



Bicycle and Pedestrian Advisory Committee Meeting Agenda Wednesday, February 4, 2021 5:30 p.m.

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Bicycle and Pedestrian Advisory Committee will not be convening at its Committee Room but will instead move to a remote meeting.

Members of the public wishing to submit a public comment may do so by emailing Angie Ayers at aayers@alamedactc.org by 5:00 p.m. the day before the scheduled meeting. Submitted comments will be read aloud to the Committee and those listening telephonically or electronically; if the comments are more than three minutes in length the comments will be summarized. Members of the public may also make comments during the meeting by using Zoom's "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can use "Star (*) 9" to raise/ lower your hand. Comments will generally be limited to three minutes in length.

Chair:	Matt Turner	Staff Liaison:	Cathleen Sullivan , Chris G. Marks
Vice Chair:	Kristi Marleau	Clerk:	Angie Ayers

Location Information:

Virtual Meeting Information: <https://zoom.us/j/94659873146?pwd=bU5LR0k0SExpQUJaMjR6WWozS0ZUdz09>
Webinar ID: 946 5987 3146
Password: 221058

For Public Access Dial-in Information: (669) 900-6833
Webinar ID: 946 5987 3146
Password: 221058

To request accommodation or assistance to participate in this meeting, please contact Angie Ayers, at least 48 hours prior to the meeting date at: aayers@alamedactc.org

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. BPAC Meeting Minutes		Page/Action
4.1.	Approve November 18, 2020 BPAC Meeting Minutes	1 A
5. Regular Matters		
5.1.	2020 Multimodal Performance Report and Bike/Ped Count Summary	7 I
5.2.	Alameda CTC 2021 Legislative Program	9 I
5.3.	Oakland Alameda Access Project Update	15 I
6. Member Reports		
6.1.	BPAC Calendar	21 I
6.2.	BPAC Roster	23 I
6.3.	Member Reports	I
7. Staff Reports		
8. Adjournment		

Next Meeting: May 27, 2021

Notes:

- All items on the agenda are subject to action and/or change by the committee.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Comments from the public on agenzized items must be received no later than 48 hours before the meeting in order to be distributed to BPAC members in advance of the meeting.
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



Alameda CTC Schedule of Upcoming Meetings February through March 2021

Commission Chair

Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair

Councilmember John Bauters
City of Emeryville

AC Transit

Board President Elsa Ortiz

Alameda County

Supervisor David Haubert, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART

Vice President Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezy Ashcraft

City of Albany

Councilmember Rochelle Nason

City of Berkeley

Councilmember Lori Droste

City of Dublin

Mayor Melissa Hernandez

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor Bob Woerner

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont

Councilmember Jen Cavanaugh

City of Pleasanton

Mayor Karla Brown

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	February 25, 2021 March 25, 2021
9:00 a.m.	Finance and Administration Committee (FAC)	March 8, 2021
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	

Advisory Committee Meetings

1:30 p.m.	Joint Paratransit Advisory and Planning Committee and Paratransit Technical Advisory Committee (PAPCO/ParaTAC)	February 22, 2021
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	March 4, 2021
5:30 p.m.	Independent Watchdog Committee (IWC)	March 8 2021
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	March 9, 2021

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org). Meetings subject to change.

This page intentionally left blank



Bicycle and Pedestrian Advisory
Committee Meeting Minutes
Thursday, November 18, 2020, 5:30 p.m.

4.1

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

1. Call to Order

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

2. Roll Call

A roll call was conducted and all members were present with the exception of Liz Brisson.

Subsequent to the roll call:

Liz Brisson arrived during item 3.

3. Public Comment

There were no public comments.

4. BPAC Meeting Minutes

4.1. Approve September 17, 2020 BPAC Meeting Minutes

BPAC members requested the following amendments to the minutes:

- Ninth bullet on page 2 under item 5.1 change "...be" to "...are"
- Tenth bullet on page 2 under item 5.1 change "at Dougherty Rd." to "West of Dougherty Rd."
- Sixth bullet on page 3 under 5.2 change "and" to "as"

Feliz Hill made a motion to approve this item with amendments. Jeremy Johansen seconded the motion. The motion passed with the following votes:

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

No: *None*

Abstain: *None*

Absent: *None*

5. Regular Matters

5.1. San Pablo Avenue Corridor Project: Phase 2 Approach

Cathleen Sullivan presented an update on the San Pablo Avenue Corridor Project, and the approach for Phase 2. Ms. Sullivan stated that the San Pablo Avenue Corridor Project will improve multimodal mobility, efficiency, and safety to sustainably meet current and future transportation needs and support a strong local economy and growth along the corridor while respecting local contexts. She stated that Phase 1 identified and refined potential long-term concepts for the corridor through outreach and technical analyses. Due to the complex and constrained nature of the corridor, no single long-term vision emerged at the end of Phase 1 and

multiple project concept alternatives are still being considered. Phase 1 narrowed the range of options and identified two potential tranches of work for Phase 2: (1) the potential for an infrastructure pilot project in the Alameda County section of the corridor to, and (2) a set of smaller-scale corridor improvements within Alameda County that could be implemented within three years, focused on improving safety on this high injury corridor. Phase 2 will refine and advance these two sets of improvements towards construction. Ms. Sullivan stated that the exact configuration to be implemented by the infrastructure pilot will be determined as part of Phase 2. She asked for input/feedback from the BPAC on the following questions:

- What aspects of Phase 2 are more important to you?
- What will be the most effective ways to work with the active transportation community to advance the Phase 2 approach?

Angie Ayers, Assistant Clerk, read the following written public comment from Jordan Burns. "I express my support for bus lanes and bike lanes on San Pablo."

The following public comments were heard during the meeting:

Stephanie Beacham, SeqQuest Bay Area, stated that she bikes frequently along between Albany, Berkeley, Emeryville and Oakland. She supports the alternatives that includes protected bike lanes, dedicated bus lanes, and pedestrian improvements along San Pablo Avenue.

John Minot, East Bay Transit Riders Union and East Bay for Everyone, expressed his support for moving forward on this project. He requested improved bus service in the near-term and supports the option that will improve bus lanes and bike lanes.

David Ying, East Bay Transit Riders Union and East Bay for Everyone, expressed his support for alternatives that include improvements for transit, biking and walking that will line up with near-term and long-term alternatives. He requested the process be accelerated to implement the near-term changes. He also encouraged staff to keep seniors and people with disabilities in mind.

Robert Prinz, Bike East Bay, stated that he supports the alternative that will build high a quality protected bikeway and busway in Oakland and Emeryville.

Derek Sagehorn, East Bay Transit Riders Union and East Bay for Everyone, expressed the same items mentioned by his colleagues. He stated that it would be great if Berkeley and Albany could be included in the pilot.

Dylan Reichstadt expressed his support for a protected bike lane on San Pablo Avenue.

Hayden Miller, East Bay Transit Riders Union, expressed his support for this project to be a Complete Streets project inclusive of bikers, bus riders, and pedestrians. He also requested accelerating the implementation of the near-term items.

Committee Comments:

Liz Brisson agreed with all of the stated public comments and noted the volume of comments. She agreed the long-term approach should include both bike and transit lanes and supports the approach an incremental approach. Regarding the goal to deliver the project in 2023, she asked if the Caltrans process can be altered at all to go faster, given the urgent need for improvements. Ms. Sullivan stated that since the kick-off of Phase 2 staff has heard many requests to move faster on the project.

Liz Brisson asked if staff has heard from AC Transit regarding the Tempo BRT services and how it might integrate with the corridor. Ms. Sullivan stated that will reach out to AC Transit to discuss this.

David Fishbaugh stated that staff has taken an approach that is appropriate and in the long run it will pay dividends. He agreed with the public comments as well.

Dave Murtha commented about the near-term alternatives. He stated that the near-terms alternatives 1 and 4 show bikes at the same grade as autos. There are no separations between bikes and automobiles. Bicycles and automobiles need to be separated.

Dave Murtha asked if staff is looking at methods to discourage automobile use. Caltrans has a history of accommodating automobiles and asked what type changes staff have looked at actively discourage automobile use.

Matt Turner commented that separated by grade is the best thing for bike facilities. He received calls this week regarding this project that are concerned about the islands for the vision impaired. Grade separation and protection are a must for an environment for active transportation.

Ben Schweng stated that he is concerned about the retailers and there is no place to park. He requested more information about the survey responses. He noted that many routes on San Pablo Avenue are not safe and the parallel route gives the safer perception.

Ms. Sullivan stated that an outreach report is on the Alameda CTC website. The visually impaired issue will be considered and it is more challenging for loading and staff will look at that.

This item is for information only.

5.2. New Mobility Roadmap

Chris Marks presented an update on development of the New Mobility Roadmap, which was developed as the technology element of the 2020 Countywide Transportation Plan. In 2019, Alameda CTC launched an effort to establish a framework for addressing the rapid change in technology and mobility – the New Mobility Roadmap. The Roadmap will support high quality, modern infrastructure and convenient travel options enabled by new technologies and services. The Roadmap seeks to leverage potential benefits, strategically manage risks to protect users and infrastructure, and facilitate information-sharing and coordination. The Development of this Roadmap has been a multi-step process that started with nine goals which define broad outcomes for new mobility technologies and services. These were derived from the CTP and adapted to be in alignment with the new mobility context. Next, a set of strategies were developed for each goal to respond to specific challenges and opportunities inherent in new mobility technologies and services. Mr. Marks requests input from the BPAC on the Roadmap and near-term priority actions as Alameda CTC begins to take initial steps towards implementation.

Matt Turner asked about automation and highlighted the vulnerability of active transportation users with the eventual arrival of self-driving cars. He also asked how active transportation can fit in the Transportation Working Group.

Jeremy Johansen commented that the planning for electric infrastructure should involve the jurisdictions in terms of the natural energy sources. He advocated for equity as a top consideration as well.

Dave Murtha stated that two of the new term priority actions are to pilot a major innovative transit corridor and pilot a mobility hub, are there locations that have already been shortlisted as part of this plan. Mr. Marks stated that the multimodal corridor studies underway are strong candidates for the innovative transit corridors. Ms. Sullivan stated that many of the jurisdictions are looking at BART stations as well for mobility hubs.

This item is for information only.

6. Staff Reports

Chris Marks informed the committee that this is Liz Brisson's last BPAC meeting and thanked her for her service. Matt Turner and David Fishbaugh wished her well and noted that she will be missed.

7. Member Reports

David Fishbaugh and Kristi Marleau inquired about their reappointments to the Committee.

David Fishbaugh informed the committee that he had a bad bicycle accident on a parking lot speed bump. He had surgery and will have many months of rehab. He

reached out to the City of Fremont staff to ask about regulations regarding speed bumps in parking lots and was told that speed bumps that are not on city or municipality roadways are not regulated.

Kristi Marleau invited the Committee to BikeTopia on Wednesday, November 18, 2020.

Ben Schweng stated that the rise in cycling during the pandemic has increased the purchase and theft of bicycles.

Dave Murtha commented that the owner of the property where the speed bump is located that caused the accident hasn't considered the impact of what a speed bump is with active transportation. He noted that understanding of the rules starts with litigation.

7.1. BPAC Calendar

The committee calendar is provided in the agenda packet for information purposes. Dave Murtha requested a blurb regarding the Oakland Alameda Access Project.

7.2. BPAC Roster

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

8. Meeting Adjournment

The meeting adjourned at 7:00 p.m. The next meeting is scheduled for Thursday, February 4, 2021, via Zoom.

This page intentionally left blank



Memorandum

5.1

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

DATE: January 28, 2021

TO: Bicycle and Pedestrian Advisory Committee

FROM: Cathleen Sullivan, Director of Planning
Chris G. Marks, Associate Transportation Planner

SUBJECT: 2020 Multimodal Performance Report and Bike/Ped Count Summary

Recommendation

This item is to provide the Bicycle and Pedestrian Advisory Committee (BPAC) with an update on the Congestion Management Program 2020 Multimodal Performance Report, focused on the impact of COVID-19 and the pandemic on transportation demand in Alameda County. This item is for information only.

Summary

Each year, Alameda County Transportation Commission (Alameda CTC) prepares a summary of the state of the transportation system within Alameda County, tracking a series of key performance metrics for the countywide multimodal transportation system, including active transportation. Relevant fact sheets and information has been shared with the BPAC during each cycle. The purpose of this effort is to elucidate emerging trends which shape policy and decision-making throughout the agency. For 2020, this annual performance report is presented in conjunction with biennial Congestion Management Program Bicycle and Pedestrian counts, conducted in 150 locations throughout the county.

Typically, the annual performance report reflects multi-year shifts and gradual trends shown over a variety of important indicators. However, 2020 was a year unlike any other and the COVID-19 pandemic altered transportation in Alameda County so quickly and so radically that standard instruments of measurement would fail to capture the current state of the system. The 2020 performance report is therefore not entirely methodologically consistent with prior years, but instead seeks to shed light on the transportation system with a more real-time analysis of available metrics.

A full report that briefly examines transportation before the COVID pandemic in Alameda County, and presents available data for transit, autos, goods movement and active transportation since March 2020 will be made available at the February 4th BPAC meeting.

Key findings from this report include:

- Transit Ridership fell more than 90 percent in Alameda County as a result of the COVID-19 pandemic. Ridership in more low-income communities has recovered faster than in higher income communities.
- Average freeway speeds increased more than 20 percent. However, this did not correlate to a comparable decrease in vehicle travel: vehicle trips across the Bay Bridge and total vehicles miles traveled were only down about 10 percent
- Average speeds on major arterials increased by more than 14 percent during the afternoon peak commute. Speeds on suburban arterials rose more than urban arterials.
- Pedestrian volumes were down almost 60 percent in downtown areas.
- Bicycle sales were up 75 percent year-over-year in the spring of 2020.
- Imports and exports through the Port of Oakland fell just two percent while passenger volumes at the Oakland Airport fell 95 percent.
- Work from home skyrocketed.

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



DATE: January 28, 2021

TO: Bicycle and Pedestrian Advisory Committee

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy
Maisha Everhart, Director of Government Affairs and Communications

SUBJECT: Alameda CTC 2021 Legislative Program

Recommendation

This item is to provide the Bicycle and Pedestrian Advisory Committee with an update on the 2021 Alameda CTC Legislative Program.

Summary

Each year, Alameda CTC adopts a Legislative Program to provide direction for its legislative and policy activities for the year. The purpose of the Legislative Program is to establish funding, regulatory and administrative principles to guide Alameda CTC's legislative advocacy. It is designed to be broad and flexible, allowing Alameda CTC to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in the region as well as in Sacramento and Washington, D.C. Legislative, policy and funding partnerships throughout the Bay Area and California will be key to the success of the 2021 Legislative Program. Key priorities identified by the Commission include: safety, multimodal transportation, climate, and COVID-19 relief.

The 2021 Alameda CTC Legislative Program retains many of the 2020 priorities and is divided into 5 sections:

1. Transportation Funding
2. Multimodal Transportation, Land Use, Safety and Equity
3. Project Delivery and Operations
4. Climate Change and Technology
5. Partnerships

Attachment A details the Alameda CTC proposed 2021 Legislative Program.

The 2021 Legislative Program includes a number of items related to advancing safety and multimodal improvements. Many of these concepts build on goals and

strategies identified in the Countywide Active Transportation Plan and the 2020 Countywide Transportation Plan. Specific items to highlight for BPAC include:

Enhance Transportation Safety

- Support investments in active transportation, including for improved safety and advance Vision Zero strategies to reduce speeds and protect communities.
- Support allowing cities the discretion to use more effective methods of speed enforcement within their jurisdictions.
- Support efforts to enable automated speed enforcement.
- Allow local flexibility to set safer speed limits (thereby getting rid of the 85th percentile rule).
- Regulate navigation apps from directing regional commute traffic onto local neighborhood streets as a bypass for freeway traffic congestion. Support allowing cities the discretion to use more effective methods of speed enforcement within their jurisdictions.

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

Attachment:

- A. Alameda CTC 2021 Legislative Program



2021 Alameda County Transportation Commission Legislative Program

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

The legislative program herein supports Alameda CTC's transportation vision below adopted for the 2020 Countywide Transportation Plan:

"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." Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measurable performance indicators. Our transportation system will be:

- *Accessible, Affordable and Equitable – Improve and expand connected multimodal choices that are available for people of all abilities, affordable to all income levels.*
- *Safe, Healthy and Sustainable – Create safe facilities to walk, bike and access public transportation to promote healthy outcomes and support strategies that reduce adverse impacts of pollutants and greenhouse gas emissions by reducing reliance on single-occupant vehicles.*
- *High Quality and Modern Infrastructure – Upgrade infrastructure such that the system is of a high quality, is well-maintained, resilient and maximizes the benefits of new technologies for the public.*
- *Economic Vitality – Support the growth of Alameda County's economy and vibrancy of local communities through an integrated, reliable, efficient, cost-effective and high-capacity transportation system."*

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"> • Seek COVID-19 state and federal recovery and operations funding and waive federal cost sharing requirements for transit. • Support means-based fare programs while being fiscally responsible. • Leverage local funds to the maximum extent possible to implement transportation improvements in Alameda County through grants and partnerships with regional, state and federal agencies. • Oppose efforts to repeal transportation revenue streams enacted through SB1. • Support efforts that protect against transportation funding diversions. • Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures. • Support the implementation of more stable and equitable long-term funding sources for transportation. • Ensure fair share of sales tax allocations from new laws and regulations. • Seek, acquire, accept and implement grants to advance project and program delivery.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> • Support legislative efforts that increase funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. • Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. • Support efforts that streamline financing and delivery of transportation projects and programs. • Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. • Support statewide principles for federal surface transportation reauthorization and/or infrastructure bills that expand funding and delivery opportunities for Alameda County.

Multimodal Transportation, Land Use, Safety and Equity	Expand multimodal systems, shared mobility and safety and advance equity	<ul style="list-style-type: none"> • Support policies that provide increased flexibility for transportation service delivery through programs that address the needs of commuters, youth, seniors, people with disabilities and low-incomes, and do not create unfunded mandates. • Support policies that enable shared mobility innovations while protecting the public interest, including allowing shared and detailed data (such as data from transportation network companies and app based carpooling companies) that could be used for transportation and land use planning and operational purposes while ensuring privacy is protected. • Support efforts to allow automated parking enforcement of parking or stopping in bus stops. • Support policies that enhance equity and transportation access. • Support means-based fare programs while being fiscally responsible. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education; and address parking placard abuse. • Support parity in pre-tax fringe benefits for public transit, carpooling, and vanpooling and other modes with parking. • Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring. • Support efforts to increase transit priority throughout the transportation system, such as on freeway corridors and bridges serving the county including express bus on shoulder opportunities. • Ensure that Alameda County needs are included in and prioritized in regional, state and federal planning and funding processes. • Engage in legislation and regulation of new/shared mobility technology with the goal of accelerating their safety, accessibility, mobility, environmental, equity, economic and workforce benefits, including opportunities to increase access to transit and reduce the share of single-occupancy vehicle trips. • Support policies that enhance Bay Area goods movement and passenger rail planning, funding, delivery and advocacy that enhance the economy, local communities, and the environment. • Support advocacy of cooperation and partnership with railroads to advance projects, with a particular interest in rail safety projects.
	Enhance Transportation Safety	<ul style="list-style-type: none"> • Support investments in active transportation, including for improved safety and advance Vision Zero strategies to reduce speeds and protect communities. • Support allowing cities the discretion to use more effective methods of speed enforcement within their jurisdictions. • Support efforts to enable automated speed enforcement. • Allow local flexibility to set safer speed limits (thereby getting rid of the 85th percentile rule). • Regulate navigation apps from directing regional commute traffic onto local neighborhood streets as a bypass for freeway traffic congestion.
Climate Change and Technology	Support climate change legislation and technologies to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including transitioning to zero emission transit fleets and trucks consistent with and supportive of Governor Newsome's Executive order N-79-20. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and technology to reduce GHG emissions. • Support efforts to address sea level rise adaptation including planning, funding and implementation support. • Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning. • Support the expansion of zero emissions vehicle charging stations and station infrastructure for buses. • Support for safer vehicles and telecommuting.

		<ul style="list-style-type: none"> • Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools. • Support efforts to increase transit priority throughout the transportation system, such as on arterials, freeway corridors and bridges serving the County.
Project Delivery and Operations	Advance innovative project delivery	<ul style="list-style-type: none"> • Support environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods.
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> • Support efforts that reduce project and program implementation costs. • Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforce training programs.
	Protect the efficiency of managed lanes	<ul style="list-style-type: none"> • Support expanded opportunities for HOV/managed lane policies that protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement. • Support innovation and managed delivery of lane conversions. • Support high-occupancy vehicle (HOV)/express lane expansion in Alameda County and the Bay Area, and efforts that promote effective and efficient lane implementation and operations. • Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.
	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> • Support legislation that increases flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs. • Support local flexibility and decision-making regarding land-uses for transit-oriented development (TOD) and priority development areas (PDAs). • Support funding and partnership leveraging opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> • Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional and interregional transportation problems and support governmental efficiencies and cost savings. • Partner to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs.

This page intentionally left blank



Memorandum

5.3

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

DATE: January 28, 2021

TO: Bicycle and Pedestrian Advisory Committee

FROM: Gary Huisingh, Deputy Executive Director of Projects

SUBJECT: Oakland Alameda Access Project Update

Recommendation

This item is to provide the Bicycle and Pedestrian Advisory Committee with an update on the Oakland Alameda Access Project key milestones and next steps.

Summary

Alameda CTC is the project sponsor for the Oakland Alameda Access Project (the Project). The BPAC was last updated on this project in July 2017, then the I-880 Broadway/Jackson Interchange Project.

The Project is located along I-880 between Oak Street and Washington Street in Oakland, including the Webster Tube and Posey Tube, up to Atlantic Avenue in Alameda. The I-880 freeway viaduct is a physical barrier, limiting bicycle and pedestrian connectivity between downtown Oakland and Chinatown to the north and the Jack London District and Oakland Estuary to the south. Existing local street patterns across I-880 are intertwined with on- and off-ramps and the Tubes connecting Oakland and Alameda affecting the cross-freeway circulation of motorists, bicyclists, and pedestrians. The Project proposes to construct a new horseshoe ramp, add approximately three miles of new bicycle/pedestrian facilities, remove and modify existing freeway ramps, modify the Posey tube exit and implement various safety and complete streets improvements.

The project is currently in the Project Approval & Environmental Document (PA&ED) phase and the draft environmental document (Environmental Impact Report/ Environmental Assessment) was released on September 29, 2020. The 60-day public comment period ended on November 30, 2020 and environmental clearance for the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) is anticipated by late summer 2021.

This project is included in Alameda CTC's 2014 Transportation Expenditure Plan (TEP) for Measure BB funding.

Background

The Project was initially introduced as part of the 2000 Measure B TEP as the I-880 Jackson/Broadway Interchange Project. Due to the lack of consensus between the various stakeholders, agencies and Caltrans on an acceptable solution, previous iterations of this project did not advance beyond the scoping phase. The most recent Project Study Report developed for this project was approved by Caltrans in March 2011 but was not supported by the local community, particularly key stakeholders in Chinatown, and did not advance.

In November 2014, the Project was revived with the passage of Measure BB. The 2014 TEP included \$75 million for the I-880 Broadway/Jackson multimodal transportation and circulation improvements.

The Alameda CTC is the Project Sponsor and Caltrans is the lead agency for environmental review under NEPA and CEQA. Throughout the environmental process, Alameda CTC has worked closely with Caltrans, the cities of Oakland and Alameda, and local stakeholders in Chinatown, Downtown Oakland, Jack London District, and Alameda, to evaluate more than a dozen alternatives and to identify additional project alternatives that all stakeholders could support. In late 2019, consensus was achieved and a class of action was approved allowing the environmental document to proceed as an Environmental Impact Report/Environmental Assessment (EIR/EA). On September 29, 2020 the draft EIR/EA was made available for public review. A virtual public hearing was held on October 20, 2020 and with nearly 200 participants, numerous comments have been received via mail, email, online forms, event chat function and phone. The 60-day public comment period ended on November 30, 2020 and environmental clearance for the NEPA and the CEQA is anticipated by late summer 2021.

Throughout the PA&ED phase, the project team coordinated with various stakeholders including cities of Oakland, Alameda, Caltrans, Bike Walk Alameda and Bike East Bay to go over the proposed bike and pedestrian improvements and seek their input. Project staff will provide a brief project update at the February BPAC meeting.

Project Purpose and Goals:

The purpose of the Project is to:

- Improve multimodal safety and reduce traffic congestion for travelers between I-880, the City of Alameda, and downtown Oakland neighborhoods;
- Reduce freeway-bound regional traffic on local roadways and within area neighborhoods;
- Reduce conflicts between regional and local traffic; and

- Enhance bicycle and pedestrian accessibility and connectivity within the project area.

The Project improvements include:

- Removal and modification of existing freeway ramps;
- Construction of a new horseshoe ramp from Posey Tube that would connect to the existing I-880;
- Modification of the Posey Tube exit in the City of Oakland; and
- Construction of approximately 3.0 miles of new bicycle/pedestrian facility;
- Implementation of various safety and “complete streets” improvements to facilitate mobility across I-880 between downtown Oakland and Jack London neighborhoods.

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

Attachment:

- A. Oakland Alameda Access Project Fact Sheet

This page intentionally left blank

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is currently working to identify potential freeway access and arterial roadway improvements as part of the Oakland Alameda Access Project, formerly the Broadway-Jackson Interchange Improvements Project. Today, motorists traveling between the I-880 and I-980 freeways and the Webster and Posey Tubes, which connect the cities of Oakland and Alameda, must travel along congested city streets causing heavy bottlenecks, long delays and potential vehicle-pedestrian-bicycle conflicts. A proposed alternative that best meets the project's purpose and need has been identified and being environmentally reviewed to address access, operations, safety and connectivity between downtown Alameda and Oakland, Chinatown and the Jack London District.

PROJECT NEED

- Access between the freeway and the roadway networks between I-880 and the Tubes is limited and indirect and access to/from the cities of Oakland and Alameda is circuitous
- Oakland Chinatown has a high volume of pedestrian activity and experiences substantial vehicle-pedestrian conflicts
- The I-880 viaduct limits bicycle and pedestrian connectivity between downtown Oakland and the Jack London District



PROJECT BENEFITS

- Improves multimodal safety and reduces conflicts between regional and local traffic
- Enhances bicycle and pedestrian accessibility and connectivity within the project study area
- Improves mobility and accessibility between I-880, SR-260, City of Oakland downtown neighborhoods, and the City of Alameda
- Reduces freeway-bound regional traffic and congestion on local roadways and in area neighborhoods



Aerial view of Oakland-Alameda Access Project.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Preliminary Engineering and Environmental Document (EIR/Complex EA)

Environmental Document: Environmental Impact Report/ Environmental Assessment

- Project Study Report-Project Development Support (PSR-PDS) approved in spring 2011
- Public scoping meeting held on September 28, 2017
- Reached consensus on one alternative in late 2019
- Draft Environmental Document/Draft Project Report (DED/DPR) completed on September 29, 2020
- Virtual public hearing held on October 20, 2020
- Public Comment Period, which began September 29, 2020, ended on November 30, 2020
- Final Project Approval and Environmental Document (PA&ED) in fall 2021

PARTNERS AND STAKEHOLDERS

Federal Highway Administration, California Department of Transportation, the cities of Oakland and Alameda, regional organizations, local advocacy groups, businesses and residential organizations in Alameda, Chinatown and Jack London District

www.alamedactc.org/oakland-alamedaproject

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

Scoping	\$2,172
Preliminary Engineering/ Environmental	\$10,946
Final Design (PS&E)	\$9,000
Right-of-Way	\$5,096
Construction	\$92,706
Total Expenditures	\$119,920

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$75,000
Measure B	\$8,101
Federal	\$0
State	\$0
Regional	\$0
TBD	\$36,819
Total Revenue	\$119,920

SCHEDULE BY PHASE

	Begin	End
Scoping	Late 2014	Fall 2017
Preliminary Engineering/ Environmental	Fall 2017	Fall 2021
Final Design	Fall 2021	Late 2023
Right-of-Way	Fall 2021	Late 2023
Construction	Spring 2024	Late 2027

Note: Information on this fact sheet is subject to periodic updates. Schedule assumes just-in-time funding.

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee

DRAFT Meeting Schedule for 2020-2021 Fiscal Year
September 17, 2020

	Meeting Date	Meeting Purpose
1	Thursday Sep 17, 2020	<ul style="list-style-type: none"> • City of Dublin Bike/Ped Master Plan • Countywide Transportation Plan • FY20-21 Organizational Meeting
2	Wednesday Nov 18, 2020	<ul style="list-style-type: none"> • San Pablo Ave. Corridor Project: Phase 2 Approach • New Mobility Roadmap
3	Thursday Feb 4, 2021	<ul style="list-style-type: none"> • Annual Performance Report • 2021 Legislative Program • Oakland Alameda Access Project Update
4	Thursday May 27, 2021	<ul style="list-style-type: none"> • TDA Article 3 Project Review • FY21-22 Organizational Meeting

Other items to be scheduled:

- I-80/Ashby Interchange Project
- East 14th Multimodal Corridor Project
- San Pablo Avenue Multimodal Corridor Project
- East Bay Greenway

This page intentionally left blank

**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2020-2021**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Mr.	Turner, Chair	Matt	Castro Valley	Alameda County Supervisor Nate Miley, District 4	Apr-14	Dec-19	Dec-21
2	Ms.	Marleau, Vice Chair	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14	Jan-19	Jan-21
3	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor David Haubert, District 1	Jan-14	Mar-19	Mar-21
4	Ms.	Hill	Feliz G.	San Leandro	Alameda County Supervisor Wilma Chan, District 3	Mar-17	Jul-19	Jul-21
5	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Feb-18	Feb-20
6	Mr.	Matis	Howard	Berkeley	Alameda County Supervisor Keith Carson, District 5	Sep-19		Sep-21
7	Mr.	Murtha	Dave	Hayward	Alameda County Supervisor Richard Valle, District 2	Sep-15	Jun-19	Jun-21
8	Mr.	Ogwuegbu	Chiamaka	Oakland	Alameda County Mayors' Conference, D-4	Jan-21		Jan-23
9	Mr.	Pilch	Nich	Albany	Alameda County Mayors' Conference, D-5	Jan-21		Jan-23
10	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jul-19	Jul-21

This page intentionally left blank