



Alameda County Transportation Commission

Wednesday, March 30, 2022, 10:00 a.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 meet via teleconference on a fully remote or hybrid in-person / remote basis, and will not provide a physical location for members of the public to participate in the teleconference meeting. The purpose of holding Commission and Committee meetings as described above is to provide the safest environment for Commissioners and Committee members, Alameda CTC staff, and the public, while allowing for robust public participation pursuant to Government Code Section 54953(e)(2).

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at vlee@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: John J. Bauters,
Mayor City of Emeryville

Vice Chair: Elsa Ortiz,
AC Transit Board President

Executive Director: Tess Lengyel

Clerk of the Commission: [Vanessa Lee](#)

Location Information:

Physical Location: **Oakland Center**
California State
University, East Bay
1000 Broadway
Oakland, CA 94607

Virtual Meeting Information:

<https://us06web.zoom.us/j/83011909962?pwd=ZXdoUE51ODBkNVpINlRWHpYQUgvUT09>
Webinar ID: 830 1190 9962
Password: 564822
1 (669) 900 6833

To request accommodation or assistance to participate in this meeting, please contact Vanessa Lee, the Clerk of the Commission, at least 48 hours prior to the meeting date at: vlee@alamedactc.org

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

Members of the public may address the Commission during this time for any items not on the agenda.

4. Welcome and Retreat Overview

5. Session One: State and Regional Perspectives

Page/Action

[Panel discussion with Therese McMillan, Executive Director, MTC/ABAG and Tony Dang, the Deputy Director of Sustainability, Caltrans](#)

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6. Keynote: Equitable Cities

Discussion on equitable cities with keynote speaker, Charles Brown, Founder & CEO of Equitable Cities, and Assistant Dean, Rutgers University

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7. Session Two: Advancing Equity and Safety; Clean and Green Future

[Discussion on equity and safety in Alameda County presented by Alameda CTC staff, and panel on Clean and Green Future with Suzanne Smith, Executive Director, Sonoma County Transportation Authority/Regional Climate Protection Authority; Jessie Denver, Senior Distributed Energy Resources Manager, East Bay Community Energy; and Salvador Llamas, Chief Operating Officer, AC Transit](#)

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8. Closing Remarks and 2022 Priorities

9. Adjournment

Next Meeting: April 28, 2022

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit, or at the discretion of the chair), submit a speaker card to the clerk, or follow remote instructions listed in the agenda preamble.
- 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.
- 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](#).
- 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 April 2022

Commission Chair
Mayor John J. Bauters
City of Emeryville

Commission Vice Chair
Board President Elsa Ortiz
AC Transit

Alameda County
Supervisor David Haubert, District 1
Supervisor Richard Valle, District 2
Supervisor David Brown, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
President Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezzy Ashcraft

City of Albany
Councilmember Rochelle Nason

City of Berkeley
Councilmember Rigel Robinson

City of Dublin
Mayor Melissa Hernandez

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Vice Mayor Regina Bonanno

City of Newark
Councilmember Luis Freitas

City of Oakland
Vice Mayor Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont
Mayor Teddy Gray King

City of Pleasanton
Mayor Karla Brown

City of San Leandro
Mayor Pauline Russo Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
10:00 a.m.	Programs and Projects Committee (PPC)	April 11, 2022
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
2:00 p.m.	Alameda CTC Commission	April 28, 2022

Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	April 7, 2022
1:00 p.m.	Paratransit Program Plan Review	April 25-26, 2022
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	April 28, 2022

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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Memorandum

Item 5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 23, 2022

TO: Alameda County Transportation Commission

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

SUBJECT: Panel Discussion: State and Regional Perspectives

Summary

To help kickoff the 2022 Commission retreat, a panel will discuss major initiatives and key policy perspectives from state and regional perspectives. The discussion will include an overview of major state and regional initiatives, highlight common policy goals and priorities, and frame potential partnerships.

Speakers for the State and Regional Perspectives panel include:

- Tony Dang, the Deputy Director of Sustainability, Caltrans
- Therese McMillan, Executive Director, MTC/ABAG

Fiscal Impact: There is no fiscal impact.

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Memorandum

Item 7

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 23, 2022

TO: Alameda County Transportation Commission (Alameda CTC)

FROM: Kate Lefkowitz, Associate Transportation Planner
Alameda CTC Culture and Engagement Committee

SUBJECT: Diversity, Equity and Inclusion Initiatives at Alameda CTC

Introduction

This memo provides a brief update on Alameda CTC's current efforts related to diversity, equity and inclusion.

Summary

In 2021, Alameda CTC embarked on an Equity Research Initiative to identify ways the agency can use equity as a platform for recovery from the COVID-19 pandemic and integrate equity throughout the agency's work program. The Equity Research Initiative explored best practices and identified actions to move this research forward in the agency's projects, programs and plans.

In addition, all Alameda CTC staff participated in a series of agency culture discussions and Diversity, Equity and Inclusion (DE&I) trainings as directed by the Executive Director, providing staff the opportunity to understand and discuss the landscape of Alameda CTC's internal culture and DE&I practices and to develop a commitment to move equity initiatives forward, from the inside out. These discussions and trainings resulted in the creation of Alameda CTC Culture and Diversity statements as well as the creation of Alameda CTC's first staff-led Culture and Engagement Committee (CEC).

Background

Equity is a foundational element of Alameda CTC's work and is prioritized throughout its work. The 2020 Countywide Transportation Plan (CTP) identified equity as key issue; it is included in the CTP goals and is identified as a cross-cutting concern across all strategies. Equity is also one of the Alameda CTC Executive Director's Initiatives, including for 2022, as shown in Attachment B, underscoring the agency's commitment to advancing equity throughout the agency's work program. Current Alameda CTC equity-related efforts include:

- Alameda CTC has incorporated equity into agency planning and funding processes, including prioritizing projects within the 2020 CTP and Comprehensive Investment Plan (CIP) that are in and/or serve equity communities.
- As part of the 2020 CTP, Alameda CTC completed the Community Based Transportation Plan (CBTP), which specifically identifies needs and priorities within Equity-Priority Communities throughout the county (formerly called Communities of Concern). In the development of both the CTP and CBTP, outreach across the county included specific efforts to gain input from equity communities in addition to more generalized countywide outreach.
- Equity is the foundation for many of Alameda CTC's ongoing programs, including the landmark Affordable Student Transit Pass Program (STPP), the Paratransit program which the agency has funded since the 2000 sales tax measure, and the School Travel Opportunities Program component of the Safe Routes to School (SR2S) program.
- Alameda CTC continues to support contracting with small, women- and minority-owned businesses and professional services within the County through the agency's Local Contract Business Equity (LBCE) program. The LBCE Program contributes to the overall economic vitality of the County by (1) encouraging businesses to locate and remain in Alameda County; (2) providing employment opportunities for residents of Alameda County; and (3) generating economic activity and stimulating the local economy.
- Alameda CTC's Programming activities include several criteria supporting equity priority communities and safety.
- Alameda CTC's hiring practices support equity in outreach and hiring procedures.

In order to achieve Alameda CTC's vision of improving mobility to foster a vibrant and livable Alameda County for all residents, it is imperative to lift up communities that have been harmed and generally not well-served by the transportation system. This can be achieved through centering equitable policies and actions in Alameda CTC's planning work, projects, programs, funding, hiring, and contracting. Advancing equity in all aspects of Alameda CTC's work program and operations is an integral part of delivering the agency's mission.

Equity Research Approach

This Equity Research Initiative focused on the following objectives:

- Develop strategies to integrate equity throughout the Alameda CTC work program, including tools for inclusive engagement and analysis
- Identify an equity approach for Alameda CTC
- Build on the agency's Diversity, Equity, and Inclusion Training and support the Culture and Engagement Committee
- Develop a more comprehensive understanding of disadvantaged communities going beyond the regional Metropolitan Transportation Commission's Equity Priority Communities

The Equity Research Initiative gleaned insights from local and national transportation agency research and interviews to synthesize key findings that can inform Alameda CTC's work on equity. Staff selected agencies for this research that have previous experience in starting equity initiatives, developing equity metrics and tools, and conducting inclusive engagement for their projects, plans, and programs. Peer agencies from across the Bay Area and the country were interviewed in addition to extensive desktop research.

The following agencies were interviewed:	The following agencies were researched:
Metropolitan Transportation Commission (MTC)	California State Transportation Agency (CalSTA)
San Francisco County Transportation Agency (SFCTA)	California Transportation Commission (CTC)
City of San Jose Department of Transportation (San Jose DOT)	California Department of Transportation (Caltrans)
Los Angeles County Metropolitan Transportation Authority (LA Metro)	California Strategic Growth Council (SGC)
Minnesota Department of Transportation (MnDOT)	Oregon Metro
City of Oakland Department of Transportation (OakDOT)	Chicago Metropolitan Agency for Planning (CMAP)
Bay Area Rapid Transit (BART) Link 21 Program - focused on partnering with CBOs	San Francisco Municipal Transportation Agency (SFMTA)
	Cities of Madrid, Portland

The research process also included review of relevant resources and tools from the Government Alliance on Race and Equity (GARE) to identify best practices for consideration at Alameda CTC.

Key Research Recommendations

The Equity Research Initiative identified best practices and protocols for establishing equity initiatives at Alameda CTC and several of these are included either in actions already established at the agency or items that could be established as noted below:

1. **Culture and Engagement Committee.** As part of Alameda CTC's work to enhance the agency's working culture and advance DEI, Alameda CTC created a Culture & Engagement Committee (CEC) which consists of staff volunteers from each department. The CEC's purpose is to actively promote agency culture, diversity, equity, and inclusion initiatives across Alameda CTC's internal workspace and to support external functions. This includes making recommendations and facilitating activities to cultivate a more diverse, equitable and inclusive work environment. The

CEC also coordinates with all departments on policy decisions, information sharing, communications, and delivery of strategic actions that consider diversity, equity and inclusion perspectives. Additionally, Alameda CTC internal and policies have been revised to foster a diversity, equity and inclusion mindset. All hiring brochures now include Alameda CTC's culture and diversity statements to reflect the agency's internal commitment to equity.

2. **Develop and Implement a Racial Equity Action Plan.** A logical next step for Alameda CTC is to develop a Racial Equity Action Plan (REAP). REAPs can drive institutional and structural change. Several of the agencies interviewed for this research effort developed REAPs as a result of the GARE training; REAPS provided frameworks for the agencies' equity initiative. REAPs outline concrete actions that agency leadership and staff can take to advance racial equity in their respective departments, operations, programs, and policies.
3. **Develop and Implement an Agency-wide Inclusive Engagement Guide.** Develop and implement an agency engagement guide to delineate goals, objectives, and desired outcomes with respect to equitable engagement across all agency-led projects and plans. This could also include hiring CBOs to advise the agency on outreach efforts (see #4). The Engagement Guide would seek to be a blueprint of how to scope outreach for Alameda CTC projects and plans in a way that aligns with equity goals, to ensure consistency across all efforts.
4. **Explore Partnerships with Community Based Organizations (CBOs).** Alameda CTC continues to explore the feasibility of partnering with CBOs through smaller scale pilots in projects and plans. Currently, Alameda CTC is piloting outreach partnerships with CBOs on the San Pablo Corridor project and the I-580 Transit and Multimodal Corridor Strategy.

The full Equity Initiative Research Report can be found here:

[Advancing Equity in Alameda County Report](#)

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Alameda CTC Culture and Diversity, Equity and Inclusion Statement
- B. Executive Director's 2022 Initiatives

Attachment A: Alameda CTC Culture and Diversity, Equity and Inclusion Statements

Together, We Deliver Excellence. Alameda CTC is invested in making a positive impact. Our staff values a nurturing environment with visionary thinking to deliver our mission. We embrace the diversity of our vibrant teams and actively collaborate toward our common goals. Staff at Alameda CTC advance inclusivity and trust through open, honest, and respectful communication. Our culture is built together, day by day, in every action we take.

We Are Who We Serve. Alameda CTC is committed to serving the people of Alameda County. We aspire to be people-centric by celebrating those who bring their authentic selves to work and we support the needs of our very diverse communities. We strive to cultivate opportunities that address historical inequities by inviting and engaging multiple perspectives. We set the standard for diversity, equity, and inclusion and our leadership cultivates a workplace that empowers staff to reach their potential.

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COMMUNITY

Enhance communities throughout Alameda County by delivering Safe, Accessible, Affordable and Modern Transportation Solutions as promised to voters in Transportation Expenditure Plans and according to the priorities outlined in the adopted Countywide Transportation Plan, and in alignment with regional and state plans

- ✓ Deliver safe, community-supported multimodal projects
- ✓ Increase accessibility for all transportation users through programs and projects
- ✓ Modernize infrastructure to improve community vitality and health



EXECUTIVE DIRECTOR'S 2022 Initiatives

Transformative Transportation:

Enhance Community
Spur Economy
Expand Equity
Advance Clean Mobility
Ensure Accountability



ECONOMY

Spur the economy by creating jobs, supporting local businesses and expanding access to services, employment and education

- ✓ Advance projects in every phase of development from concept to construction with the goal of supporting economic vitality, jobs, safety and access
- ✓ Fulfill goals of Alameda CTC's Local Business Contract Equity Program and exceed where possible
- ✓ Strengthen partnerships to expand access to employment, services and education



EQUITY

Expand equity through engagement, opportunities and elimination of barriers and measure outcomes in project and program delivery

- ✓ Expand community engagement in transportation development and delivery
- ✓ Advance multimodal projects and programs approved in the 2020 Countywide Transportation Plan and Community-Based Transportation Plan that promote equity and eliminate barriers
- ✓ Expand senior and youth safety and access programs



CLEAN MOBILITY

Advance projects, programs, technologies and policies that support sustainable transportation, reduce emissions and increase mobility options

- ✓ Support emerging technologies such as alternative fuels and technology to reduce Green House Gas emissions, including forging new partnerships
- ✓ Implement projects and programs that result in sustainable transportation and land use strategies
- ✓ Launch New Mobility Roadmap, expanding clean transportation



ACCOUNTABILITY

Ensure financial accountability and stewardship, and achieve organizational excellence in all aspects of Alameda CTC's work

- ✓ Develop sustainable and balanced budgets
- ✓ Ensure transparency and clean financial audits
- ✓ Ensure on-going and efficient procurement and contracting practices that support economic recovery, jobs and local and small businesses
- ✓ Attract, support and retain top talent

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Memorandum

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 23, 2022

TO: Alameda County Transportation Commission

FROM: Colin Dentel-Post, Principal Transportation Planner
Chris G. Marks, Associate Transportation Planner

SUBJECT: Countywide Bikeways Network

Recommendation

This memo introduces Alameda CTC's effort to define a Countywide Bikeways Network and improve connectivity, safety, and comfort on bikeways throughout Alameda County.

Summary

In 2019, the Alameda County Transportation Commission (Alameda CTC) approved the Countywide Active Transportation Plan (CATP) which established countywide significance criteria for active transportation facilities. These facilities address:

- The High-injury Network (HIN);
- Major Barriers including freeways, highways, waterways, rail lines, barriers to transit access, and interjurisdictional barriers, and;
- Equity Priority Communities (formerly called Communities of Concern).

The existing and proposed local networks of bicycle and pedestrian facilities were included in the 2019 CATP (shown in Attachment A), but the CATP did not apply the above criteria to this network to identify specific corridors or projects of countywide significance.

In 2020, Alameda CTC approved the 2020 Countywide Transportation Plan (CTP) which highlighted active transportation and safety as critical needs and priorities for implementation. The CTP identified a set of priority projects across the county to advance within the next ten years, including complete streets, bikeway, greenway and trail projects.

As recent federal, state, and regional funding entities have placed additional emphasis on funding projects which improve safety for cyclists and pedestrians, as well transformative active transportation projects which encourage mode shift, Alameda CTC has launched an effort to build off the priorities identified in the 2019 CATP and 2020 CTP to define a connected, safe, and comfortable network of bikeways of countywide significance. Alameda CTC will use this network to prioritize resources (staffing, funding, and advocacy)

and phase delivery to advance the most impactful and feasible projects near-term along with supporting more with visionary projects long-term.

Principles

The development of the Countywide Bikeways Network has been guided by five key principles that build off goals and priorities from both the CATP and CTP. Those principles state that the network will be:

Principle	CTP Goals	CATP Goals
Safe and Comfortable – The network prioritizes improvements on or near high-injury corridors and maximizes separation and comfort.	<ul style="list-style-type: none"> ▪ Safe, Healthy, and Sustainable ▪ High Quality and Modern Infrastructure ▪ Accessible, Affordable, and Equitable 	<ul style="list-style-type: none"> ▪ Safety
Equitable – The network provides efficient and affordable travel and access to equity priority communities.	<ul style="list-style-type: none"> ▪ Accessible, Affordable, and Equitable 	<ul style="list-style-type: none"> ▪ Impactful Investment
Continuous and Connected – The network provides access across major barriers to create a network of continuous long-distance multijurisdictional bikeways throughout Alameda County. It prioritizes high quality connections to activity centers and high-frequency transit.	<ul style="list-style-type: none"> ▪ Accessible, Affordable, and Equitable 	<ul style="list-style-type: none"> ▪ Multimodal Connectivity
High Quality – On-street bikeways are assumed to be comfortable and high-quality and consistent with established guidelines. Separated paths are for the shared-use of people walking and biking.	<ul style="list-style-type: none"> ▪ High Quality and Modern Infrastructure 	<ul style="list-style-type: none"> ▪ Safety ▪ Encouragement
Visionary – The network includes specific identified facilities in some locations and corridors requiring further planning in others. CCCs include some feasible near-term projects and others that require a long-term development process.	<ul style="list-style-type: none"> ▪ High Quality and Modern Infrastructure 	<ul style="list-style-type: none"> ▪ Impactful Investment ▪ Encouragement

Inclusion Criteria and Network Development Approach

To identify a draft Countywide Bikeways Network, the project team started with a backbone network which includes all CTP 10-year complete streets/multimodal projects with bikeways, as well as projects in the Greenway and Trail category. The full list of CTP 10-year projects is included in Attachment B. That backbone network also includes the full extents of the three TEP major trails, approved by voters in Measure BB: The Iron Horse Trail, Bay Trail, and East Bay Greenway (only initial phases of these projects are included in the CTP 10-year list). The alignments for the three major trails represent the full long-term buildout of each trail, generally as shown in the CTP and shown in Attachment C.

However, the projects on that backbone network alone do not create a full consistent, connected, and high-quality network. In particular, that backbone network lacks strong east-to-west connections, leaves some historically underserved communities disconnected, does not connect to all major transit hubs, and leaves some key activity centers unserved or underserved by high-quality facilities. To address these gaps, Alameda CTC took the following steps:

- 1) Applied the adopted criteria of countywide significance to identify where additional connections were needed, the significance criteria include:
 - *Countywide High-injury Network* – Projects that are located on or provide direct proximate alternatives to the countywide bicycle High-injury Network.
 - *Major Barriers* – Projects that resolve or remove a barrier of countywide significance including:
 - Freeways, highways, rail lines, waterways,
 - Barriers to high-frequency transit and transit hubs,
 - Connectivity between jurisdictions, and
 - Barriers to and along regional trails.
 - *Equity Priority Communities (EPCs)* – Projects located within a Metropolitan Transportation Commission-designated EPC.
 - *Activity Centers* – Projects that improve access to major activity centers and destinations, such as employment centers and high-density downtown areas.
- 2) Incorporated corridors from local plans to fill these needs.
- 3) Reviewed proposed additions with local jurisdictions to reconcile differences and identify shared priorities.

In summary, where the CATP criteria of countywide significance identified locations in need of additional connections, the project team reviewed local jurisdiction bike and trail plans for priority facilities to address these gaps in the backbone network, and, in many cases, local plans have already identified high-priority proposed facilities along these corridors of countywide significance. The backbone network plus selected local plan priority projects together comprise a complete Countywide Bikeways Network.

Currently, the local links are being reviewed in detail with local jurisdiction partners, parks districts and transit agencies during a series of focused workshops. Alameda CTC is still receiving comments and reconciling changes to proposed alignments between local priority projects and the criteria of countywide significance. Staff will share the working draft Countywide Bikeways Network map at the Commission Retreat.

Performance Evaluation

Staff has evaluated the performance of the draft network to understand its effectiveness across a range of factors, and will evaluate the final network. The methodology for the

performance evaluation focused on consistency with past countywide planning work, established regional methodologies, consistency with partner agency plans to ensure priorities are aligned, and factors that would improve the competitiveness of projects on the network for a range of types of funding. The draft network was evaluated against the following performance criteria:

- Safety – Addressing the High-injury Network
- Equity – Serving Equity Priority Communities
- Barriers – Overcoming major barriers e.g. State Highway System, waterways, rail lines
- Connectivity – Providing access to major transit hubs and high-frequency transit
- Activity Centers – Serving major job centers

Outreach

Alameda CTC staff have solicited comments and input on both the foundational elements of this effort and draft mapping. Alameda CTC has conducted the following outreach:

- Presented to the Alameda County Technical Advisory Committee (ACTAC) in November 2021 in conjunction with an update on the Regional Active Transportation Plan and provided two additional updates to ACTAC in February and March.
- Presented to the Countywide Bicycle and Pedestrian Advisory Committee (BPAC) in February 2022.
- Convened a Technical Advisory Committee including active transportation planning staff from all local jurisdictions in Alameda County in January 2022 to review foundational elements.
- Held eight focused workshops in March to review the draft network with local jurisdictions, transit agencies, as well as staff from parks and recreation districts and the Bay Trail.

Schedule and Next Steps

Alameda CTC will continue to refine the draft network through the spring of 2022 and work with partner agency staff to reconcile countywide priorities with local planning efforts. Staff expect to bring a final network to the Commission for adoption in May, as part of Bike to Work Month. Subsequently, Alameda CTC will embark on focused work to define guidelines for high-quality facilities, and tackle specific implementation questions through the summer of 2022. Alameda CTC anticipates completing this effort in late 2022.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. 2019 CATP Local Bikeways Map
- B. 2020 CTP 10-year List
- C. 2020 CTP Greenway and Major Trails Map



**Existing and Planned
Bicycle Facilities**

Alameda County

Bicycle Facilities

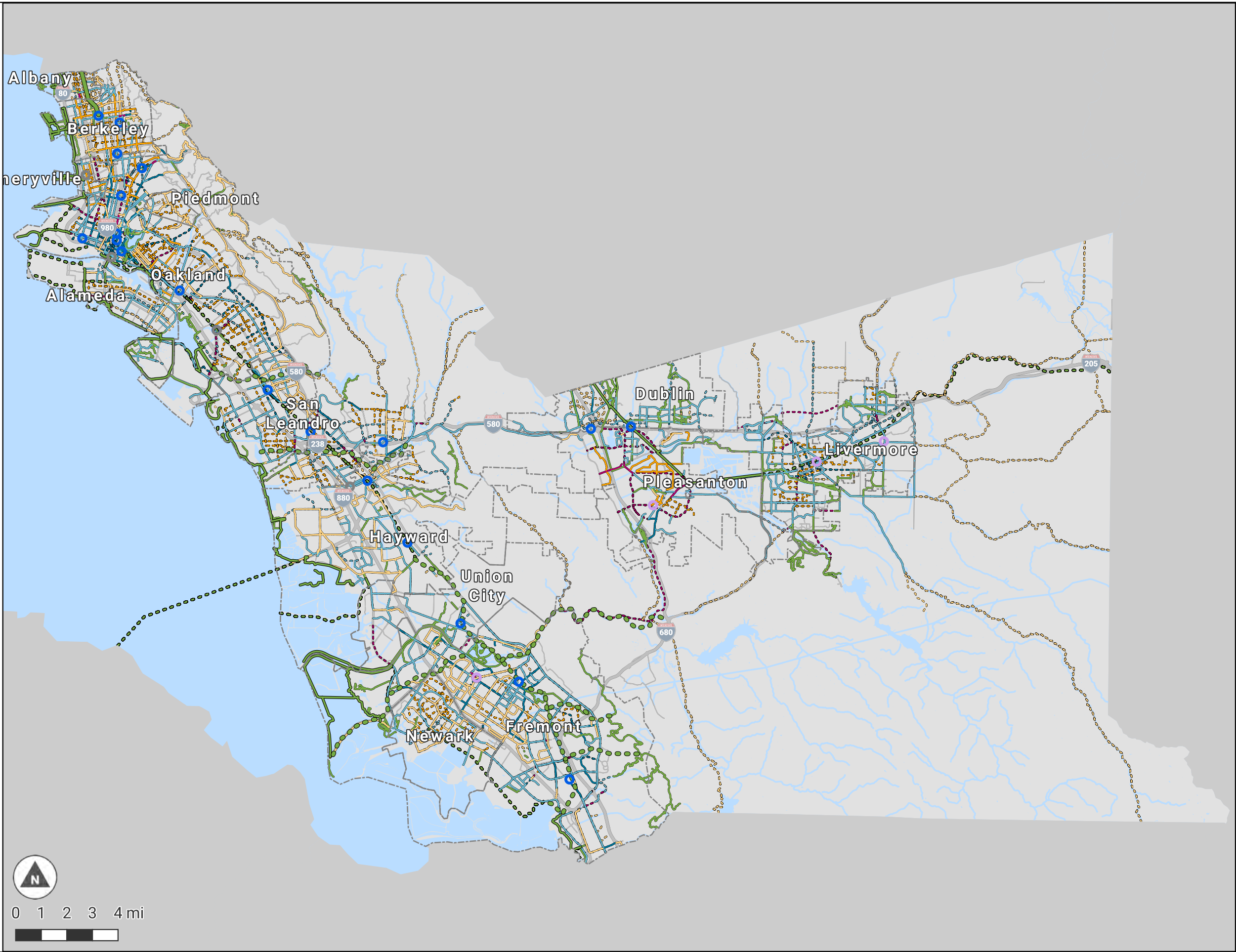
- Major Regional Trails
- Class I - Shared Use Path
- Class II - Bike Lane
- Class II - Buffered Bike Lane
- Class III - Shared Lane
- Class III - Bike Boulevard
- Class IV - Separated Bike Lane
- Existing
- Planned
- Study Corridor

Other

- BART Station
- Amtrak Station
- ACE

Note: This map is not comprehensive, it is for Illustrative Purposes only. Trail alignments maybe subject to change.

Alameda CTC Countywide
Active Transportation Plan



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THE 10-YEAR PRIORITY PROJECT LIST

PROJECT NAME	SPONSOR
Greenways and Trails	
Bancroft Avenue Greenway	Oakland
Dumbarton to Quarry Lakes Trail	Fremont
East Bay Greenway (Phase 1)	Alameda CTC
Greenway and Mandela Connector	Emeryville
Iron Horse Trail	East County Cities
Niles Canyon Trail (Phase 1)	ACPWA
Sabercat Trail: Irvington BART to Ohlone College	Fremont
San Francisco Bay Trail and Bay Trail Connectors (Phase 1)	MTC/ABAG
San Leandro Creek Trail	San Leandro
West End Bike/Ped Crossing	Alameda
Multimodal Corridors	
40th St. Transit-Only Lanes and Multimodal Enhancements	Emeryville
Adeline St. Corridor Transportation Improvements	Berkeley
Alameda Point Transit Network Improvements	AC Transit
Broadway Transit Corridor	Oakland
Clement Ave. and Tilden Way Complete Streets	Alameda
Decoto Rd. Complete Streets/ Dumbarton Corridor	South County Cities
Downtown Hayward PDA Multimodal Complete Streets	Hayward
Downtown Oakland East-West Safe Streets	Oakland
Downtown San Leandro Streetscapes	San Leandro
Dublin Blvd. - North Canyons Pkwy Extension	Dublin
East 14th St./Mission Blvd. and Fremont Blvd. Corridor	Alameda CTC
East Bay BRT Corridor Safety Improvements	Oakland
East Lewelling Blvd. Complete Streets (Phase 2)	ACPWA
East Oakland Neighborhood Bikeways	Oakland

PROJECT NAME	SPONSOR
Foothill Blvd. Corridor Improvements (Phase 1)	AC Transit
Fruitvale Ave. Corridor Short Term Improvements	AC Transit
Hesperian Blvd. (Phase 2)	ACPWA
Lincoln Avenue/Marshall Way Safety Improvements	Alameda
MacArthur Smart City Corridor	Oakland
Main Street Complete Street	Hayward
Martin Luther King Jr Way Complete Streets Corridor	Berkeley
Quarry Lakes Parkway (Segments 1-4)	Union City
San Pablo Ave. Corridor	Alameda CTC
Shattuck Ave./Martin Luther King Jr Way Corridor	AC Transit
Solano Ave. Complete Streets	Albany
Telegraph Ave. Complete Streets	Oakland
Telegraph Ave. Multimodal Corridor	Berkeley
Tennyson Rd. Corridor PDA Complete Streets	Hayward
Tesla Rd. Safety Improvements (Phase 1)	ACPWA
Thornton Ave. Complete Streets Corridor	Newark
West Grand Ave. Corridor	AC Transit, Oakland
West Las Positas Bike Corridor Improvements	Pleasanton
West Oakland Industrial Streets	Oakland
Willie Stargell Bus Priority and Multimodal Safety Corridor	Alameda
Interchange Safety and Freeways	
42nd Ave. & High St. I-880 Access Improvements	Oakland
Bay Bridge Forward	MTC/ABAG, Alameda CTC
I-580 Design Alternatives Assessments (DAAs) Implementation (Phase 1)	MTC/ABAG, Alameda CTC

PROJECT NAME	SPONSOR
I-580 First St. Interchange Modernization	Livermore
I-580 Vasco Rd. Interchange Modernization	Livermore
I-580/Fallon/El Charro Interchange Modernization (Phase 2)	Dublin
I-580/I-680 Interchange (Phase 1)	Alameda CTC
I-680 Express Lanes: SR-84 to Alcosta (Phase 1 - Southbound)	Alameda CTC
I-680 Interchange Modernizations at Washington and Mission	Fremont
I-680 Sunol Interchange Modernization	Pleasanton
I-680/SR-84 Interchange and SR-84 Expressway	Alameda CTC
I-80 Gilman St. Interchange Modernization	Alameda CTC
I-80/Ashby Ave. Interchange Modernization	Alameda CTC
I-880/Winton Ave./A St. Interchange Modernization	Alameda CTC
I-880/Whipple Rd. Industrial Pkwy SW I/C Modernizations	Alameda CTC
Oakland/Alameda Access Project	Alameda CTC
Rt 92/Clawiter/Whitesell Interchange Modernization	Hayward
SR-262 Mission Blvd. Cross Connector Improvements (Phase 1)	Alameda CTC
Transit Capacity, Access, and Operations	
19th St. Bike Station Plaza	BART
19th St./Oakland BART Station Street Elevator	BART
ACE Medium-Term Service Increases	SJRRRC
Atlantis O&M Facility	LAVTA
BART Core Capacity	BART
BART Next Gen. Fare Gates	BART
Bay Fair Connection	BART
Berkeley-San Francisco Ferry	WETA

PROJECT NAME	SPONSOR
Division 4 Replacement (Phase 1)	AC Transit
Dublin/Pleasanton Active Access Improvements	BART
Hayward Maintenance Complex (Phase 1)	BART
Irvington BART Station	BART, Fremont
Lake Merritt TOD	BART, Oakland
North Berkeley Active Access Improvements	BART
Redwood City-San Francisco-Oakland Ferry	WETA
San Leandro BART Station Area Safety Improvements	San Leandro
Seaplane Lagoon-San Francisco Ferry	WETA
South Bay Connect	CCJPA
Transit Operations Facility (TOF)	BART
Union Landing Transit Center Modifications	UC Transit
Valley Link	TVSJVRRRA
West Oakland TOD	BART
Goods Movement	
7th St. Grade Separation West	Alameda CTC
Central Ave. Overpass	Newark
Near/Mid-Term Port Operations and Emission Reductions	Port of Oakland
Oakland Army Base Infrastructure Improvements	Oakland
Quiet Zone Safety Engineering	Emeryville
Rail Safety and Connectivity	Alameda CTC
Sea Level Rise Adaptation	
Doolittle Dr. Resiliency	Port of Oakland
Oakland International Airport Perimeter Dike	Port of Oakland
Shoreline Overtopping near Webster and Posey Tubes	Alameda

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GREENWAY AND TRAIL PROJECTS SAFER WALKING AND BIKING OPTIONS



Urban greenways and trails projects expand Alameda County's network of multi-use paths and trails for safe walking and biking. Measure BB included funding for three major trails: the Iron Horse Trail, Bay Trail, and East Bay Greenway. The 2020 CTP reaffirms those commitments and identifies an additional seven greenways and trails to advance over the next 10 years. Greenways and trails can be complex to design, build, and maintain, with complicated rights-of-way and coordination between jurisdictions and regional park agencies.

The **Mandela Greenway Connector** will connect Mandela Parkway and Emeryville improving connections to existing greenways and the Bay Trail.

The **West End Bicycle/Pedestrian Crossing** will provide a connection between Alameda and Oakland.

The **San Leandro Creek Trail** will connect the Bay Trail and the Ridge Trail and include lighting, barrier railing, and intersection improvements.

The **East Bay Greenway** will connect the Lake Merritt and South Hayward BART stations along existing rail right-of-way. A plan to extend the trail through Southern Alameda County will be refined over the next 10 years.

Phase 1 of the **Niles Canyon Trail** will connect the Niles District of Fremont and Palomares Road. Subsequent phases will extend the trail to Sunol.

The **Dumbarton to Quarry Lakes Trail** will connect the Union City BART station and future Ardenwood Transit Center.

The **Bancroft Greenway** will provide over two miles of protected access to schools and parks and create recreational opportunities for all ages and abilities.

The **Iron Horse Trail** will be extended through Livermore, and existing gaps in Pleasanton and at a bridge crossing over Dublin Boulevard will be closed. The completed trail will stretch from Livermore to Concord.

The **Sabercat Trail** will connect the Fremont foothills and Ohlone College to the future Irvington BART Station and East Bay Greenway with a bicycle and pedestrian bridge across I-680 and connection under the BART and UPRR tracks.

Projects on the **San Francisco Bay Trail**, as well as key connector greenways to the Bay Trail, are included in the priority list but are not shown on this map. The Bay Trail is managed by the Association of Bay Area Governments in partnership with the region's cities and regional park districts. It provides critical connections between communities and the waterfront across Interstate I-880, which otherwise acts as a barrier.

MAP LEGEND

- Implementation over the next 10 years
- - - Alignment under development
- Existing major trails (2019 Countywide Active Transportation Plan; MTC/ABAG, 2020)

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Memorandum

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DATE: March 23, 2022

TO: Alameda County Transportation Commission

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

SUBJECT: Panel Discussion: Clean and Green Future

Summary

The 2020 Countywide Transportation Plan (CTP) included a core goal focused on sustainability. The Safe, Healthy and Sustainable goal articulated a goal to create safe multimodal facilities to walk, bike and access public transportation to promote healthy outcomes and support strategies that reduce reliance on single-occupant vehicles and minimize impacts of pollutants and greenhouse gas emissions. The 2022 Commission Retreat will include a Clean and Green Future panel discussion to explore current climate-related initiatives and inform a discussion of future Commission work to advance climate and sustainability.

Speakers for the Clean and Green Future panel include:

- Suzanne Smith, Executive Director, Sonoma County Transportation Authority/Regional Climate Protection Authority
- Jessie Denver, Senior Distributed Energy Resources Manager, East Bay Community Energy
- Salvador Llamas, Chief Operating Officer, AC Transit

Fiscal Impact: There is no fiscal impact.

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