



Bicycle and Pedestrian Advisory Committee Meeting Agenda October 21, 2021 5:30 p.m.

Pursuant to AB 361 and the findings made by the Commission governing its meetings and the meetings of its Committees in light of the current statewide State of Emergency, the Commission and its Committees will not be convening at Alameda CTC's Commission Room but will instead convene remote meetings.

Members of the public wishing to submit a public comment may do so by emailing Angie Ayers at aayers@alamedactc.org. Public comments received by 5:00 p.m. the day before the scheduled meeting will be distributed to Commissioners or Committee members before the meeting and posted on Alameda CTC's website; comments submitted after that time will be distributed to Commissioners or Committee members and posted as soon as possible. Submitted comments will be read aloud to the Commission or 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, or as specified by the Chair.

Chair: Matt Turner
Vice Chair: Kristi Marleau

Staff Liaison: [Cathleen Sullivan](#), [Chris G. Marks](#)
Clerk: [Angie Ayers](#)

Location Information:

Virtual Meeting Information: <https://us06web.zoom.us/j/89379263679?pwd=ZGt2ZXVZb2VlVVM5cEV Rd2Y1RXJ2Zz09>
Webinar ID: : 893 7926 3679
Password: 004737

For Public Access Dial-in Information: (669) 900-6833
Webinar ID: : 893 7926 3679
Password: 004737

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 July 15, 2021, BPAC Meeting Minutes | 1 | A |
|--|---|---|

5. Regular Matters

- | | | |
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| 5.1. City of Dublin Bicycle and Pedestrian Master Plan Update | 5 | I |
| 5.2. East Bay Greenway (from Lake Merritt BART to South Hayward BART) Project Update | 17 | I |

6. Member Reports

- | | | |
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| 6.1. BPAC Roster | 23 | I |
| 6.2. BPAC Calendar | 25 | I |
| 6.3. Member Reports | | I |

7. Staff Reports

8. Adjournment

Next Meeting: Thursday, January 20, 2022

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 November through December 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 Sunsol Smart Carpool Lane JPA (I-680 JPA)	November 8, 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	December 2, 2021

Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	November 4, 2021
5:30 p.m.	Independent Watchdog Committee (IWC)	November 8, 2021

Pursuant to AB 361 and the findings made by the Commission governing its meetings and the meetings of its Committees in light of the current statewide State of Emergency, the Commission and its Committees will not be convening at Alameda CTC's Commission Room but will instead convene remote meetings.

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, July 15, 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) Chair, Matt Turner, 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.

3. Public Comment

There were no public comments.

4. BPAC Meeting Minutes

4.1. Approve May 27, 2021, BPAC Meeting Minutes

BPAC members requested the following amendments to the minutes:

- Last sentence in the first paragraph on page 3, change "incorporate" to "incorporated"
- Page 3, Nick Pilch clarified that his suggestion was intended to state that thermoplastic surfaces can be slippery when wet and that triple four configurations allows people to pass without going directly on the thermoplastic surface. Additionally, grit can be added to thermoplastic to make it less slippery
- In the table on Page 7 under item 6.1 add a comma between Hill and Johansen

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

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

5. Regular Matters

5.1. California Department of Transportation: Bay Area Bike Highway Study

Chris Marks introduced the item and stated that the California Department of Transportation (Caltrans) is developing a Bay Area Bike Highway Study and seeks

input from the BPAC on the conceptualization of that network. Mr. Marks introduced Elliot Goodrich, Caltrans, and Mauricio Hernandez, Alta Planning, to present this item. Mr. Goodrich provided a high-level summary of the project timeline and public engagement strategy. He then turned the presentation over to Mr. Hernandez, who provided additional information on Bike Highways including the: project background, design elements, prioritization methodology, concept development, and next steps.

Feliz Hill asked if the project study area is confined to the Bay Area or if it included all of California. Mr. Goodrich stated that the study is focused on the nine Bay Area counties at this time, however, In the future, the project team hopes to scale the effort up to look at other parts of California.

Feliz Hill asked if the recommendations for the top corridors would be presented to local jurisdictions and if Caltrans would provide funding to other corridors implementing similar concepts. Mr. Goodrich stated that Caltrans is looking to co-locate bike highways with the State Highway network and focusing in existing Caltrans right-of-way. He noted that project funding had not been fully identified.

Nick Pilch asked if the list of priority corridors is available on the website and requested the link for the engagement summary. Mr. Goodrich noted that the summary is on the website but the priority corridors have not yet been posted.

Nick Pilch asked how the team proposed to co-locate bicycle facilities and high-speed highways. He noted that such an environment sounds uncomfortable for cyclists and asked if that concern came up in the public engagement efforts. Mr. Goodrich stated that this point has come up; however, freeway corridors are the most direct route even if the conflict points are high speed on and off-ramps. He noted that the project team will have to figure out how to get around those and mitigate conflict.

Chiamaka Ogwuegbu asked if the demographics of the survey respondents skewed wealthier, white, and male. He asked if the project team considered focus groups to balance out the information received in the survey. Mr. Goodrich stated that the data from the survey provided a broad basis to help frame the best practices, but the plan is to go to the communities with different design elements and tools and ask where those treatments should be applied.

David Fishbaugh asked what trip distance the project is meant to serve. Mr. Hernandez noted that Bike Highways that have been implemented elsewhere typically serve 3- to 15-mile trips, which is meant to supplant motor vehicle trips.

David Fishbaugh asked if there are overlay possibilities with preexisting project work conducted by local jurisdictions. Mr. Hernandez stated that this project will not overrule existing bikeway facilities and intends to create an additional classification to the extent possible and use existing bikeways.

Howard Matis noted that the Bay Bridge was not mentioned. He said that sidewalks end between the Oakland and Berkeley's border near State Route 13. At that location Caltrans allocated funds to develop facilities in the area. He also noted that large collections of leaves have developed and consistent maintenance issues. He encouraged oversight when multiple jurisdictions are involved in Caltrans projects. Mr. Matis also commented that safety for both motorists and cyclists needs to be considered. Mr. Goodrich stated that one purpose of the study was to develop designs for bikeways that reduce conflict points with speeding vehicles. He noted that the project team will consider long-term maintenance as they think about implementation.

Dave Murtha noted concerns with developing networks of bikeways on the highway network. He noted that European countries often separate bikeways and road networks to create a low-stress network. Mr. Murtha pointed out that this project focuses on working within the Caltrans right-of-way which constrains opportunities to create separation and create a true low-stress network. Mr. Goodrich stated that Caltrans elected to look only at state right-of-way because it is their jurisdiction. He further noted that local jurisdictions may also find the study helpful to implement facilities outside the limitations of Caltrans' right-of-way.

Matt Turner commented that handing things over to the state would be appealing because they can provide opportunities to deal with entities that often stymie projects like rail operators.

5.2. Interstate 880 Winton Avenue and A Street Interchange Improvements Project

Chris Marks stated that this item is an update on the Interstate 880 (I-880) Winton Avenue and A Street Interchange Improvements Project. Mr. Marks stated that Alameda CTC, in cooperation with Caltrans and the City of Hayward, will implement improvements at the Winton Avenue and A street interchanges along the I-880 corridor. The interchanges will serve as significant active transportation gap closures. He introduced Angelina Leong, Alameda CTC Assistant Transportation Engineer, to present this item. Ms. Leong introduced Joy Sharma, Alameda CTC, Jorge Simbaqueba, City of Hayward, Parag Mehta, and Prasanna Muthireddy, Kimley-Horn. She provided a brief project overview and introduced the project purpose and need and the project's goals, including multimodal enhancements. Ms. Leong then introduced Mr. Mehta to provide project alternatives for Winton Avenue and highlighted details of the bicycle and pedestrian facilities.

Nick Pilch asked about the differences of the five-lane and six-lane configurations. Mr. Mehta stated that the project team worked with Caltrans to evaluate the value of six lanes from a traffic operations perspective and that that bicycle and pedestrian safety would not be significantly degraded with the six lanes.

Dave Murtha commented that he lives close to Winton Avenue and A Street and he is very familiar with the area. He noted that at Winton Avenue the project eliminated

a lot of roadway and foliage. He asked if any additional project benefits or beautification is proposed. Mr. Murtha asked about the plan for the signalized intersections, specifically what happens when bicycle traffic has a green light to go straight and cross the on/off ramps. He noted that it is difficult when the space is engineered to have two modes of transportation in the same space at the same time. Mr. Mehta stated that both modes will share the right of way; however, bicycles will have priority.

Dave Murtha noted that flexible posts are not a good option for a high comfort facility; however, it is excellent that right-angle ramps replace the tangent on-ramps.

Kristi Marleau, Dave Murtha, Nick Pilch, Ben Schweng, and Matt Turner noted that flexible posts are not desirable in such an environment from a cyclist's point of view.

Kristi Marleau asked what will happen outside of the project area and if the project team coordinates with the city to make the approaches safer. Mr. Simbaqueba stated that Hayward plans to repave Winton Avenue and restripe in Class II between Hesperian and Santa Clara before this project is completed. He said Hayward will work with the design team to see if other funds can be acquired to convert that to a Class IV outside the project limits.

Ben Schweng noted issues with the scale of the drawing and requested the project team to correct this. He commented about homelessness in this kind of project and discussed ways to make the project area safer.

6. Member Reports

6.1. BPAC Roster

Dave Murtha noted that his appointment is up and requested staff to follow up on his reappointment.

6.2. BPAC Calendar

Howard Matis asked when committees will meet in-person. Mr. Marks stated that the October 21, 2021 meeting will be remote, but that Alameda CTC was still evaluating the long-term plan for Alameda CTC meetings, and waiting for more information from the Governor on the Brown Act.

6.3. Member Reports

There were no member reports

7. Staff Reports

There were no staff reports.

8. Meeting Adjournment

The meeting adjourned at 7:30 p.m. The next meeting is scheduled for Thursday, October 21, 2021, via Zoom.



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 14, 2021

TO: Bicycle and Pedestrian Advisory Committee

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

SUBJECT: City of Dublin Bicycle and Pedestrian Master Plan Update

Recommendation

This item is to provide the Bicycle and Pedestrian Advisory Committee (BPAC) with an update on the City of Dublin's Bicycle and Pedestrian Master Plan.

Summary

The Countywide BPAC has been asked to serve as a local BPAC and review and advise the City of Dublin as it updates its Bicycle and Pedestrian Master Plan (the Plan). The Plan is a critical planning, policy, and implementation document that supports the City of Dublin's stated efforts to improve safety and the attractiveness of biking and walking as a means of transportation and recreation. The Plan will update and replace the City of Dublin's 2014 Citywide Bicycle and Pedestrian Master Plan and inform future infrastructure and program and policy recommendations. The BPAC was last updated on the Plan at the May 27th, 2021 meeting. This memo provides an update on the Plan and project activities since the previous BPAC meeting.

Background

The City of Dublin kicked off an update to the Bicycle and Pedestrian Master Plan in 2019, and initially introduced the Plan to the BPAC at the September 17th, 2021 meeting and shared results from existing conditions and needs analysis. At the May 27th, 2021 BPAC meeting, the City of Dublin presented draft prioritization factors and evaluation criteria, along with the key themes that emerged from the review of bicycle and pedestrian related programs and policy documents and from the interviews of seven City of Dublin departments and staff from the Dublin Unified School District. Since then, staff have continued to conduct outreach and refine the technical elements of the plan. This memo provides details on key areas of work since the May 2021 update, including a summary of

public input received to date, the results of the prioritization process, and the approach to developing project recommendations.

Community Engagement

Community engagement is one of the key components of the Plan update. In February 2020, the project team started public engagement and outreach to key stakeholders using a project website (<https://dublinbikeped.org>) and interactive map. Additionally, since May 2021 the project team expanded their community engagement efforts and conducted a public survey promoted through the project website, social media channels, and at in-person pop-up events at the Farmer's Market and Alamo Creek trailhead. The project team is planning to continue public outreach through Winter 2021 and host another online meeting, participate in additional pop-up events, and walking tours to gather input on the vision network and project recommendations. Responses received on the online map and public survey are summarized in the following sections.

Online Map Comment Summary: Since the project website went live, the online map has received a total of 137 comments. When adding feedback to the map, respondents were asked to provide their feedback in one of four categories: problems, ideas, praise, or questions. Almost half (47%) of the responses indicated a problem, and about one-third (33%) indicated an idea. Themes for each of the response categories were generated from the subject matter of the comments received to summarize the most common kinds of community input.

The top themes that emerged in the problems category were: bike safety, bike connections, maintenance, signals, and pedestrian safety. Public comments largely focused on a need for greater separation between bikes and vehicles, traffic calming, lack of bike lanes, and concerns about biking near on- and off-ramps. The following five locations had higher concentration of comments, indicating an interest in, and need for, further analysis:

1. Dublin Boulevard from San Ramon Road to Village Parkway
2. Amador Valley Boulevard from Emerald Avenue to Stagecoach Road
3. Dublin Boulevard and Dougherty Road intersection
4. Tassajara Road from Tassajara Creek Trail to Rutherford Drive
5. Dublin Boulevard from Tassajara Road to Fallon Road

The top themes that emerged in the ideas category were: bike lanes, pedestrian connections, signals, bike connections, and pedestrian amenities. Comments on bike lanes and bike connections emphasized a need for additional bike lanes, bike lane extensions, and continuation of bike lanes through intersections, while comments on pedestrian connections focused on extensions of trails and paths.

The top themes that emerged in the praise category were: general comments, bike lanes, and signals. Praise centered on the City of Dublin's efforts to become more friendly for people walking and biking.

The top themes that emerged in the questions category were: planning process and connections. Questions about the planning process inquired about the project scope and timeline. Questions about connections sought information about pedestrian and bicycle facilities at specific locations.

Public Survey Comment Summary: Since the public survey was distributed in June 2021, the project team received almost 200 survey responses. The survey included 17 questions with topics ranging from travel behavior and mode preferences, travel to school, challenges or barriers to moving around the City of Dublin, and priorities for investments related to walking and biking. The following section summarizes responses received in each topic area:

- General travel behavior and mode preferences. When asked about modes taken to work and school pre-COVID, 33% of respondents said they drive alone, 17% use a bike or scooter, and 17% walk. These numbers stayed relatively constant when asked about the same behavior post/during COVID. When asked about why driving to work is the best option for them, the top reason (22%) is that driving alone is the quickest and most convenient option and around 10% of respondents each indicated safety, irregular work schedules, and need to make additional stops as reasons they chose to drive. Of respondents who use a combination of travel modes there were a similar number of respondents who indicated they use a combination of the following modes during a single trip: drive alone, ride a bike, and/or take transit.
- Travel to school. Approximately 38% of respondents indicated that they had school-aged children and of those respondents, approximately 40% indicated that they used a personal vehicle to drop-off/pick-up their children. Another 26% walked and 14% biked to school. Respondents indicated the top three factors discouraging walking or biking to school were safety concerns (35%), distance or travel time (18%), and lack of sidewalks or curb ramps (13%).
- Barriers to walking and biking. When asked about barriers to walking and biking, respondents indicated that safety was a primary consideration, followed by vehicle speed. Mixed responses were received on the topics of street lighting and maintenance with a fairly even split of people indicating it was not important, somewhat important, or very important. Most respondents were not as concerned with distance to destinations or shade.
- Investment priorities. When asked what types of improvements would encourage respondents to choose to walk or bike, 22% indicated better/more sidewalks and trails, 14% indicated better/more bicycle facilities, 11% indicated slower vehicles and more traffic calming, and 10% indicated better maintenance of existing facilities. When asked where the City should prioritize walking and biking improvements, the top three options selected were improving high crash locations, routes connecting people to schools, libraries, parks and across busy streets.

Prioritization

The purpose of the network prioritization process is to identify the corridors and locations that provide the greatest potential benefit by connecting key destinations to help meet Plan

goals. The project team introduced the proposed prioritization framework to the BPAC at the May 27th meeting, including the prioritization factors, variables, and evaluation criteria. Since that meeting, the project team has evaluated Dublin's bicycle and pedestrian network based on the following criteria and identified the corridors and locations that are highest priority.

Table 1: Prioritization Factors and Variables

Factor	Variable	Notes	Pedestrian	Bicycle
Safety	High-Injury Corridors	Prioritize locations based on network screening analysis of bicycle- and pedestrian-related collisions. The network screening and high injury corridor analysis was completed as part of the existing conditions evaluation. This variable aligns with the goal <i>enhance safety</i> .	X	X
Social Equity	Youth population and senior population	Use variables from Census data at the block group level as indicators of high concentrations of youth and senior populations who rely on walking and biking and have a greater need for supporting infrastructure. This variable aligns with the goals <i>improve connectivity</i> and <i>enhance accessibility</i> .	X	X
Connectivity	Demand Analysis	Identify segments that would unlock latent demand for walking and biking (results of demand analysis). This variable aligns with the goal <i>improve connectivity</i> .	X	X
	Proximity to Schools	Identify roadways within one mile of schools to provide increased opportunities to bike and walk to school. This variable aligns with the goal <i>improve connectivity</i> .	X	X

Quality of Service	Bicycle Level of Traffic Stress	Prioritize locations based on the presence of existing high-stress riding facilities. This variable aligns with the goal <i>increase walking and biking</i> .		X
	Sidewalk gaps	Prioritize locations with sidewalk gaps that may create barriers for those walking. This variable aligns with the goal <i>improve connectivity</i> .	X	
Major Barriers	Freeway crossings	Prioritize improving safety and quality of service for ramp terminal intersection and freeway crossings. This variable aligns with the goal <i>improve connectivity</i> .	X	X
Consistency with Past Planning	Previously identified projects	Prioritize locations where pedestrian and bicycle projects were identified in the previous plan and have not yet been constructed. This variable aligns with the goal <i>prioritize investments</i> .	X	X

The six evaluation factors were assigned equal weights, scaled, and combined and each 0.1-mile road segment, which was assigned a prioritization score. A map illustrating the results of the overall pedestrian prioritization scores are included as Attachment A and the overall bicycle prioritization scores are included as Attachment B.

The team reviewed the results and considered these scores along with land use context and roadway cross-section conditions to refine segment limits and identify preliminary segmentation for the low, medium, and high priority segments in the City, which represent the top third of calculated scores. This segmentation is illustrated in Attachment C. As shown in Attachment C, the highest priority segments, which represent approximately 10% of the roadway network, are segments H-1 through H-18:

1. Antone Way from Dublin Ranch Drive to Fallon Road
2. Grafton Street from Gleason Drive to Central Parkway
3. Lockhart Street from Gleason Drive to Central Parkway
4. Village Parkway from Davona Drive to Clark Avenue
5. Amador Valley Boulevard from San Ramon Road to Stagecoach Road
6. Gleason Drive from Tassajara Road to Brannigan Street
7. Dougherty Road from Dublin Boulevard to southern city limits
8. Tassajara Road from Rutherford Drive to North Dublin Ranch Road
9. Fallon Road from Gleason Drive to southern city limits
10. Foothill Road-San Ramon Road from Dublin Boulevard to southern city limits

11. Dublin Boulevard from Dougherty Road to Fallon Road
12. Dublin Boulevard from San Ramon Road to Dougherty Road
13. Amador Valley Boulevard from Stagecoach Road to Dougherty Road
14. Central Parkway from Iron Horse Parkway to Hacienda Drive
15. Grafton Street from Antone Way to Gleason Drive
16. Golden Gate Drive and Regional Street and Saint Patrick Way
17. Arnold Drive from Dublin Boulevard to southern city limits
18. Hacienda Drive from Martinelli Way to southern city limits

Next Steps

Throughout Fall 2021 the project team will incorporate input from the community, the BPAC, staff from other departments in the City of Dublin, the Technical Advisory Committee, and continue to build off the results of existing condition analysis and prioritization analysis. The City of Dublin will work on the following specific next steps:

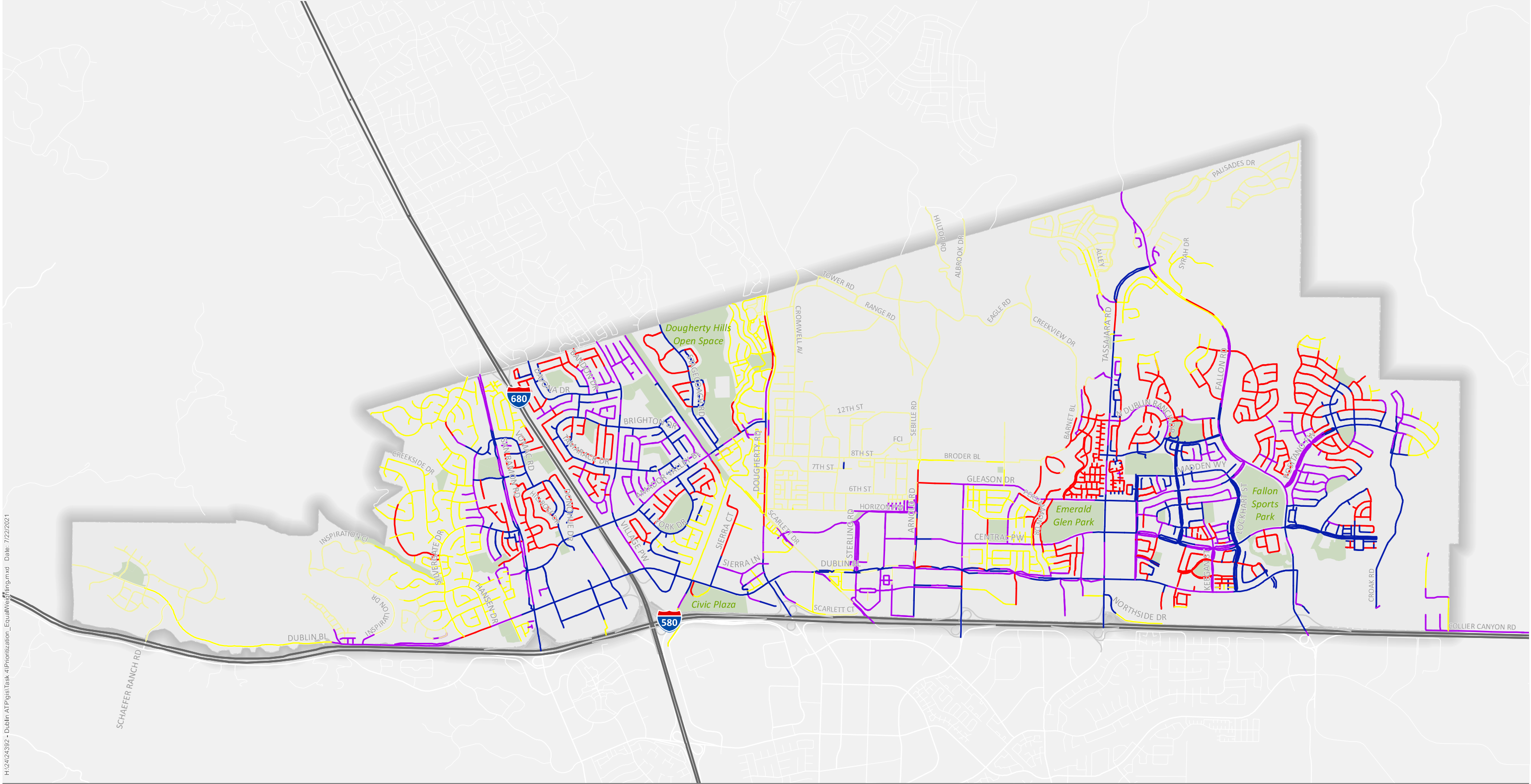
1. Develop network recommendations in order to provide safe, comfortable and low-stress facilities for both bicyclists and pedestrian. Network recommendations will be informed by the prioritization process and public engagement.
2. Develop an implementation plan, which will identify near-term and long-term projects to close gaps in the network, improve access to schools, increase connectivity across jurisdictional borders and across freeways and major arterials, provide first and last mile connections to transit, and enhance safety and comfort for people walking and biking.
3. Develop cost estimates, identify revenue sources, and finalize the implementation plan.
4. Review and modify the program and policy recommendations and design guidance based on the input received from BPAC and technical advisory committee.

The draft Plan is anticipated to be completed in early 2022. The City of Dublin Staff will engage the community in Fall and Winter 2021 to gather feedback on the draft recommendations at an online public workshop and in-person events and plan to return to BPAC at the January 2022 meeting with a draft Plan which will include a summary of community engagement, existing condition analysis, prioritization analysis, network recommendations, policy and program recommendations, and design guidance. An updated project schedule is included in Attachment D.

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

Attachments:

- A. Pedestrian Prioritization Results
- B. Bicycle Prioritization Results
- C. Proposed Project Segmentation and Priorities
- D. Project Schedule

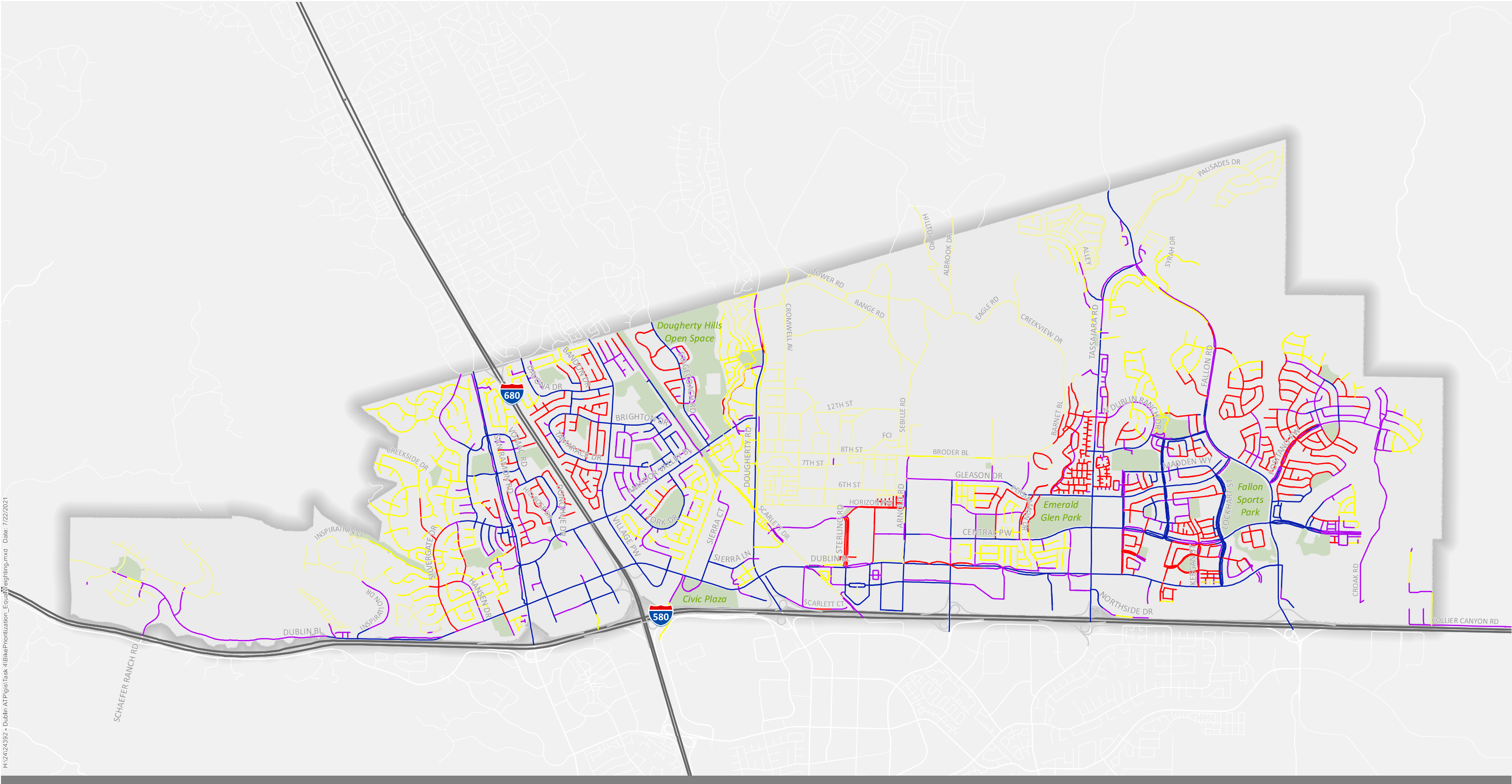


H:\2024\392 - Dublin ATP\gis\Task 4\Prioritization_EqualWeighting.mxd Date: 7/22/2021

Prioritization

- 0.00 - 88.00 (Lowest Priority)
- 88.01 - 118.90
- 118.91 - 138.00
- 138.01 - 214.00
- 214.01 - 364.40 (Highest Priority)





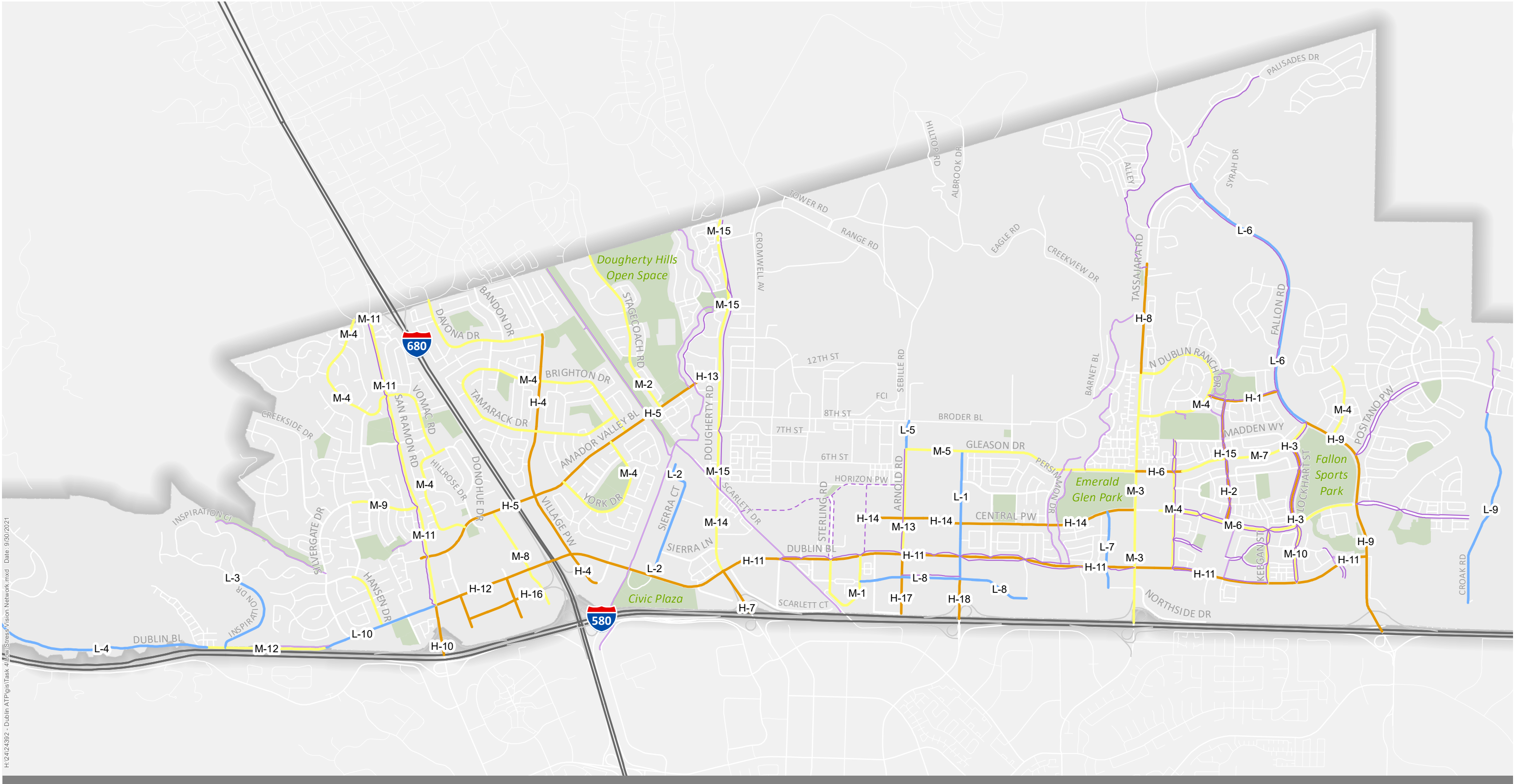
H:\2024\392 - Dublin AT\GIS\Task 4\BikePrioritization_EqualWeighting.mxd Date: 7/22/2021



Prioritization

- 0.00 - 88.20 (Lowest Priority)
- 88.21 - 124.40
- 124.41 - 144.80
- 144.81 - 236.40
- 236.41 - 512.90 (Highest Priority)





H:\2424392 - Dublin ATP\GIS\Task 4\Low Stress Vision Network.mxd Date: 9/30/2021



Existing Trails

- Class IA Multi-use Path
- Class IA Multi-use Path - Under Construction
- Class IB Sidepath
- Class IB Sidepath - Under Construction

Prioritization

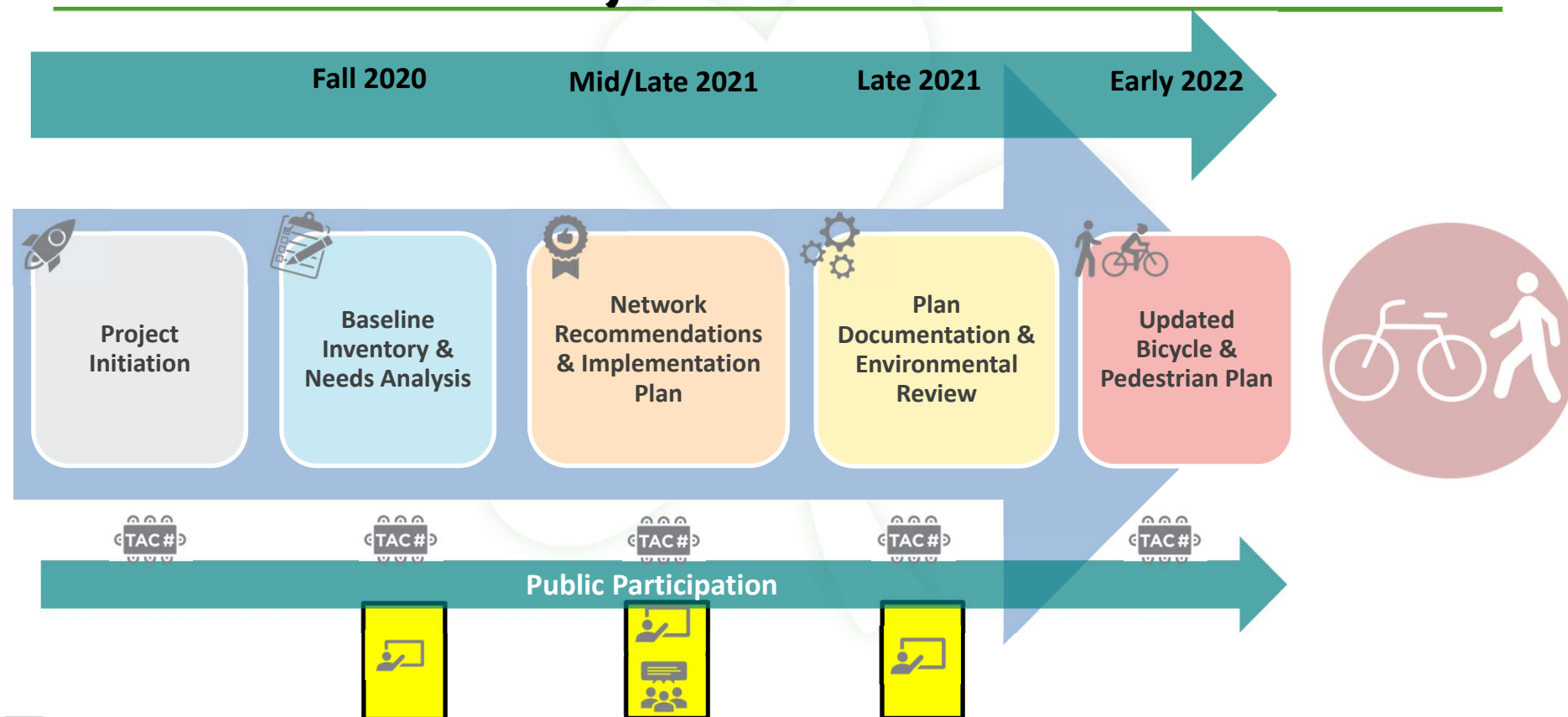
- High Priority Project
- Medium Priority Project
- Low Priority Project






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Dublin Bicycle and Pedestrian Plan

Project Schedule



-  In-Person Event (as County health guidance allows)
-  Community Workshop
-  Technical Advisory Committee Meeting

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Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 14, 2021

TO: Bicycle and Pedestrian Advisory Committee

FROM: Jhay Delos Reyes, Principal Transportation Engineer
Kristen Villanueva, Principal Transportation Planner
Aleida Andrino-Chavez, Associate Transportation Planner

SUBJECT: East Bay Greenway (from Lake Merritt BART to South Hayward BART)
Project Update

Recommendation

This item is to provide the Bicycle and Pedestrian Advisory Committee (BPAC) with an update on the East Bay Greenway from Lake Merritt BART to South Hayward BART Project (Project). This item is for information only.

Summary

One of the primary roles of the BPAC is to provide input to sponsors of capital projects and programs during early development phases. Alameda CTC is the project sponsor and implementing agency for the East Bay Greenway (EBGW) project from Lake Merritt BART to South Hayward BART, a 16-mile bicycle and pedestrian facility in the cities of Oakland, San Leandro and Hayward as well as the unincorporated communities of Ashland and Cherryland. The Project connects seven BART stations as well as downtown areas, schools, and other major destinations.

The Project achieved environmental clearance in 2018. This included an Initial Study/Mitigated Negative Declaration (IS/MND) under the California Environmental Quality Act (CEQA) and a Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA). The environmental documents described two alternatives:

- Rail-to-Trail alternative would be constructed within the right-of-way of existing Union Pacific Railroad (UPRR) tracks.
- Rail-with-Trail alternative would be constructed alongside UPRR railroad tracks and would require encroachment into UPRR right-of-way for approximately six miles.

Due to significant costs and extended timeline associated with acquiring UPRR right-of-way and likely hazardous material cleanup for either alternative, the project as currently envisioned faces significant challenges. As such, staff is advancing a near-term option to

meet the goals of the project by delivering a continuous, high-quality bicycle facility along existing roadways/on-street from Lake Merritt BART to South Hayward BART. This new vision is described in this memo and will be presented to BPAC for information. Staff plans to return to BPAC in spring 2022 for a more detailed presentation and discussion on conceptual plans for the new on-street project concept.

Background

EBGW is envisioned as a 37-mile-long project connecting the northern cities of Alameda County to the southern cities. Project development began in 2008 with a non-profit group, Urban Ecology, and Alameda County Transportation Improvement Authority (predecessor agency to Alameda CTC) acting as the lead agency under CEQA. Urban Ecology was subsequently awarded funds through the Measure B Bicycle Program in 2009 for environmental clearance of a 12-mile Project through the cities of Oakland, San Leandro and unincorporated Alameda County. Alameda CTC certified the CEQA environmental document for the 12-mile project, and construction was funded through a successful grant awarded to East Bay Regional Park District in 2012, for a half-mile segment just south of the Oakland Coliseum BART station to 85th Avenue, which was completed in 2015.

Passage of Measure BB in 2014 included funding for EBGW as one of the three major trails identified in the Transportation Expenditure Plan. Alameda CTC was awarded Active Transportation Program (ATP) Funds in the first cycle of the ATP in 2014 for a revised EBGW scope that evaluated alternatives in the UPRR right-of-way from Lake Merritt BART to South Hayward BART, connecting seven BART stations, creating a new 16-mile project. Alameda CTC-led work on this newly defined project began in 2015 and concluded in 2018 with Alameda CTC adoption of the CEQA IS/MND and certification by Caltrans for the NEPA CE. Alameda CTC also advanced efforts to appraise UPRR land under the Rail-to-Trail alternative in 2019.

During EBGW development through the environmental phase, several key risks were identified related to costs for land acquisition, timing of negotiations, removal of likely hazardous material, and ownership. The Rail-with-Trail alternative in the 2018 IS/MND was developed as a solution to address many of these key risks, however six miles of the alignment in key areas were still proposed in UPRR right-of-way. Many of these risks are still present today with the most recent estimated costs for UPRR right-of-way exceeding the costs of construction for either of the two alternatives, which are currently over \$191 Million, making this project infeasible in the near-term.

Recognizing the challenges to deliver either of the alternatives in the 2018 IS/MND and NEPA CE, staff began looking into possibilities to pursue a high-quality bicycle facility for all ages and abilities connecting the seven BART stations that does not encroach on UPRR right-of-way and could take advantage of the streamlined environmental clearance provided by Senate Bill 288 (SB 288) for CEQA. Two key areas of SB 288 require that projects utilize existing right-of-way and do not result in increased roadway capacity. A new alternative being investigated would meet both of these criteria thus enabling Alameda CTC to take advantage of the streamlining of CEQA that SB288 offers. This led staff to look at potential on-street opportunities from Fruitvale BART to South Hayward BART. The Lake Merritt BART to Fruitvale BART segment of the EBGW already proposes a

Class IV facility, predominantly along E. 10th and 12th streets and therefore would remain unchanged from the 2018 IS/MND.

Synergies with E. 14th/Mission and Fremont Blvd Multimodal Corridor Project

Staff presented the draft recommendation for a long-term concept of the E. 14th/Mission and Fremont Blvd. Corridor project at the September 2019 BPAC meeting. The E. 14th/Mission and Fremont Blvd. Corridor is a 30-mile north south corridor from San Leandro to Fremont and includes multi-modal improvements to meet the growing transportation needs of the communities along its alignment in the next 25 years. The Commission adopted a long-term vision for this corridor in July 2020, which included Class IV bike facilities and bus improvements on E 14th Street and Mission Blvd. In May 2021, Alameda CTC approved initiation of a near-term implementation phase of the project, which includes detailed development of an alternative for a bike facility along the northern segment of the corridor in the City of San Leandro, the unincorporated communities of Ashland and Cherryland, and the City of Hayward. Specifically, the project limits extend from the San Leandro BART station to the South Hayward BART station, including the access roads to the BART stations along this segment.

E. 14th St. and Mission Blvd. run parallel to BART and the EBGW alignment. For the section between San Leandro BART and South Hayward BART, the two project corridors are less than ½-mile apart.

Given the need to evaluate and develop a different alignment for the EBGW project and proximity to the railroad, the E. 14th/Mission and Fremont Blvd. Project provides an opportunity to utilize an existing Alameda CTC project and consultant resources for advancing a near-term phase that could yield many of the same benefits of the EBGW project to the adjacent communities, thus essentially integrating the E. 14th/Mission and Fremont Blvd. Project and the EBGW in this area.

New Vision for EBGW

The new vision for EBGW, including integration with the E. 14th St. and Mission Blvd. project, is divided into three time-horizons, described below.

Near-Term: In the near-term (3-5 years), staff would work to advance a continuous, high-quality on-street bike facility from Lake Merritt BART to South Hayward BART.

- Lake Merritt BART in Oakland and Davis St. in San Leandro: There is an opportunity to advance the already proposed on-street alternative (Rail-with-Trail) between Lake Merritt and Fruitvale BART stations, and develop a new on-street alignment along San Leandro Street south of Fruitvale BART up to Davis Street and the San Leandro BART station.
- San Leandro BART to South Hayward BART: South of San Leandro BART, EBGW will merge with the new near-term phase for the E. 14th/Mission Blvd. project that will advance protected on-street bike facilities along San Leandro Blvd., E. 14th St. and Mission Blvd., and on the access roads to the BART stations along the segment. This section will also include rapid bus improvements and placemaking along the

corridor, consistent with the long-term concept approved by the Commission in July 2020.

Oakland is advancing construction of the Rail-with-Trail portion of the project from Seminary to 69th Avenue (northern end of the Oakland Coliseum BART station) extending the existing section from south of the Coliseum BART station to 85th Avenue.

Mid-Term: The mid-term phase (8-10 years) will include building upon the near-term project in San Leandro and evaluating a potential extension of the existing TEMPO Bus Rapid Transit line to Bay Fair BART.

Long-Term: In the long-term (10+ years), staff will pursue renewed discussions with UPRR to deliver the ultimate vision of EBGW as either Rail-to-Trail or Rail-with-Trail.

This vision with the three time-horizons maintains the same objectives as the original EBGW project:

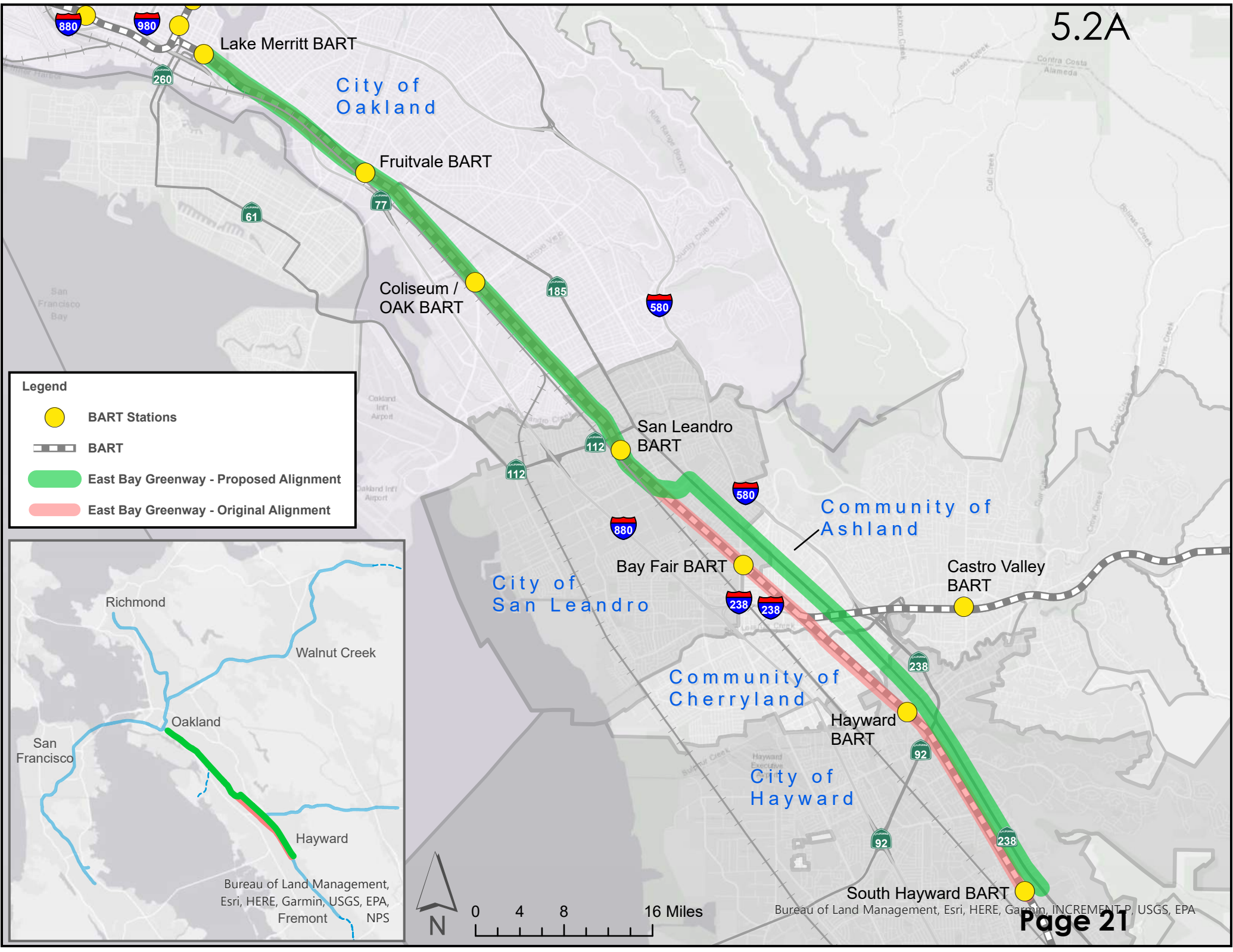
- Provide a safe, high-quality (Class I, buffered Class II or Class IV) option for biking for all ages and abilities
- Improve safety by physically separating bicyclists from high speed, high volume vehicular traffic to the extent feasible
- Create a continuous north/south facility connecting 7 BART stations
- Improve access to regional transit, schools, downtown areas and major activity centers
- Supports multimodal access to BART stations
- Supports reduction of greenhouse gas emissions

Additionally, through opportunities provided by SB 288 for Environmental Clearance, exploring synergies with the E14th/Mission Project, utilizing already completed work for the Lake Merritt BART to Fruitvale BART segment from the 2018 IS/MND and connecting with constructed portions of EBGW, Alameda CTC is in a position to advance EBGW in a more expedited timeline by moving the alignment outside of the UPRR Corridor and at a significantly lower overall project cost. Based on the availability of funding, design of the facility could be complete in 2024 with construction starting soon after.





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

Attachment:

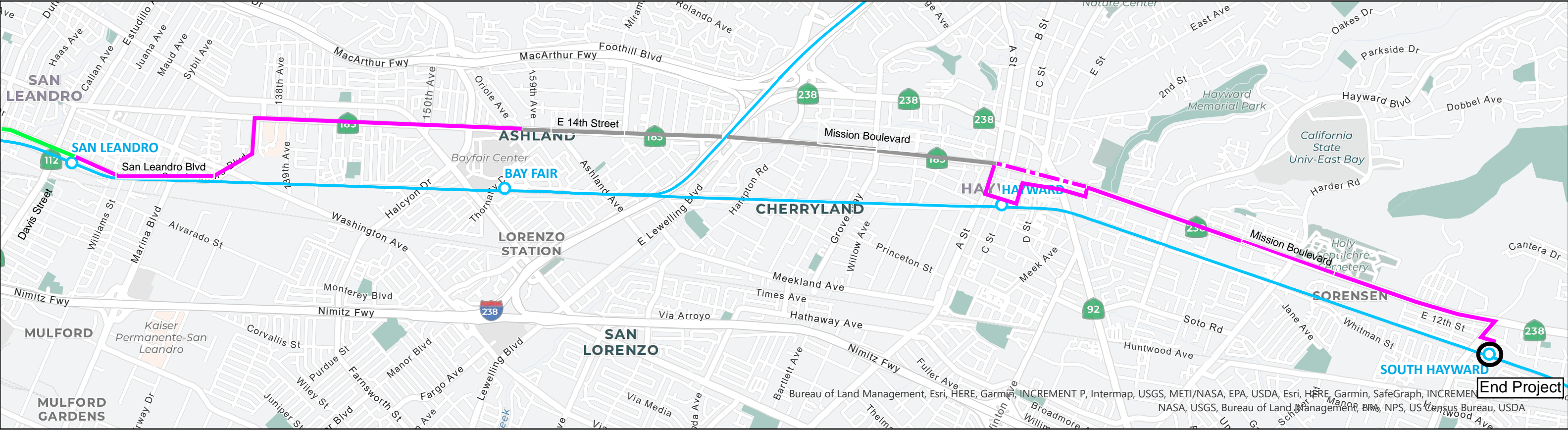
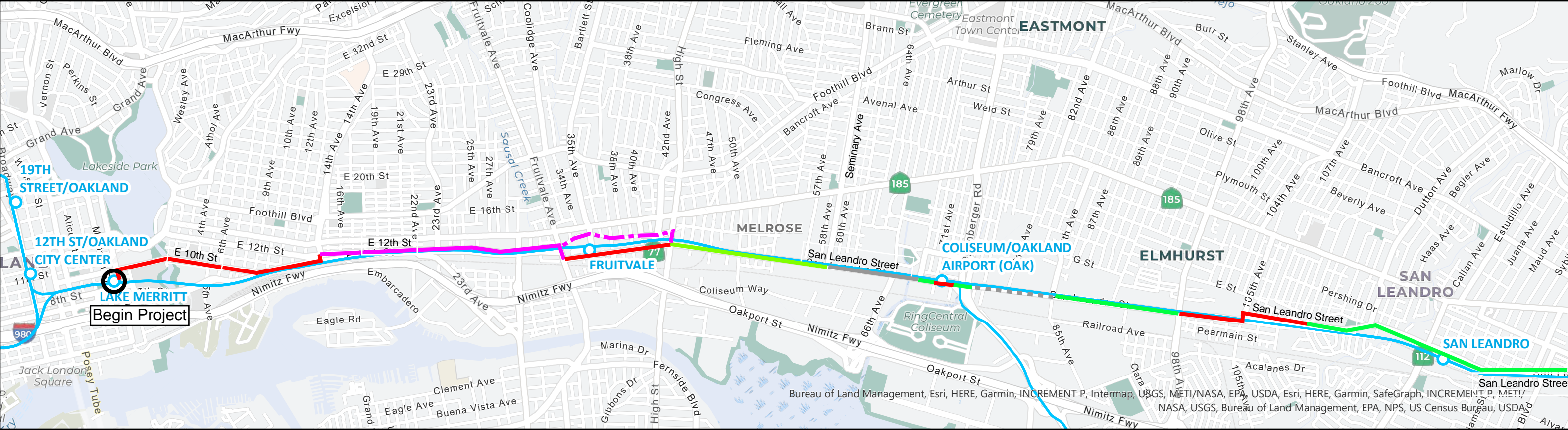
- A. Modified EBGW General Project Alignment



Legend

-  BART Stations
-  BART
-  East Bay Greenway - Proposed Alignment
-  East Bay Greenway - Original Alignment





East Bay Greenway Realignment

**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

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 Master Plan Update • East Bay Greenway
Thursday January 20, 2022	<ul style="list-style-type: none"> • Draft City of Dublin Bike/Ped Master Plan • One Bay Area Grant Program • Regional Active Transportation Plan • San Pablo Avenue Corridor Project
Thursday April 28, 2022	<ul style="list-style-type: none"> • TDA Article 3 Project Review • Fiscal Year Organizational Meeting • Annual Performance Report • E. 14th/Mission Blvd. Corridor Project

Other Potential Future Topics:

- I-80/Ashby Interchange Project
- Oakland/Alameda Access Project
- MTC Regional Active Transportation Plan

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