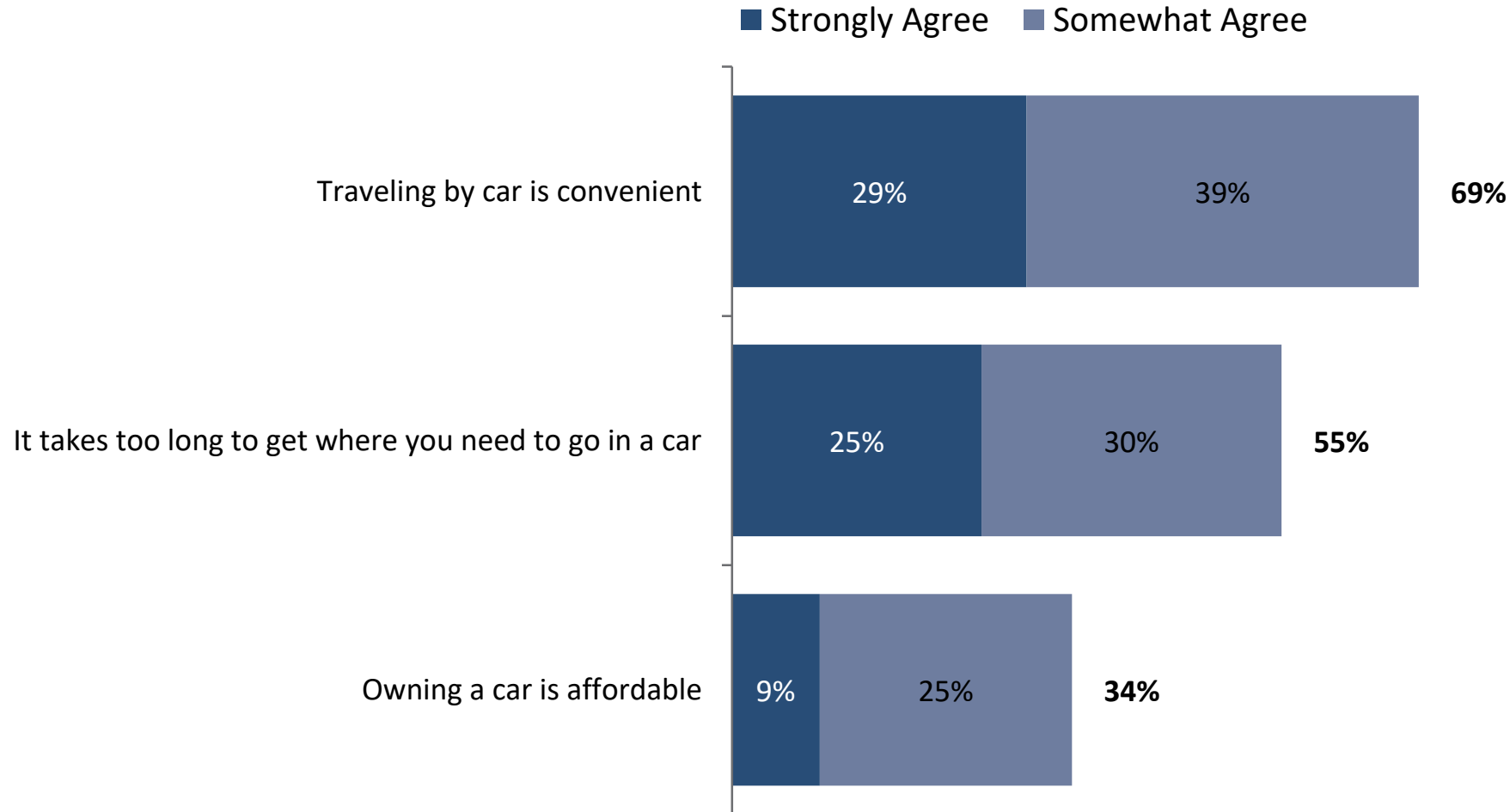
Residents in the East are more likely to agree that it takes too long on transit and less likely to agree that transit is convenient.



Q13-22. Now thinking about getting around the part of Alameda County where you live, for each of the following please indicate whether you agree or disagree.

Driving Attitudes – Countywide

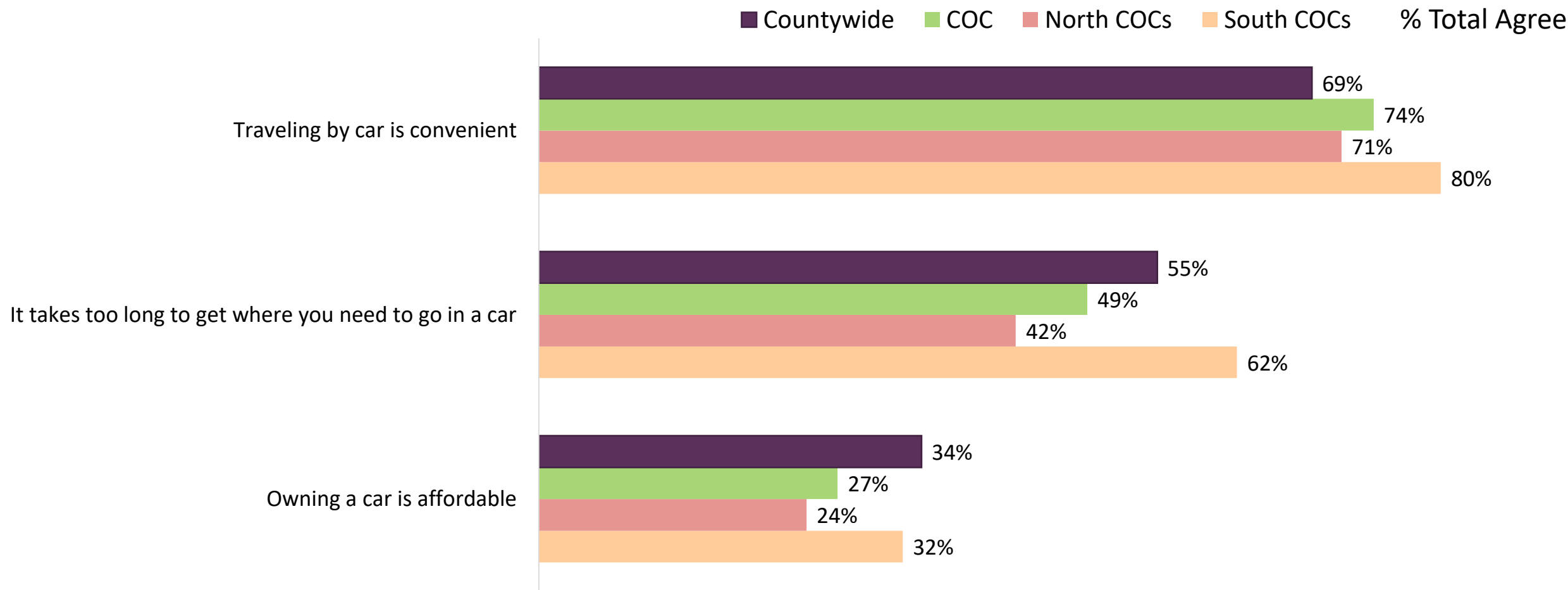
Traveling by car is seen as convenient. However, driving is also perceived to take a long time, and is not seen as affordable.



Q13-22. Now thinking about getting around the part of Alameda County where you live, for each of the following please indicate whether you agree or disagree.

Driving Attitudes – COCs

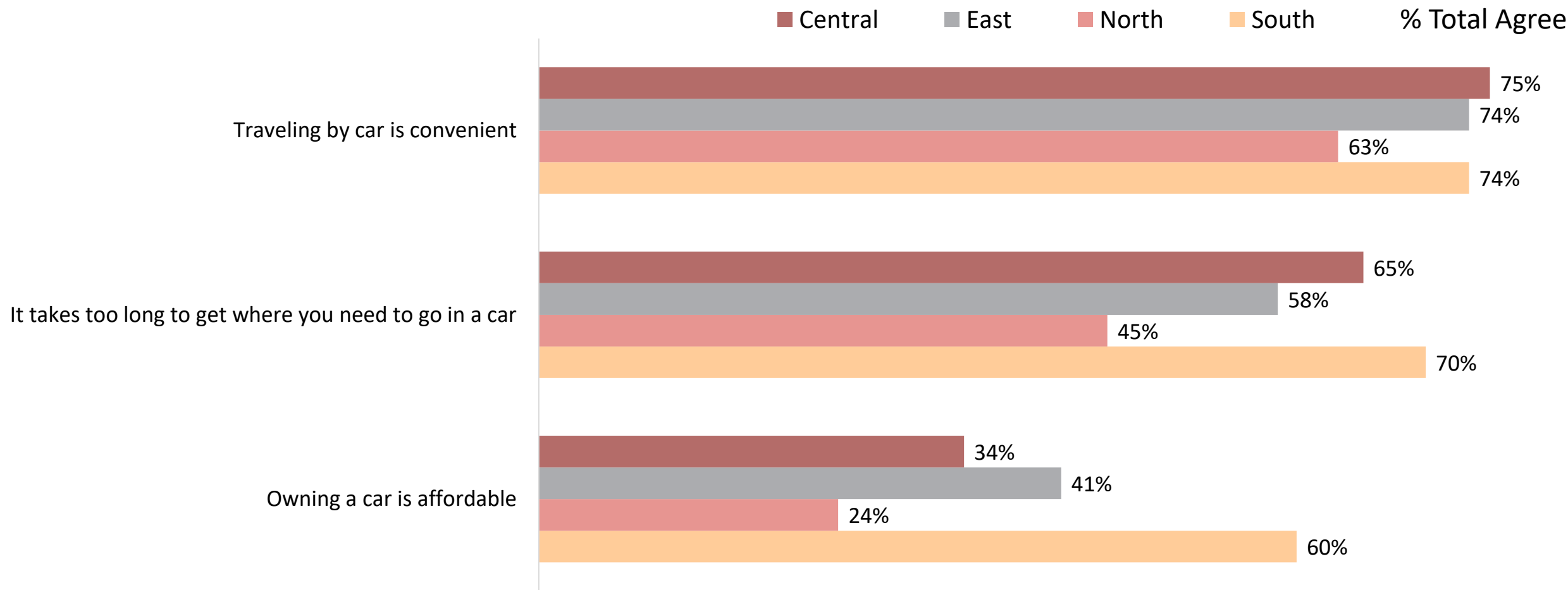
Perceptions of affordability of car ownership is lower in COCs than in the overall county population. Those in a COC in South Alameda County are more likely to agree it takes too long to get around in a car.



Q13-22. Now thinking about getting around the part of Alameda County where you live, for each of the following please indicate whether you agree or disagree.

Driving Attitudes – Planning Areas

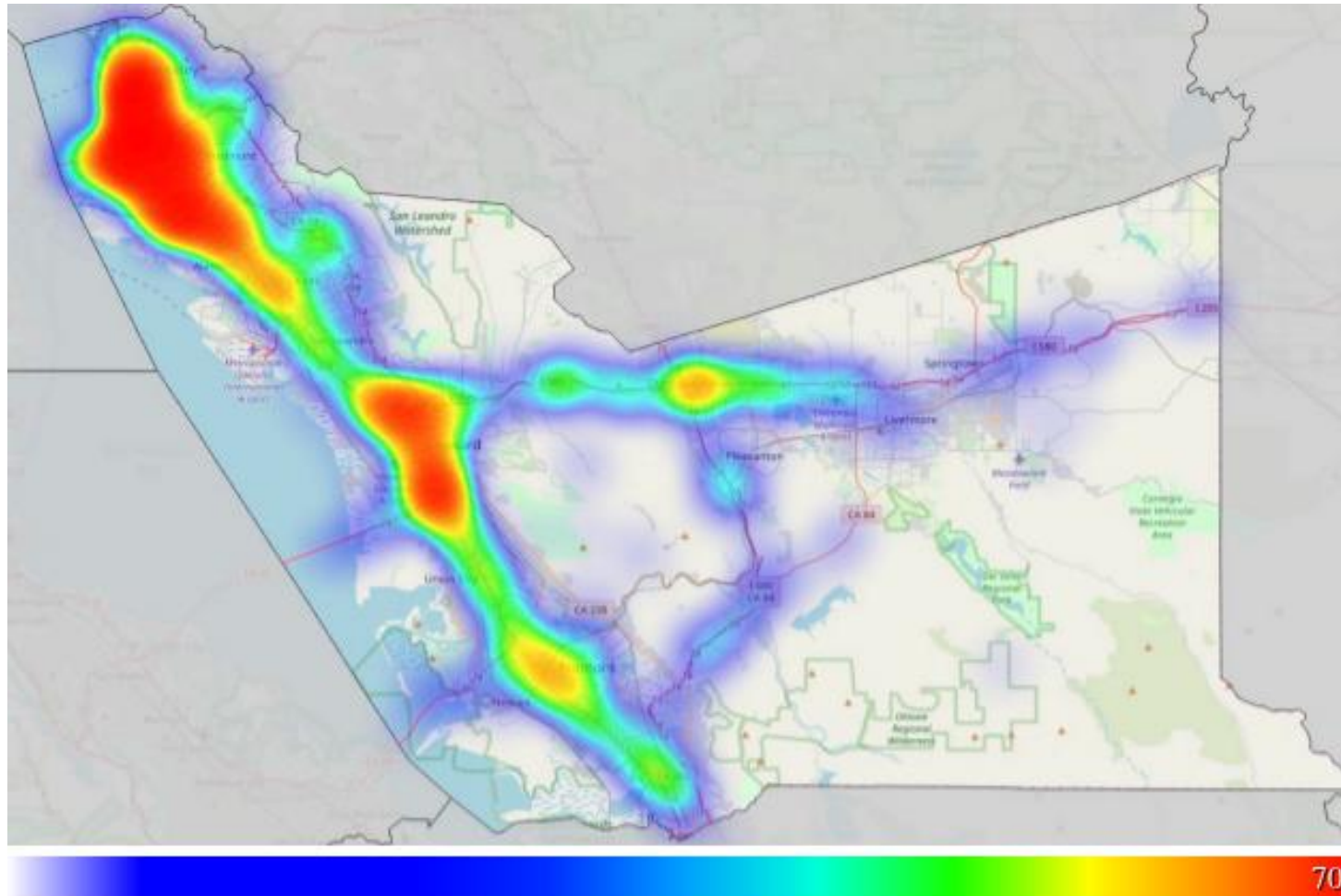
Residents in the North are less likely to agree that car travel takes too long. Those in the South are most likely to agree car ownership as affordable.



Q13-22. Now thinking about getting around the part of Alameda County where you live, for each of the following please indicate whether you agree or disagree.

Traffic Congestion - Countywide

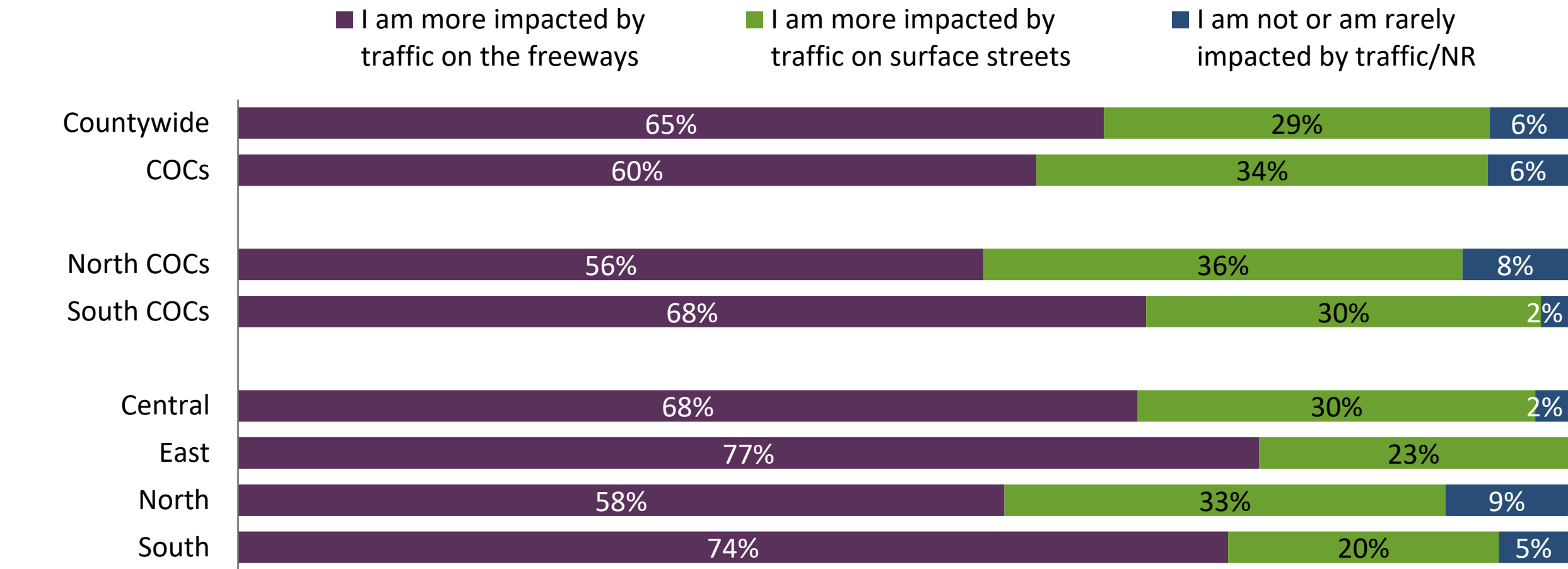
Traffic along I-880 is the largest pain point for residents, with interchanges in Oakland, Hayward, and to a lesser extent, Fremont being the most problematic. The intersection of I-680 and I-580 is also a problem area.



Q23. On the map below, please click up to three areas of Alameda County where traffic congestion is the biggest problem for you.

Traffic Impact

County residents feel they are more impacted by freeway traffic than surface street traffic, even in COCs; East and South County residents are particularly impacted by freeway traffic.

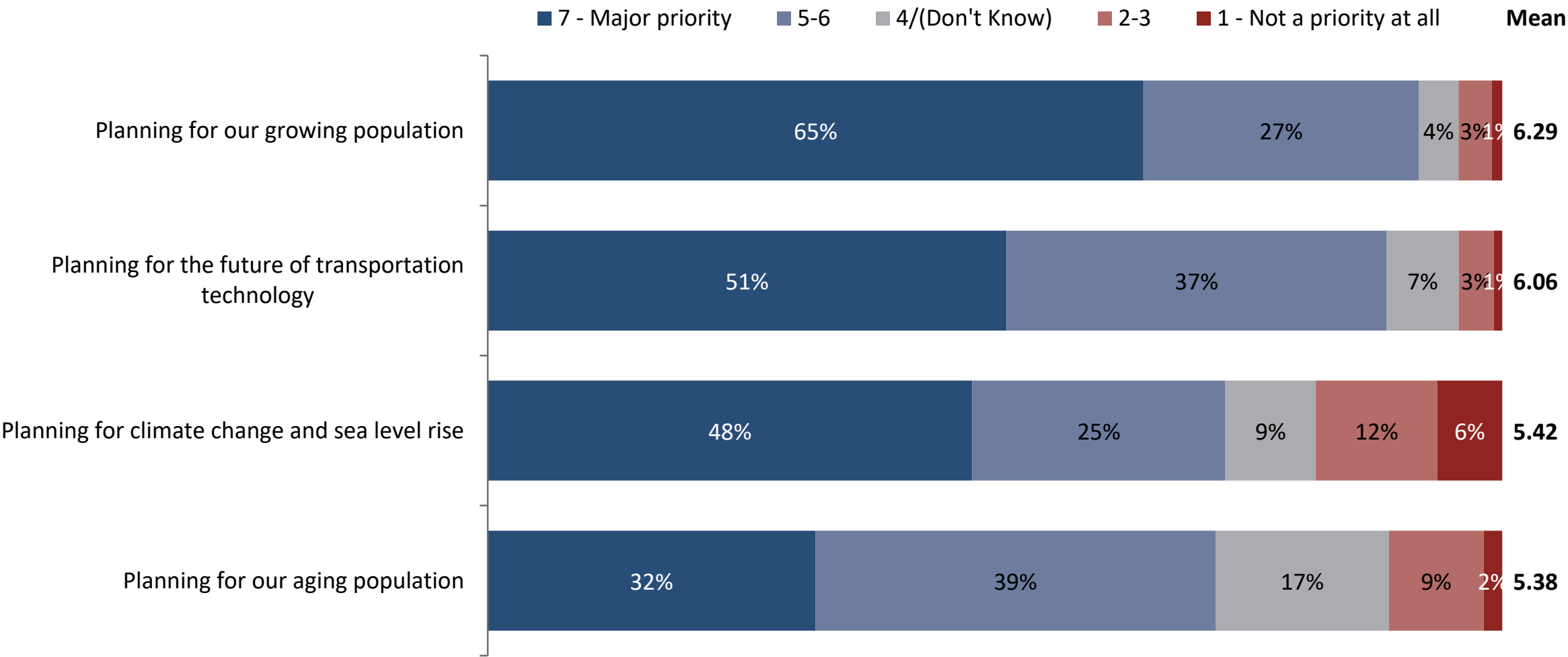




Priorities for Transportation Improvements

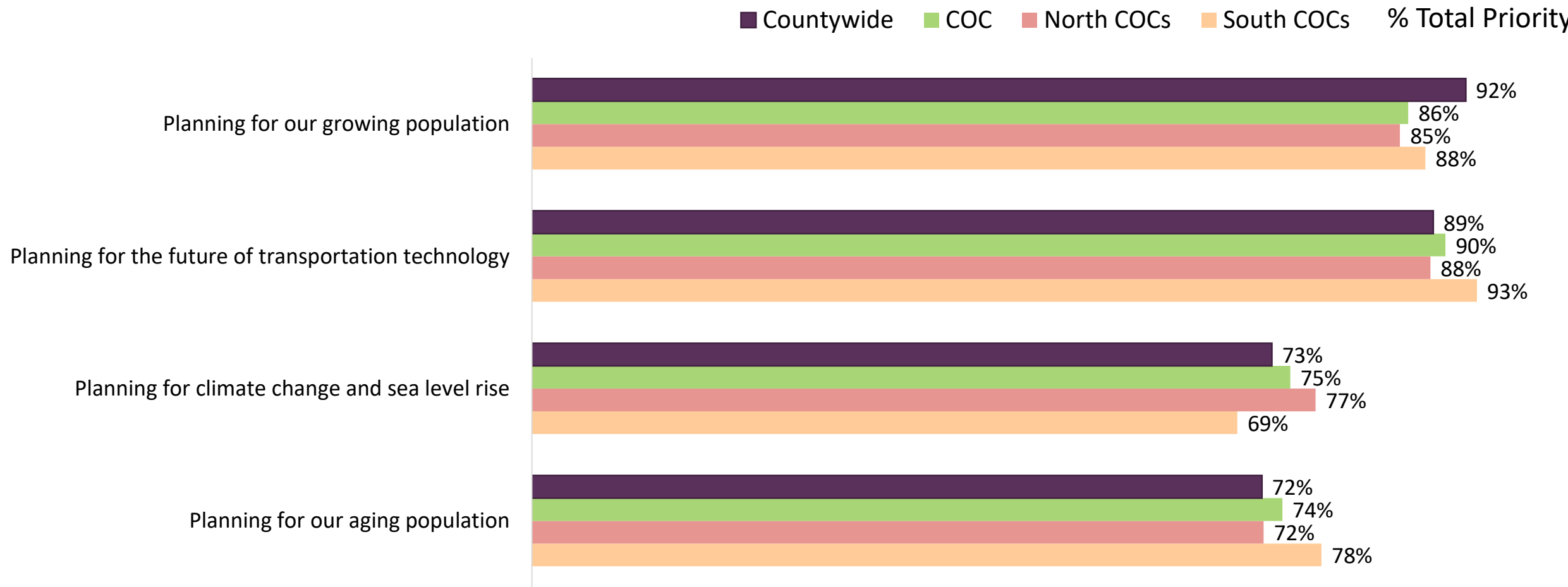
Priority: Planning

Planning for a growing population is a top concern. A majority also think a major priority is planning for future transportation technology.



Priority: Planning

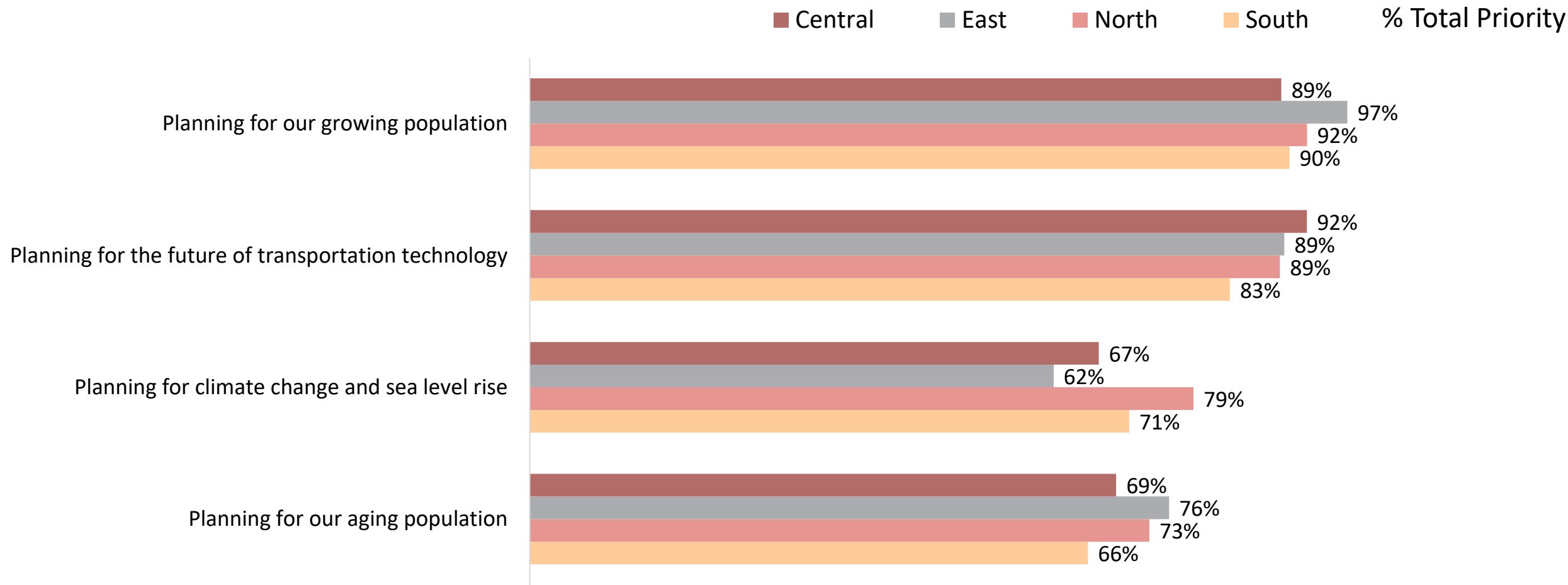
Planning priorities largely align between residents countywide and residents in COCs. Residents in COCs are slightly less likely to say preparing a growing population is a priority.



Q45-48. Please indicate how much of a priority you think each of the following should be as county transportation planners think about the next 10 years of transportation improvements in Alameda County.

Priority: Planning

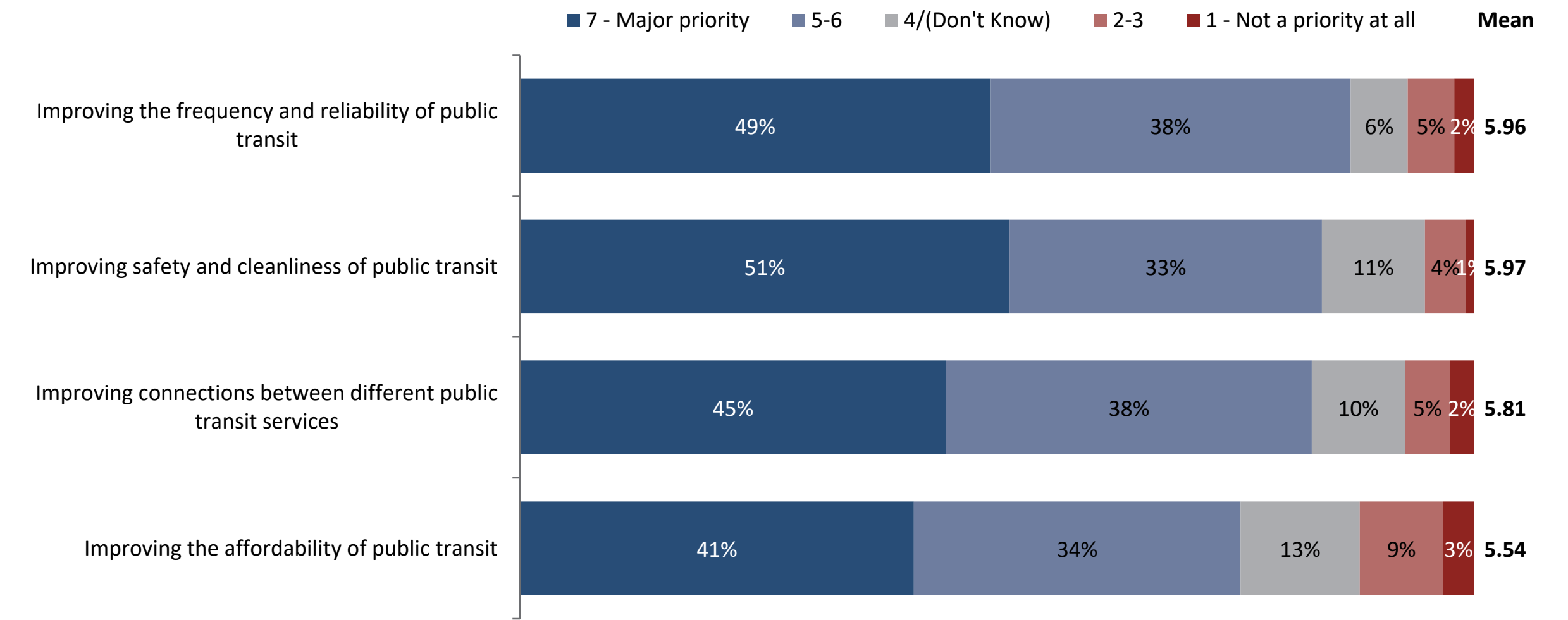
Opinions on planning priorities tend to align across the County.



Q45-48. Please indicate how much of a priority you think each of the following should be as county transportation planners think about the next 10 years of transportation improvements in Alameda County.

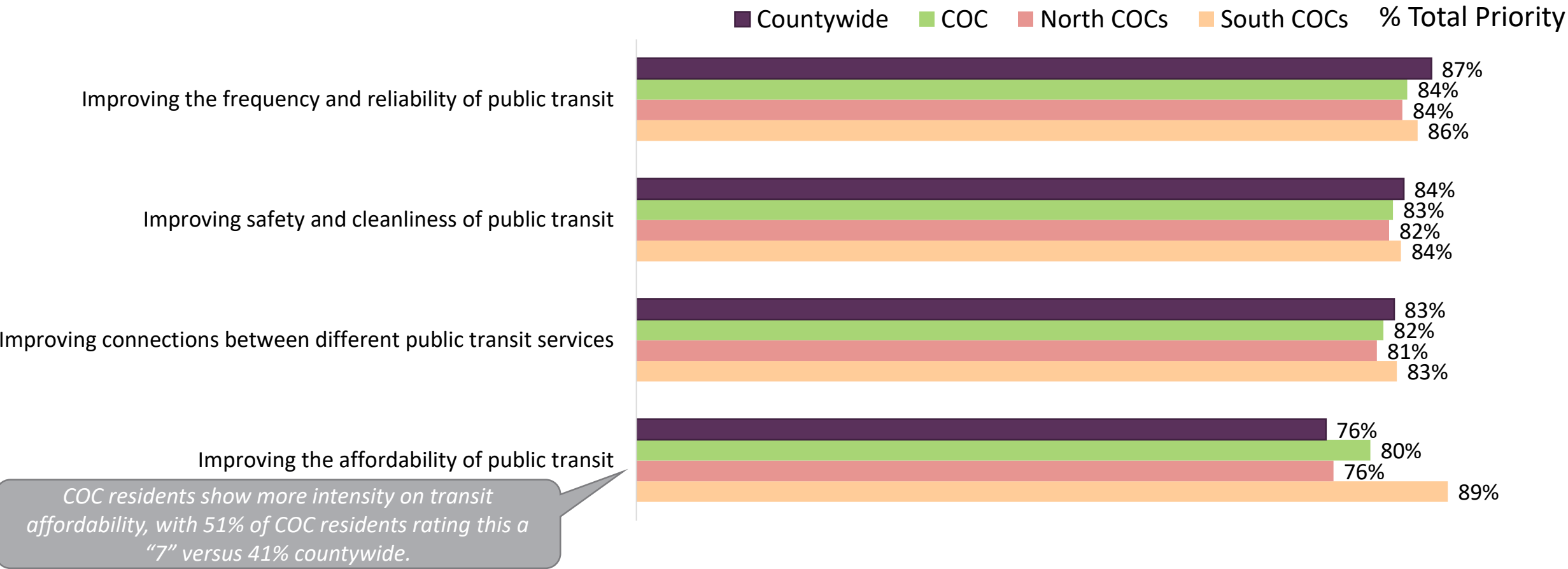
Priority: Public Transit Service

Half of all residents think improving the safety, cleanliness, and frequency of public transit are major priorities. Improving connections between transit services and improving affordability are also a priority to at least three-quarters of residents.



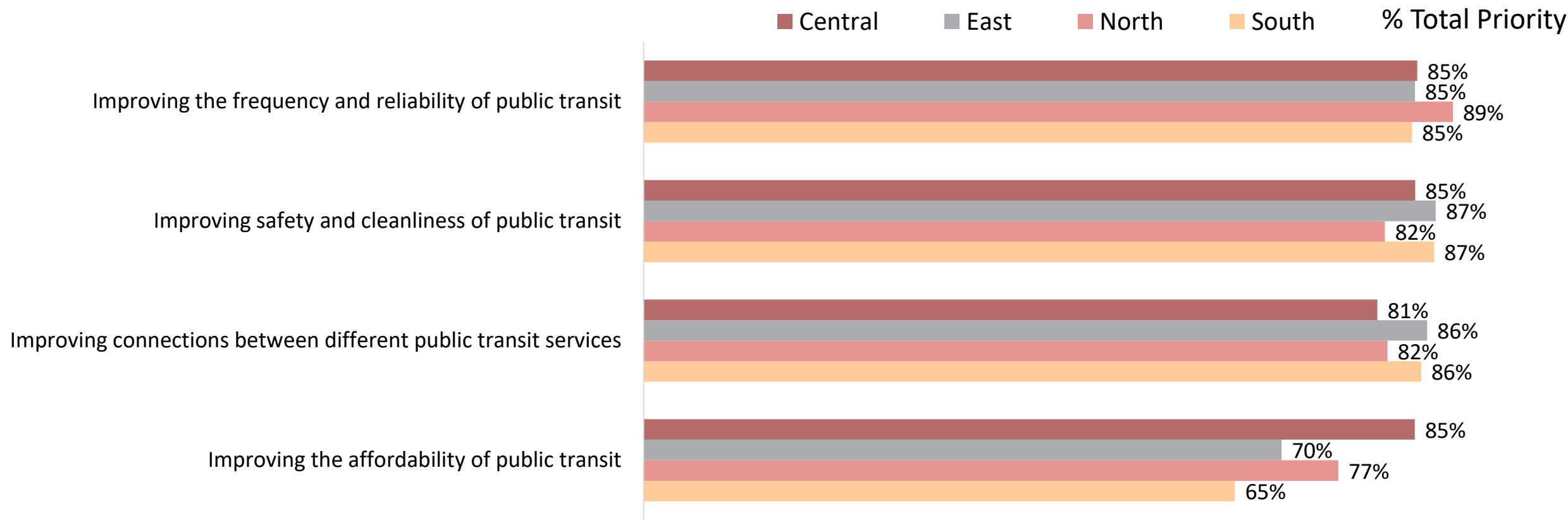
Priority: Public Transit Service

On transit related priorities, the opinions of residents of COCs and the county as a whole align. A majority of residents of COCs think improving transit affordability is a major priority, a much greater intensity compared to countywide opinions. Those living in a COC in South Alameda are more likely to rate improving transit affordability as a priority.



Priority: Public Transit Service

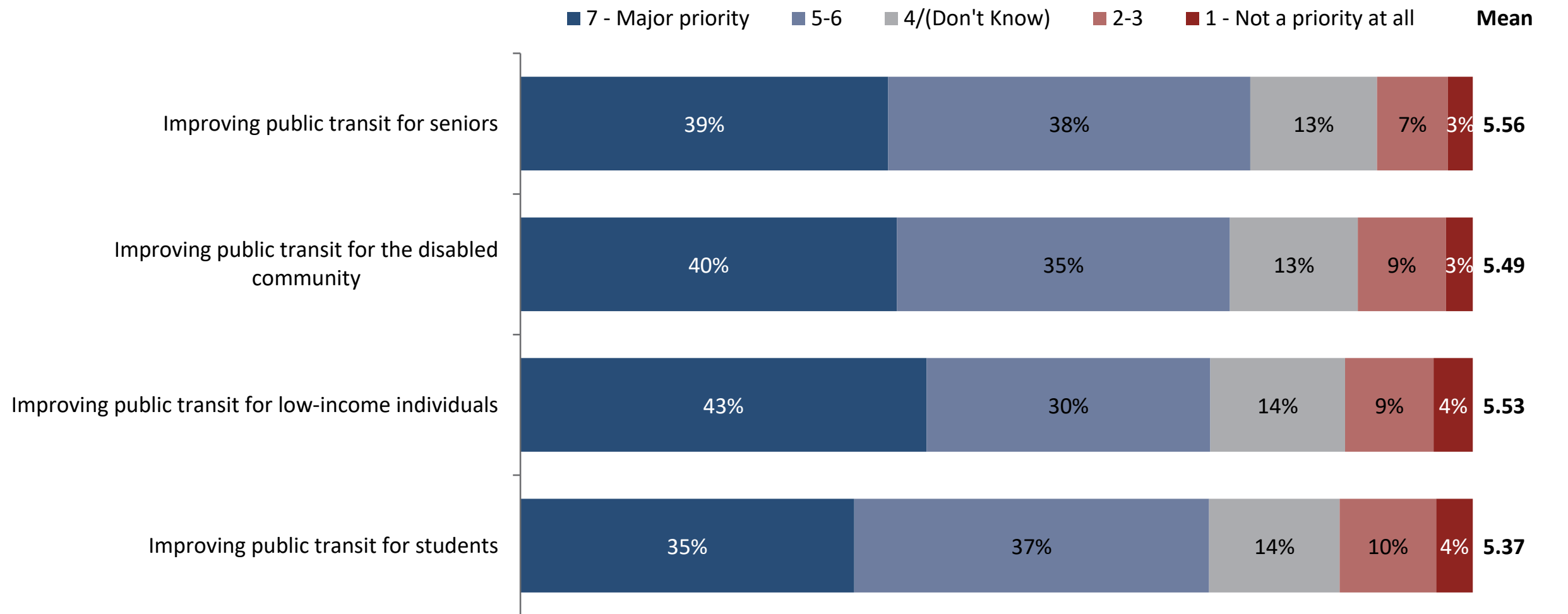
Public transit priorities tend to align across the County. One exception is in regard to improving the affordability of transit, which is seen as a higher priority among residents in Central Alameda.



Priority: Services for Specific Groups of People



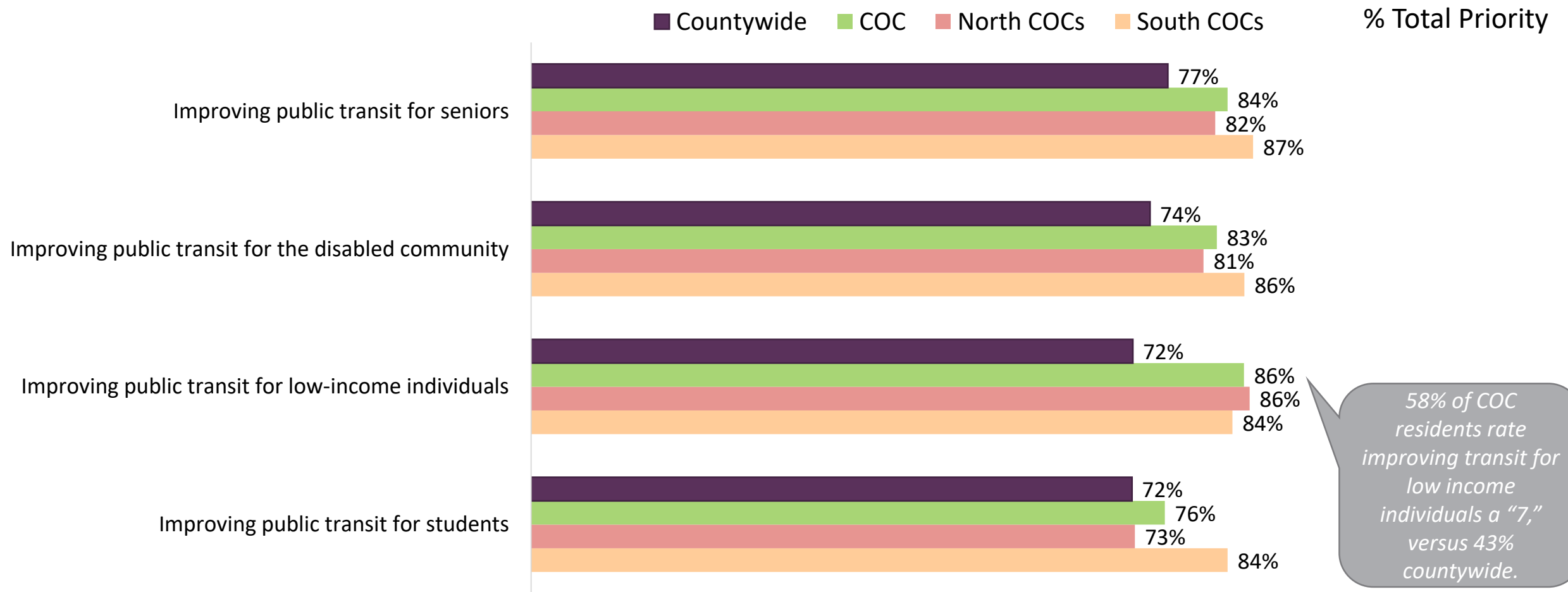
Improving transit accessibility across groups is an important priority to all residents.



Priority: Services for Specific Groups of People



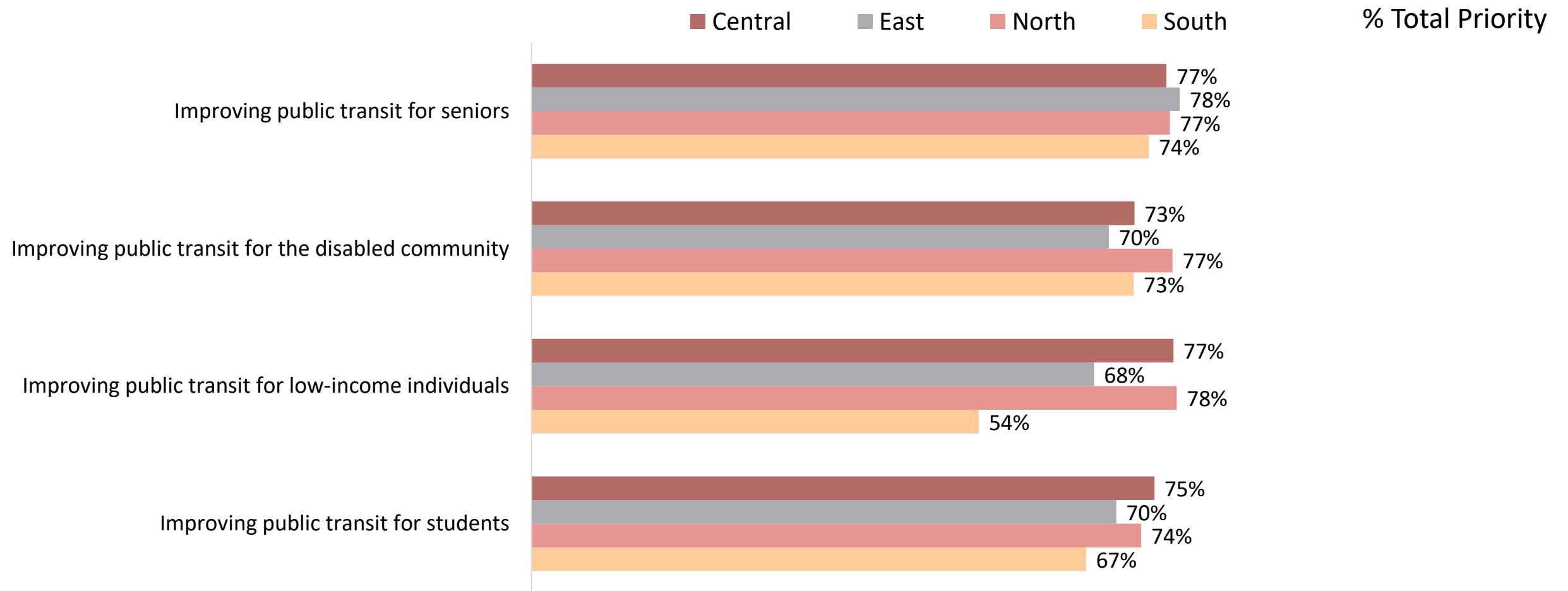
*Responses on all items related to services for specific groups are higher among COC residents than residents Countywide.
Improving access for low-income individuals is the highest ranked priority among COC residents.*



Priority: Services for Specific Groups of People

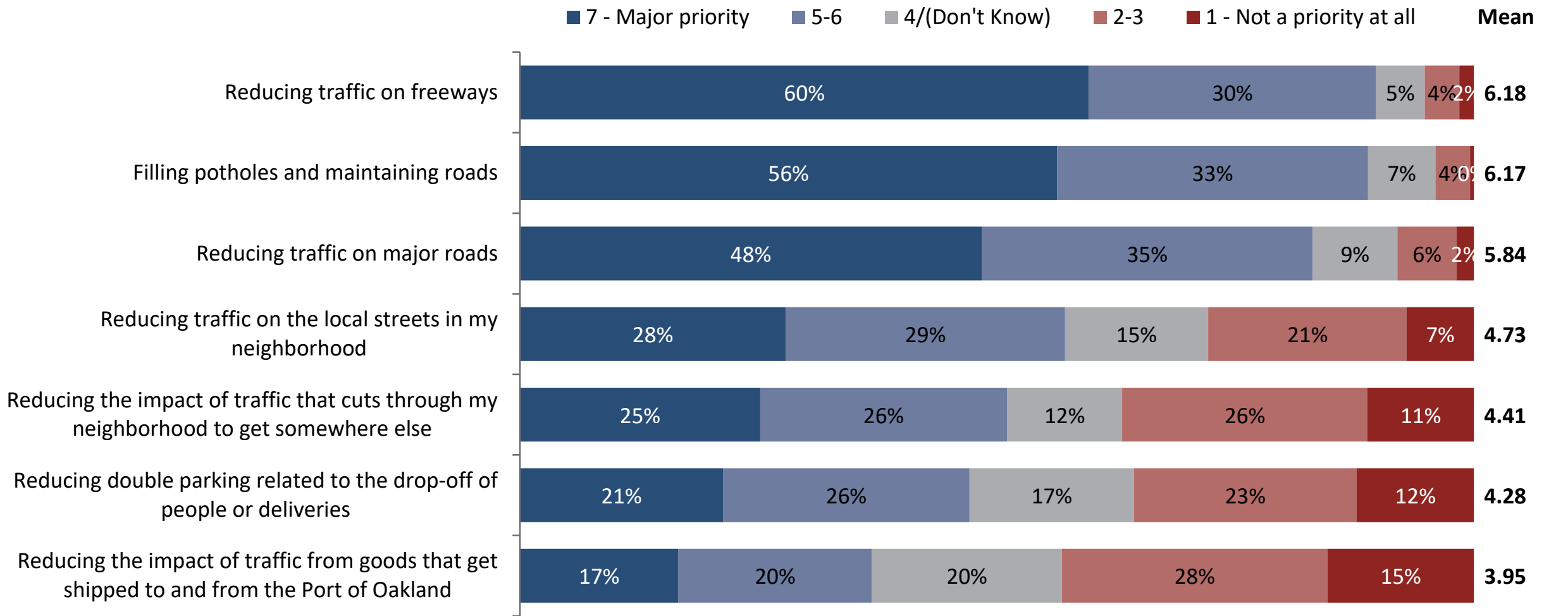


In regard to improving services for specific groups, the opinions of residents tend to align across the County. However, improving public transit for low-income individuals is a lower priority among residents in the South.



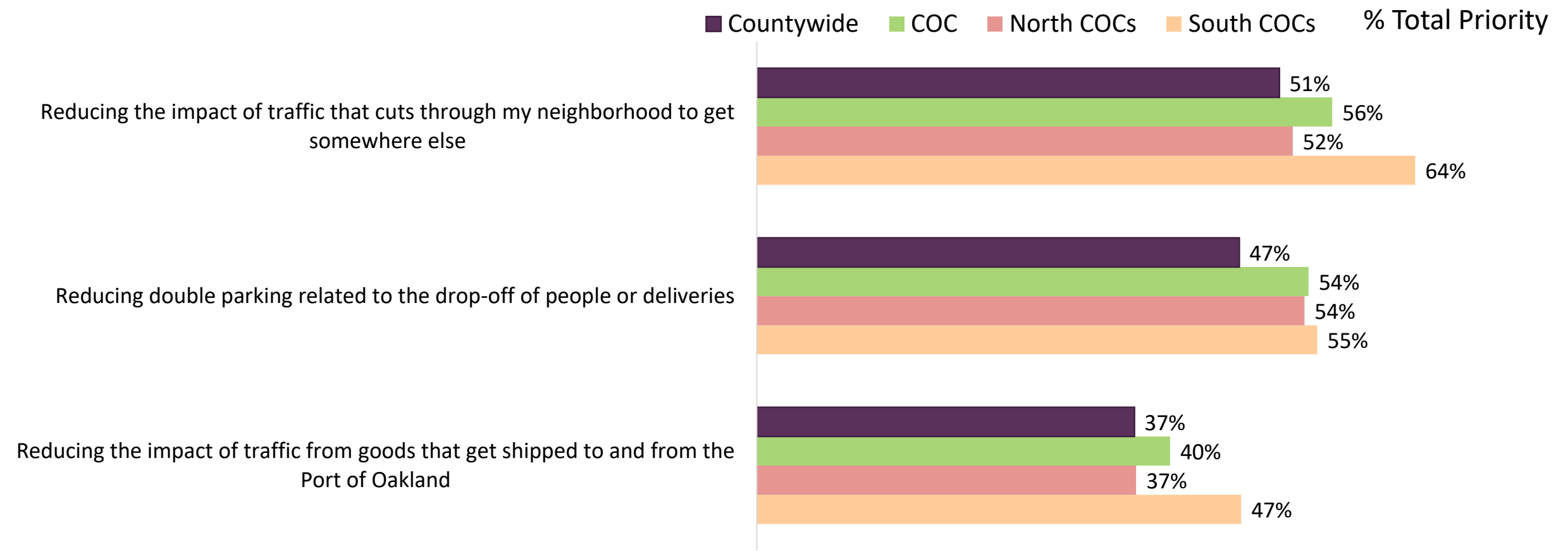
Priority: Roads & Freeways

Addressing traffic on major freeways and conducting basic maintenance are dominant priorities. Reducing surface street traffic is also a major priority for nearly half of all residents.



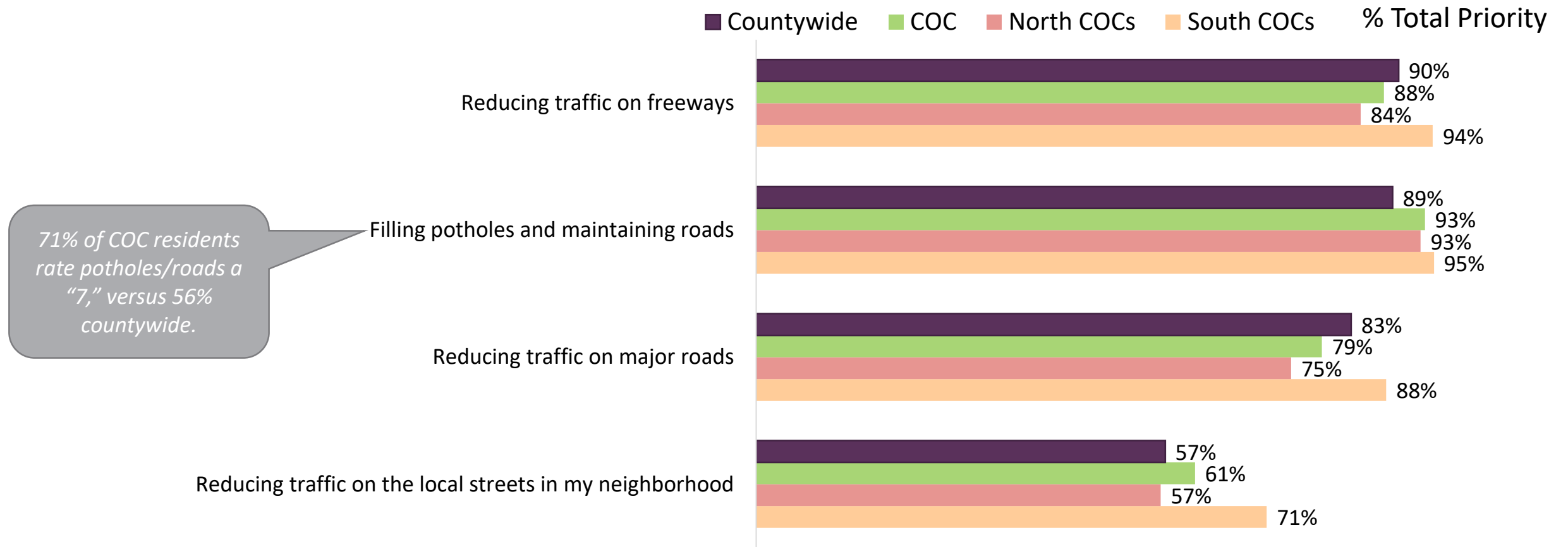
Priority: Roads & Freeways

For the most part, residents in a COC’s priorities align with that of residents countywide. They are slightly more likely to think reducing neighborhood traffic and reducing the impact of drop-offs is a priority. Those living in a COC in South Alameda are more likely to say reducing thru traffic in neighborhoods is a priority.



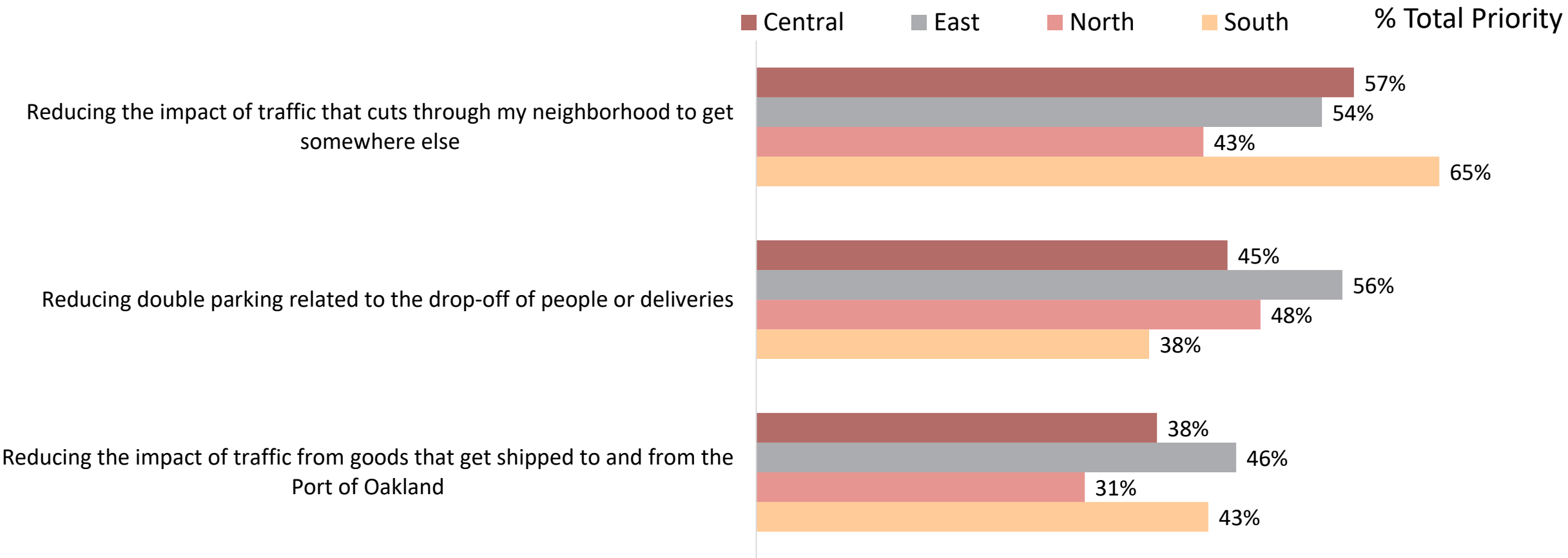
Priority: Roads & Freeways

For the most part, residents in a COC’s priorities align with that of residents countywide. They are slightly more likely to think reducing neighborhood traffic and reducing the impact of drop-offs is a priority. Those in COCs in South Alameda are more likely to say reducing traffic on major and neighborhood streets is a priority.



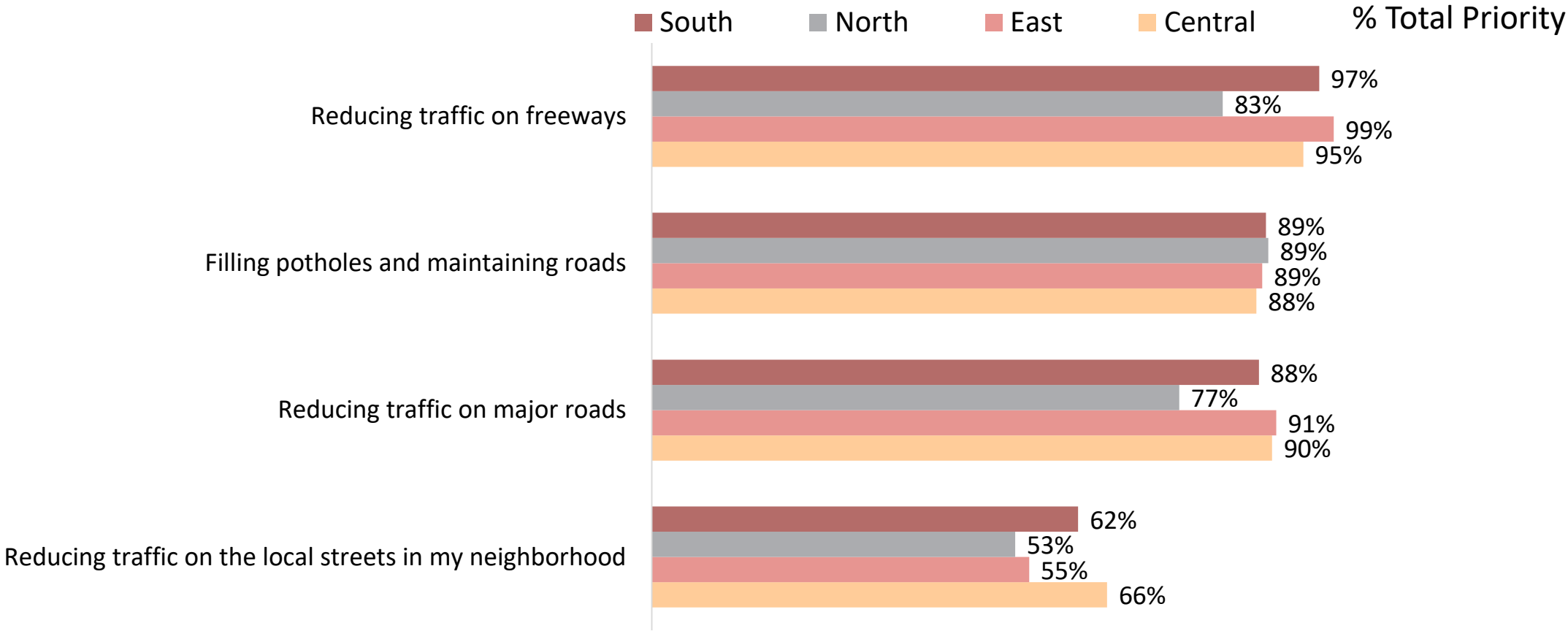
Priority: Roads & Freeways

Reducing neighborhood traffic is a less of priority in the North Alameda than elsewhere in the county.



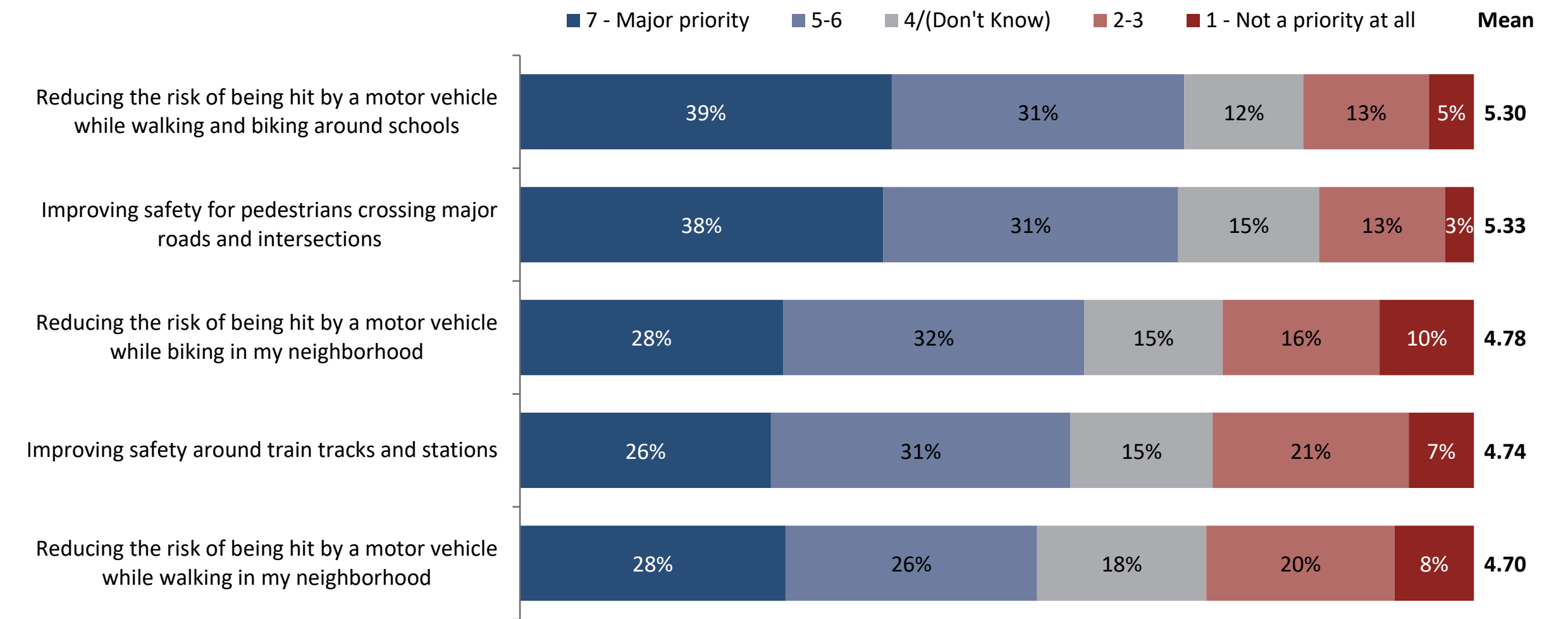
Priority: Roads & Freeways

Filling potholes and maintaining roads is a high priority across the County.



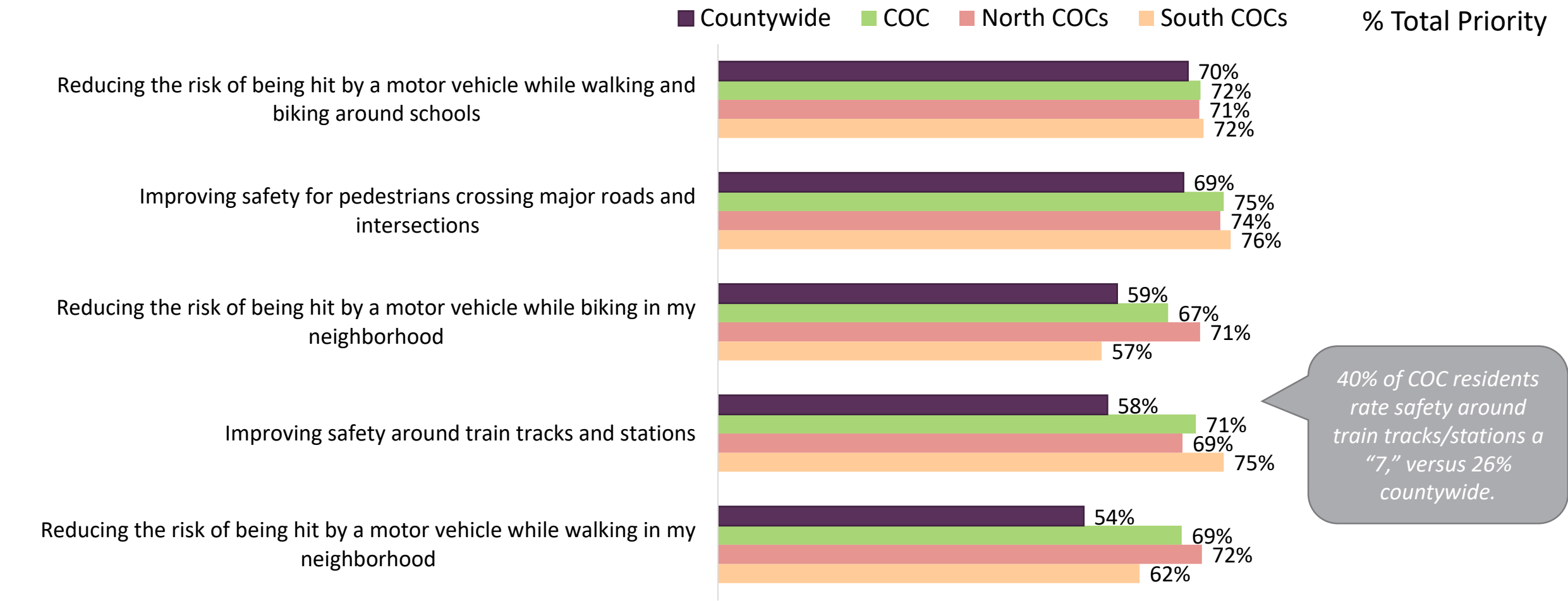
Priority: Safety

Reducing the risk of being hit and improving the safety of crossings are also major priorities for residents.



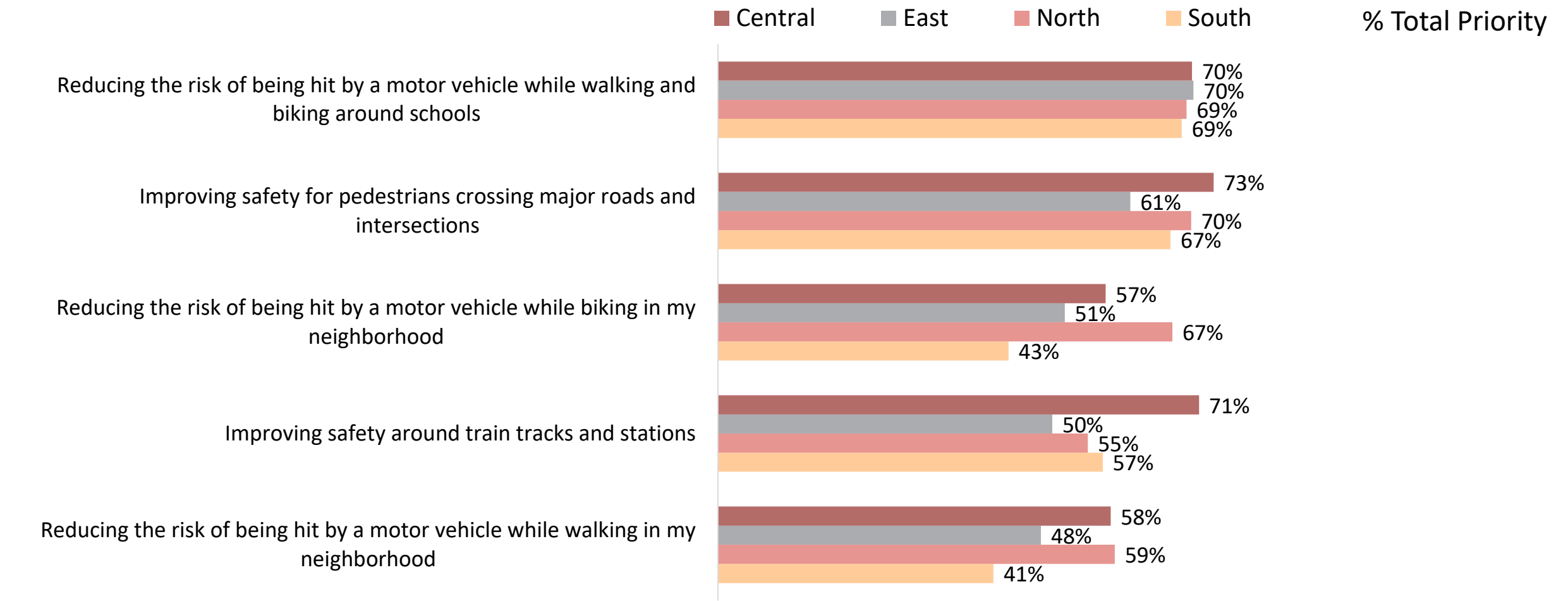
Priority: Safety

Reducing the risk of being hit while walking or biking in their neighborhoods is rated as a higher priority to residents of COCs. Those living in a COC in North Alameda are more likely to say reducing the risk of being hit in their neighborhood is a priority.



Priority: Safety

Improving safety around train tracks and stations stands out as a high priority for those in Central Alameda.



Priority Indexes

- ▶ The following indexes were created by averaging the responses to multiple questions in corresponding themes. All questions were asked on a 1-7 scale.
- ▶ An index score closer to 7 indicates that theme is a higher priority.

ROADS & FREEWAYS

Reducing traffic on freeways

Reducing traffic on major roads

Reducing traffic on the local streets in my neighborhood

Reducing the impact of traffic that cuts through my neighborhood to get somewhere else

Filling potholes and maintaining roads

Reducing the impact of traffic from goods that get shipped to and from the Port of Oakland

Reducing double parking related to the drop-off of people or deliveries

SAFETY

Reducing the risk of being hit by a motor vehicle while walking and biking around schools

Reducing the risk of being hit by a motor vehicle while walking in my neighborhood

Reducing the risk of being hit by a motor vehicle while biking in my neighborhood

Improving safety around train tracks and stations

Improving safety for pedestrians crossing major roads and intersections

PUBLIC TRANSIT SERVICE

Improving the frequency and reliability of public transit

Improving safety and cleanliness of public transit

Improving the affordability of public transit

Improving connections between different public transit services

SERVICES FOR SPECIFIC GROUPS OF PEOPLE

Improving public transit for seniors

Improving public transit for the disabled community

Improving public transit for low-income individuals

Improving public transit for students

PLANNING

Planning for climate change and sea level rise

Planning for our growing population

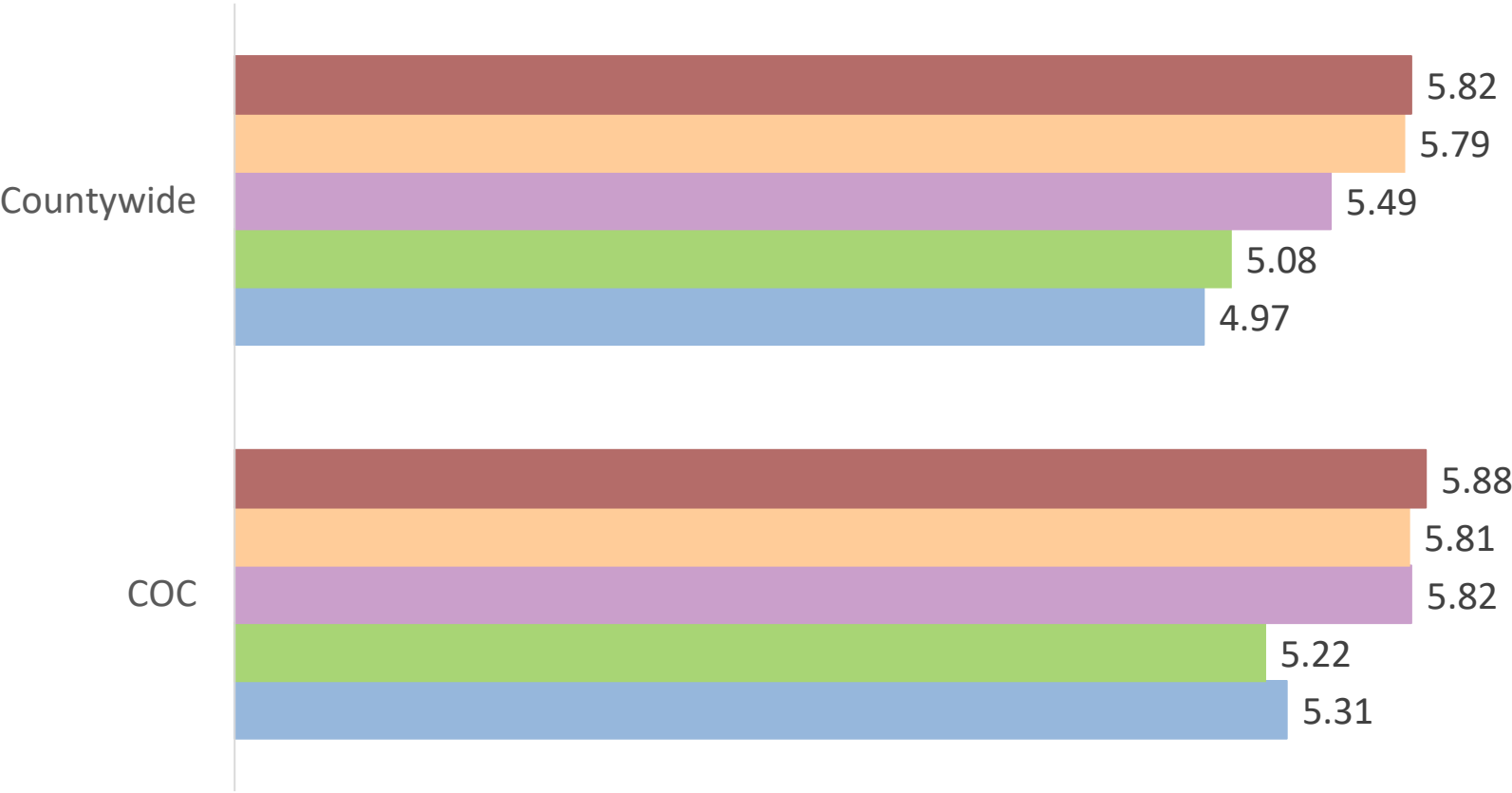
Planning for our aging population

Planning for the future of transportation technology

Indexes – Countywide & COC

Residents of COCs have somewhat more interest in services for specific groups, roads/freeways, and safety than countywide residents.

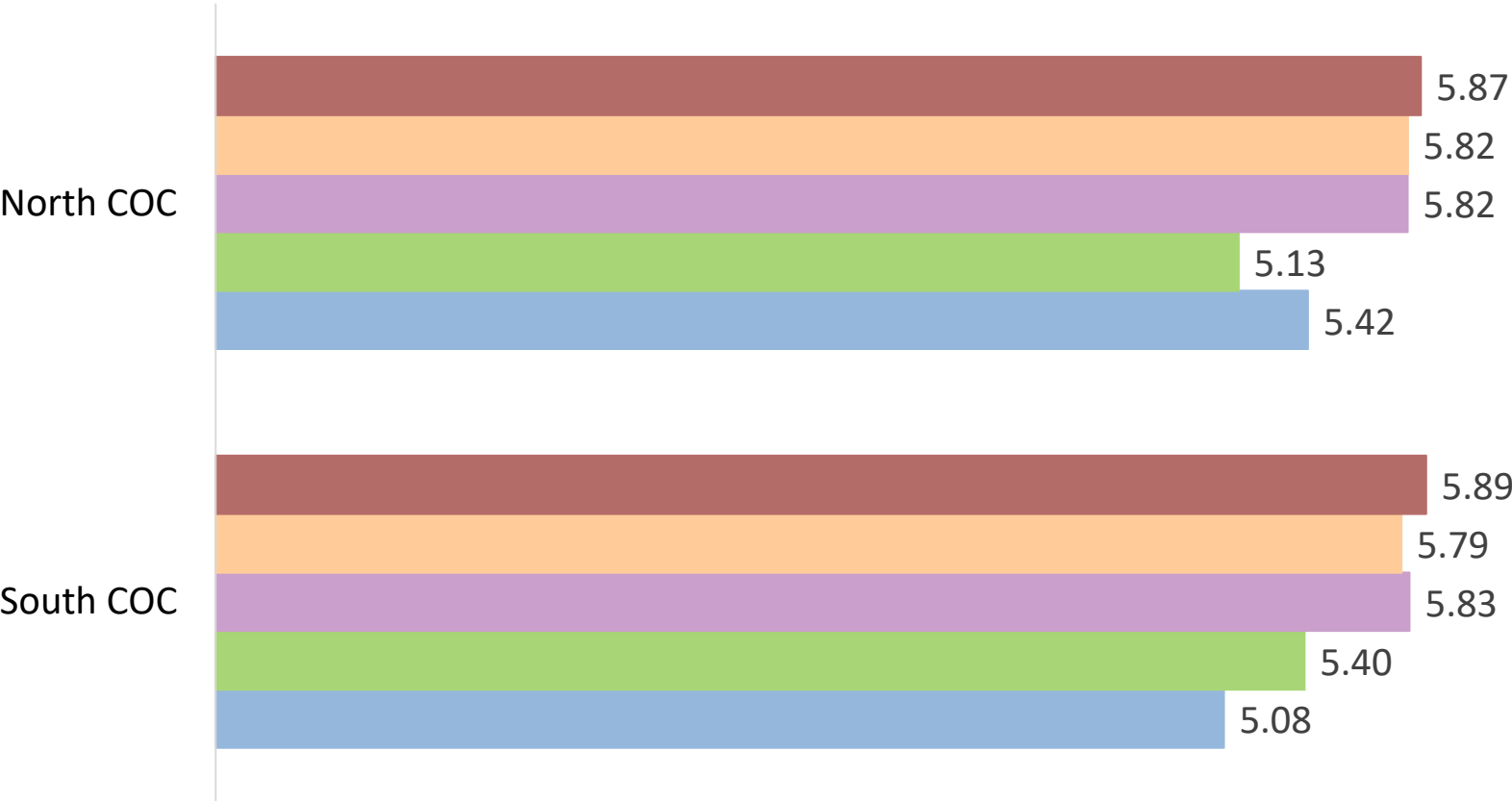
Public Transit Index Planning Index Services for Specific Groups Index Roads/Freeways Index Safety Index



Indexes – By COC Region

COC residents have similar priorities, regardless of whether they are in the North or South part of the county.

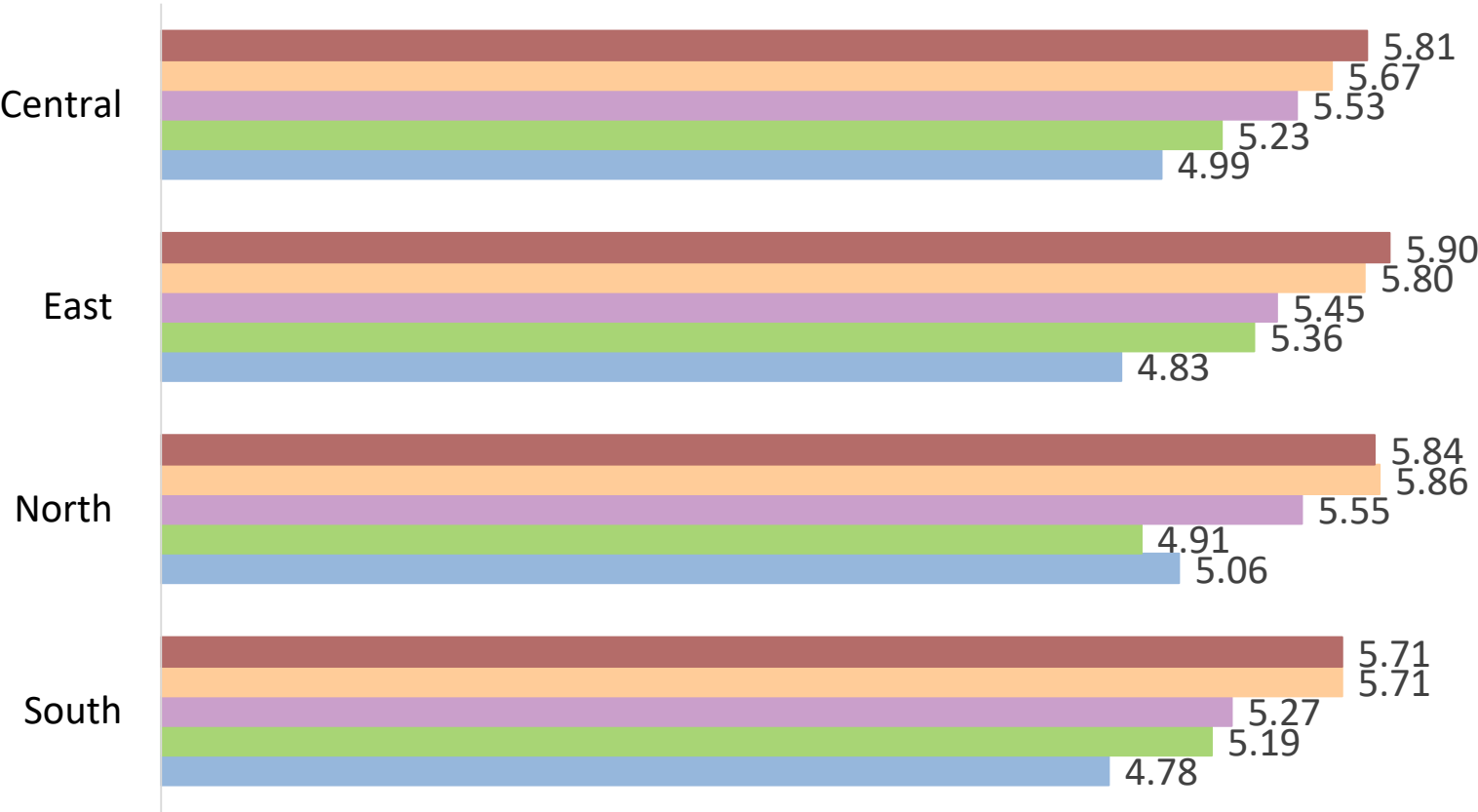
Public Transit Index Planning Index Services for Specific Groups Index Roads/Freeways Index Safety Index



Indexes – Regions

All regions of the county are most interested in prioritizing transit and planning elements; residents in the places the lowest priority on road/freeway improvements.

Public Transit Index Planning Index Services for Specific Groups Index Roads/Freeways Index Safety Index



- ▶ There is a large deal of overlap in the perceptions, concerns, and interest in improvements when comparing residents countywide with residents communities of concern (COC).
- ▶ Freeway congestion is a major pain-point for all residents.
 - Most people drive at least some of the time, and among those who drive frequently, it is still seen as easy and convenient.
- ▶ Looking forward, planning for growth is a high priority for people.
- ▶ Improving transit affordability and access is also widely important, although it is even more important to residents living in a COC.
- ▶ Local road conditions – both in safety for pedestrians/cyclists and the physical condition of roads, is more of a concern for residents of COCs.



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B

CBTP Materials



Alameda County Community-Based Planning

OCTOBER 2019

Alameda County Transportation Commission (Alameda CTC) plans, funds, and delivers transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Alameda CTC is conducting community-based planning to help inform the 2020 Countywide Transportation Plan. The goal is to improve transportation and access to jobs, schools, housing, and recreation in low-income communities across the county.

The purpose of our work is to identify the most important transportation challenges in low-income communities and develop strategies to overcome them. Through this planning process, we'll be seeking input and ideas from community members.

The information gathered as part of the community based transportation planning will help guide decisions on transportation planning, funding, and implementation by Alameda CTC and other agencies in the coming years. The results of this survey will help influence how funds are spent each year on transportation projects in your community.



To learn more about Alameda County's community based transportation planning and find out about upcoming events—or if you have any questions or comments—please contact **Kate Lefkowitz**, klefkowitz@alamedactc.org or (510) 208-7471.

We look forward to hearing from you!



Schedule





Condado de Alameda Planificación basada en la comunidad

OCTUBRE DE 2019

La Comisión de Transporte del Condado de Alameda (Alameda CTC) planea, financia y entrega programas y proyectos de transporte que expanden el acceso y mejoran la movilidad para fomentar un Condado de Alameda vibrante y habitable.

Alameda CTC está llevando a cabo una planificación basada en la comunidad para ayudar a informar el Plan de Transporte del Condado para 2020. La meta es mejorar el transporte y el acceso a empleos, escuelas, vivienda y recreación en comunidades de bajos ingresos en todo el condado.

El propósito de nuestro trabajo es identificar los retos de transporte más importantes en las comunidades de bajos ingresos y desarrollar estrategias para superarlos. A través de este proceso de planificación, buscaremos opiniones e ideas de los miembros de la comunidad.

La información recopilada como parte de la planificación de transporte basada en la comunidad ayudará a guiar las decisiones sobre la planificación, financiamiento e implementación del transporte por parte de Alameda CTC y otras agencias en los próximos años. Los resultados de esta encuesta ayudarán a influir en cómo se gastan los fondos cada año en proyectos de transporte en su comunidad.



Para obtener más información sobre la planificación de transporte basada en la comunidad del Condado de Alameda y averiguar sobre los próximos eventos, o si tiene alguna pregunta o comentario, contacte a **Kate Lefkowitz**, kelfkowitz@alamedactc.org o al (510) 208-7471.
¡Esperamos tener noticias tuyas!



Calendario





阿拉米达县 社区规划

2019年10月

阿拉米达县交通委员会(阿拉米达CTC)规划、资助和交付交通方案和项目,扩大服务范围,改善出行,以培育有活力、宜居的阿拉米达县。

阿拉米达CTC正在进行社区规划,帮助为2020年全县交通计划提供信息。我们的目标是改善全县低收入社区的交通及就业、上学、住房和消遣服务。

我们的工作目的是确定低收入社区最重要的交通挑战,并制定克服的策略。通过这个规划过程,我们将向社区成员征集意见和设想。

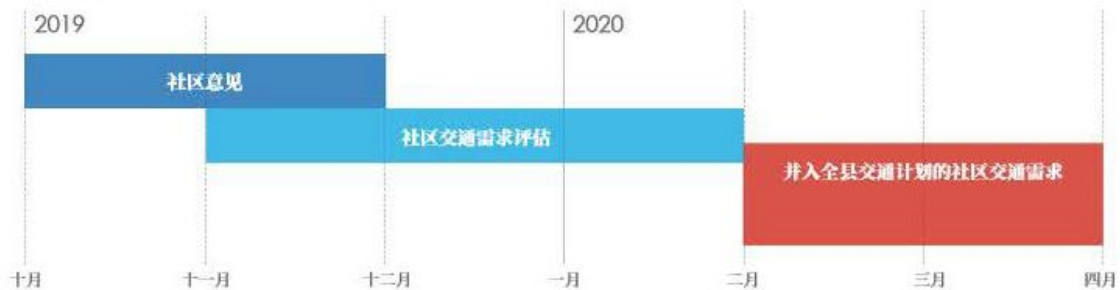
作为社区交通规划的一部分而收集的信息,将帮助指引阿拉米达CTC及其他机构在未来进行交通规划、筹资和执行决策。本次调查的结果将有助于影响每年如何将资金用于您的社区的交通项目。



欲详细了解阿拉米达县的社区交通规划,并得知未来的活动,或者您有任何疑问或评论,请通过klefkwitz@alamedactc.org或 (510) 208-7471联系Kate Lefkowitz。我们期待听到您的意见!



时间表





Alameda County's Community-Based Transportation Planning
Planificación basada en la comunidad del Condado de Alameda
阿拉米达县社区交通规划

Improving transportation and access to jobs, schools, housing and recreation in low-income communities across the county.

Mejora del transporte y el acceso a empleos, escuelas, vivienda y recreación en comunidades de bajos ingresos en todo el condado.

改善全县低收入社区的交通及就业、上学、住房和消遣服务。



Take our survey!

Tell us how to improve transportation in your neighborhood!

¡Responda a nuestra encuesta!

¡Díganos cómo mejorar el transporte en su vecindario!

参加我们的调查！

告诉我们如何改善您的邻里的交通！



The information gathered here will help influence how funds are spent each year on transportation projects in your community.

La información recopilada aquí ayudará a influir en cómo se gastan los fondos cada año en proyectos de transporte en su comunidad.

在此收集的信息将有助于影响每年如何将资金用于您的社区的交通项目。



Alameda CTC

Sponsored · 



We'd like to hear from you! We're conducting community-based planning to help inform the 2020 Countywide Transportation ...[See More](#)

Improve Transportation in Your Neighborhood



ALAMEDACTC.ORG

Take the Survey

Improve transportation in your ...

LEARN MORE



Like



Comment



Share

Alameda County Transportation Commission
Community-based Transportation Plan
SHORT Intercept Survey Questions
FINAL DRAFT October 9, 2019

<<screen 1>>

<<insert Alameda CTC logo>>

<<title>> Alameda County - Community-based Transportation Survey

Alameda CTC is committed to expanding access and improving mobility to foster a vibrant and livable Alameda County.

We are reaching out to members of the county's low-income communities to identify transportation needs and challenges in underserved neighborhoods.

The results of this survey will help influence how funds are spent each year on transportation projects in Alameda County.

All responses are anonymous and confidential. We will never ask for your name or address.

Take the 1-minute survey

Take the 3-minute survey

<<screen 2: 1-minute survey>>

On a scale of 1 to 10, how easy or hard is it for you to get around?

| | | | | | | | | | |
|-------------------|---|-------------------|---|--------------------------------|---|----------------------|---|------------|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Nearly impossible | | Hard or difficult | | Sometimes easy, sometimes hard | | Not really a problem | | Super easy | |

Pick one way of traveling that you'd like to comment on:

<<insert appropriate icons for each>>

Walking Bus BART Bicycling Driving Other

<<screen 2A: walking>>

<<insert walking icon>>

We've heard in previous surveys that safety is a big issue when walking. Do you agree?

Yes

No

<<if yes>>

What makes you feel unsafe walking in your community?

PICK ALL THAT APPLY

Lack of sidewalks

No safe place to cross the street

Fast traffic
Too far between intersections (long distance)
Fear for personal safety and crime
Poor lighting
Other <<write-in block>>
Next <<go to screen 3>>

<<screen 2B: bus>>

<<insert bus icon>>

We've heard in previous surveys that convenience is a big issue when taking the bus. Do you agree?

Yes

No

<<if yes>>

What would making riding the bus more convenient and useful to you?

PICK ALL THAT APPLY

Bus stop closer to home or work, or easier to get to
More frequent daytime service
More bus service on weekends, at night, and early in the morning
Less expensive bus fares
More reliable service (bus arrives on time)
Feeling more comfortable waiting at the bus stop
Better bus shelters
Cleaner busses
More pleasant experience on the bus
Better traveler information (routes and schedules)
Better bus service apps for smartphones
Other <<write-in block>>

Next <<go to screen 3>>

<<screen 2C: BART>>

<<insert train icon>>

We've heard in previous surveys that convenience is a big issue when taking BART. Do you agree?

Yes

No

<<if yes>>

What would making riding BART more convenient and useful to you?

PICK ALL THAT APPLY

Easier travel from home or work to the BART station
More service on weekends, at night, and early in the morning

Less expensive BART fares
 Free transfers between BART and buses
 Cleaner BART cars and stations
 More parking at stations
 More secure bike racks at stations
 Feeling more safe in the station or on the train
 Better traveler information (routes and schedules)
 Better bus service apps for smartphones
 Other <<write-in block>>
 Next <<go to screen 3>>

<<screen 2D: bicycling>>

<<insert bicycling icon>>

What is your biggest challenge in riding a bicycle for commuting, shopping, or recreation?

PICK ALL THAT APPLY

It feels unsafe due to lack of bike lanes
 It feels unsafe due to traffic speeds
 I don't have access to a bicycle
 It's too dark at night to ride a bike
 I'm often not traveling by myself
 I don't like riding a bike
 I fear for personal safety and crime while riding a bike
 I'm afraid my bike will be stolen
 Pavement is bad
 Other <<write-in block>>

Next <<go to screen 3>>

<<screen 2E: car>>

<<insert car icon>>

What is your biggest challenge with driving?

PICK ALL THAT APPLY

There's too much traffic and it takes me too long
 Things are too far away
 Pavement is bad
 It's too expensive (gas, parking, maintenance, insurance, etc.)
 Affordable parking is not available
 Driving causes air pollution
 I don't have a car and/or driver's license
 There aren't enough cars in my family

My car is old and unreliable
Other <<write-in block>>
Next <<go to screen 3>>

<<screen 2G: other>>

<<insert "other" icon>>

What other form(s) of transportation would you like to comment on?

PICK ALL THAT APPLY

Paratransit (for seniors and people with disabilities)

Trucks

Trains (Amtrak, Capital Corridor, etc)

Walking schoolbus (for school-aged children)

Scooters (Lime, Bird, etc)

Carpool

Bike share (GoBikes, etc)

Uber, Lyft

Other <<insert write-in block>>

Please tell us your comments (optional) <<insert write-in block>>

Next <<go to screen 3>>

<<screen 3: end>>

Thank you for taking our transportation survey!

All responses are anonymous and confidential. We will never ask for your name or address.

However, for classification purposes, what is your home zip code? (optional) <<insert write-in block>>

Anything else you'd like to share about your transportation needs? (optional) <<insert write-in block>>

The results of this survey will help influence which projects are prioritized in your community.

END SURVEY

<<end>>

ANSWER MORE QUESTIONS

<<go to 3-minute survey>>

**Alameda County Transportation Commission
Community-based Transportation Plan
LONGER Intercept Survey Questions
FINAL DRAFT October 9, 2019**

<<screen 1>>

<<insert Alameda CTC logo>>

<<title>> Alameda County - Community-based Transportation Survey

Alameda CTC is committed to expanding access and improving mobility to foster a vibrant and livable Alameda County.

We are reaching out to members of the county's low-income communities to identify transportation needs and challenges in underserved neighborhoods.

The results of this survey will help influence how funds are spent each year on transportation projects in Alameda County.

All responses are anonymous and confidential. We will never ask for your name or address.

Take the 1-minute survey

Take the 3-minute survey

<<screen 2: 3-minute survey>>

On a scale of 1 to 10, how easy or hard is it to get where you need to go on a daily basis?

| | | | | | | | | | |
|-------------------|---|-------------------|---|--------------------------------|---|----------------------|---|---|------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Nearly impossible | | Hard or difficult | | Sometimes easy, sometimes hard | | Not really a problem | | | Super easy |

Next

<<screen 3>>

How do you primarily get around every day?

PICK TWO

Walk
Bus
BART
Bike
Drive alone

Carpool, vanpool
Taxi, Uber, Lyft
Scooter
Other <<insert write-in block>>

Next

<<screen4>>

What destination is the most difficult for you to travel to?
PICK TWO

Job(s)
Home
Grocery shopping
Other shopping
Kid's school or daycare
Hospital or medical appointment for you or others in your family
Other <<insert write-in block>>

Next

<<screen5>>

When you travel, are you most likely to be:
PICK ONE

Alone
With other people (family, friends)

Next

<<screen 6>>

What are your most important transportation needs?
PICK UP TO FIVE

<<insert walking logo>>

Better facilities for walking (sidewalks, street lighting, crosswalks, etc.)
Safer communities with less crime

<<insert bicycle logo>>

More bike lanes or trails that are separate from the road
Safer roads for bicycles

More secure bike racks and bike storage options
<<insert bus and train logo>>
More frequent daytime bus service
More bus service on weekends, at night, and early in the morning
Accessible vans, taxis, or paratransit for seniors and people with disabilities
Fewer and/or shorter transfers from one transit system to another
Less expensive BART and bus fares
Easier access from my home and work to the closest bus stop or BART station
Better bus and BART service apps for smartphones
Better traveler information (routes and schedules)
<<insert car logo>>
Less traffic and/or smoother traffic flow
Better pavement and fewer potholes
More parking near my home and/or work

Please share your comments about your transportation needs (optional)
Next

<<screen 5>>

Statistical Information (optional)
The following questions are for classification purposes only.
All responses are anonymous and confidential. We will never ask for your name or address.

What's your home zip code? <<insert write-in block>>
What's your age?
18 or younger
19 to 29
30 to 49
50 to 64
65 to 79
80 or older
What gender do you identify as?
Female
Male

Other/prefer not to answer

Which group do you identify with most?

PICK ALL THAT APPLY

African American/Black

Asian/Pacific Islander

Latino/Hispanic

Native American or Alaska Native

White/Caucasian

Something else

What is the approximate combined income for all people in your household before taxes?

\$25,000 or less

\$25,001 to \$50,000

\$50,001 to \$75,000

\$75,001 to \$100,000

More than \$100,000

Do you have difficulty using transportation because of a disability?

Yes

No

Next

<<screen 6>>

Anything else you'd like to share about your transportation needs? (optional)

Thank you for taking our transportation survey!

The results of this survey will help influence which projects are prioritized in your community.

END SURVEY

<<end>>

C

Survey Materials for Draft CTP

Transportation Priorities Survey

1. The CTP is a planning effort for all of Alameda County, and it is important that we receive input from all communities. To help us understand transportation needs and priorities in your community, please enter your zip code below: *

Walking and Bicycling

2. What are your top three priorities for **walking and bicycling** improvements in Alameda County?

CHOOSE UP TO THREE: *

- ☐ **Increased safety at freeway ramps** for people walking and bicycling
- ☐ **More separation/protection for bicyclists** on roadways
- ☐ **Safer routes to schools** to provide more opportunities for parents and students to walk or bicycle to school
- ☐ **Better walking routes along streets** with high-quality features (e.g., street lighting, benches, street trees, etc.)
- ☐ **More trails or greenways** for walking and bicycling
- ☐ **Reduced driving speeds** in neighborhoods to make it safer to walk or bicycle

Public Transportation

3. What are your top three priorities for **public transportation** improvements in Alameda County?

CHOOSE UP TO THREE: *

- ☐ **More convenient, connections between different transit services**
(e.g., AC Transit to BART)
- ☐ **Cheaper fares or free transit options** for low-income residents
- ☐ **Better transportation options for seniors and people with mobility issues**
- ☐ **More express bus services for commuters**
- ☐ **Priority for buses on major arterial streets** to enhance bus frequency and reliability

Roads and Freeways

4. What are your top three priorities for **road and freeway** improvements in Alameda County?

CHOOSE UP TO THREE: *

- ☐ **Better pavement** with fewer potholes
- ☐ **Prioritizing bicyclists and buses in roadway improvements** to better serve public transit and support more walking and bicycling
- ☐ **More automated speed limit enforcement**
- ☐ **More coordinated traffic signals**
- ☐ **Building express lanes and high occupancy lanes** paired with express buses to move people and goods more efficiently on freeways

New Mobility and Technology

5. What are your top three priorities for **new mobility and technology** improvements in Alameda County?

CHOOSE UP TO THREE: *

- ☐ **More shared-mobility services** such as rideshare, bike/scooter share to get around town
- ☐ **Infrastructure to accommodate self-driving vehicles** alongside traditional vehicles
- ☐ **Equitable and affordable access to new mobility services** and technologies, especially in historically underserved communities
- ☐ **A universal app or card to pay for transportation**, including all mobility options such as public transit, rideshare, bikeshare, paratransit, and others
- ☐ **Technology that prioritizes public transit vehicles at traffic signals**
- ☐ **More electric charging stations** for privately owned electric vehicles

Environmental Considerations

6. What are your top three priorities for **environmental considerations** in Alameda County?

CHOOSE UP TO THREE: *

- ☐ **More low- or zero-emission vehicles for shipping and goods movement**
- ☐ **Stronger measures to reduce the use of single-occupancy vehicles,** including pricing or other charges
- ☐ **More investments to protect the region's coastal areas** and infrastructure from rising sea levels
- ☐ **Improved air quality in disadvantaged and low-income communities** through infrastructure and policy changes
- ☐ **Shifting more freight and goods movement to rail** to reduce the number of trucks on freeways and local roads

Equity Considerations

7. What are your top three priorities for creating **a more equitable transportation system** in Alameda County?

CHOOSE UP TO THREE: *

- ☐ **Better transportation options for seniors and people with mobility issues**
- ☐ **Improved air quality in disadvantaged and low-income communities** through infrastructure and policy changes
- ☐ **Safer streets** for walking and bicycling in low-income communities
- ☐ **Cheaper fares or free transit options** for low-income residents
- ☐ **Better access to public transportation** in low income communities
- ☐ **Better pavement** with fewer potholes in low-income communities

General Transportation Priorities

8. Now that you've seen the types of strategies we are considering, we would like to know how much of a priority different categories of transportation improvements should be in the next 10 years for Alameda County.

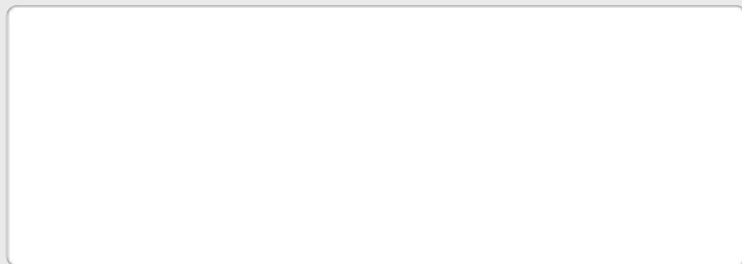
Please rank the following in order of your priorities (1=highest to 5=lowest) *

| | 1 | 2 | 3 | 4 | 5 |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Walking and biking access and safety | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Public transit connections and quality | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Better driving conditions | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| New mobility services and more use of technology in cities | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Stronger consideration of the environmental impacts of our transportation system | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Feedback and Comments

9. Do you have any comments or suggestions about transportation in Alameda County?

10. Do you have any comments on how the COVID-19 pandemic has impacted your travel options or mobility needs that you would like to share with us?



| Home Zip Code City | Percent | Complete Responses |
|--------------------|-------------|--------------------|
| Alameda | 7% | 98 |
| Albany | 3% | 43 |
| Berkeley | 9% | 119 |
| Castro Valley | 5% | 61 |
| Dublin | 3% | 42 |
| Emeryville | 6% | 75 |
| Fremont | 12% | 152 |
| Hayward | 5% | 60 |
| Livermore | 7% | 86 |
| Newark | <1% | 6 |
| Oakland/Piedmont | 23% | 299 |
| Pleasanton | 2% | 23 |
| San Leandro | 7% | 87 |
| San Lorenzo | 1% | 14 |
| Sunol | <1% | 2 |
| Union City | 2% | 20 |
| Outside AC | 10% | 134 |
| Grand Total | 100% | 1321 |

| 2. What are your top three priorities for walking and bicycling improvements in Alameda County? | Percent | Number of Responses |
|---|---------|---------------------|
| Better walking routes along streets with high-quality features (e.g., street lighting, benches, street trees, etc.) | 61% | 867 |
| More trails or greenways for walking and bicycling | 59% | 826 |
| More separation/protection for bicyclists on roadways | 58% | 814 |
| Safer routes to schools to provide more opportunities for parents and students to walk or bicycle to school | 36% | 513 |
| Reduced driving speeds in neighborhoods to make it safer to walk or bicycle | 35% | 490 |
| Increased safety at freeway ramps for people walking and bicycling | 32% | 451 |

| 3. What are your top three priorities for public transportation improvements in Alameda County? | Percent | Number of Responses |
|---|---------|---------------------|
| More convenient connections between different transit services (e.g., AC Transit to BART) | 80% | 1108 |
| Priority for buses on major arterial streets to enhance bus frequency and reliability | 54% | 743 |
| Cheaper fares or free transit options for low-income residents | 51% | 703 |
| More express bus services for commuters | 43% | 589 |
| Better transportation options for seniors and people with mobility issues | 43% | 598 |

| 4. What are your top three priorities for road and freeway improvements in Alameda County? | Percent | Number of Responses |
|--|---------|---------------------|
| Better pavement with fewer potholes | 79% | 1077 |
| Prioritizing bicyclists and buses in roadway improvements to better serve public transit and to support more walking and bicycling | 62% | 846 |
| More coordinated traffic signals | 58% | 791 |
| Building express lanes and high occupancy lanes paired with express buses to move people and goods more efficiently on freeways | 39% | 534 |
| More automated speed limit enforcement | 27% | 367 |

| 5. What are your top three priorities for new mobility and technology improvements in Alameda County? | Percent | Number of Responses |
|---|---------|---------------------|
| A universal app or card to pay for transportation, including all mobility options such as public transit, rideshare, bikeshare, paratransit, and others | 69% | 934 |
| Equitable and affordable access to new mobility services and technologies, especially in historically underserved communities | 59% | 797 |
| Technology that prioritizes public transit vehicles at traffic signals | 49% | 665 |
| More shared-mobility services such as rideshare, bike/scooter share to get around town | 33% | 445 |
| More electric charging stations for privately owned electric vehicles | 32% | 428 |
| Infrastructure to accommodate self-driving vehicles alongside traditional vehicles | 16% | 221 |

| 6. What are your top three priorities for environmental considerations in Alameda County? | Percent | Number of Responses |
|---|---------|---------------------|
| More low- or zero-emission vehicles for shipping and goods movement | 66% | 882 |
| Improved air quality in disadvantaged and low-income communities through infrastructure and policy changes | 65% | 865 |
| Shifting more freight and goods movement to rail to reduce the number of trucks on freeways and local roads | 56% | 744 |
| More investments to protect the region's coastal areas and infrastructure from rising sea levels | 49% | 656 |
| Stronger measures to reduce the use of single-occupancy vehicles, including pricing or other charges | 35% | 464 |

| 7. What are your top three priorities for creating a more equitable transportation system in Alameda County? | Percent | Number of Responses |
|--|---------|---------------------|
| Safer streets for walking and bicycling in low-income communities | 60% | 795 |
| Better access to public transportation in low-income communities | 58% | 768 |
| Better pavement with fewer potholes in low-income communities | 45% | 597 |
| Improved air quality in disadvantaged and low-income communities through infrastructure and policy changes | 43% | 569 |
| Cheaper fares or free transit options for low-income residents | 43% | 571 |
| Better transportation options for seniors and people with mobility issues | 33% | 432 |



September 30, 2020

Cathleen Sullivan
Director of Planning
1111 Broadway, Suite 800
Oakland, CA 94607

Kristen Villanueva
Senior Transportation Planner
1111 Broadway, Suite 800
Oakland, CA 94607

RE: 2020 Countywide Transportation Plan Draft Recommendations

Dear Ms. Sullivan and Ms. Villanueva,

As a coalition of Oakland community members, workers, businesses, and advocates, the East Oakland Stadium Alliance is deeply concerned with the recently published Draft 2020 Alameda Countywide Transportation Plan (CTP), particularly in regards to its planned infrastructure developments associated with the proposed Oakland A's Howard Terminal project. The CTP has identified nearly \$1.5 billion in future project costs for a gondola, grade separations, and various other projects that appear to exclusively serve the A's luxury development – a speculative prioritization of taxpayer resources that is out of touch with the interests of Oakland residents, serving a project which is at odds with ACTC policy goals and should not be foisted upon the County's taxpayers which have already invested in the transportation infrastructure at the Coliseum.

The A's have claimed repeatedly that they will privately finance a new ballpark, yet they have neglected to provide a transparent, comprehensive cost of the project at Howard Terminal. With respect to transportation infrastructure, these projects highlight how much more expensive it will be for the A's to move from the current Coliseum location to an unworkable industrial site on the Oakland Estuary – and apparently the A's and the City of Oakland want County taxpayers to subsidize the transportation infrastructure that would be needed to build the stadium at this new location as well. It had been publicly speculated that the City's infrastructure investment associated with a new waterfront development could reach [upwards of \\$200 million](#), the same amount as what the city offered to the Raiders in [2017](#), but the CTP shows the A's actually want to saddle taxpayers with a financial burden nearly 8 times that initial estimate – and for a "privately-financed" stadium using public money the team has said it would not require.

Given the current economic climate amid a global pandemic, Oakland and Alameda County are continuing to grapple with a substantial decline in tax revenue. In May, Alameda County Administrator Susan Muranishi warned that the Board of Supervisors would need to deal with the abrupt economic downturn faster than previously expected. The county's [baseline budget shortfall](#) is close to \$140 million – and possibly much larger. Even though these projects sit in the long-term portion of the CTP, it is more imperative than ever that the allocation of taxpayer dollars needs to be focused on helping those who have been impacted by the devastation of the pandemic, not fund new transportation infrastructure for a

luxury ballpark, housing, and retail development at Howard Terminal which is entirely duplicative of the transportation infrastructure which already supports the Coliseum location.

If the team's waterfront project is ultimately approved, the Oakland A's – not taxpayers – should be responsible for financing and building the necessary transportation infrastructure, and not wait decades for the long-range planning process associated with the CTP. If the A's intend to build at Howard Terminal, basic safety projects, such as grade separations and fan access such as contemplated in the CTP, need to be built immediately along with initial stadium development. These projects are not currently in the CTP, should not be in the CTP, and should be the responsibility of the A's – not County taxpayers.

It is the team that is proposing to build on an exceptionally problematic industrial site for its new stadium. And, in the process, the A's would leave their current home at the Oakland-Alameda County Coliseum which already has the existing taxpayer-subsidized infrastructure, including a dedicated BART station, multiple freeway on-ramps and off-ramps, a direct link to Amtrak, the Oakland Airport connector, and acres of space for adequate parking. County taxpayers should not be asked to fund another \$1 billion-plus in subsidies for a "privately financed" stadium when the Coliseum already has all of the infrastructure necessary to be successfully redeveloped with minimal additional public dollars.

Moreover, as it stands now, while the City is in its initial review stages of planning at the request of the A's, their project has little chance of being developed. The A's are proposing uses and construction which is not lawful under the BCDC Seaport Plan. The A's are proposing uses which are inconsistent with the state tidelands trust on state property managed for those purposes and have very high hurdles to meet at the State Lands Commission. And, the location selected for public open spaces and housing, along with the stadium and office space is under a restrictive covenant between the Port and the state Department of Toxic Substances Control that prohibits housing and public open space.

With little information on development plans or funding mechanisms for the ballpark at Howard Terminal, there continues to be real concerns about the project that have yet to be addressed. The City and County must employ a transparent process in evaluating the Howard Terminal project and its affiliated planning components to ensure Alameda County taxpayers are protected. In the meantime, these projects should be removed from the Draft CTP.

Sincerely,

East Oakland Stadium Alliance

CC: Alameda County Transportation Commissioners
Carolyn Clevenger



September 30, 2020

Carolyn Clevenger
Deputy Executive Director of Planning and Policy
Alameda County Transportation Commission
1111 Broadway, 8th Floor
Oakland, CA 94607

Delivered via email to: cclevenger@AlamedaCTC.org

Re: Comments on Draft 2020 Countywide Transportation Plan

Dear Ms. Clevenger,

On behalf of the members of the Pacific Merchant Shipping Association (PMSA), I am pleased to submit these comments on ACTC's Draft 2020 Countywide Transportation Plan (CTP). As you are aware, PMSA represents marine terminal operators, ocean carriers, and other maritime-focused transportation providers in the international, intermodal supply chain. Every container handled at the Port of Oakland which is moved through this vital Northern California seaport and international gateway is processed and handled by at least one member of PMSA and often by multiple PMSA members.

PMSA members are primary and principal stakeholders in the success of the Port of Oakland, an enterprise agency. Without the long-term commitments of billions of dollars in future lease revenues of marine terminal operators and the decisions by ocean carriers to call on the Port of Oakland at these terminals, the Port would simply cease to be able to reinvest in its operations and infrastructure, including the cutting edge technology and environmental investments which are made and operated collaboratively between the Port and our members.

In short, aside from the Port itself, no group of stakeholders has a more direct and primary interest in seeing the Port of Oakland grow, thrive, invest, and continue to innovate than PMSA's members.

PMSA was also pleased to participate in the development of, and to support the adoption of, the ACTC 2016 Goods Movement Plan. PMSA offers its comments today in support of the long-term success of the Port of Oakland to attract cargo and achieve its vision of improved sustainability as well as in support of ACTC meeting its Goods Movement Plan objectives.

Draft Includes Framework of Potential Strategies and Critical Gateway Investments to Support Sustained Win-Win Economic Growth and Environmental Improvements at the Port of Oakland

PMSA supports the Draft CTP's focus on improving goods movement mobility and seaport sustainability both with respect to economic and environmental impacts. In particular, PMSA endorses the ACTC Staff's identification of "Potential Strategies" for improving Countywide Goods Movement and to set important policy benchmarks for projects (see Table 4, "Potential Strategies to Consider Including in CTP

for Goods Movement” (2020 CTP Needs Assessment Pt. 2, March 2, 2020). These important Potential Strategies include all of the following:

- “Targeted Infrastructure Investments” to include projects “to address identified truck delays” and as “multi-modal projects improving access and efficiency at the Port of Oakland.”
- “Freight Guidelines for Complete Streets” to develop “guidelines, and best practices” which will “reduce conflicts between goods movement and transit, bicycles, and pedestrians...”
- “Near-Zero and Zero-Emission Technology” to “[t]arget freight corridors and facilities in communities with greatest adverse impacts from freight emissions.”
- “Land use guidelines and incentive programs” to focus planning improvements that result in “setting up buffer zones, incentives, to preserve buffers ... and reduction of negative impacts on communities from freight operations.”
- “Truck Access Management” to include a priority to “[e]valuate direct truck access between the Port and I-880.”
- “At-Grade Crossing Safety and Grade Separation Policy and Program” to develop and implement “at-grade crossing safety and grade separation policy.”
- “Resilient Airport and Seaport” with a focus to “[p]rotect existing critical infrastructure by investing in ... seaport infrastructure that is resilient to the forecasted effects of climate change.”

We would request that the final CTP reflect an adoption of each of these Strategies.

In furtherance of these Strategies, and in support of the adopted 2016 Goods Movement Plan, PMSA strongly supports the inclusion of each of these items:

“Draft Final 10-Year Priority Projects and Programs for the 2020 CTP”

| | | | |
|--------|--|-----------------|--------|
| ID 10: | 7th Street Grade Separation West | Port of Oakland | \$312m |
| ID 45: | Near and Mid-Term Port Operations and Emission Reductions - Project Bundle | | |
| 45A | Roundhouse EV Charging Facility | Port of Oakland | \$12m |
| 45B | Seaport Near Dock Rail Enhancements | Port of Oakland | \$8m |
| 45C | Port Operational Efficiency Enhancements | Port of Oakland | \$25m |
| 45D | Port Wide Electrification | Port of Oakland | TBD* |

“Draft Final 30-Year Project List for the 2020 CTP”

| | | | |
|---------|--------------------------------------|-----------------|--------|
| ID 185: | Inner Harbor Turning Basin | Port of Oakland | \$350m |
| ID 186: | Outer Harbor Turning Basin Expansion | Port of Oakland | \$80m |
| ID 263: | Seaport Pavement Mgmt/Paving Program | Port of Oakland | \$150m |
| ID 310: | Marine Terminal Modernization | Port of Oakland | \$74m |
| ID 311: | Port Wide Electrification | Port of Oakland | \$218m |
| ID 312: | Seaport Emergency Power System | Port of Oakland | \$20m |

* To clarify with respect to Port Wide Electrification, we support ACTC efforts to contribute to efforts to build the enhanced infrastructure necessary to accommodate broader efforts for enhancing electrification of port activities, including shorepower, for instance, as the Port of Oakland plugs in more vessels than any other Port in the world.

Each of these critical projects step beyond the traditional revenue-bonding infrastructure development model of the Port and are capital improvement projects that deliver multiple benefits across several of the proposed CTP Strategies and they will improve efficiency, capacity, and the environment.

ACTC Should Not Include “Howard Terminal”-Related Projects Requested by the City of Oakland in the 30-Year Project List of the 2020 CTP

PMSA is both surprised and disappointed to see a number of proposed projects in the proposed “Draft Final 30-Year Project List for the 2020 CTP” submitted by the City of Oakland in relation to the “Howard Terminal.”

The Howard Terminal at the Port of Oakland is currently an operating multi-modal truck and equipment staging facility which processes over 325,000 gate transactions a year, taking trucks out of the community of West Oakland, reducing congestion by accommodating non-peak hour truck moves, and reducing VMT and emissions by having on-Port near-dock access to intermodal equipment storage and parking. Howard Terminal also serves as a lay berth for vessels. The Howard Terminal is managed under trust for the State of California by the Port as a trustee/grantee and is obligated under the tidelands trust to facilitate waterfront-dependent uses and any change to this status requires affirmative review and findings by the State Lands Commission. Under the BCDC Seaport Plan the Howard Terminal is designated as a Seaport Priority Use area and consistent with all of the above the property is zoned as Port Industrial under the City’s general plan and zoning ordinances. Howard Terminal is also subject to a settlement agreement between the Port and the state Department of Toxic Substances Control which imposed a legal restriction on the property which bans all non-industrial uses, including for public open space, recreational, or housing uses.

We are surprised to see the Howard Terminal on this project list because while the Oakland A’s currently have a proposal submitted to the City of Oakland for environmental review and an Exclusive Negotiating Agreement with the Port of Oakland to potentially negotiate tentative rights to this property for a Housing/Office/Stadium entertainment complex, no such project actually exists at this time. Moreover, not only has this project not yet moved beyond the initial review and concept phases, indeed the Oakland City Council has not even seen a project proposal, but the development of this project as conceived by the Oakland A’s remains patently unlawful under application of current state law, local restrictions, and by land use covenant.

We are disappointed to see the proposed Howard Terminal development on this project list because the inclusion of these projects run counter to ACTC’s goals and policies, the stadium project is an ill-conceived transportation nightmare, and the attempt by the Oakland A’s to force over a billion dollars of project costs onto the taxpayers of Alameda County is reprehensible given current public investment in the Coliseum location. First, the Howard Terminal project as proposed by the Oakland A’s results in numerous outcomes which run counter to the goals of ACTC: it increases congestion, it increases emissions, it is anti-transit, it will impede freight efficiency, it increases truck idling, it increases truck VMT, it increases truck congestion, it decreases Port access, it increases pedestrian-truck and bicycle-truck risk of death and injury, and is in conflict with and poses safety issues with freight and passenger rail services, it threatens completion of the turning basin expansion, threatens to undermine the financing for port electrification projects, and walks away from TOD planning principles in the process.

The Oakland A's can avoid all of these outcomes by simply staying at and redeveloping the current Oakland Coliseum complex, where the people of Alameda County have already invested hundreds of millions of dollars of public money into the creation of a fully-accessible stadium complex with BART, freeway, regional Amtrak, and even direct airport access with numerous acres for parking.

Given that the Oakland A's have pledged that their stadium project will be "privately financed" and targeted 2023 for the year that they intended to have their first game at a new stadium. If approved by the City, they will doubtlessly be responsible as the private project sponsor to achieve the levels of transportation infrastructure, rail and grade separation safety, and pedestrian access projects in order to facilitate not only the access of fans to the stadium, but residents of over 3,000 housing units, and workers at 1.5 million square feet of new office space and a hotel, an entertainment venue, restaurants, and the stadium. These uses will have *immediate* safety issues with the at-grade railroad crossing, lack of transit access to the site, and hundreds of thousands of truck moves which occur in the immediately proximate heavy-weight trucking corridors.

Given the timeline of the Howard Terminal project, as we understand the proposal, the inclusion of transportation elements on the "30-Year Project List" for Howard Terminal is bizarre. If the aspects of the Oakland A's proposal, including grade separations and safe fan access, are essential to the safety of fans, residents, workers, and visitors on the site, then it is most reasonable to presume that the Oakland A's will be required to fund and construct these elements of its project up front and as part of initial project development. Thus, all of these elements will be constructed and in-use well before ACTC begins to review which of the projects on its "30-Year List" to begin to evaluate. Otherwise, one must conclude that the City of Oakland does not intend to require that these access elements be part of the construction of the Howard Terminal project (or required as part of an approved EIR). But this would not only externalize the actual project costs onto the taxpayers of Alameda County, contrary to the "privately financed" promises of the A's, but also purposefully expose fans and residents to unnecessary grade-crossing risks for decades in the process. These are unacceptable outcomes.

The A's should fully carry the costs of their project up-front and should be responsible for mitigating and remediating all of their own project impacts and, furthermore, the City of Oakland should not foist the costs of its sports franchises on the whole of Alameda County to the tune of an additional \$1.2 billion.

Therefore, PMSA is strongly opposed to the inclusion of each of these items in the "Draft Final 30-Year Project List for the 2020 CTP":

| | | |
|---|---------|--------|
| ID 173: Gondola Project Phase 1 Washington Street | Oakland | \$350m |
| ID 174: Gondola Project Phase 2 Alameda Connection | Oakland | \$569m |
| ID 175: Howard Terminal Railroad Grade Separation Project for Vehicles and for Pedestrians/Bikes | Oakland | \$298m |

PMSA is also opposed to the reduction of interstate highway mileage and capacity at the foot of our seaport operations, which will also likely result in increased congestion, emissions, idling, and lost productivity for trucks entering and exiting the Seaport. We would ask that ACTC remove the Oakland the "I-980 Multimodal Boulevard Study" (ID 283, \$2m) from the 30-year project list.

Thank you for considering our comments on the Draft 2020 CTP. If you have any questions or would like to further discuss any of these comments, please do not hesitate to call or email me at your earliest convenience.

Best,

A handwritten signature in blue ink, appearing to read 'Mike Jacob', is positioned above the printed name and title.

Mike Jacob
Vice President & General Counsel

cc: Tess Lengyel, Executive Director
Kristen Villanueva, Sr. Transportation Planner

D

**Draft CTP Promotional
Materials**



[What is the CTP?](#)

[Transportation Needs](#)

[Projects and Strategies](#)

[Make Your Voice Heard!](#)

[Resources](#)

The Draft 2020 Alameda Countywide Transportation Plan (Draft 2020 CTP) is ready for public review and feedback! We appreciate your time during the on-going COVID-19 pandemic to learn more about transportation planning in Alameda County and help us finalize the plan. Explore this website to learn more about the Draft 2020 CTP and its draft recommendations for transportation priorities in Alameda County. Alameda CTC will use responses we receive from the survey and other engagement activity planned through September to revise these recommendations in the Final 2020 CTP, which is slated for adoption by the Commission by the end of 2020.


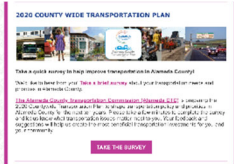
For more information on COVID-19 issues, please see the Resources tab.

What is the CTP?

The Countywide Transportation Plan (CTP) establishes near-term priorities and guides the long-term decision-making of the Alameda County Transportation Commission (Alameda CTC), with a vision for the county's complex transportation system to encourage vibrant and livable communities. The CTP is updated every four years and serves as a key input into the Region's transportation plan, Plan Bay Area. The current update to the CTP is called the Draft 2020 CTP and it includes transportation needs out to the year 2050.

Alameda CTC Countywide Transportation Plan
CTP Survey Promotion - PIO Outreach
October 15, 2020
Final

The following table tracks city Public Information Officers (PIO) or other city representatives' responses to CTP survey promotional materials and posting on their various communication channels.

| City/Agency | PIO or Rep* | Comments |
|-------------|-------------------|--|
| Alameda | Sarah Henry | https://www.harborbay.org/alameda-county-transportation-priorities-survey/ |
| ACPWA | *Halimah Anderson | https://www.facebook.com/AlamedaCounty/  |
| Albany | Justin Fried | 6,000 plus for the circulation from the newsletters below. 9/4 & 9/11 https://myemail.constantcontact.com/Albany-eNews-September-4--2020.html?soid=1126084572775&aid=D9RsfUvrGFw  |
| Dublin | Shari Jackman | http://dublinchamberofcommerceca.chambermaster.com/news/details/news-release-9-19-2020 https://nextdoor.com/agency-post/ca/dublin/city-of-dublin-3/2020-countywide-transportation-plan-survey-160869599/ |
| Emeryville | Sheri Hartz | https://ci.emeryville.ca.us/CivicAlerts.aspx?AID=829 |

| | | |
|------------|------------------|---|
| Fremont | Natalie Khwaja | <p>9/9 - City generated press release https://patch.com/california/fremont/fremont-take-2020-countywide-transportation-plan-survey http://www.fremont.gov/CivicAlerts.aspx?AID=1833</p>  <p>Facebook</p>  |
| Livermore | Stephanie Egidio | <p>https://www.livermorechamber.org/business/take-the-alameda-county-transportation-commission-survey https://www.independentnews.com/news/county-conducting-online-transportation-survey/article_ba7071f6-f17a-11ea-ab67-5f26a12d84ed.html</p> |
| Oakland | Sean Maher | <p>Reposted Patch article on 9/24. https://patch.com/california/castrovalley/alameda-county-transportation-commission-aalameda-ctc-announces-2020</p> |
| Pleasanton | Cindy Chin | <p>https://www.pleasantonweekly.com/news/2020/09/10/news-digest-pleasanton-policing-meeting-postponed-bengtson-pool-reopens-actc-survey-at-dublin-still-alive----sort-of</p> |

| | | |
|-------------|---------------|--|
| San Leandro | Paul Sanftner | <p><u>September 1st Posting</u></p> <p>Nextdoor - 1,220 impressions</p> <p>Facebook - 585 people reached, 19 engagements, 5 likes, 1 share</p> <p>Instagram - 6 likes, 1 comment</p> <p>Twitter - 540 impressions, 15 engagements</p> <p>https://nextdoor.com/agency-post/ca/san-leandro/city-of-san-leandro/take-a-quick-survey-to-help-improve-transportation-in-alameda-county-160004742/</p> <p>https://www.newsbreak.com/news/2052218042234/take-a-quick-survey-to-help-improve-transportation-in-alameda-county</p> |
|-------------|---------------|--|



Castro Valley Unified School District

- All Means All -

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Alameda County Transportation Commission (Alameda CTC) announces the 2020 Countywide Transportation Plan Survey is now Open!

The Alameda County Transportation Commission (Alameda CTC) is pleased to announce that our survey for the 2020 Countywide Transportation Plan is now live! Take a brief survey about your transportation priorities and needs



The Alameda County Transportation Commission (Alameda CTC) is pleased to announce that our survey for the 2020 Countywide Transportation Plan is now live! Take a brief survey about your transportation priorities and needs: <http://sgiz.mobi/s3/Transportation-Priorities-Survey>

Thank you for your time during the COVID-19 pandemic when you may be experiencing many different types of impacts. This survey will inform recommendations in the Countywide



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City of Fremont, Home

Posted on: September 9, 2020

Take the 2020 Countywide Transportation Plan Survey

The [Alameda County Transportation Commission](#) (Alameda CTC) is asking the public take a short survey for the 2020 Countywide Transportation Plan. This survey will collect information about transportation priorities and needs in Alameda County. As a resident, business owner, visitor or commuter in Alameda County, your feedback and your survey responses will be extremely valuable and will help to shape transportation policy and priorities in Alameda County for the next ten years.





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News Flash

Posted on: August 27, 2020

Take a Quick Survey to Help Improve Transportation in Emeryville

The Alameda County Transportation Commission (Alameda CTC) is asking you to take a short survey for the 2020 Countywide Transportation Plan. This survey will collect information about transportation priorities and needs in Alameda County. As a resident, business owner, visitor or commuter in Alameda County, your feedback and your survey responses will be extremely valuable and will help to shape transportation policy and priorities in Alameda County for the next ten years.



The survey can be accessed at www.alamedactc.org/planning/countywidetransportationplan and should take no more than 10 minutes of your time. Please share the survey with others who might be interested in responding. Thank you in advance for your participation!

What is the Countywide Transportation Plan?

Every four years, Alameda CTC prepares the Countywide Transportation Plan, a long-range planning document that guides transportation policy in Alameda County. All planning for the 2020 Countywide

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September 8 ·

The @AlamedaCTC (Alameda County Transportation Commission) is preparing the 2020 Countywide Transportation Plan to shape transportation policy and priorities in Alameda County for the next ten years. Please take a few minutes to complete their survey at <https://www.alamedactc.org/pl.../countywidetransportationplan/> and let them know what transportation issues matter most to you. Your feedback and suggestions will help them create the most beneficial transportation investments for you and your community.



Alameda County Transportation Commission

3

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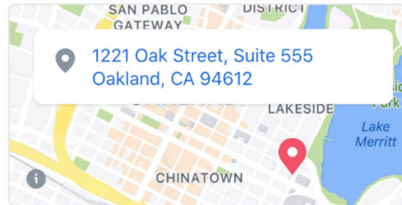
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"The Bright Side of the Bay!"

Alameda County was established in 1853. The County was created from the territory of two counties created in 1850: Alameda and Santa Clara. It was...



County of Alameda, CA - Government

19h ·

The Alameda County Transportation Commission (Alameda CTC) is preparing the 2020 Countywide Transportation Plan to shape transportation policy and priorities in Alameda County for the next ten years. Please take a few minutes to complete their survey at <http://ow.ly/bTQf50ByhEO> and let us know what transportation issues matter most to you. Your feedback and suggestions will help us create the most beneficial transportation investments for you and your community.

Make your voice heard!
Click here
to share your priorities
for the CTP in a short survey.

ALAMEDACTC.ORG

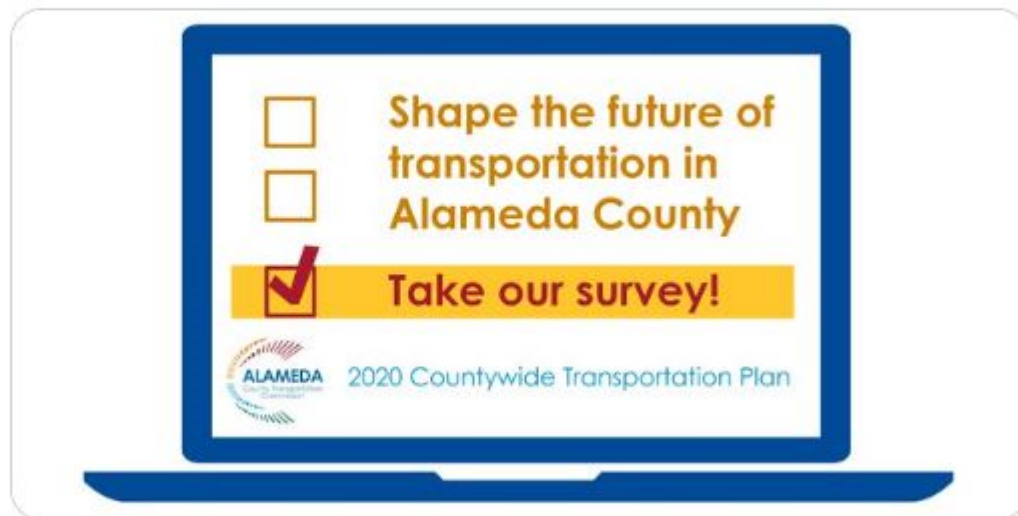
Countywide Transportation Plan - Alameda CTC

The Countywide Transportation Plan (CTP) is a long-range policy document that guides decisions and articulates the vision for Alameda County.



Alameda CTC @AlamedaCTC · Sep 28

#阿拉米達縣 未來的交通應該是什麼模樣？請上網至 bitly.ws/9ymi 回答我們的問卷，幫助我們訂定未來 10 年的交通優先事項！



2

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Alameda CTC @AlamedaCTC · Sep 28

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↻ 3

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Alameda CTC @AlamedaCTC · Sep 28

...

¿Cómo debería ser el futuro del transporte en el Condado de Alameda? Responda nuestra encuesta en bitly.ws/9ymi y ayude a estructurar los próximos 10 años de prioridades en materia de transporte.



↻ 2

♡ 1





Press Release

1111 Broadway, Suite 800
Oakland, CA 94607
P | 510.208.7400
www.AlamedaCTC.org

FOR IMMEDIATE RELEASE

August 31, 2020

CONTACT: Carolyn Clevenger, Deputy Executive Director of Planning and Policy

P: 510.208.7496

E: cclevenger@AlamedaCTC.org

W: www.AlamedaCTC.org

Alameda CTC 2020 Countywide Transportation Plan Survey is Now Available

*Public feedback will help shape the outcome of future
Alameda County transportation needs*

ALAMEDA COUNTY, Calif. – The Alameda County Transportation Commission (Alameda CTC) is seeking input through a Countywide Transportation Priorities [survey](#). Public input will inform the Countywide Transportation Plan and guide transportation investments in Alameda County for the next 10 to 30 years.

In September 2019, Alameda CTC approved the vision and goals for the 2020 Countywide Transportation Plan.

The Plan envisions that: *"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."*

The goals for the Alameda County transportation system are:

- Accessible, affordable and equitable
- Safe, healthy and sustainable
- High-quality and modern infrastructure, and
- Economic vitality

Since 1994, Alameda County has been developing Countywide Transportation Plans. Every four years, Alameda CTC prepares and updates the plan. The development of the 2020 Countywide Transportation Plan began in 2019 and will continue through fall 2020. The completed plan is scheduled for release in fall 2020.

The COVID-19 pandemic has had wide-ranging impacts on transportation and travel habits. By taking this survey, residents and commuters in Alameda County have a unique opportunity to share their opinions about what countywide transportation issues matter most to them—prior to the state and county shelter-in-place orders, while pandemic measures are in place, and future transportation needs. Survey results will inform recommendations in the plan on transportation priorities within communities, the county, and connecting to the broader Bay Area.

For more information about the Countywide Transportation Plan, including background information and upcoming milestones, please visit www.alamedactc.org/planning/countywidetransportationplan.

About the Alameda County Transportation Commission

Alameda CTC coordinates countywide transportation planning and delivers essential, voter-supported transportation improvements in every jurisdiction throughout Alameda County. Funding sources for Alameda CTC's expenditure plans include Measure B, approved by 81.5 percent of county voters in 2000, and Measure BB, approved by more than 70 percent of voters in 2014. Please visit www.AlamedaCTC.org to learn more, and follow Alameda CTC on [Facebook](#) and [Twitter](#).

From: Alameda County Transportation Commission <contact@alamedactc.org>

Sent: Monday, August 31, 2020 12:54 PM

To: Kristen Villanueva <KVillanueva@alamedactc.org>

Subject: Take our survey to help improve transportation in Alameda County!

The Alameda County Transportation Commission is pleased to announce that a new survey to inform the final recommendations of the 2020 Countywide Transportation Plan is now live! [Take a brief survey about your transportation priorities and needs.](#)

Thank you for your time during the COVID-19 pandemic when you may be experiencing many different types of impacts. This survey will inform recommendations in the Countywide Transportation Plan (CTP) which sets a long-range vision and near-term priorities for transportation in Alameda County. While we don't know what the future will look like during and after the pandemic, the strategies described in this survey can help us build a transportation system that works for everyone in the short- and long-term.



What is the Countywide Transportation Plan?

Every four years, Alameda CTC prepares the Countywide Transportation Plan, a long-range planning document that guides transportation policies in Alameda County. All planning for the 2020 Countywide Transportation Plan addresses the following goals and aspirations for transportation in Alameda County:



Accessible, Affordable, and Equitable



Safe, Healthy, and Sustainable



High Quality and Modern Infrastructure



Economic Vitality

For more information about the Countywide Transportation Plan, including background information and upcoming milestones, please visit, www.alamedactc.org/planning/countywidetransportationplan.

About the Alameda County Transportation Commission

Alameda CTC coordinates countywide transportation planning and delivers essential, voter-supported transportation improvements throughout Alameda County. Funding sources for Alameda CTC's expenditure plans include the voter approved transportation sales tax Measures B and BB, which were approved by 81.5 percent of county voters in 2000, and more than 70 percent of voters in 2014, respectively. Visit www.AlamedaCTC.org to learn more, and follow Alameda CTC on [Facebook](#) and [Twitter](#).

Alameda County Transportation Commission, 1111 Broadway,
Suite 800, Oakland, CA 94607

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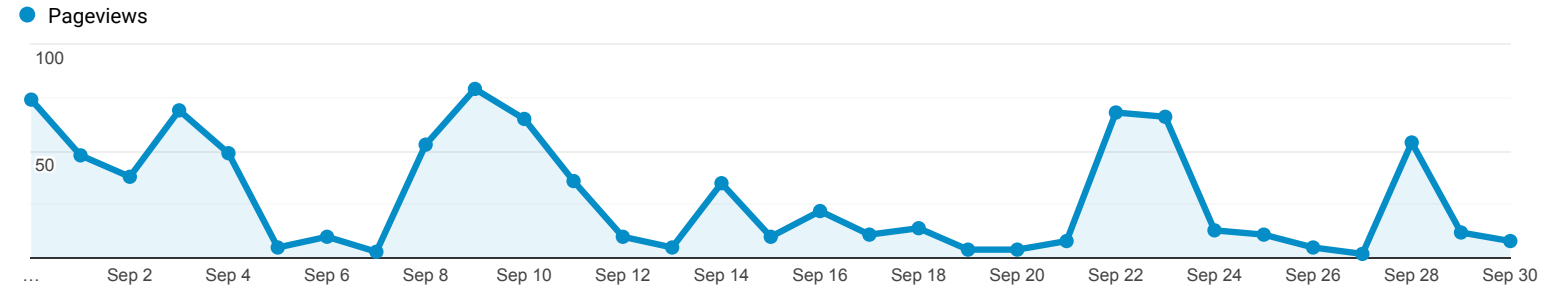
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| 1. /planning/countywidetransportationplan/ | 891 (100.00%) | 728 (100.00%) | 00:03:18 | 633 (100.00%) | 83.57% | 75.42% | \$0.00 (0.00%) |

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