



Bicycle and Pedestrian Advisory Committee Meeting Agenda July 15, 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-08-21), 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/97450842523?pwd=RmNaqjVPTjRvc0M5Yi9lVWt2aThWQT09>
Webinar ID: 974 5084 2523
Password: 605414

For Public Access Dial-in Information: (669) 900-6833
Webinar ID: 974 5084 2523
Password: 605414

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 May 27, 2021, BPAC Meeting Minutes	1	A
5. Regular Matters		
5.1. California Department of Transportation: Bay Area Bike Highway Study	9	I
5.2. Interstate 880 Winton Avenue and A Street Interchange Improvements Project	11	I
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6.3. Member Reports		I
7. Staff Reports		
8. Adjournment		

Next Meeting: Thursday, October 21, 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 agenda 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 September 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 Ezzy 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
9:00 a.m.	I-680 Sunol Smart Carpool Lane JPA (I-680 JPA)	September 13, 2021
9:30 a.m.	Finance and Administration Committee (FAC)	
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
2:00 p.m.	Alameda CTC Commission Meeting	September 23, 2021

Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	September 9, 2021
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	September 14, 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.

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Bicycle and Pedestrian Advisory Committee Meeting Minutes Wednesday, May 27, 2021, 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) Vice Chair, Kristi Marleau, called the meeting to order at 5:30 p.m.

Chris Marks provided instructions to the Committee regarding the Zoom technology procedures, including instructions on administering public comments during the meeting.

2. Roll Call

A roll call was conducted and all members were present with the exception of Dave Murtha, Ben Schweng and Matt Turner.

Subsequent to the Roll Call:

Ben Schweng and Matt Turner arrived during item 5.2.

3. Public Comment

There were no public comments.

4. BPAC Meeting Minutes

4.1. Approve February 4, 2021, BPAC Meeting Minutes

Nick Pilch made a motion to approve this item with corrections. Jeremy Johansen seconded the motion. The motion passed with the following votes:

Yes: Fishbaugh, Hill, Johansen, Marleau, Matis, Ogwuegbu, Pilch,

No: None

Abstain: None

Absent: Murtha, Schweng, Turner

5. Regular Matters

5.1. Transportation Development Act Article 3 Project Review

Chris Marks provided an overview of the Transportation Development Act Article 3 (TDA) program. Mr. Marks stated that, annually, BPAC is responsible for reviewing and providing input on select projects funded by TDA Article 3 in Alameda County. He noted that the TDA Article 3 is a funding source administered by the Metropolitan Transportation Commission (MTC) and made available to local agencies for bicycle and pedestrian projects. Mr. Marks shared that the Countywide BPAC is reviewing two proposed projects in the cities of Dublin and Newark for the FY 2021-2022 cycle. Mr. Marks introduced Jason Imai from the City of Newark and Sai Midididdi from the City of Dublin, who provided information on their respective projects.

Mr. Imai provided an update on Newark's Citywide Accessible Pedestrian Ramp program and how the City of Newark will use TDA Article 3 funds to upgrade pedestrian ramps on primary arterials and major collector roads. The City of Newark is upgrading ramps in conjunction with the pavement overlay program to comply with state regulations.

Nick Pilch noted that he was disappointed BPAC did not review the TDA Article 3 projects during the pandemic. He noted that curb ramps standards are essential and he asked if Newark is following specific guidelines. For example, there are ADA slope standards that require being built in certain situations, keeping curbs out of the sidewalk and rounding, etc. Mr. Imai noted that staff received similar comments in 2018 and addressed how Newark staff have addressed these issues. He stated that Newark is following best practices for this type of project.

Howard Matis asked if all intersections have ADA curb ramps and how Newark selects which ramps will be improved. Mr. Imai stated that Newark has an ADA transition plan in place and noted that curbs on primary arterials and collectors now have ramps; however, they do not all comply with current ADA standards. The goal, this year, is to align the ramp upgrades with the pavement overlay program. Mr. Imai stated that the State of California requires cities to upgrade ramps on streets which are repaved.

Chiamaka Ogwuegbu asked how Newark chose to use TDA Article 3 funds for this purpose and he requested Mr. Imai to share more about any other projects that are considered for this funding source. Mr. Imai stated that it had been a tradition that Newark uses its TDA Article 3 funds for curb ramp projects to improve pedestrian accessibility. Newark chooses to lump together several years of TDA Article 3 funding and use it for this purpose.

Feliz Hill noted that there are 13 candidate locations for ramps and she asked how many will be upgraded. Mr. Imai stated that each dot on the map represents multiple ramps at that location. He stated that Newark will use funds on the streets that require upgrades along with the pavement overlay first and then work their way down the list. He noted that each ramp costs about \$3,000 and that Newark has \$184,000 in TDA Article 3 funds. Approximately 37 ramp locations will be installed/upgraded.

Jeremy Johansen asked if they are creating a single ramp diagonally into intersections or directional ramps. Mr. Imai stated that if there is an opportunity to create two-directional ramps, they will evaluate that approach, but they usually replace the ramps with the same type of ramp.

Sai Midididdi then provided an update on the City of Dublin's Safe Routes to Schools Crosswalk Improvements Program. Ms. Midididdi stated that Dublin proposes to use the TDA Article 3 funds at three intersections with uncontrolled crosswalks in proximity to several schools. Each location will receive curb ramp upgrades, rapid flashing

beacons, and bulb outs. Ms. Midididdi shared that these recommendations came from the walk audits sponsored by Alameda CTC's Safe Routes to Schools program.

Kristi Marleau asked if Dublin will also install similar treatments at other locations in the City of Dublin. Ms. Midididdi stated that suggestions for other potential locations are welcome and can be incorporate in to the Bicycle and Pedestrian Master Plan which is underway.

Nick Pilch asked if Dublin follows best practices for ADA ramps – retaining the curb behind the sidewalk and rounding sharp edges. Ms. Midididdi stated that there is plenty of space because they are installing bulb outs at these locations.

Nick Pilch stated that there two different types of striping, continental and ladder. He asked what is standard in Dublin. Ms. Midididdi noted that they typically use ladder.

Nick Pilch suggested the City of Dublin use triple-four or Continental crosswalk striping and avoid thermoplastic which can become slippery in wet conditions. He noted that some companies have thermoplastic with embedded grit and he said that paint does not create this issue. Ms. Midididdi noted this could be considered as a recommendation in the Bicycle and Pedestrian and Master Plan. Typically, those treatments are reserved for trail crossings.

David Fishbaugh asked if there are criteria to determine when you deploy rapid flashing beacons and what those beacons cost. Ms. Midididdi stated that the City uses rapid flashing beacons at crosswalk locations that do not meet warrants for a full signal or stop signs, but that have children present. That determines the need for a beacon. She also noted that although costs vary by location, a typical crosswalk is \$20,000.

Jeremy Johansen asked specifically about an intersection that appears to have a painted median. Ms. Midididdi stated that it is not going to be a painted median, this is where they will extend the median to be concrete.

Kristi Marleau asked when will the crosswalks be installed. Ms. Midididdi stated they will complete the designs in 6-8 months, and construction will begin next year.

Nick Pilch noted that Fremont's TDA Article 3 balance is negative and asked how that was possible. Mr. Marks stated that it is possible to borrow surplus funds from other jurisdictions within a fiscal year and pay those back in future years and Fremont is in the process of paying back borrowed funds this year.

This was not an action item, but the Committee agreed by acclamation on the plans for TDA Article 3 funds for Newark's and Dublin's projects.

5.2. City of Dublin Bicycle and Pedestrian Master Plan Update

Sai Midididdi provided an update on the City of Dublin's Bicycle and Pedestrian Master Plan. She noted that the BPAC was last updated on the plan in September 2020. Ms. Midididdi then updated the Committee on recent project activities which included: community engagement efforts, refinement of the existing conditions and needs analysis, plan recommendations, and implementation plan. She turned the presentation over to Mike Alston from Kittleson & Associates, Inc.

Mr. Alston shared information on the progress of their community engagement including their website. He noted that they are doing in-person engagement and pop-up events. He interviewed city staff early on to understand barriers. Mr. Alston provided an update on community engagement and program and policy recommendations. He requested input from BPAC on possible gaps in their policy and program recommendations and shared their feedback on best practice examples (on topic areas and recommendations themselves).

Howard Matis stated that there are many unsafe locations around Interstate I-580, which forms the southern border of Dublin and the northern border of Pleasanton. He urged staff to pay attention to these locations. Ms. Midididdi said that freeways are major barriers for bicycle and pedestrian users currently and they have heard this from many people. She noted that Dublin alone would have difficulty addressing barriers. Significant coordination with the California Department of Transportation and Pleasanton are necessary to make improvements. Some of the interchanges are in the 10-year priority list in the Countywide Transportation Plan. Dublin is seeking funding and they are coordinating with other agencies to make improvements. Mike Alston noted that speed management is a crucial tool to improve safety.

Chiamaka Ogwuegbu asked if they can share their strategies to get more people access to biking through sharing or ownership to complement the infrastructure recommendations and policy recommendations. He noted that the cost of owning a bike can be a barrier to getting people biking. Mr. Alston stated that in Oakland, shared options like e-scooters and bikes are prevalent; however, this is not the case in Dublin. He noted that the document includes the development of policies for promoting emerging technology and encouraging biking and bike parking.

Nick Pilch requested that attachments be provided earlier. He noted that dedicated staff or a consultant firm fully familiar with best practices in active transportation design should be responsible for facility design to encourage walking and biking.

Matt Turner seconded Mr. Pilch's comment, stating that many of Dublin's streets are wide and have been designed to maximize auto speed and throughput. To become active transportation-centric, Dublin must move away from historic designs and thinking that prioritizes autos.

Ben Schweng stated that often curb radii are wider than they need to be and high visibility crosswalks with thermoplastics can be slippery for cyclists. He suggested Dublin look seriously look at materials. Ms. Schweng also noted the importance of equity, and that families living in multigenerational housing are often parking and income constrained. He suggested improving bicycle and pedestrian access in those places to create more equitable outcomes. Ms. Midididdi stated that analysis had been done that specifically provides this data.

Mike Alston then presented information on the Prioritization Framework, provided in a handout, and asks for feedback on how to weight factors.

David Fishbaugh commented that he lives in Fremont, where standards are shifting to favor bicyclists and pedestrians over autos. He noted there had been pushback, especially on online forums like NextDoor. Mr. Fishbaugh suggested that policy and program recommendations include better education and advising the motoring and general public of the changes.

Kristi Marleau commented that she is excited to see in-person outreach events again. She noted that she would like a BPAC in Dublin as a policy recommendation. Ms. Marleau commented that some designed bike parking does not accommodate all types of bikes, for example the shamrock shaped racks, however the simple traditional bike racks at the Dublin Library work well.

Chiamaka Ogwuegbu asked if prioritization factors include income and race. Ms. Midididdi stated that the project team looked at demographics and that age of population stood out as a key factor; they are responding to the unique demographics of Dublin. Mr. Ogwuegbu also asked if the project team collected voluntary demographic information as part of the survey.

Matt Turner stated that fatal or injury collisions from the California Statewide Integrated Traffic Records System (SWITRS), Transportation Injury Mapping System (TIMS) and the Heinrich pyramid data are based on low-frequency, high-consequence events. Other sectors use high-frequency and low-consequence data that gives more high resolution to make decisions.

Mr. Alston responded that understanding risk factors and addressing design guidelines for things like curb radii, roundabouts are good examples of educational and promotional materials which the plan can incorporate.

Howard Matis asked how do you deal with roads that are in Dublin, Pleasanton and San Ramon. Ms. Midididdi stated that a Technical Advisory Committee has staff from San Ramon and Pleasanton, coordinating projects with neighboring jurisdictions.

Nick Pilch agrees with the recommendation for educating the public. He advised against using data from NextDoor, which tends to be very negative.

Feliz Hill commented that the project team should close the loop on project delivery and follow up with communication once projects are decided.

This item is for information only.

5.3 I-880 Whipple and Industrial Interchange Improvement Project

Chris Marks stated that this is BPAC's first review of the I-880 Whipple and Industrial Interchange Improvement Project, and noted that the project is in the cities of Hayward and Union City. He introduced Joy Sharma, Director of Project Delivery, to present this item. Ms. Sharma introduced Gary Sidhu, Alameda CTC Project Manager, and Sasha Dansky, Mark Thomas and Associates. Ms. Sharma noted that the interchanges at I-880/Whipple Road and Industrial Parkway Southwest do not have striped bike lanes and sidewalks either have gaps or do not conform to Americans with Disabilities Act (ADA) standards. However, several bicycle facilities terminate as they approach the interchanges. Currently, the high-speed free-flowing ramps are not conducive to low-stress bicycle or pedestrian connections through the interchanges. She stated that extensive outreach has been done with Bicycle and Pedestrian groups in Union City and Hayward and focused outreach with Bike East Bay. Ms. Sharma turned the presentation over to Sasha Dansky. Mr. Dansky described an overview of the area at the border of Union City and Hayward, which includes two interchanges that access a key industrial area. He noted that the project will solve the lack of a northbound offramp at Industrial and a lack of bicycle and pedestrian access through the interchanges. Mr. Dansky reviewed the design alternatives in detail.

Feliz Hill asked if the project team has done a traffic analysis for added lanes. Mr. Dansky stated that all options perform acceptability at the 2045 design horizon from a traffic standpoint. There are many big-rig trucks in the area, and it has been a unique challenge to try to design for trucks and bicycles.

Matt Turner commented that the design alternatives presented looks much better than the current conditions and he liked seeing fully separated multi-use paths. He asked if creek restoration was explored as part of the project. Mr. Dansky stated that the waterway near the project has very little biological value and is primarily for flood control purposes. He noted that the project team has not yet gone through the permitting process, though.

Nick Pilch asked if the bicycle and pedestrian connections to surrounding streets will remain the same. Mr. Dansky said yes, they will.

Nick Pilch stated that he would usually support a separated on-street facility, but a multi-use path may be preferred in this condition. He requests a better understanding of the conflict points for bicyclists in the Industrial Parkway alternatives. Mr. Dansky described conflict points in designs.

Chiamaka Ogwuegbu noted that several alternatives include road widening and asked if the project team considered induced demand and climate justice goals in the analysis. Mr. Dansky stated that it is important to highlight that the local street network is currently heavily burdened by trucks. This project does not induce significant Vehicle Miles Traveled and it does not add significant capacity. The project just better allocates traffic to appropriate facilities. The project is smoothing traffic flow on I-880, which reduces idling time and congestion.

Nick Pilch requested higher quality images in the packet.

6. Organizational Meeting

6.1. Election of Bicycle and Pedestrian Advisory Committee (BPAC) Officers for FY 2021-22

Ben Schweng made a motion for Matt Turner to remain Chair and Kristi Marleau to remain Vice Chair. Jeremy Johansen seconded the motion. Mr. Turner and Ms. Marleau accepted the nominations. The motion passed with the following roll call votes:

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

6.2. Approve the FY 2021-22 BPAC Calendar

Nick Pilch asked for clarity around how long the meetings should run, and he asked if there are time limits on the agenda items. Cathleen Sullivan and Chris Marks stated that a timed agenda is internally referenced and the goal is to be done by 7:30 p.m.

Howard Matis asked whether committees will meet in person. Ms. Sullivan stated that the July 15, 2021 meeting will be remote as well. It depends on internal decisions about handling all Alameda CTC meetings and future decisions from the Governor on the Brown Act.

Matt Turner made a motion to approve this item. Howard Matis seconded the motion. The motion passed with the following roll call votes:

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

7. Member Reports

7.1. BPAC Roster

David Fishbaugh commented that Supervisor Haubert's office contacted him and inquired if he is interested in continuing on Alameda CTC's BPAC committee. Angie Ayers informed Mr. Fishbaugh that the Commission approved his reappointment on May 27, 2021.

The Mayors' Conference will approve Kristi Marleau's appointment on June 9, 2021 and Ms. Ayers stated that Kristi's reappointment will go before the Commission on June 24, 2021.

7.2. Member Reports

Howard Matis commented that Hiller Drive at Highway 13 is being constructed as a major bike route and a high quality bicycle facility; however, pedestrian paths were not incorporated. He stated that it would be good to get a report from Caltrans about this project.

Nick Pilch informed the Committee that there is an opportunity to improve Marin Avenue. A San Pablo Area Specific Plan in Albany that will address bicycle and pedestrian connections there.

Matt Turner commented that the unincorporated area of Meekland is undergoing planning for phase 2. He noted that it is a neighborhood of concern with multiple schools in the area. The proposed designs are inadequate and anyone who can join voices and advocate for alternatives to please reach out.

8. Staff Reports

8.1. Caltrans District 4 Bicycle Highways Study

Chris Marks provided an update on Caltrans' District Bicycle Highways Study and indicated that members interested in learning more can visit the project webpage and that Caltrans staff will present on the effort at a future meeting.

9. Meeting Adjournment

The meeting adjourned at 7:30 p.m. The next meeting is scheduled for Thursday, July 15, 2021, via Zoom.



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 9, 2021

TO: Bicycle and Pedestrian Advisory Committee

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

SUBJECT: California Department of Transportation: Bay Area Bike Highway Study

Recommendation

This item is to provide the Bicycle and Pedestrian Advisory Committee (BPAC) with an update on the California Department of Transportation (Caltrans) Bay Area Bike Highway Study.

Summary

One of the main roles of the Countywide BPAC is to advise regional agencies as they develop and update countywide and regional Pedestrian, Bicycle, and Active Transportation Plans. Caltrans is currently developing the Caltrans Bay Area Bike Highway Study and seeks the input from the BPAC on the conceptualization of a network of Bike Highways in the Bay Area.

Background

Caltrans current working definition of a Bike Highway is "a high-quality, continuous, long-distance bikeway that reduces barriers to destinations that people want to travel to and from, especially places which may normally be difficult to bike to. Bike highways may consist of a mix of on-street facilities and fully-separated trails and should be designed so as to accommodate people of all ages and abilities riding bikes, as well as people walking and rolling where appropriate and feasible. For this Study, Caltrans is evaluating bike highways parallel to State highway corridors."

To further expand on the roles and attributes of a Bike Highway, Caltrans has compiled a set of "design best practices" to guide conceptual design of Bike Highways. An initial draft of these best practices was shared with the BPAC at the May 27th meeting. The design best practices detail minimum and preferred geometrics and appropriate design elements which will be applied to the conceptual design of two-to-three State Highway corridors, showing

what a Bike Highway may look like in the Bay Area. The determination of the two-to-three priority corridors will be informed by a quantitative prioritization process scoring corridors based on the suitability (where should a Bike Highway go) and feasibility (where can a Bike Highway go) of co-location of bikeways within Caltrans right-of-way. The conceptual design process will be informed by targeted stakeholder outreach to likely users of the priority bike highway corridors.

Caltrans and consultant staff will present the design best practices and corridor prioritization work at the July 15th meeting of the BPAC. Further information on the Study can be found at d4bikehighwaystudy.org.

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



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 9, 2021

TO: Bicycle and Pedestrian Advisory Committee

FROM: Joy Sharma, Director of Project Delivery
Angelina Leong, Project Manager

SUBJECT: Interstate 880 Winton Avenue and A Street Interchange Improvements Project

Recommendation

This item is to provide the Bicycle and Pedestrian Advisory Committee (BPAC) with an update and to receive input on the Interstate 880 (I-880) Winton Avenue and A Street Interchange Improvements Project.

Summary

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the City of Hayward propose to implement operational improvements at the Winton Avenue and A Street interchanges along the Interstate 880 (I-880) corridor. Proposed improvements include reconfiguring the I-880 interchange at Winton Avenue, providing northbound and southbound auxiliary lanes along the I-880 mainline between the A Street and Winton Avenue interchanges, modifying signals and reconfiguring intersections, and improving/providing pedestrian and bicycle paths.

The City of Hayward prepared a feasibility study for the I-880/Winton Avenue interchange in December 2015. Alameda CTC expanded upon the feasibility study and developed the Project Study Report for this project which was approved by Caltrans in October 2019. The project is currently in the Project Approval & Environmental Document (PA&ED) phase and the draft environmental document is anticipated to be released for public comment in Fall 2021. Environmental clearance under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) and approval of the Project Report are anticipated by Spring 2022.

The project is included in Alameda CTC's 2014 Transportation Expenditure plan (TEP No. 40) for Measure BB funding.

Background

The Winton Avenue and A Street interchanges along the I-880 corridor were constructed in 1968 and 1952 respectively and have seen no significant operational or multimodal access improvements since construction. However, the City of Hayward and surrounding communities have grown significantly since the interchanges were first built and both interchanges currently have traffic operational issues and lack comfortable and accessible facilities for bicyclists and pedestrians. The two interchanges provide important access to major retail centers (Southland Mall and Winton Shopping Center), Chabot College, Hayward Airport, office and industrial parks, city and county services and facilities, businesses, residences and schools.

The two interchanges will serve as significant gap closures. Currently, I-880 is a major regional barrier to bicycle and pedestrian connectivity and separates the communities east of I-880 from commercial areas to the west. Winton Avenue, outside the ramp intersections, has a Class III (sharrows) bike facility with 4-foot sidewalks and 6-foot landscaped areas outside of the I-880 ramp intersections. The section along Winton Avenue between the I-880 ramps has 5-foot sidewalks on both sides and no shoulders/bike lanes to provide separation for bicyclists. A Street has Class II bike lanes that stop at the I-880 undercrossing where bicyclists must navigate a high-stress environment with high-speed vehicular traffic with free flowing turning movements at ramps. A Street currently has no shoulders and 5-foot sidewalks. The proposed improvements include Class IV separated bikeways, wider sidewalks, and traffic controls at ramps to reduce vehicle speeds at bicycle/pedestrian conflict points and create safer facilities which improve bicycle and pedestrian connectivity.

Auto volumes already exceed capacity and both interchanges are congested regularly during both the morning and afternoon peak hours. Auto volumes are forecasted to increase up to 13 percent further by 2045 and average delay is expected to double on Winton Avenue and increase up to 47 percent on A Street. Additionally, there are no auxiliary lanes between the closely spaced Winton Avenue and A Street interchanges along I-880, resulting in access issues and congestion.

The proposed project improvements are essential to address current and future demands and enhance multi-modal safety and access to major destinations.

Project Purpose

The purpose of the Project is to:

- Improve operations along segments of I-880 between the I-880/A Street and I-880/Winton Avenue interchanges
- Improve traffic operations safety and accessibility to retail and other uses at Winton Avenue
- Improve traffic operations at the I-880/A Street interchange

- Prioritize multimodal transportation infrastructure at the I-880/A Street and I-880/Winton Avenue interchanges, including Complete Streets features such as bike lanes and pedestrian friendly design to enhance mobility and safety

Project Description

Proposed project improvements include:

- Addition of auxiliary lanes on I-880 between A Street and Winton Avenue in the northbound and southbound directions
- Converting the existing I-880 Winton Avenue interchange from a full cloverleaf to a partial cloverleaf
- Construction of sidewalks and Class IV bike lanes consistent with the City of Hayward's 2020 Bicycle and Pedestrian Master Plan
- Reconfiguring ramp terminals and install new traffic signals

Project Status

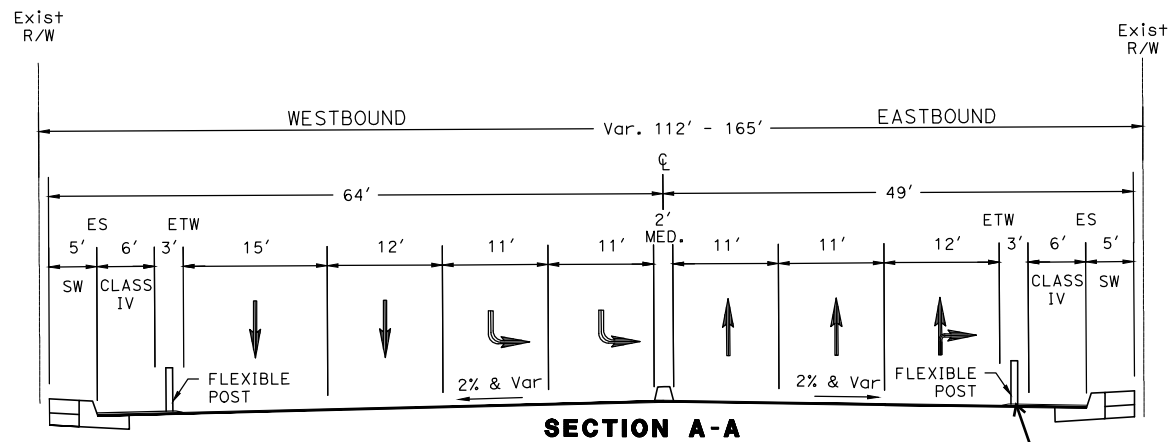
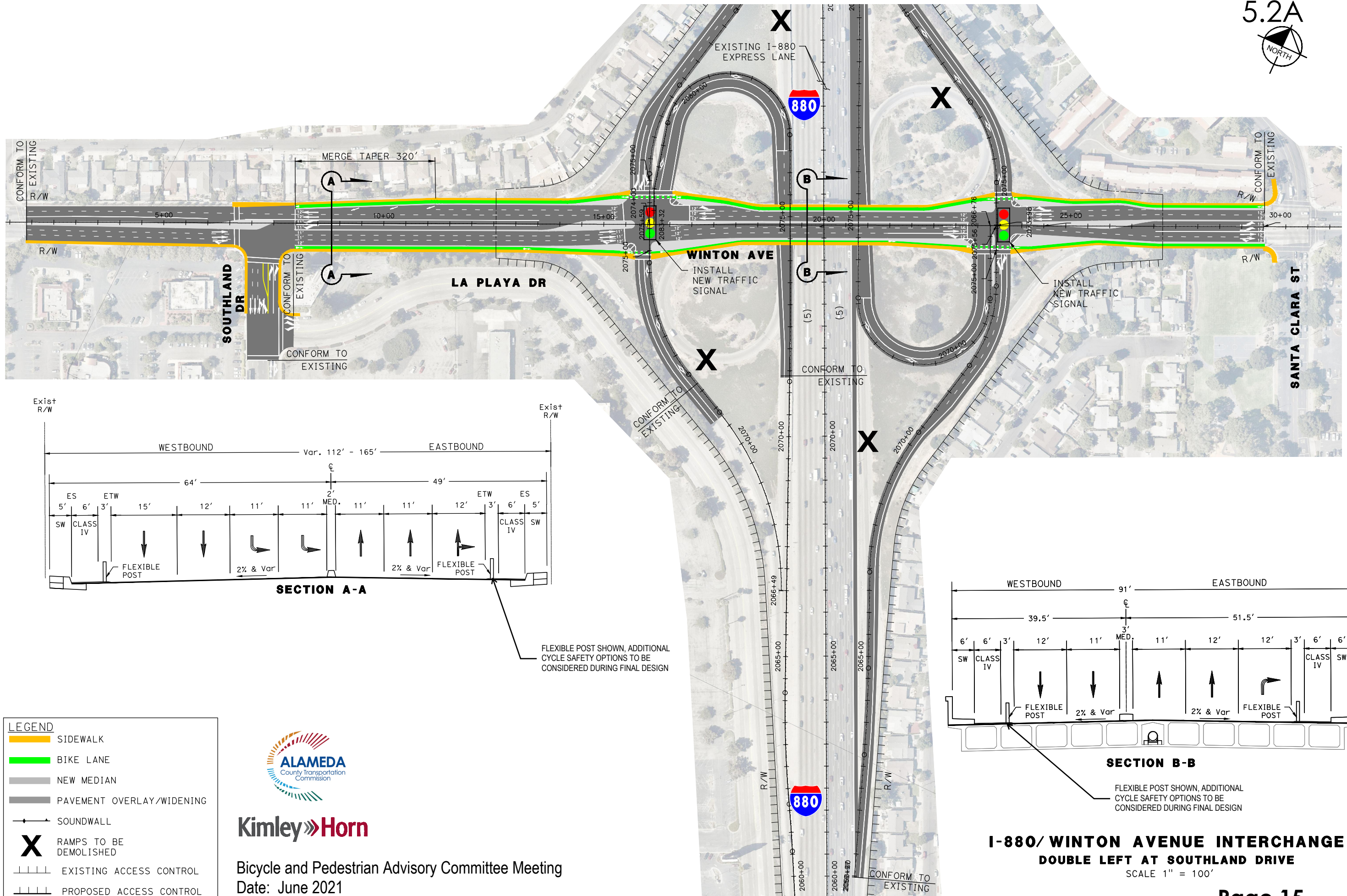
The Project is currently in the PA&ED phase. The project team has completed the draft traffic operations report, safety analysis and intersection control evaluation (ICE) to evaluate and screen the proposed alternatives that meet the project's purpose and need. These reports are currently under stakeholder review and will determine which alternatives will be carried forward in the draft environmental document. In Fall 2021, the draft environmental document is anticipated to be released and a public meeting held. The approval of the environmental document and Project Report are anticipated by Spring 2022.

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

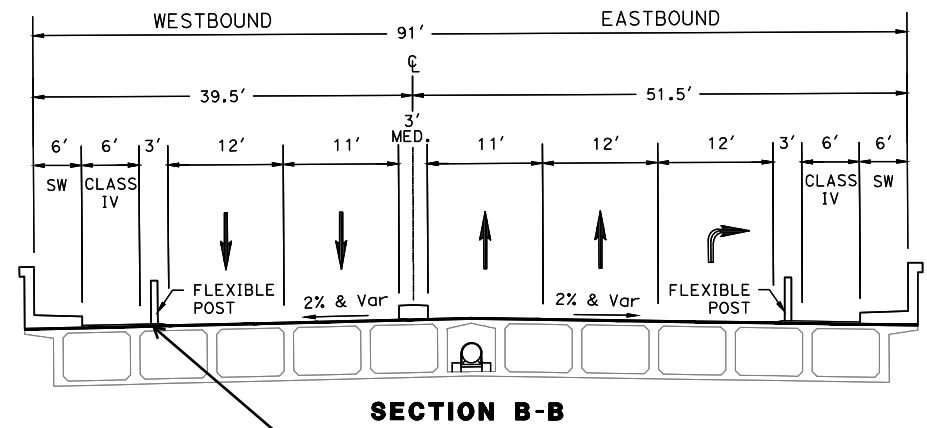
Attachments:

- A. Project Build Alternatives
- B. Project Fact Sheet

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FLEXIBLE POST SHOWN, ADDITIONAL CYCLE SAFETY OPTIONS TO BE CONSIDERED DURING FINAL DESIGN



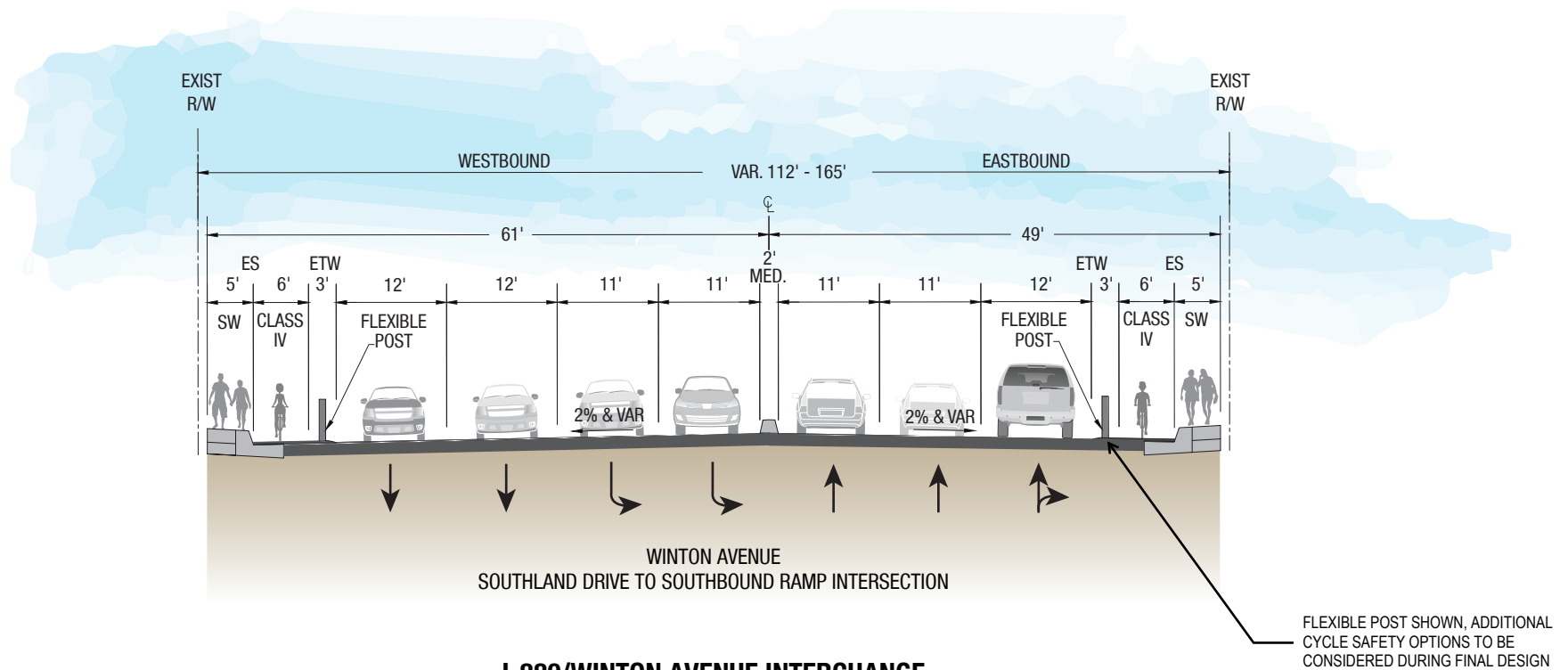
FLEXIBLE POST SHOWN, ADDITIONAL CYCLE SAFETY OPTIONS TO BE CONSIDERED DURING FINAL DESIGN

- LEGEND**
- SIDEWALK
 - BIKE LANE
 - NEW MEDIAN
 - PAVEMENT OVERLAY/WIDENING
 - SOUNDWALL
 - X** RAMPS TO BE DEMOLISHED
 - EXISTING ACCESS CONTROL
 - PROPOSED ACCESS CONTROL



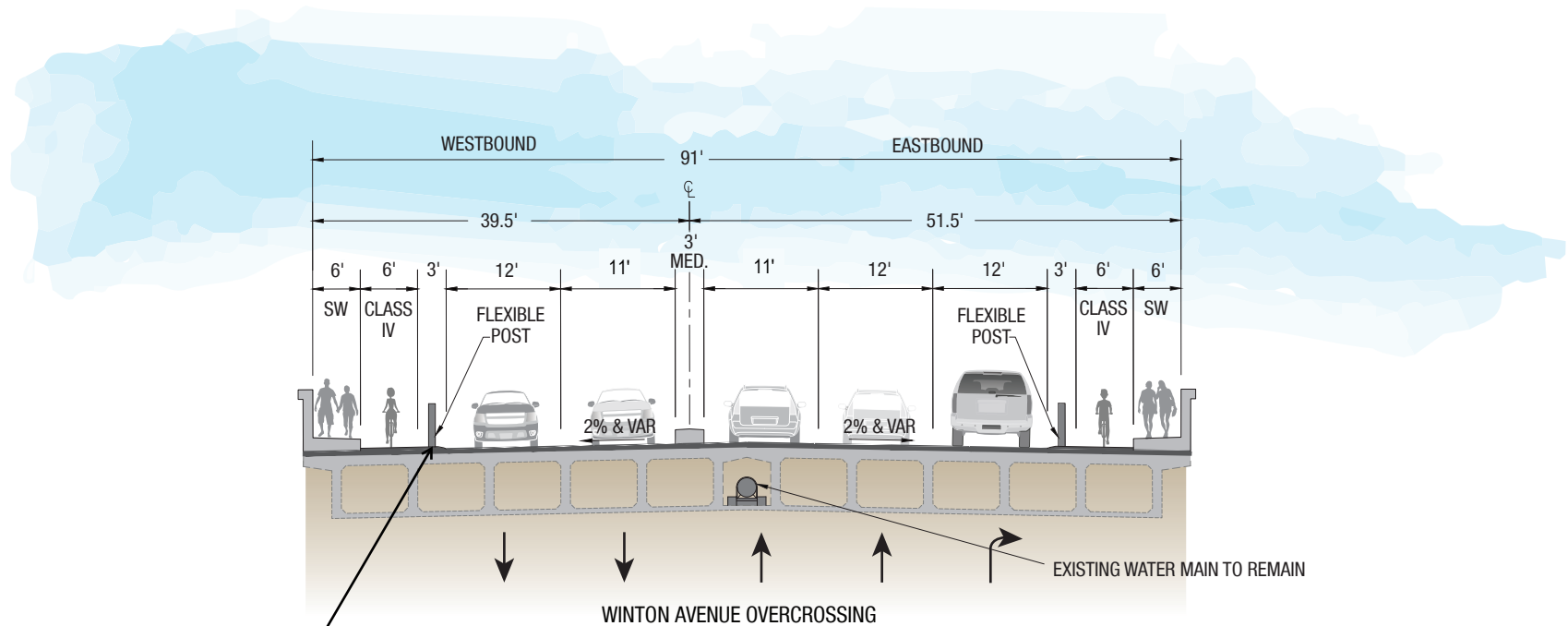
Bicycle and Pedestrian Advisory Committee Meeting
Date: June 2021

I-880/ WINTON AVENUE INTERCHANGE
DOUBLE LEFT AT SOUTHLAND DRIVE
SCALE 1" = 100'



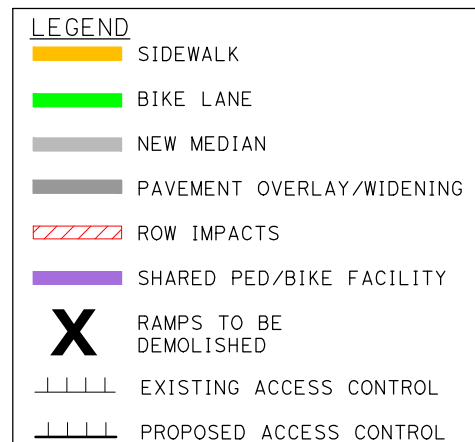
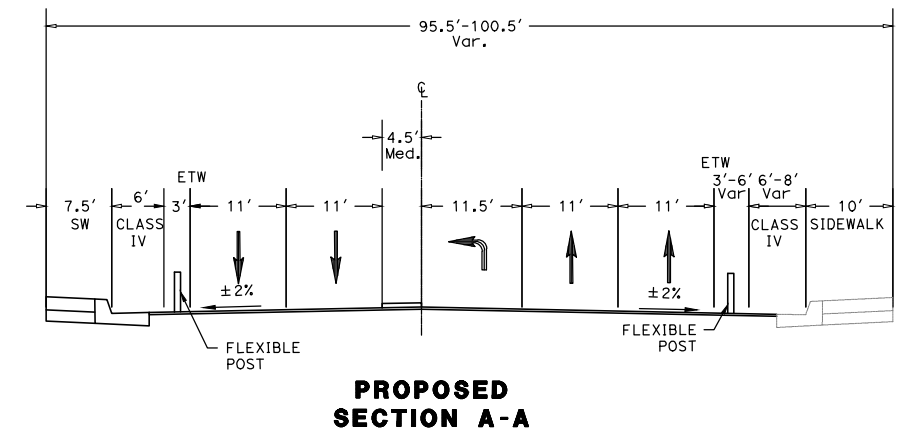
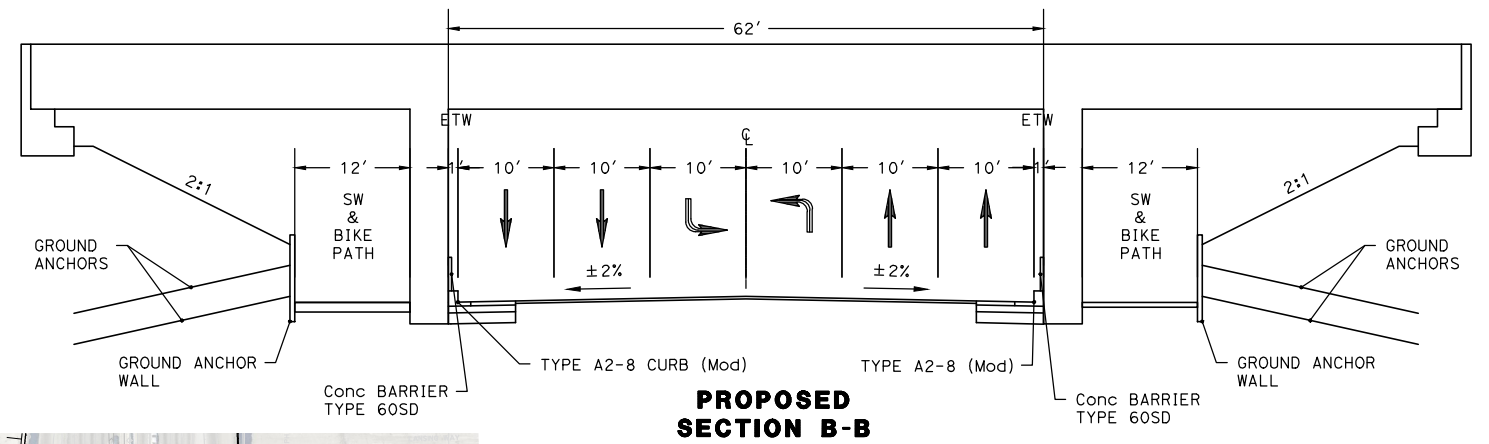
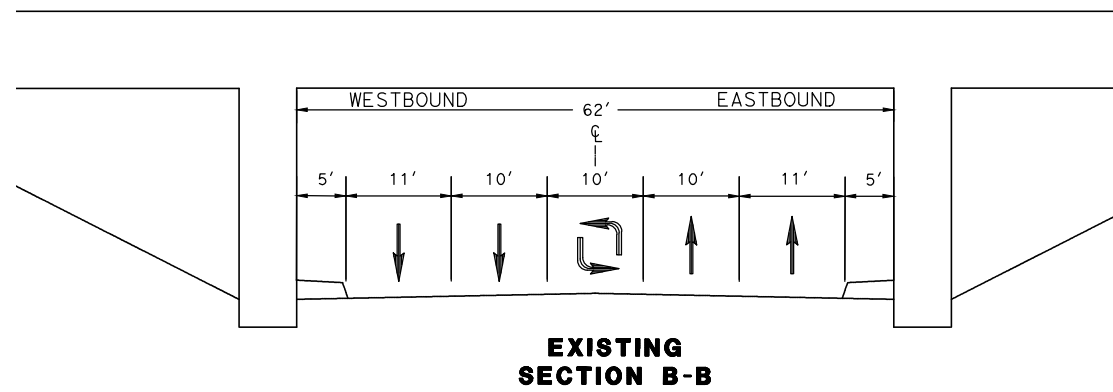
I-880/WINTON AVENUE INTERCHANGE ALTERNATIVE W2

NOT TO SCALE



I-880/WINTON AVENUE INTERCHANGE ALTERNATIVE W2

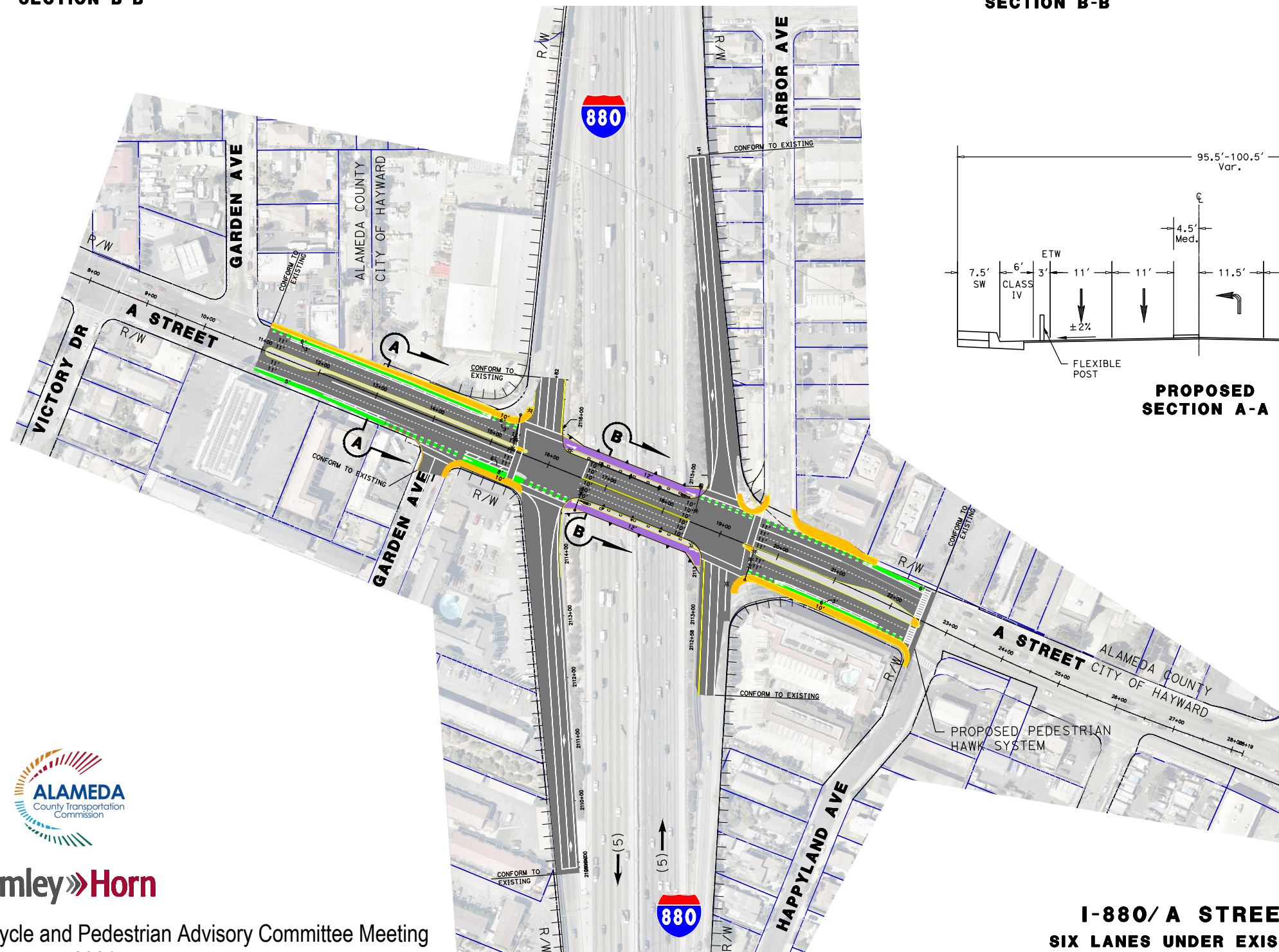
NOT TO SCALE



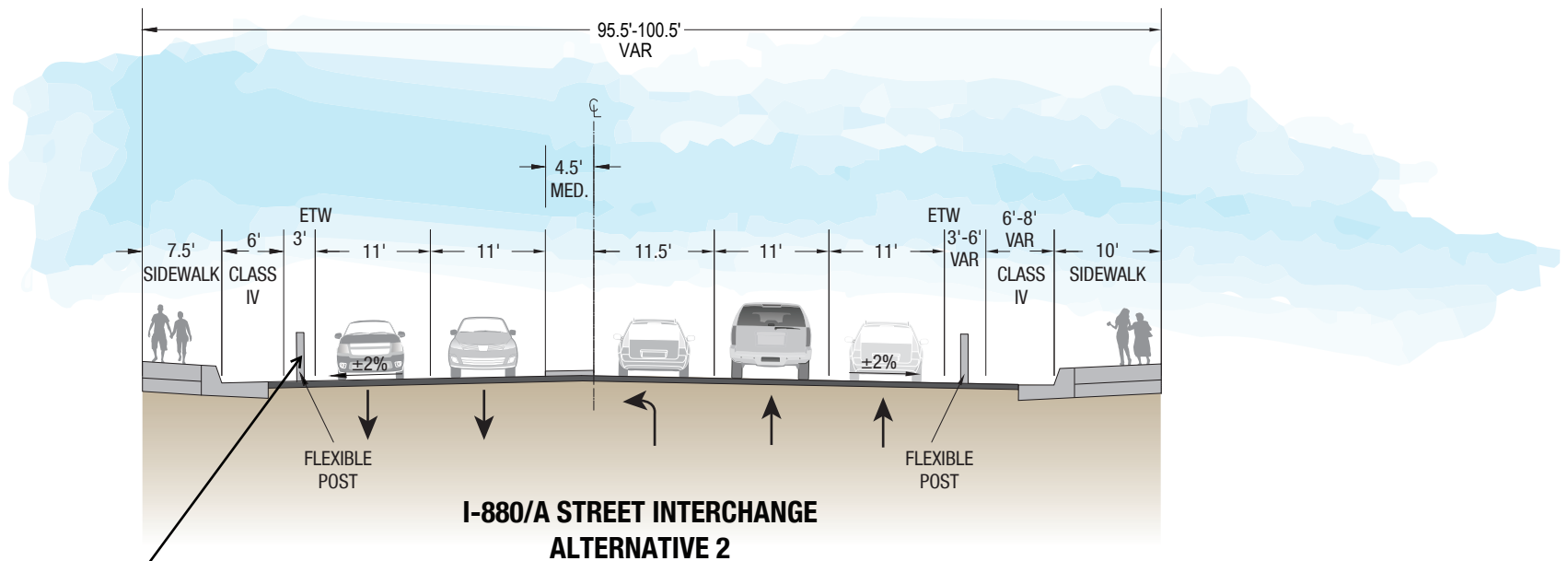
Kimley»Horn

Bicycle and Pedestrian Advisory Committee Meeting
Date: June 2021

HAWK: HIGH INTENSITY ACTIVATED CROSSWALK

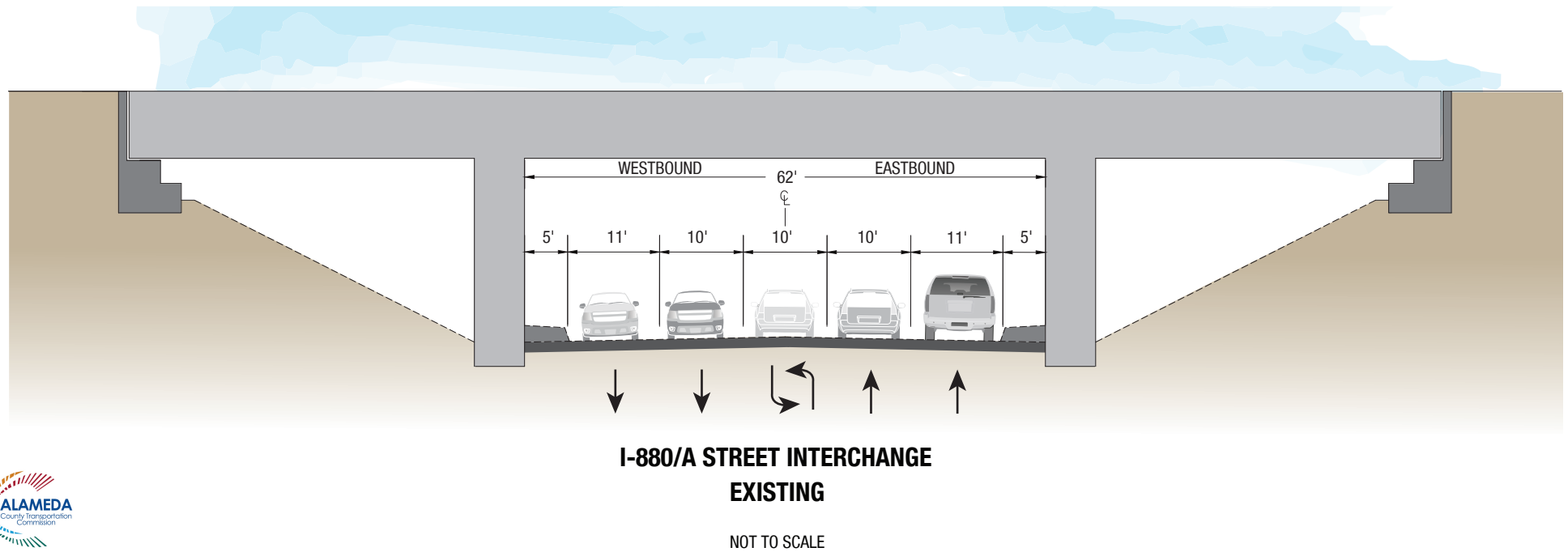
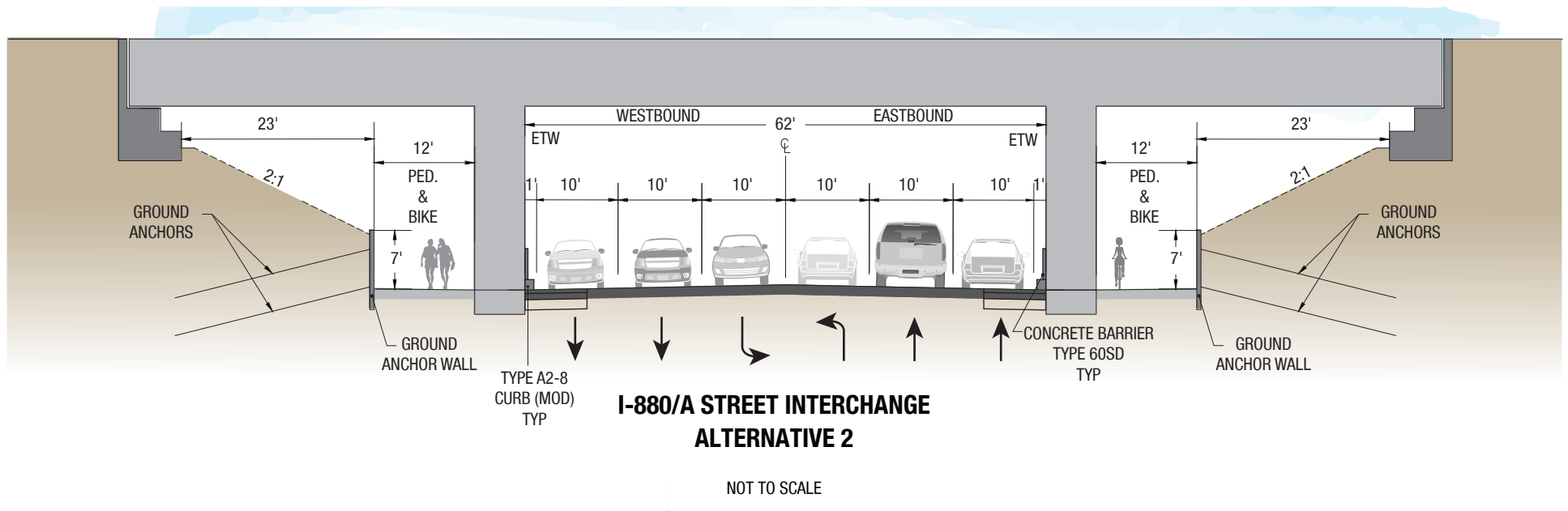


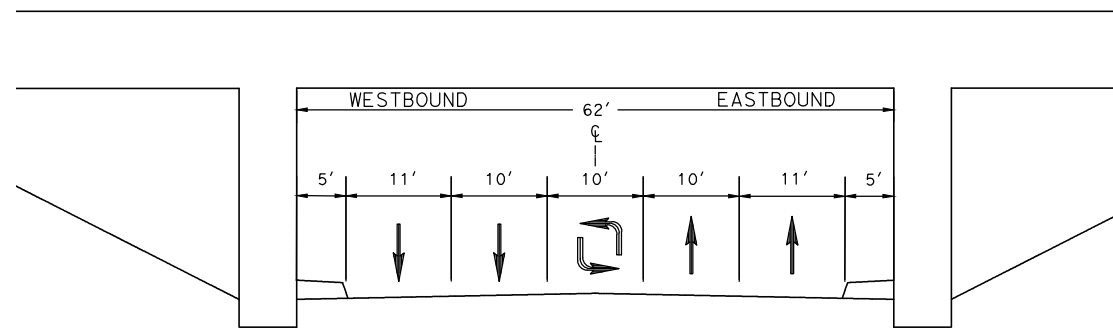
I-880/ A STREET INTERCHANGE
SIX LANES UNDER EXISTING BRIDGE STRUCTURE
SCALE 1" = 100'



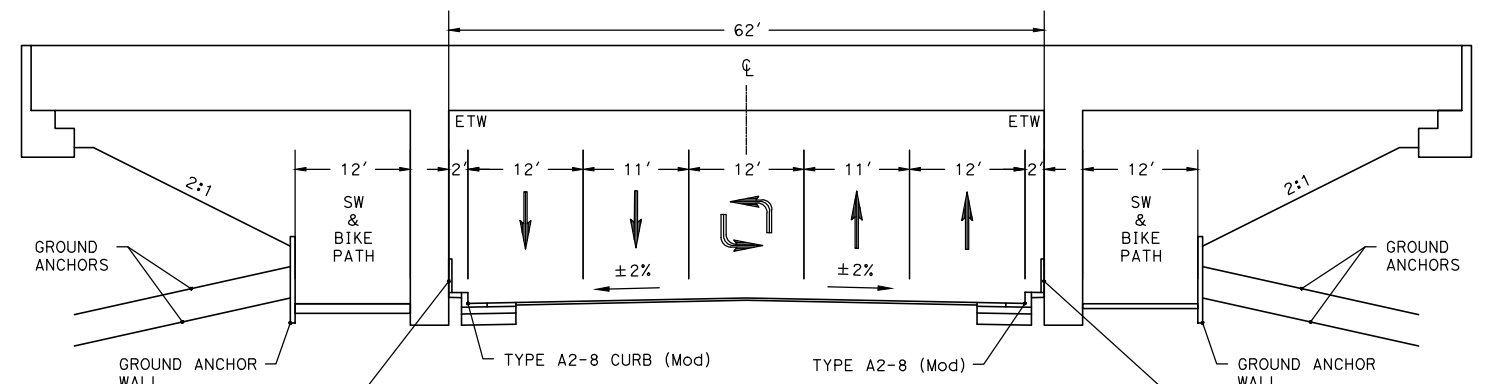
FLEXIBLE POST SHOWN, ADDITIONAL CYCLE SAFETY OPTIONS TO BE CONSIDERED DURING FINAL DESIGN



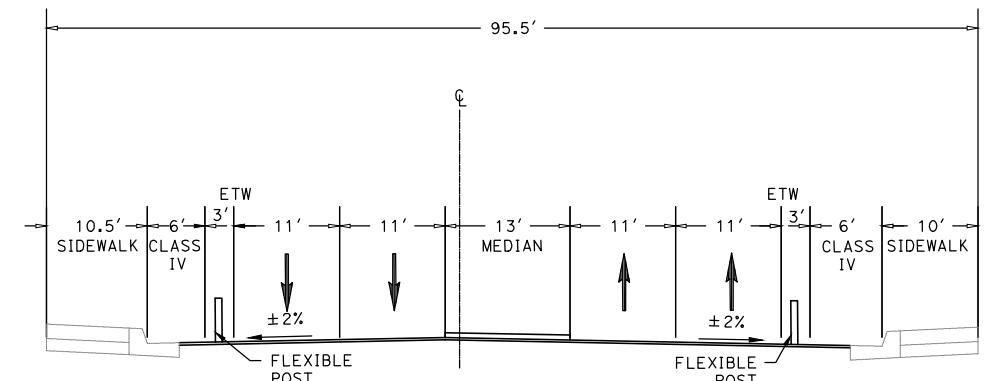
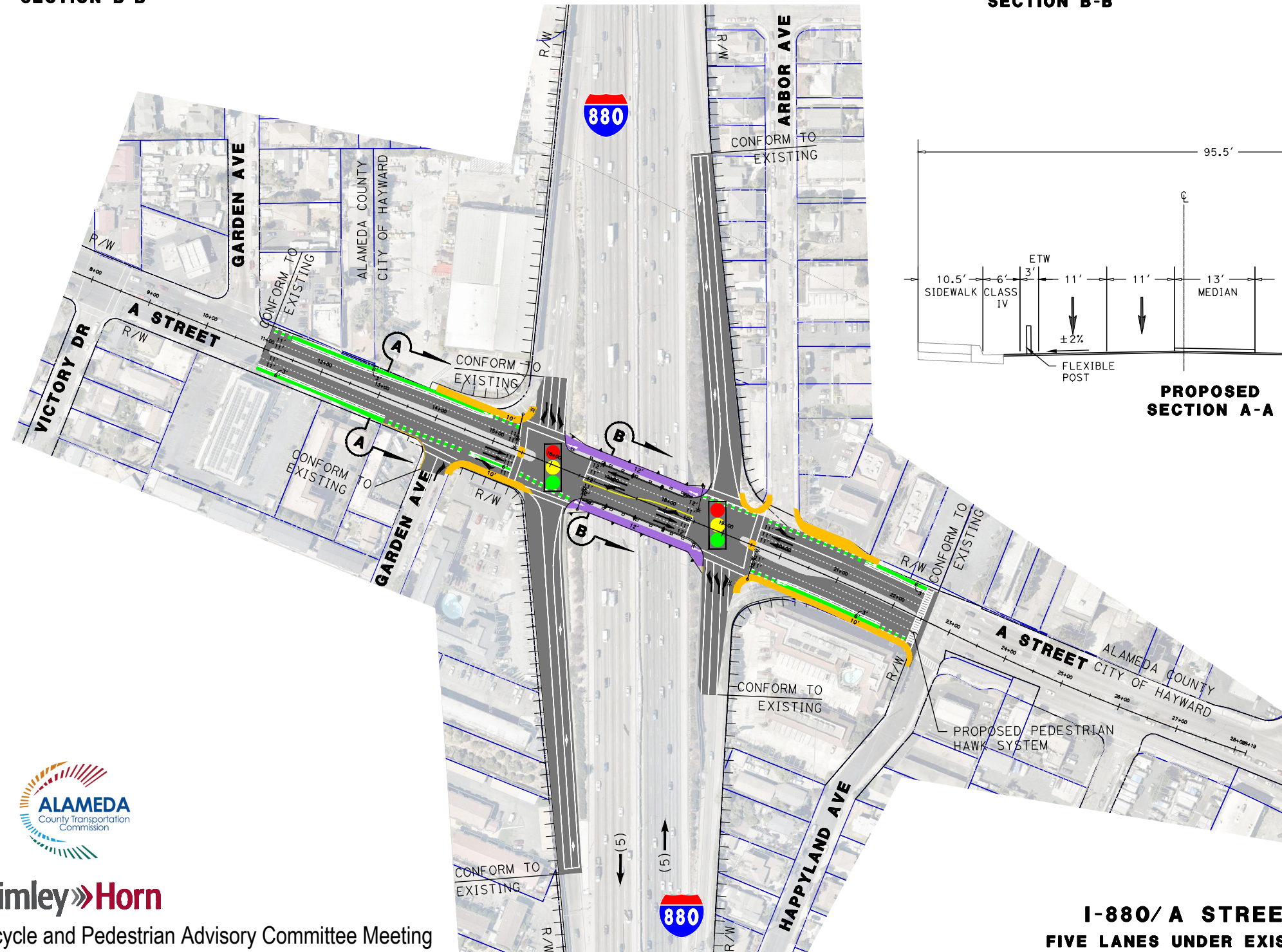




**EXISTING
SECTION B-B**



**PROPOSED
SECTION B-B**



**PROPOSED
SECTION A-A**

- LEGEND**
- SIDEWALK
 - BIKE LANE
 - NEW MEDIAN
 - PAVEMENT OVERLAY/WIDENING
 - ROW IMPACTS
 - SHARED PED/BIKE FACILITY
 - X RAMPS TO BE DEMOLISHED
 - EXISTING ACCESS CONTROL
 - PROPOSED ACCESS CONTROL

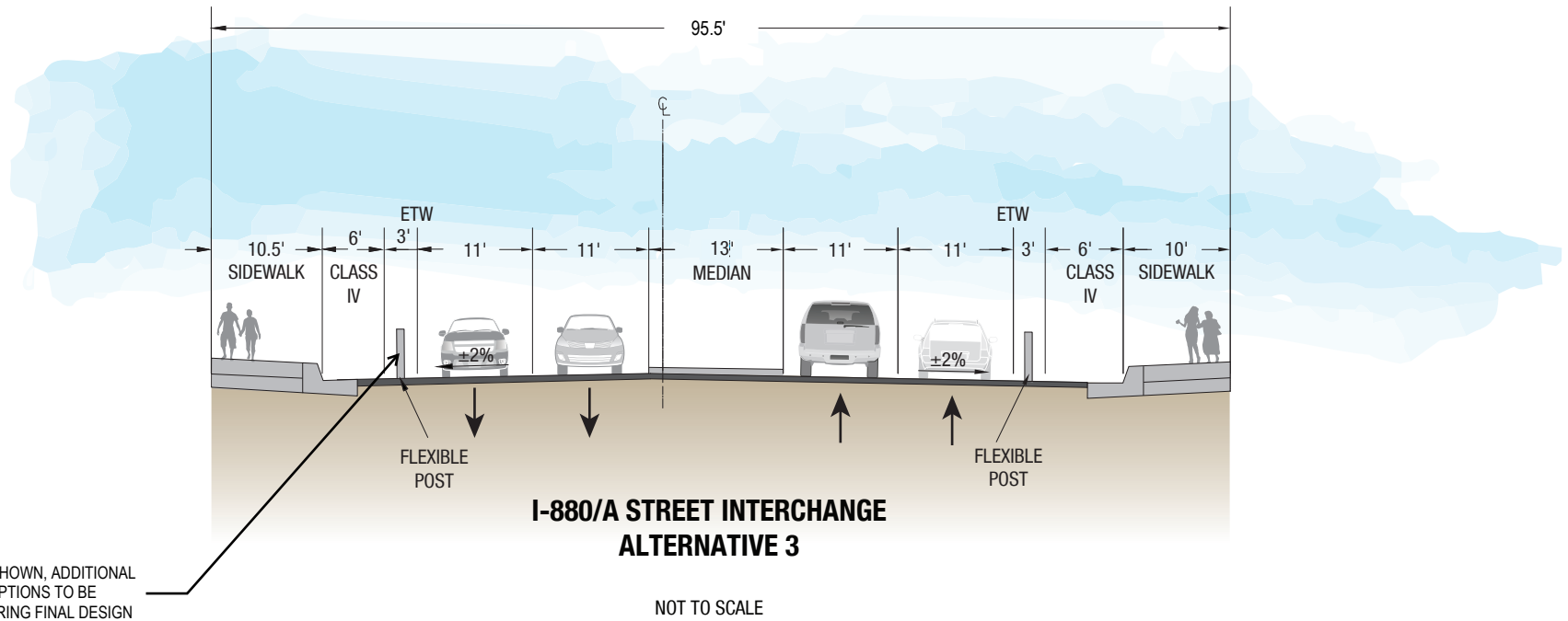


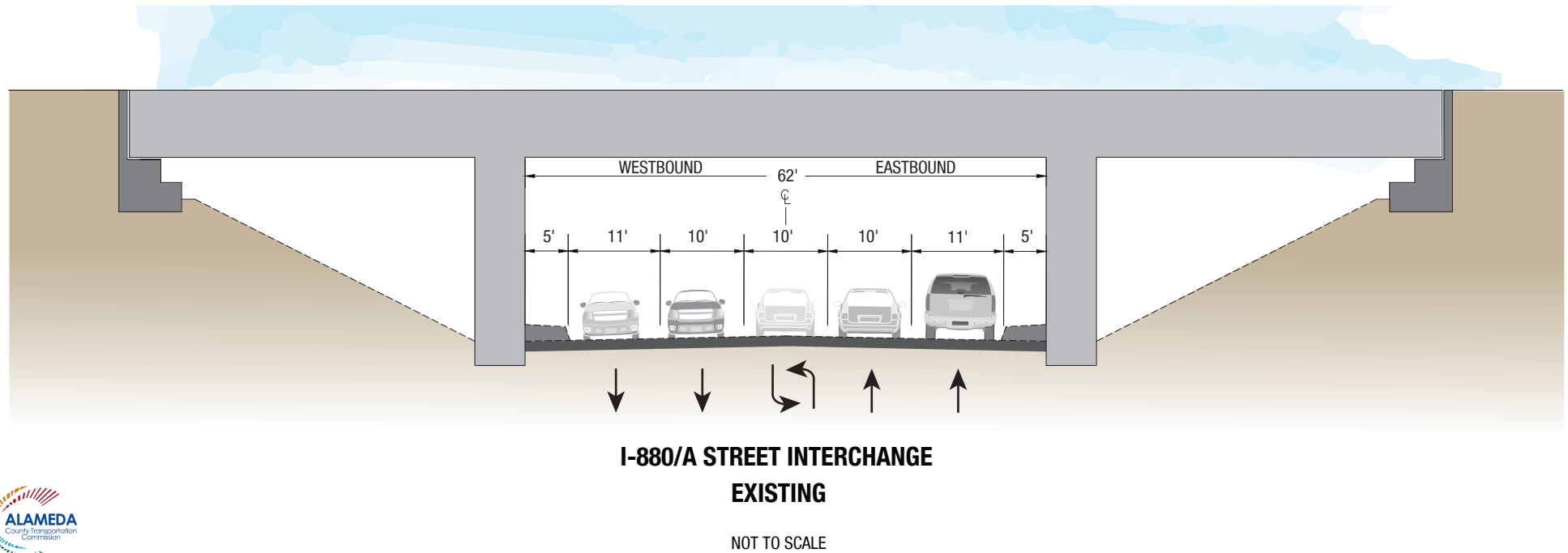
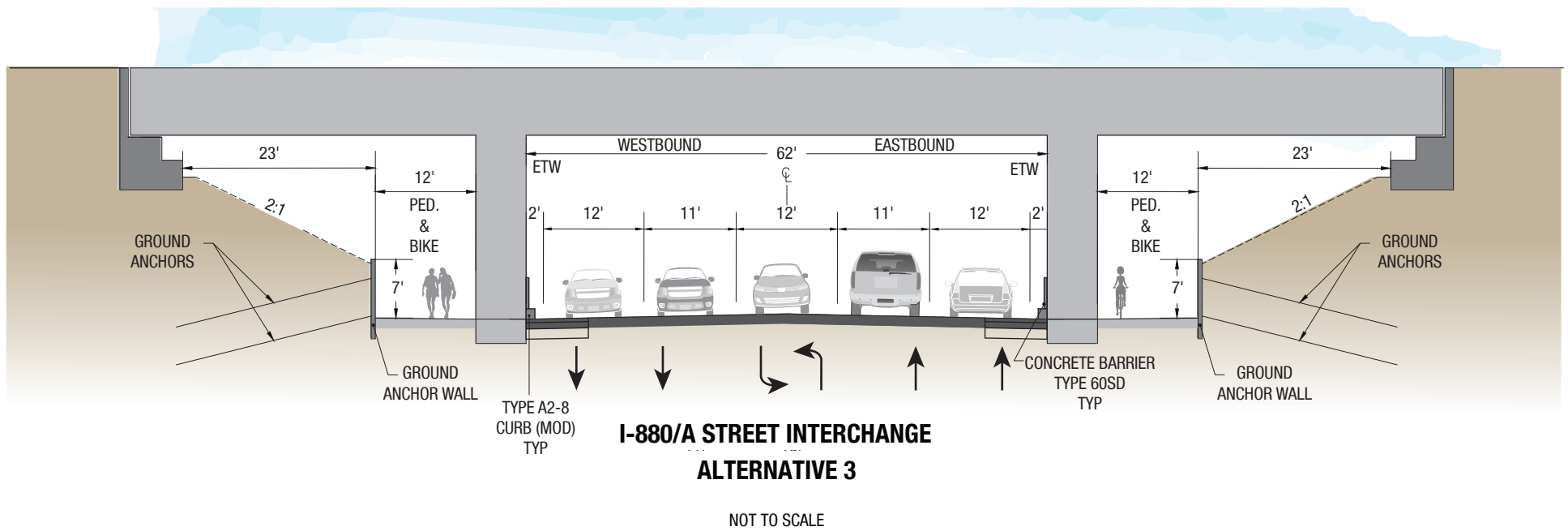
Kimley»Horn

Bicycle and Pedestrian Advisory Committee Meeting
Date: June 2021

HAWK: HIGH INTENSITY ACTIVATED CROSSWALK

I-880/ A STREET INTERCHANGE
FIVE LANES UNDER EXISTING BRIDGE STRUCTURE
SCALE 1" = 100'





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PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the City of Hayward, will implement improvements at the Winton Avenue and A Street interchanges along the Interstate 880 (I-880) corridor.

Alameda CTC intends to initiate project scoping and environmental clearance for the interchanges concurrently to enable the project to pursue funding for subsequent phases as part of the project delivery. Project development for the subsequent phases and viable project phasing options will be determined based on the traffic analysis conducted during the environmental phase and potential future funding availability.

Proposed improvements include reconfiguring the I-880 interchanges at Winton Avenue and A Street to enhance access to the surrounding residential, retail and commercial land uses, implementing Complete Streets features at both interchanges and providing northbound and southbound auxiliary lanes along the mainline between the two interchanges. Improvements will also involve modifying signals and reconfiguring intersections to improve truck turning movements.

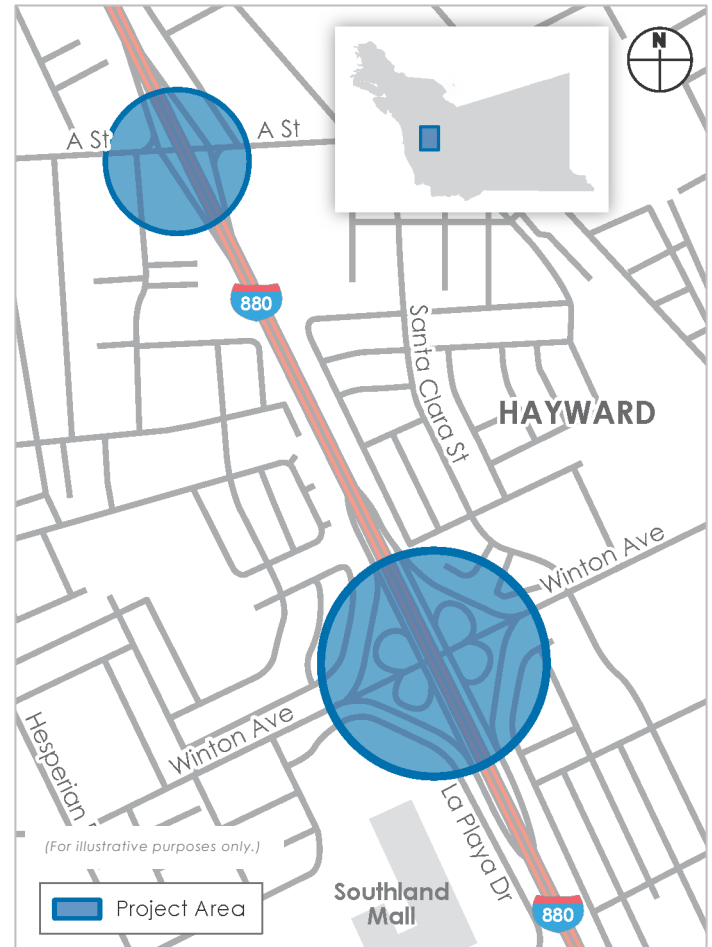
PROJECT NEED

I-880/Winton Avenue Interchange

- The interchange has a four-quadrant cloverleaf configuration with ramps running freely onto Winton Avenue without intersection control.
- Pedestrians and bicyclists must cautiously look for vehicles approaching at high speeds when crossing the uncontrolled ramps along Winton Avenue.
- Through traffic and vehicles heading to Southland Mall via the westbound Winton left-turn lane creates congestion and queues along Winton Avenue, Southland Drive and the I-880 southbound off-ramp.

I-880/A Street Interchange

- Congestion during peak periods affects both directions.
- Vehicular queues in the two adjacent left-turn lanes cause operational and safety issues.
- The existing underpass provides non-standard design features and lacks bicycle lanes.



PROJECT BENEFITS

- Relieves freeway and interchange congestion
- Improves truck turning maneuvers
- Improves bicycle and pedestrian facilities
- Enhances safety



Current interchange at I-880/Winton Avenue.



Preliminary interchange geometric at the I-880/Winton Avenue interchange.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Environmental

- [Feasibility Study](#) for the I-880/Winton Avenue interchange was completed in December 2015.
- [Project Study Report - Project Development Support](#) was completed in October 2019.

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC and the City of Hayward

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

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

Planning/Scoping	\$1,808
PE/Environmental	\$3,500
Final Design (PS&E)	\$11,000
Right-of-Way	\$8,000
Construction	\$90,000
Total Cost Estimate	\$114,308

Note: Cost estimates for the subsequent work will be determined during the PE/Environmental phase.

FUNDING SOURCES (\$ x 1,000)

Measure BB	\$5,308
Federal	TBD
State	TBD
Local	TBD
TBD	\$109,000
Total Revenues	\$114,308

SCHEDULE BY PHASE¹

	Begin	End
Planning/Scoping	Fall 2018	Fall 2019
Preliminary Engineering/ Environmental	Fall 2019	Spring 2022
Final Design	Fall 2022	Spring 2025
Right-of-Way	Fall 2022	Spring 2025
Construction	2025	2028

¹Schedule subject to funding availability.

**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Member Roster Fiscal Year 2021-2022**

	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	Jun-21	Jun-23
3	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor David Haubert, District 1	Jan-14	May-21	May-23
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-20	Feb-22
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	Nick	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
11		Vacancy			Transit Agency (Alameda CTC)			

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Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee

6.2

BPAC Meeting Schedule for Fiscal Year 2021-2022

Approved May 27, 2021

Meeting Date	Possible Agenda
Thursday Jul 15, 2021	<ul style="list-style-type: none">• Caltrans D4 Bicycle Highways Study• I-880 Interchange Improvements: Winton Ave/A Street
Thursday October 21, 2021	<ul style="list-style-type: none">• City of Dublin Bike/Ped Draft Master Plan• East 14th Multimodal Corridor Project
Thursday January 20, 2022	<ul style="list-style-type: none">• One Bay Area Grant Program: Cycle 3
Thursday April 28, 2022	<ul style="list-style-type: none">• TDA Article 3 Project Review• Fiscal Year Organizational Meeting• Annual Performance Report

Other Potential Future Topics:

- I-80/Ashby Interchange Project
- Oakland/Alameda Access Project
- San Pablo Avenue Multimodal Corridor Project
- MTC Regional Active Transportation Plan
- East Bay Greenway

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