



Alameda County
**Community-Based
Transportation Plan
2020**

November 2, 2020



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Study Overview

Chapter 1 Study Overview

1.1 INTRODUCTION

The goals of the Alameda County Community Based Transportation Plan (CBTP) are to understand transportation needs within Alameda County's low-income and minority communities, identify ways to improve access and mobility for low-income and minority communities across the county, and incorporate recommendations into the 2020 update of the Countywide Transportation Plan (CTP). The CTP establishes near-term priorities and guides the long-term decision-making of Alameda CTC, with a vision for the county's complex transportation system to encourage vibrant and livable communities. Community engagement is a key component and requirement of CBTP development that is used for analysis and to directly inform recommendations.

This CBTP is funded by and meets the requirements of the Bay Area's metropolitan planning organization, the Metropolitan Transportation Commission (MTC). The MTC CBTP guidelines can be found in Appendix A. MTC launched the CBTP program in 2002. As a foundation for equity planning in the region, MTC identifies and regularly updates Communities of Concern (CoC) throughout the Bay Area, which are communities (or census tracts) with high concentrations of disadvantaged populations. The specific definition of what constitutes a CoC is defined in Section 1.2.

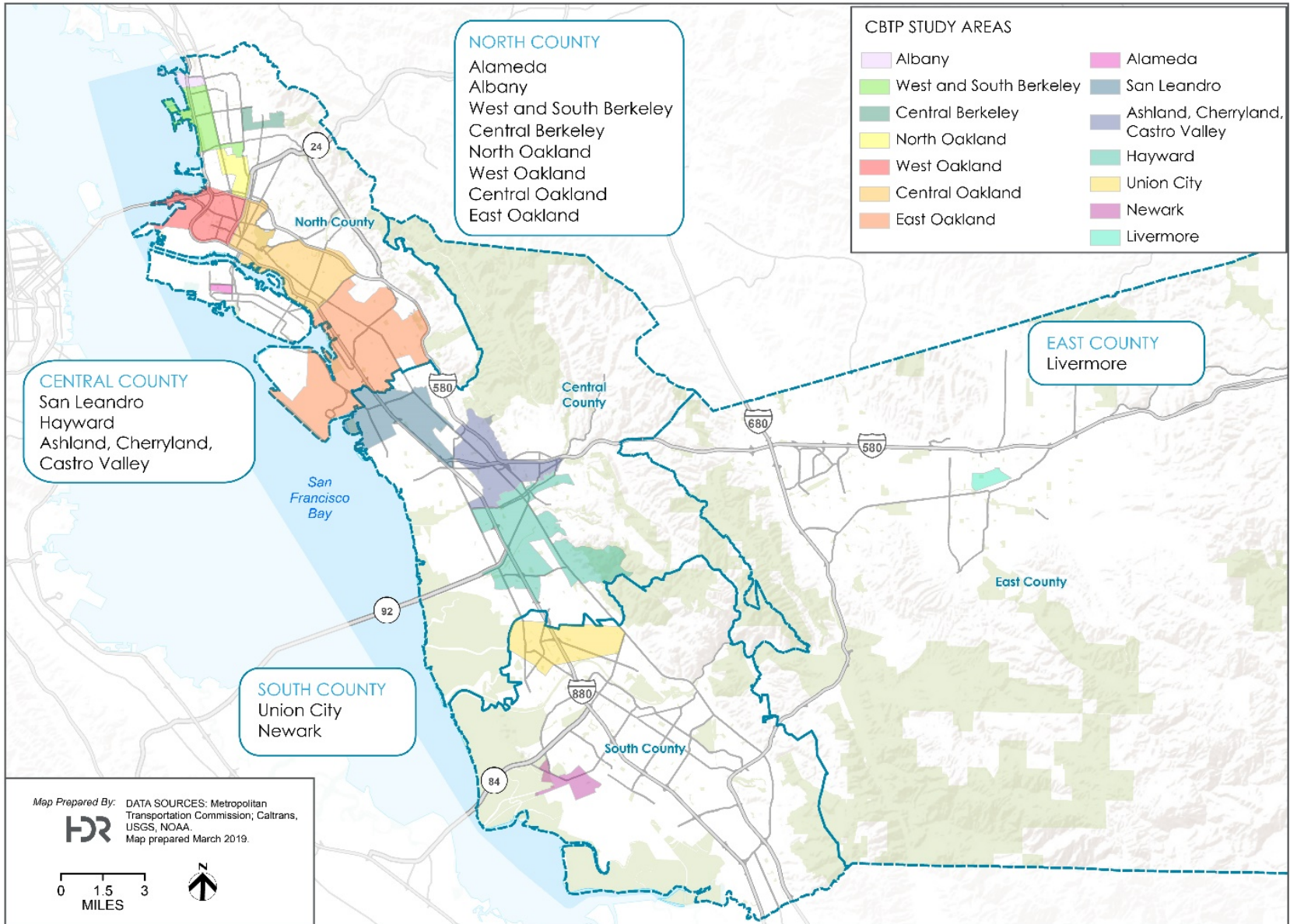
The last set of CBTPs for Alameda County was completed between 2004 and 2009. Low-income and minority CoC communities at the time consisted of five communities in the North and Central parts of the county, for which separate CBTPs were developed:

- Central Alameda County (unincorporated Cherryland and Ashland portions of Hayward and South Hayward) Community Based Transportation Plan (2004) (13 census tracts)
- Alameda Community Based Transportation Plan (2009) (15 census tracts)
- West and South Berkeley Community Based Transportation Plan (2007) (9 census tracts)
- Central and East Oakland Community Based Transportation Plan (2007) (54 census tracts)
- West Oakland Community Based Transportation Plan (2006) (13 census tracts)

Since then, MTC's definition of "CoC" has evolved and new U.S. Census data have been incorporated (American Community Survey 5-year data, 2012-2016). As a result,

the spatial distribution of CoCs within Alameda County has changed and expanded to include areas throughout the county. Alameda County now contains 115 census tracts that meet the CoC criteria, located in nine cities and three unincorporated areas across all four planning areas of Alameda County. These have been organized into 14 CBTP study areas for the purpose of developing this countywide CBTP. The Alameda County CoCs and CBTP study areas are described in Section 1.3 and shown on a map in Figure 1-1.

Figure 1-1: CBTP Study Areas



1.2 COMMUNITIES OF CONCERN DEFINITION

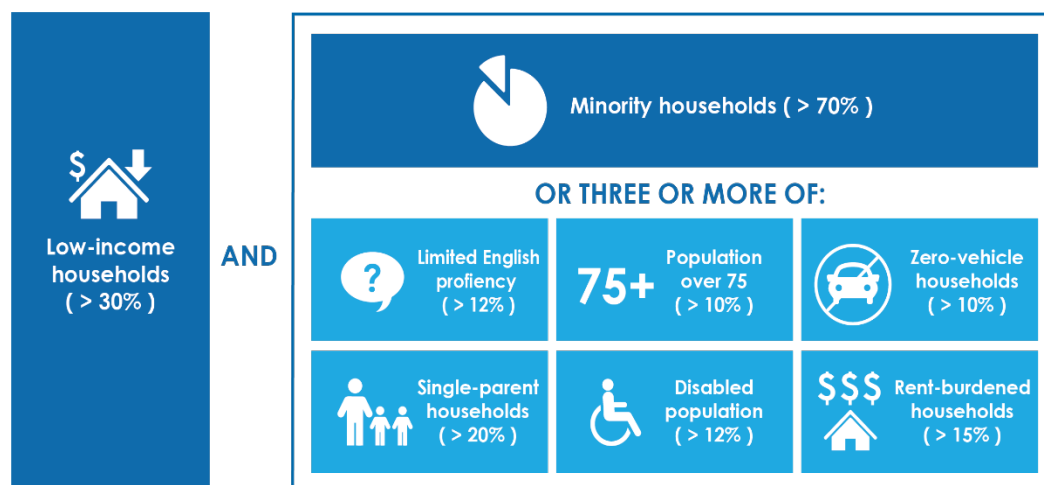
Since the beginning of the CBTP program, MTC has been responsible for defining the communities where CBTPs are conducted. As described previously, these are referred to as Communities of Concern, or CoCs. MTC periodically updates the criteria used to determine which census tracts qualify as CoCs using the latest population information from the U.S. Census Bureau to update the CoC boundaries.

MTC currently defines CoCs as census tracts that have at least 30% of residents that are low-income¹ and that have at least 70% minority population or three or more of the following factors:

- Limited English Proficiency (12% threshold²)
- Population over 75 (10% threshold)
- Zero-vehicle households (10% threshold)
- Single-parent households (20% threshold)
- Disabled population (12% threshold)
- Rent-burdened households (15% threshold)

Thresholds are calculated at the Census-tract level for either households or the number of people that are in a certain category. Figure 1-2 illustrates the factors used to define CoCs for this CBTP.

Figure 1-2: Community of Concern Factors



¹ MTC defines low income as a person living in a household with incomes less than 200% of the federal poverty level established by the Census Bureau.

² "Threshold" refers to the minimum percentage of people in the census tract that are either limited-English proficiency, are over 75 years of age, single-parent household, do not have a vehicle, are disabled, or are rent-burdened.

1.3 ALAMEDA COUNTY CBTP STUDY AREAS

Using the latest definition from MTC, Alameda County now contains 115 census tracts across nine different cities and three areas in unincorporated County that meet the CoC criteria. Due to the large number of CoC census tracts in Alameda County, Alameda CTC has grouped CoCs to align with current Alameda County Planning Area and city boundaries creating 14 CBTP study areas. These CBTP study areas are comprised of one or more CoC-qualifying census tracts in close proximity to one another and located in the same jurisdiction. Analysis and findings in this report are organized by CBTP study area. The 14 Alameda County CBTP study areas are shown in Table 1-1 below and above.

Table 1-1: CBTP Study Areas by Planning Area

Planning Area	CBTP Study Areas	
North County	<ul style="list-style-type: none"> ➤ Alameda ➤ Albany ➤ Berkeley: Central ➤ Berkeley: West and South 	<ul style="list-style-type: none"> ➤ Oakland: North ➤ Oakland: West ➤ Oakland: Central ➤ Oakland: East
Central County	<ul style="list-style-type: none"> ➤ Unincorporated Areas: Ashland, Cherryland, and Castro Valley 	<ul style="list-style-type: none"> ➤ San Leandro ➤ Hayward
South County	<ul style="list-style-type: none"> ➤ Union City 	<ul style="list-style-type: none"> ➤ Newark
East County	<ul style="list-style-type: none"> ➤ Livermore 	

1.4 2020 CBTP APPROACH

Transportation needs in the county's CBTP study areas were identified through direct engagement with members of the communities, data analysis, and detailed review of recent planning efforts in these areas.

Developing the 2020 CBTP involved the following three key efforts:

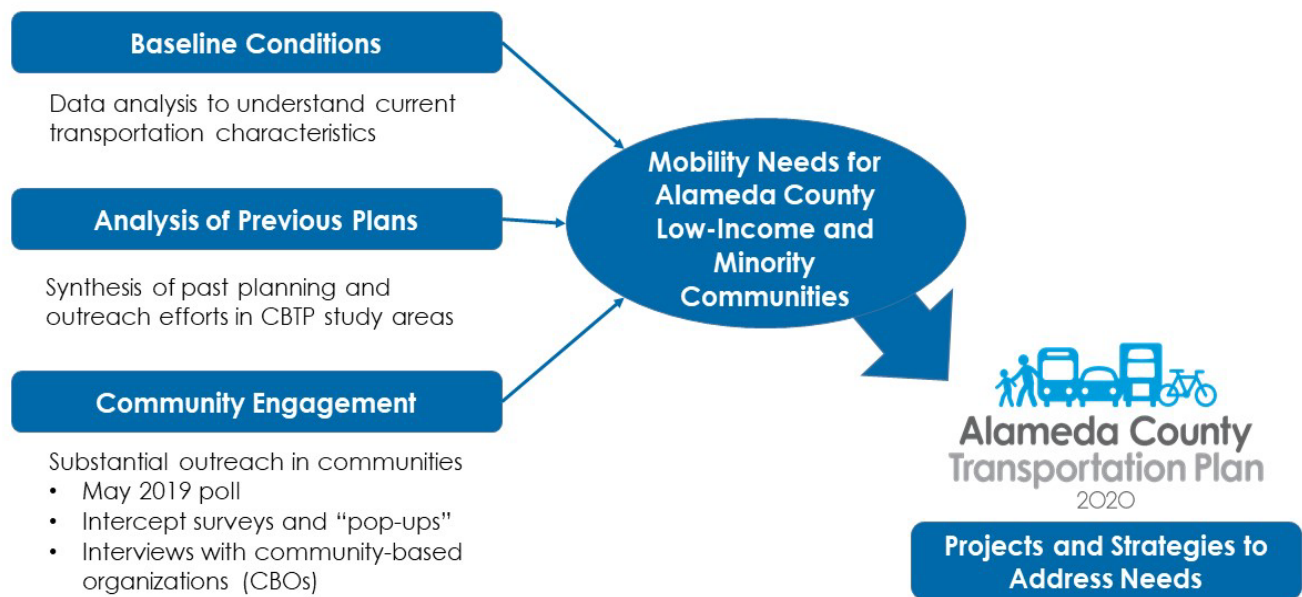
Baseline Conditions. Analysis of current conditions to understand the current transportation characteristics of the CBTP study areas. Analysis included: population data, commute patterns for residents and workers, and a summary of current conditions of the transportation network, e.g. pavement condition, the High-injury Network for walking and biking, and presence of active transportation infrastructure.

Analysis of Past Planning Efforts. Review of recent planning and outreach activities that have been conducted in the CBTP study areas.

Community Engagement. Outreach to gain an understanding of transportation needs directly from people in the CBTP study areas. This consisted of a countywide poll conducted in 2019, intercept surveys at pop-up events within the county's CoCs, and interviews with community-based organizations.

These three elements all contribute to understanding the complex mobility needs for low-income and minority residents in Alameda County. The findings from the CBTP have been a key foundation for recommendations in the 2020 CTP. The process for developing the 2020 CBTP is illustrated in Figure 1-3. This CBTP document describes transportation needs in CBTP study areas organized by Planning Area and concludes with recommendations for addressing these needs and monitoring progress.

Figure 1-3: Alameda County 2020 CBTP Development Process



Data Analysis for Community Based Transportation Plan

As part of the CBTP effort, data analysis was conducted to provide context of the existing conditions and inform the community engagement. Several aspects of the transportation network and travel characteristics of residents were assessed to understand needs within the CBTP study areas. This analysis served to provide context to the community outreach findings, which are described in Chapter 2. A variety of data sources were used to summarize conditions such as access to existing transit service, safety conditions for walking and biking, journey-to-work information from the US Census, and demographic data from US Census related to vehicle ownership. A

description of data analysis conducted for the key trends are discussed throughout the CBTP along with additional maps that are shown in Appendix C-1.

1.5 INTEGRATION INTO 2020 COUNTYWIDE TRANSPORTATION PLAN

Every four years, Alameda CTC prepares a CTP. The CTP is a long-range planning and policy document that lays out a vision for the county's transportation system and guides future transportation decisions for all modes and users in Alameda County. Alameda County has been developing CTPs since 1994. Over time, the CTPs have become increasingly multimodal and integrated with land use planning. Each plan horizon is consistent with the region's long-range transportation plan, which will be the year 2050 for this update.

The 2020 update to the CTP emphasizes the coordination of a set of projects, programs, and policies that Alameda CTC and its partners will pursue over the next 10 years. Development of the 2020 CTP started this spring and will continue through the end of 2020.

A key input to the CTP is the equity and needs assessment of the CBTP which has been a parallel effort to the CTP. CBTP findings have helped inform priority projects and strategies and will be integrated into the 2020 CTP. For example, projects were prioritized in the CTP if they were within or provided access to CoCs. Many projects submitted for the CTP directly respond to CBTP needs. Alameda CTC will continue to support cities in developing and delivering projects that respond to needs in CBTP study areas.

By focusing on harder-to-reach communities, the CBTP outreach and analysis adds important information to the broader countywide analysis of the CTP. It also provides important information for project and strategy recommendations. Incorporating the CBTP findings emphasizes the feedback from disadvantaged communities in the broader planning context for Alameda CTC and the county as a whole.

1.6 COVID-19 AND SHELTER-IN-PLACE

As of the publishing of this report, the COVID-19 pandemic and shelter-in-place orders have caused major shifts in travel behavior, economic conditions, and mobility needs. Low-income and minority communities have been disproportionately impacted by COVID-19 and its effects. Although long-term transportation impacts of the pandemic are uncertain, the needs identified in the 2020 CBTP are likely to continue to be important as the county emerges from the crisis. The effects of the pandemic have highlighted the importance of a resilient and equitable transportation system that meets the needs of all residents and workers, especially the most vulnerable.

02

**Community Engagement
and Assessment of Needs**

Chapter 2 Community Engagement and Assessment of Needs

This chapter describes outreach and engagement conducted in CBTP communities and summarizes high-level findings. Outreach and engagement for the 2020 CBTP consisted of a countywide poll conducted in 2019, intercept surveys at pop-up events within CBTP study areas, and interviews with community-based organizations. Needs for communities within the City of Oakland were primarily sourced from recently completed modal or community-based plans that included extensive community engagement and discussions with city staff in order to not duplicate efforts. Therefore, for the CBTP study areas in Oakland, a review of Oakland's outreach and findings from recently completed plans is included in this section and referenced throughout this plan.

The CBTP outreach strategy was built on the following objectives:

1. Educate residents about the transportation planning process and the goals of the CBTP
2. Identify the community's transportation needs

2.1 OUTREACH APPROACH

In 2019, Alameda CTC conducted a statistically-valid poll of county residents, with a deliberate over-sampling of responses for residents of the CBTP study areas. From that poll, a few key needs for CBTP study areas emerged. Outreach for the 2020 update to the CBTP built off of those survey results with significant in-person engagement. The outreach team received input from a cross-section of the community in all 14 CBTP study areas. Meetings were conducted with local community organizations and “pop-up” surveys at high-traffic locations or community events. Interviews were also conducted with community leaders by phone and written and digital surveys were collected. The 2019 poll, CBTP survey, and other materials were available in English, Spanish, and Chinese and can be found in Appendix B.

2019 Poll

In May 2019, Alameda CTC conducted a countywide poll representative of Alameda County's diverse population across planning areas, and included a deliberate over-

sample of residents in CBTP study areas. This highlighted issues for residents of CBTP study areas in a statistically representative way. Over 15,000 invitations were sent through email and text message. Approximately 500 people completed the survey, nearly 200 of whom are residents of Alameda County CBTP study areas. Findings from this poll were presented at the Commission's May 2019 retreat.

Two salient findings were:

1. Across the county, residents in CBTP study areas feel less safe walking, waiting for transit, and biking (Figure 2-1)
2. More residents in the CBTP study areas compared to non CBTP study areas believe that transit affordability is a major priority, although affordable transit had strong support from all respondents (Figure 2-2).

Figure 2-1: Responses to Topics on Transportation Safety

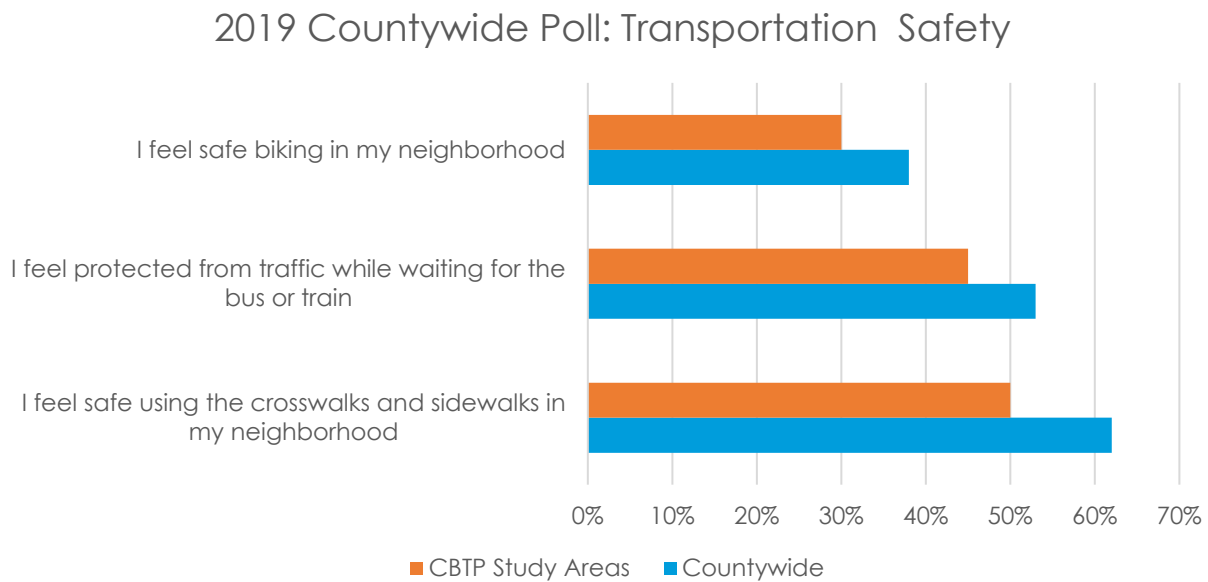
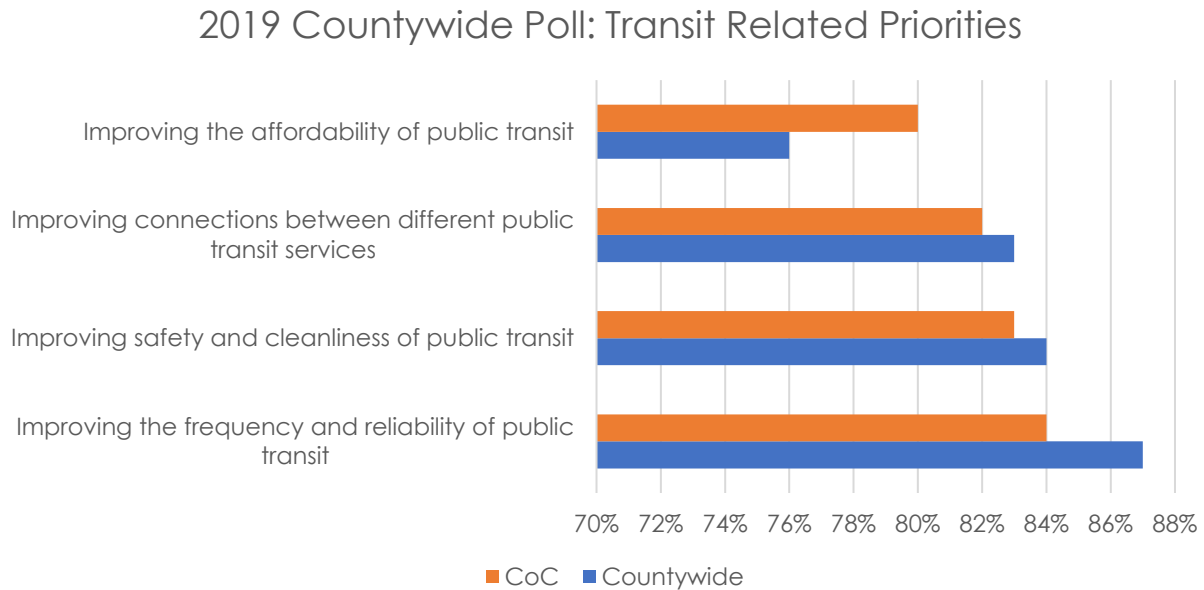


Figure 2-2: Responses to Topics on Transit Related Priorities



CBTP Pop-Up Events

A pop-up event or a “pop-up” is a miniature workshop set up in a location where people typically congregate. This means the team “meets people where they are” and members of the public who might not otherwise learn about the effort can engage with the project team and give feedback.




The team held 17 pop-ups throughout the four planning areas and collected over 400 surveys. Farmers’ markets, recreational events, parks, and BART stations were ideal pop-up locations. Pop-ups were held from October 2019 through February 2020. The pop-up events, including dates and locations, are listed below:

North County Planning Area (130 Surveys Collected)³

- South Berkeley Farmers’ Market on November 12, 2019
- Belmont and University Village in Albany, on November 18, 2019
- Central Berkeley Farmers’ Market on December 7, 2019

³ As described at the start of Chapter 2, pop-up events were not conducted in Oakland for this CBTP because several planning efforts that included deep outreach with communities in Oakland has occurred over the past two years. This plan includes high-level findings and recommendations from those efforts.

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

North County Planning Area




8 CBTP study areas in 4 Cities (Alameda, Albany, Berkeley, Oakland)

6 Pop-up events held

130 Surveys collected

Community Input at the Berkeley Farmers' Market



Central County Planning Area

3 CBTP study areas in 2 Cities (San Leandro, Hayward) and 3 Unincorporated Areas (Ashland, Castro Valley, Cherryland)

6 Pop-up events held

228 Surveys collected

Central County Planning Area (228 Surveys Collected)

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

San Leandro Facebook Advertising Campaign



Community Input at the Ashland Cherryland Family Fun Run



South County Planning Area (41 Surveys Collected)

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

 	<p>South County Planning Area</p> <p>2 CBTP study areas in 2 Cities (Newark, Union City)</p> <p>3 Pop-up events held</p> <p>41 Surveys collected</p>
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Community Input at the Newark Farmers' Market



East County Planning Area (6 Surveys Collected)

- Doolan Park in Livermore on February 1, 2020

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



East County Planning Area

1 CBTP study areas in 1 City (Livermore)

1 Pop-up event held

6 Surveys collected*

**Additional recent plan review to supplement low survey count*

Countywide Event (14 Surveys Collected)

- MTC's Transportation Resiliency, Access and Climate Sustainability (TRACS) and Disability Workshop at the Ed Roberts Campus in Berkeley on November 15, 2019 (14 surveys collected)

Community Input at MTC's Transportation Resiliency, Access and Climate Sustainability (TRACS) and Disability Workshop



419 Surveys Collected in Total

CBTP Fact Sheets and Boards

At each pop-up event, a tri-lingual display board (English, Spanish, and Chinese) invited people to learn more about the CBTP. The display board provided a short overview of Alameda County's community-based planning, the major goals of the CBTP, and an invitation to take a digital survey. Printed fact sheets, available in English, Spanish, and Chinese, were distributed to anyone interested in the CBTP at each in-person event. Copies of the display board and fact sheets can be found in Appendix B.

CBTP Survey

A survey was the primary method used to collect feedback from community members at the pop-ups. The survey was also available online for a short period of time and advertised using social media.

Three versions of the survey were used at pop-ups to collect input on transportation needs, in English, Spanish, or Chinese:

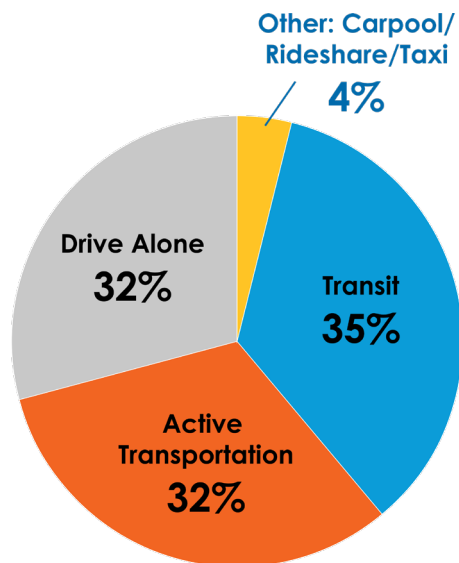
- **A short digital survey**, designed to take roughly one minute to complete on an iPad
- **A longer digital survey**, designed to take roughly five minutes to complete on an iPad
- **A paper survey**

The survey was designed to follow up on the types of issues identified through the 2019 poll such as safety for walking and biking, convenience for taking transit, and challenges related to driving. Two versions were created, a short version that asked about one preferred travel mode, and a long question that asked about all types of transportation. On all surveys, respondents were first asked to identify the modes of transportation they would like to comment on. In the short version of the digital survey, respondents answered multiple-choice questions about the selected transportation mode, such as safety, convenience, and accessibility. In the longer version of the digital survey and the paper survey, respondents were asked to identify their needs and priorities relating to safety, convenience, and accessibility for all types of transportation.

In all three versions of the survey, respondents had the opportunity to provide written comments and feedback on any specific needs or concerns not addressed in the multiple-choice format. Overall, 15 percent of survey respondents included comments in their completed survey. Survey questions are available for reference in Appendix B. Figure 2-3 shows that most people commented on questions related to transit (35

percent)⁴, followed by active transportation (32 percent), and driving alone (29 percent).

Figure 2-3: Feedback on Transportation Mode – Countywide



The project team reached out via phone and email to 14 community-based organizations in the targeted CBTP study areas over a three-week period from February to March 2020 to ground truth the information collected from the community engagement conducted and to obtain additional details on input from the outreach. Four organizations were interviewed during this timeframe. Questions asked during the phone interview included:

- We've heard that the frequency of transit is a concern for residents. What are your priorities for improved frequency?
- We've heard that residents have a desire for more high-quality amenities at transit stops. What do high-quality amenities at transit stops look like?
- There are opportunities to improve access to public transit. What would make access to transit easier?
- Residents have expressed concerns over pedestrian safety. What would make walking safer?
- We've heard that residents have a desire for improved cyclist safety and more high-quality bike lanes. What would provide more safety to cyclists, and what do high-quality bike facilities look like?

⁴ Transit includes bus and rail

- Is there anything else we haven't discussed that you think is a transportation priority in your community?

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

City of Oakland Outreach Coordination

The City of Oakland has recently completed extensive engagement with communities in their CBTP study areas through development of several plans and studies. After consultation with the City, it was determined that outreach should not be duplicated in these areas for the development of this 2020 CBTP. Recent efforts include the:

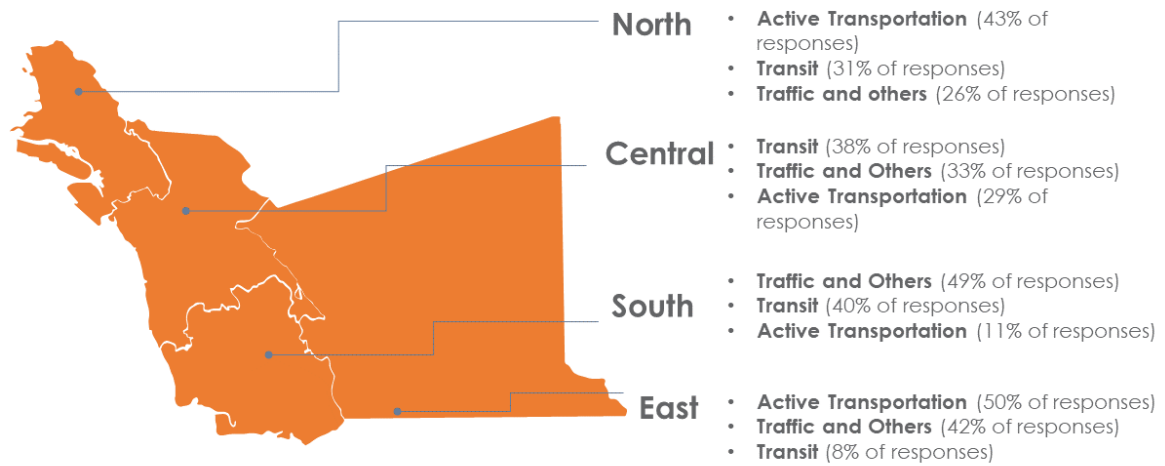
- AB 617 community process led by the Bay Area Air Quality Management District in West Oakland, which culminated in the report *Owning Our Air: The West Oakland Community Action Plan*,
- Downtown Oakland Specific Plan,
- East Oakland Neighborhood Initiative (EONI), a plan that focused on equity-based planning in East Oakland,
- East Oakland Mobility Action Plan which is East Oakland's Community Based Transportation Plan, and
- Ongoing Northwest Oakland Priorities Project which is a City-backed community-driven planning process in Northwest Oakland, including the neighborhoods of Golden Gate, Santa Fe, and Longfellow.

Alameda CTC has provided planning funds to support the East Oakland Mobility Action Plan. Additionally, the Oakland Department of Transportation conducted outreach throughout all of Oakland CBTP study areas as a part of the 2019 Bicycle Plan and the 2017 Pedestrian Plan.

2.2 SUMMARY OF OUTREACH FINDINGS

The survey first asked what mode the person would like to comment on. A summary of the travel modes that were selected as most important to the survey-takers by planning area are shown in Figure 2-4.

Figure 2-4: Travel Modes Selected as Most Important by Planning Area



The project team heard several key themes from residents across all the CBTP study areas. Residents in CBTP study areas commented frequently on transit and active modes (bicycling and walking). Specific countywide findings on all transportation modes from CBTP study areas are noted below:

Transit: The need for higher transit frequency during the weekdays, nights, and weekends emerged as a key theme. There was also a focus on better access to transit (in Central and South County Planning Areas) and more affordable transit (in North and South County Planning Areas). Better bus shelters and stops were a priority in the North and Central County Planning Areas. Safety while using public transit was also identified as a key issue in the North and Central areas.

Active Transportation: Residents offered extensive feedback on active transportation (biking and walking) needs. Residents throughout the County voiced the need for better facilities for walking with an emphasis on safer crossings, traffic calming, and better sidewalks. There was widespread support for better facilities for bicycling, including high-quality bike lanes, trails that are separate from roads, and more bike parking.

Driving: There was concern about how long driving takes and about its cost. In North County, survey respondents commented on truck traffic and lack of parking availability. Also, residents voiced the desire to see lower auto speeds and less traffic on city streets, especially during peak hours. Another significant concern in the CBTP study areas is the condition of street pavement.

These needs are discussed in greater detail in the following chapters organized by planning area – North County Planning Area in Chapter 3, Central County Planning Area in Chapter 4, South County Planning Area in Chapter 5, and East County Planning Area in Chapter 6. These next chapters combine the needs voiced by community members through surveys and engagement with data analysis on baseline conditions to provide a holistic perspective on transportation needs in CBTP communities and ways to address them. Chapter 7 concludes the CBTP with recommendations for how to address the needs identified throughout this plan.

03

**North County Planning Area
Transportation Needs**

Chapter 3 North County Planning Area Transportation Needs

This chapter describes the transportation needs for the North County Planning Area which includes CBTP study areas in the following jurisdictions: Albany, Berkeley, Oakland, and Alameda. Transportation needs are synthesized from a review of baseline conditions, analysis of past planning efforts, and community engagement.

3.1 DESCRIPTION OF CBTP STUDY AREAS IN NORTH COUNTY

The North County Planning Area includes eight CBTP study areas within the cities of Alameda, Albany, Berkeley, and Oakland. These cover communities in Albany, Central Berkeley, South and West Berkeley, North Oakland, West Oakland, Central Oakland, East Oakland, and Alameda. Forty-seven percent of residents within the North County Planning Area live within the CBTP study areas. The criteria for designating these eight study areas are shown in Figure 3-1. The locations of these CBTP study areas are shown in Figure 3-2.

The North County Planning Area includes the largest number of people living in CBTP study areas within Alameda County. The concentrations of low-income, disabled, single parent families, zero-vehicle households, and rent burdened populations in North County are among the highest in Alameda County and well above the thresholds necessary to establish a CoC census tract.

Figure 3-1 shows the demographic factors and thresholds used to define the CBTP study areas. The percentages in Figure 3-1 apply to the CBTP study areas within the North County planning area. For example, 53 percent of residents in the North County CBTP study area are low-income. A more detailed breakdown is also available in Appendix C.

Figure 3-1: North County Planning Area Community of Concern Characteristics

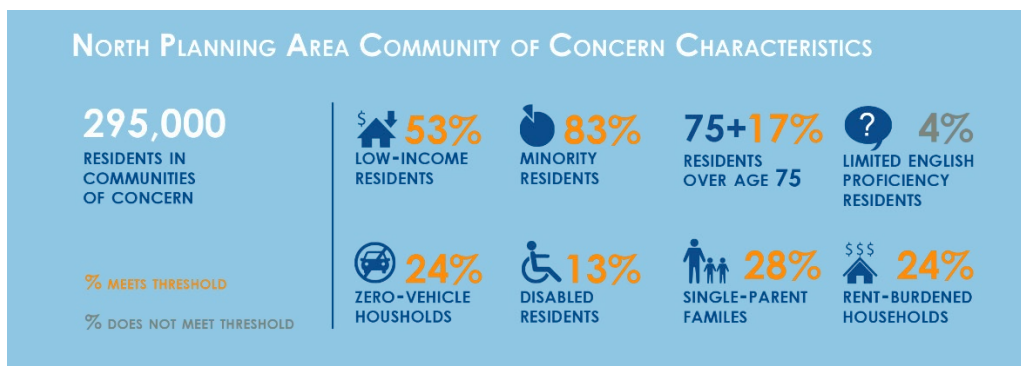
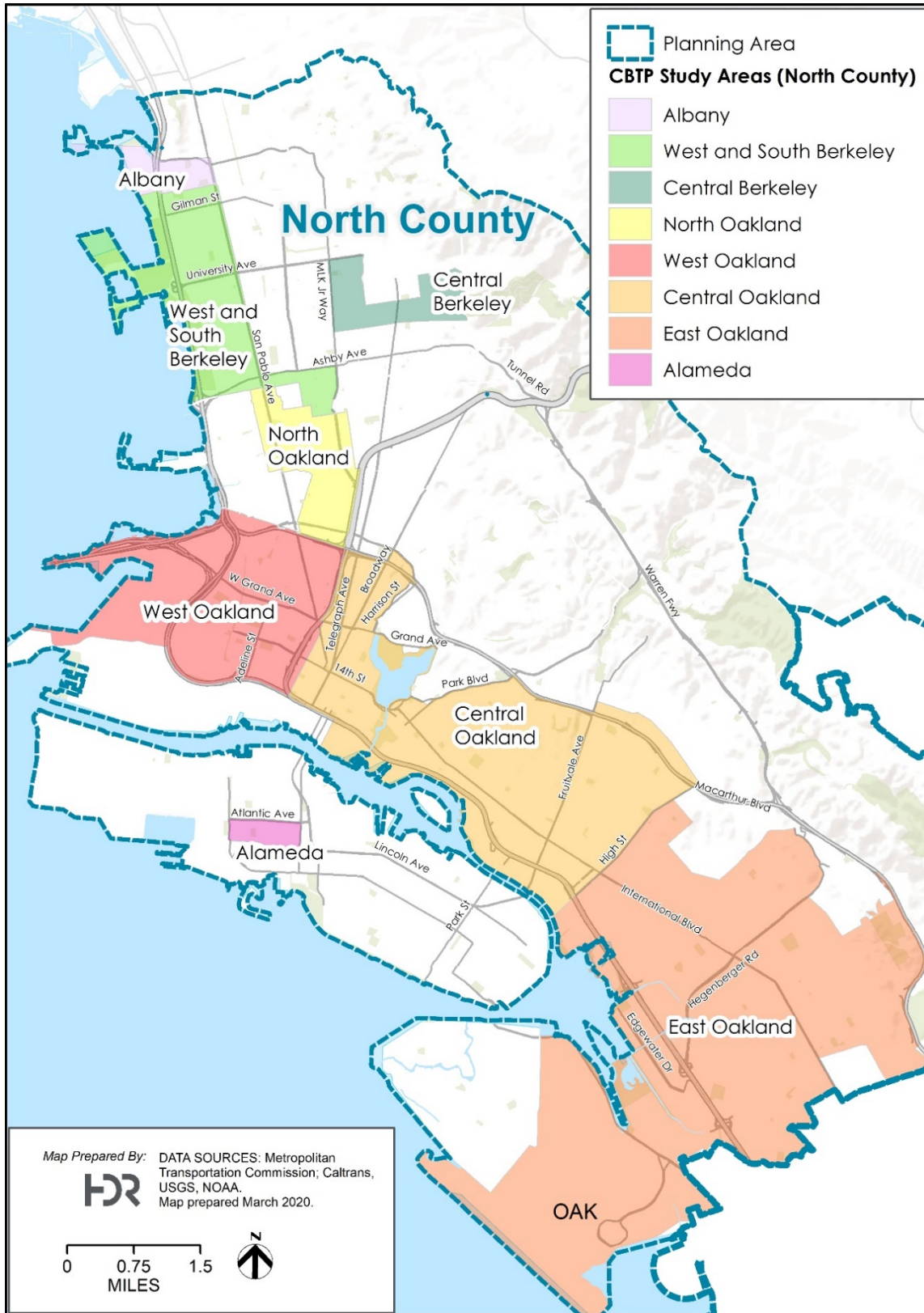


Figure 3-2: North County CBTP Study Areas



Source: MTC Communities of Concern (2018) with from MTC Open Data

3.2 SUMMARY OF TRANSPORTATION NEEDS IN NORTH COUNTY CBTP STUDY AREAS

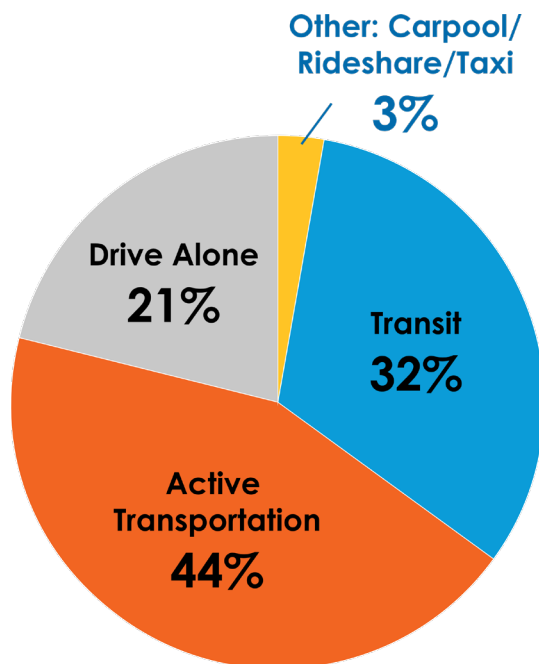
Transportation needs were identified through community engagement, a review of past and current planning efforts, and analysis of transportation data for the North County Planning Area CBTP study areas. In the most simplified form, travel needs are:

- Better safety for pedestrians and bicyclists,
- Better access to frequent and affordable transit, and
- Reduced impact on communities caused by truck traffic and parking

These needs are discussed in greater detail throughout this Chapter.

As shown in Figure 3-3, North County survey participants selected active transportation most often to provide feedback (44 percent), followed by transit (32 percent).

Figure 3-3: Travel Mode Selected as Most Important - North County CBTP Study Areas



Below is a summary of these transportation needs. A more comprehensive description of each need is included in subsequent sections of this chapter.

Improved Safety for Pedestrians and Cyclists: Analysis of commute data and findings from surveys show that residents in CBTP study areas within the North County Planning Area are more likely to walk or bicycle compared to residents in the Central, South, and East County Planning Areas. However, a higher percentage of pedestrian and bicycle

incidents also occur in North County CBTP study areas compared to non-CBTP study areas⁵, so a greater emphasis on walking and cycling safety is needed.

Improved Access to Frequent and Affordable Transit: Many residents in the Albany, West and South Berkeley, Alameda, and East Oakland CBTP study areas cannot reach a major transit stop⁶ within a half mile of their homes. Furthermore, 24 percent of households within the North County CBTP study areas do not have access to a vehicle.⁷ Many people living in the North County CBTP study areas also commute during off-peak hours.⁸ More frequent transit service is needed during off-peak hours to support commuters and residents accessing jobs and services during non-commute hours. There is also a need for more affordable transit fares and easy transfers between transit services.

Reduced Impacts on Communities from Truck Traffic and Parking: The North County CBTP study areas are especially impacted by freight operations associated with the Port of Oakland and warehousing along Interstate 880 (I-880). This is especially true in the West Oakland CBTP study area. The *Owning our Air: West Oakland Community Action Plan Report* produced by the Bay Area Air Quality Management District and the West Oakland Environmental Indicators Project lists more than 90 ways to improve air quality in the community.

3.3 Improved Safety for Pedestrians and Cyclists

There is a need in the North County Planning Area, indicated by both data and outreach results, to improve safety for pedestrians and cyclists. This section provides detailed findings focused on CBTP study area residents needs as they relate to active transportation within their community.

5 Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2020

6 "Major transit stops" refer to existing rail stations, ferry terminals served by bus or rail, or stops that serve at least two frequent transit lines during the morning and afternoon peak hours as recognized by the Metropolitan Transportation Commission as defined in the California Public Resources Code, Section 21064.3.

7 American Community Survey Table B08141. 2017 5-year estimates

8 American Community Survey Table B08302. 2016 5-year estimates

Pedestrian and Cyclist Safety

During public outreach efforts for the Alameda County CBTP, more than half of all survey responses in the North County Planning Area provided feedback on walking and cycling needs in their neighborhoods. Residents expressed concerns about safety while walking and biking. Specific concerns included:

- A desire for new and/or safer sidewalks, crosswalks, and pedestrian buffer zones,
- More street lighting to deter crime and improve pedestrian safety at night, and
- Better facilities for cycling, such as high-quality bike lanes and trails that are separate from traffic, and increased availability of secured bike parking.

“Sidewalks should be cleared, safe, and even.”

- Berkeley

“Would love easier pedestrian and bicycle options to bridge Oakland and Alameda”

- Alameda

“Safer biking. More biking.”

- Berkeley

Community Input at the Central Berkeley Farmers' Market



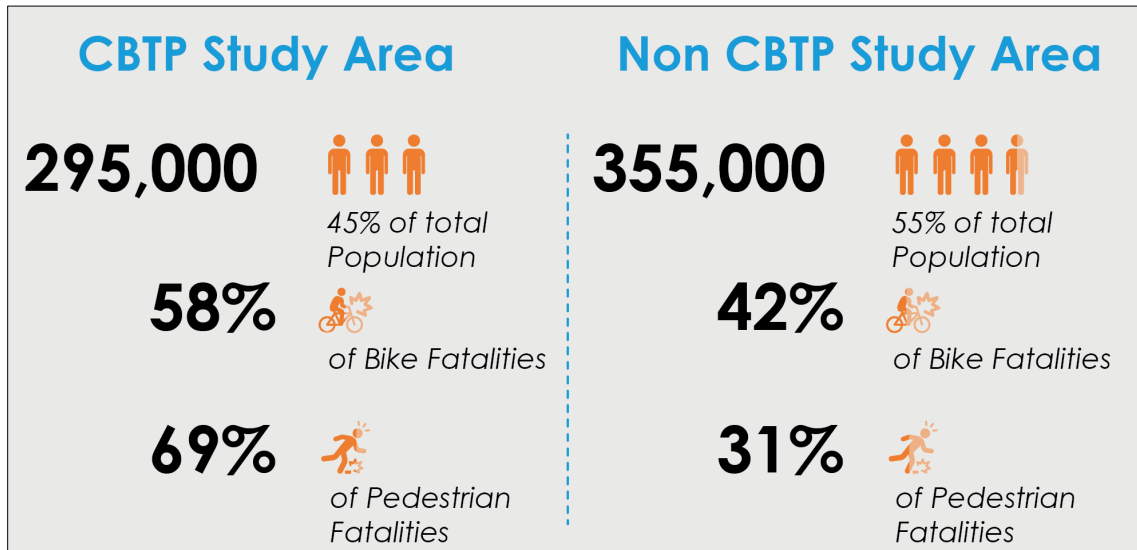
Safety needs in the North County Planning Area are underscored by historic trends. In the North County Planning Area, there are fewer people who live in a CBTP study area than not. However, a higher number of bicycle and pedestrian collisions occur within the CBTP study areas.⁹ From 2010 to 2018, 87 pedestrians and 20 bicyclists died in collisions with vehicles in the North County Planning Area.¹⁰ Nearly 70 percent of the pedestrian deaths occurred in a CBTP study area and over half of bicycle deaths occurred in a CBTP study area (Figure 3-4). Additionally, the majority of the high-injury network, which is a series of roadways with the highest numbers of collisions is within CBTP

9 Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2020

10 Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2020

study areas as shown in Figure 3-5 and Figure 3-6.¹¹

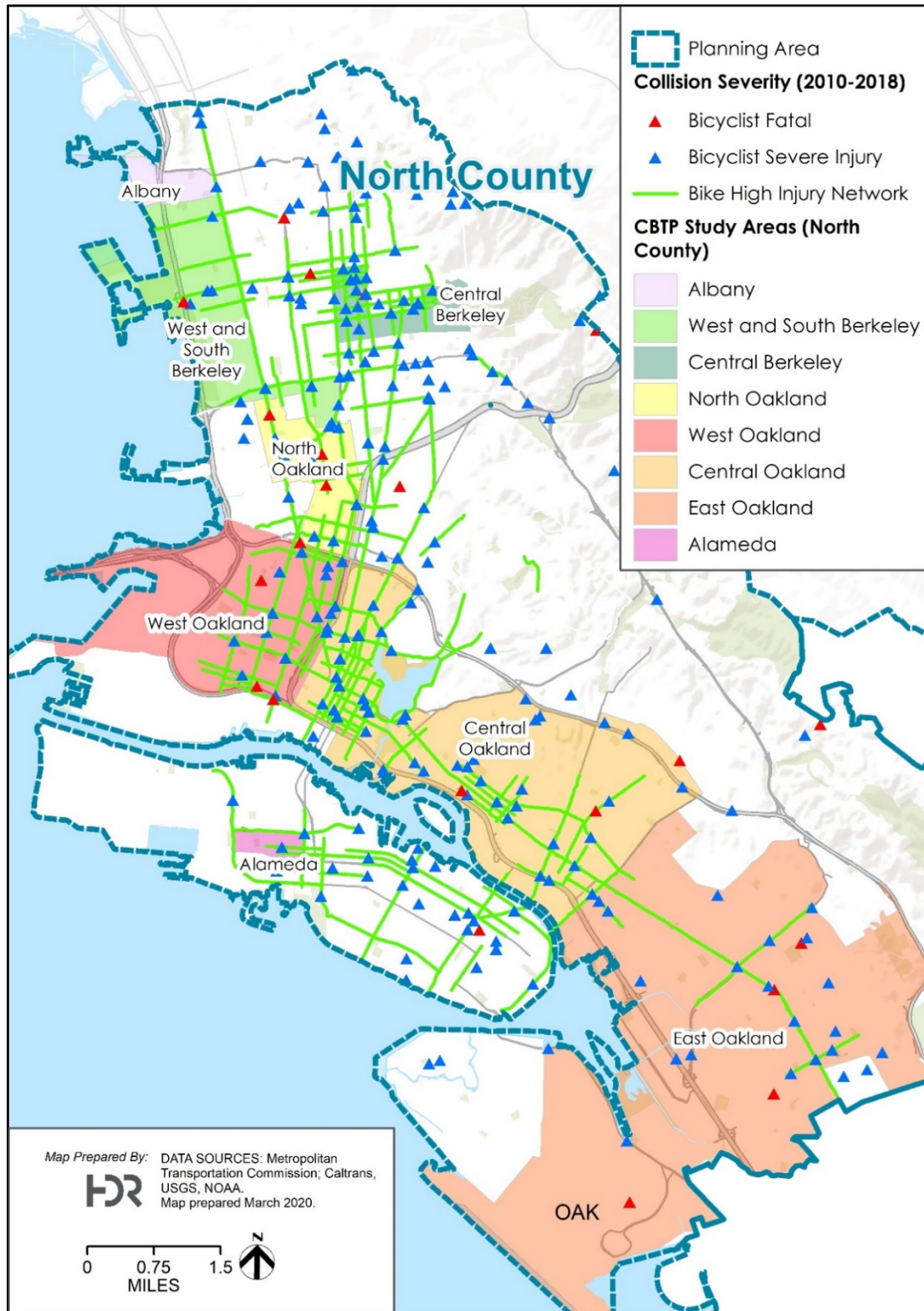
Figure 3-4: Population and Fatalities within North County CoCs and Non CoCs



Note: Data from TIMS for collisions between 2010 and 2018.

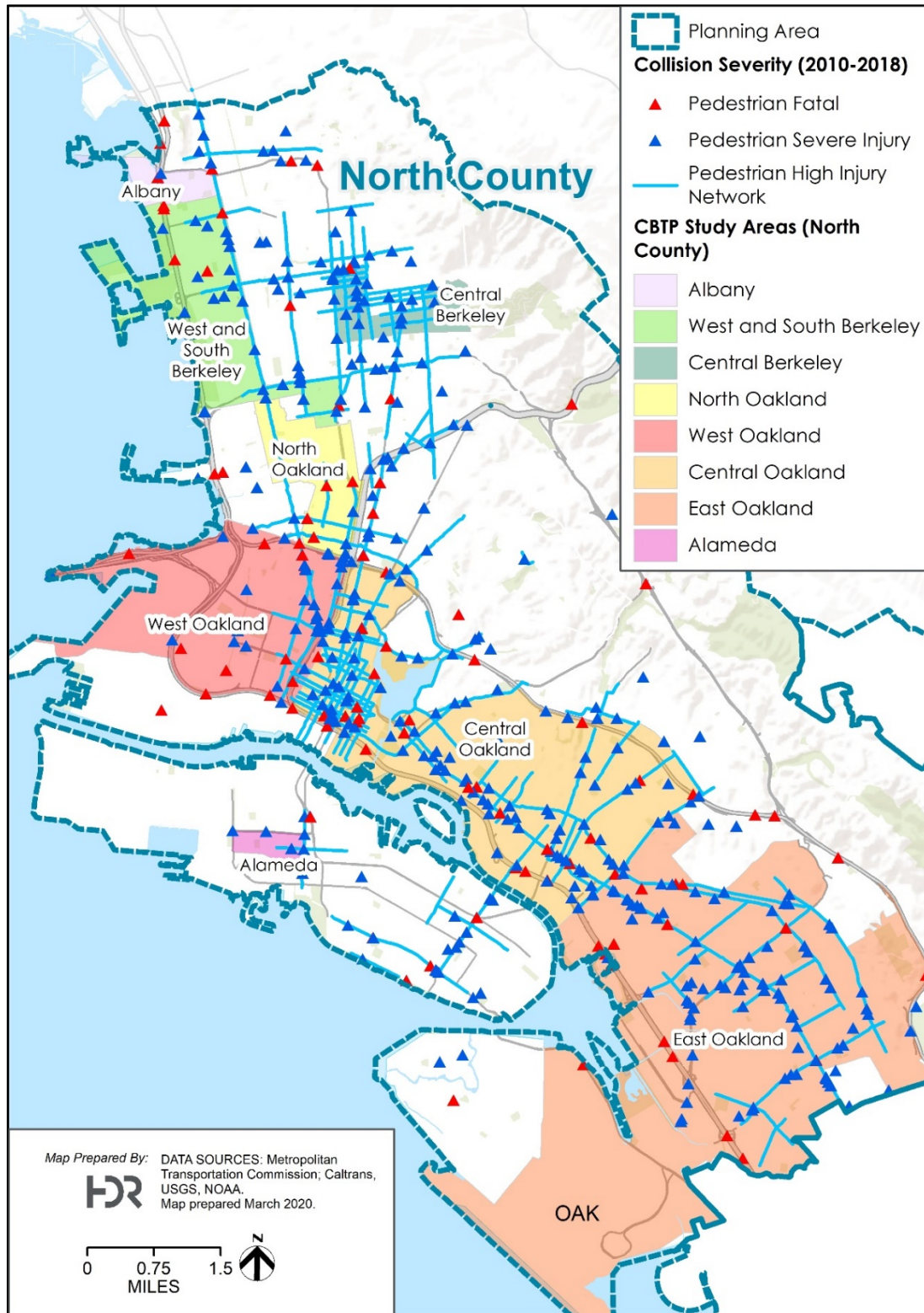
¹¹ Alameda CTC as part of the 2019 Countywide Active Transportation Plan, conducted an analysis of the countywide roadway network to identify a set of "High-Injury Corridors," which constitute the worst performing street locations based on severity and frequency of collisions. The screening analysis used the most recently available complete collision data, from 2012 to 2016, and weighted collisions by reported severity.

Figure 3-5: North County - Locations of Cyclist Injuries and High-Injury Network and CBTP Study Areas



Source: MTC Communities of Concern (2018) with from MTC Open Data, Countywide High-Injury Network (2019) from Alameda CTC. Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2020

Figure 3-6: North County - Locations of Pedestrian Injuries and High-Injury Network and CBTP Study Areas



Source: MTC Communities of Concern (2018) with from MTC Open Data, Countywide High-Injury Network (2019) from Alameda CTC. Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2020

Poor street conditions and potholes can impact the safety of walking, biking, and those using mobility devices. Pavement in the North County CBTP study areas is the worst in Alameda County with 16.2 percent of pavements ranked as at-risk.¹² Poor pavement quality increases the risk of severe crashes for cyclists and drivers alike.¹³ Poor pavement also lessens quality of life within CBTP study area neighborhoods.

As for cycling conditions, although the North County Planning Area has 130 miles of paths and lanes in its bicycle path network (61 percent of the bike paths in all of Alameda County)¹⁴, people still feel that bicycling is unsafe. There are gaps in the bicycle network that make it hard for cyclists to travel safely, and there are limited miles of separated bicycle paths in North County CBTP study areas.

Oakland: Racial Disparities for Walking and Bicycling

Two of Oakland's recent plans highlight racial differences in traffic fatalities and policing for walkers and bicyclists in the city. The City of Oakland Pedestrian Plan highlights racial differences in traffic fatalities. The plan notes that Black and Hispanic populations in Oakland are almost twice as likely to die in a pedestrian collision as white populations. This underscores the reality that people of color often live and walk in areas of Oakland where walking may be less safe.¹⁵

Oakland's Bike Plan notes that policing practices disproportionately impact people of color riding bicycles. Enforcement practices may deter people from riding bicycles in Oakland. The Oakland Bike Plan identifies improvements needed on several streets to make cycling safer. In East Oakland, recommendations focus on creating continuous, comfortable bicycle routes on the local street network instead of on busy arterials.¹⁶

CBTP Study Area-Specific Findings for Walking and Bicycling

Some CBTP study area-specific observations from the outreach process and baseline conditions analysis are highlighted below:

West Oakland: The West Oakland CBTP study area contains roughly 10 percent of the entire High-Injury Network in Alameda County.¹⁷ San Pablo Avenue has the highest amount of pedestrian-related crashes in West Oakland. West Oakland also has the

12 Street Pavement Conditions. Vital Signs by Metropolitan Transportation Commission: StreetSaver (2003-2018).

13 The article cited here by Li, Liu, & Ding (2013) states a positive relationship between poor pavement conditions and more severe crashes, especially for passenger vehicles than for commercial vehicles.

14 Alameda County Bike Network (2019). Provided by ACTC.

15 The City of Oakland Department of Transportation. Oakland Walks! 2017 Pedestrian Plan Update.

16 The City of Oakland Department of Transportation. Let's Bike Oakland! 2019 Oakland Bike Plan.

17 Countywide High-Injury Network (2019). Provided by Alameda CTC.

worst pavement conditions in Alameda County.¹⁸ This contributes to unsafe driving and cycling conditions.

East Oakland: The existing bike network in East Oakland provides access to 12 schools, a library, and 14 grocery stores.¹⁹ However, some of the major high-traffic thoroughfares such as International Boulevard and Fruitvale Avenue in East Oakland pose some safety challenges to cyclists and pedestrians due to the high-concentration of vehicular traffic and high traffic speeds. From 2010 to 2018 along International Boulevard alone, 10 cyclists died and 13 sustained severe injuries²⁰ (Figure 3-5) and 10 pedestrians died and 63 were severely injured (Figure 3-6). The Bus Rapid Transit project on International Boulevard recently opened, which included a number of safety improvements which are anticipated to significantly improve safety and accessibility to this corridor. Outreach conducted as part of the East Oakland Neighborhood Initiative also indicated desire for filling in gaps in sidewalks, as well as making sidewalks more convenient and comfortable for walking.²¹ Recommendations include having more neighborhood bike routes in East Oakland to make bicycling more comfortable while also serving neighborhood destinations. Residents noted that routes should be more connected to other types of transportation while reflecting the existing bicycle culture. Key recommendations from the City of Oakland Bike Plan center on supporting youth in cycling, including expanding programs such as Safe Routes to Schools and other youth-centered programs in the community.

Central Oakland: Downtown Oakland is a major employment and commercial destination with heavy vehicular traffic. From 2010 to 2018, bicycle crashes resulted in at least 30 severe injuries and two fatalities (Figure 3-5).²² Over the same period, pedestrian incidents resulted in almost 30 fatalities and at least 50 severe injuries (Figure 3-6). According to the Downtown Oakland Specific Plan, the downtown neighborhood has the highest rate of pedestrian injuries compared to other neighborhoods in the city. Roadways such as Telegraph Avenue, Broadway, and 14th Street account for 27 percent of collisions in downtown Oakland.²³ The Central Oakland CBTP study area also has the third worst pavement in Alameda County. As noted in the 2019 Downtown Oakland Specific Plan²⁴, freeways on the west (I-980) and south (I-880) edges of

18 Street Pavement Conditions. Vital Signs by Metropolitan Transportation Commission: StreetSaver (2003-2018).

19 School and library locations from the Alameda County Data Sharing Initiative. Accessed at data.acgov.org; Recreation center and grocery store locations from Community Analyst by Esri.

20 Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2020

21 East Oakland Neighborhood Initiative EONI Neighborhood Plan 2019

22 Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2020

23 Ibid.

24 The City of Oakland. Downtown Oakland Specific Plan Update.

downtown create unpleasant walking environments and make it hard to walk to downtown Oakland from other neighborhoods. High traffic speeds near freeway ramps make walking unsafe.

Central Berkeley: Central Berkeley is the only CBTP study area where biking and walking are the primary choice for residents.²⁵ It is also important to note the large student population due to the proximity of the University of California, Berkeley (UC Berkeley) adjacent to the CBTP study area. Many students do not have cars and are more likely to walk or bike to the UC Berkeley campus or other destinations. Pedestrian and bicycle safety is a concern; for example, there have been multiple bicycle and pedestrian crashes on Shattuck Avenue and Milvia Street in downtown Berkeley.²⁶

- The Berkeley Bicycle Plan Update includes recommendations to augment the City's existing bicycle boulevard network, many of them centered on strengthening the connection between downtown Berkeley and West Berkeley.²⁷ Within the CBTP study area, Fulton Street, Kains Avenue, Mabel Street, Addison Street, and Derby/Parker Street are all recommended for upgrades to meet Bicycle Boulevard requirements. Additionally, the plan recommends several low-stress bikeway intersection control improvements in the Central Berkeley area, including near the downtown area and the UC Berkeley campus.²⁸
- The 2016 BeST Plan identified multimodal projects that run along or are adjacent to Berkeley's major streets, including transit, pedestrian, bicycle, goods movement, and other vehicular improvements with complementary bicycle boulevards as a key element of the City's Complete Streets Corridor Program. Within the study area, Telegraph Avenue, College Avenue, Shattuck Avenue, University Avenue, and Dwight Way are all identified as candidates to undergo Complete Streets upgrades. The Plan also recommends a Citywide Signal Interconnect Program, which will be an important complement to the physical improvements of the Corridor Projects to most effectively improve corridor efficiency and safety for all modes.

Alameda: The City of Alameda completed a portion of the Cross-Alameda Trail in February 2020. This 0.9-mile segment runs along an abandoned railroad right-of-way between Main Street and Constitution Way and includes bike paths, American with Disabilities Act (ADA) improvements, signage, landscaping, and traffic signal modification at 5th Street. This segment will make up an eventual four-mile bike path across the island, which was identified as a high-priority project in the 2010 Bicycle Plan. The City of Alameda is in the planning phase for a Central Avenue Complete Streets

25 Means of Transportation to Work from the Census Transportation Planning Package.

26 Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2020

27 The City of Berkeley Bicycle Plan 2017

28 Ibid.

project, centered on bikeway treatments, truck access, and the reduction of travel lanes. Central Avenue has a disproportionate number of injuries from collisions compared to other streets in the city. This project reduces travel lanes and allocates space for a new bikeway, which meets the goals of the City's Bicycle Plan and Transportation Element by improving bike/ped circulation across southern Alameda. The project also includes several traffic calming measures, such as creating a two-way center turn lane to reduce rear-end collisions and improving visibility at crosswalks to reduce pedestrian collisions. The City is currently in the process of finalizing draft recommendations for their Active Transportation Plan.

The recently implemented and planned active transportation projects in the City of Alameda will help improve transportation options for residents of the CBTP study area in Alameda. For example, the Cross-Alameda trail will run along the northern boundary of the CBTP study between Alameda Point and Jean Sweeney Park for several miles and ultimately will be a four-mile bikeway extending to the Fruitvale/ Miller-Sweeney Bridge. Additionally, the trail will connect users to several transit stops within the City to Webster Street which includes several bus lines that connect to Downtown Oakland.

The Central Avenue Complete streets project is southwest of the Alameda CBTP study area and will also provide safety improvements for residents in the area who walk, bicycle, take the bus, or drive.

3.4 IMPROVED ACCESS TO FREQUENT AND AFFORDABLE TRANSIT

Forty (40) percent of the people surveyed in the North County study area for this CBTP commented on issues pertaining to transit. There is a need in the North County Planning Area, indicated by both data and outreach results, to:

- Improve access to and increase the number of major transit stops,
- Make transit more affordable,
- Increase off-peak-hour transit service, and
- Improve safety and amenities at transit stops.

The North County Planning CBTP study area contains the highest number of zero-vehicle households relative to the rest of Alameda County.²⁹ Many households rely on transit for both commute and non-commute trips.

Some highlights of the transit challenges and opportunities in the North County Planning Area jurisdictions include:

²⁹ American Community Survey Table B08141. 2017 5-year estimates

Albany: The Albany CBTP study area has the highest percentage of residents who take transit to commute among all Alameda County CBTP study areas.³⁰ This may be due to the large student population of University Village that commutes by transit to UC Berkeley.

City of Alameda - Alameda Point Neighborhood: Although there are bus lines into downtown Oakland from the Alameda Point neighborhood, cross-town service on the island is currently limited. Alameda is working to install dedicated bus lanes along Ralph Appezzato Parkway between Main and Webster Streets, a segment which forms the northern border of the CBTP study area.

West and South Berkeley: Although the West and South Berkeley CBTP study area is served by several transit operators (BART, AC Transit, Capitol Corridor), the major transit stops are congregated on University Avenue, which leaves the rest of the study area with less accessibility to frequent transit services.

Central Berkeley: The Downtown Berkeley BART station and associated bus stops enable residents and students to readily utilize public transit to many destinations. However, bus routes from Berkeley to downtown Oakland can be unreliable due to delays during peak hours, especially along Shattuck and Telegraph Avenues.

“We would love to take public transportation, but it is not reliable, safe, and it is too expensive.”
- Berkeley

North Oakland and Central Oakland: Compared to Alameda County overall, Central Oakland has the highest percentage of workers who regularly take transit to their jobs.³¹ Central Oakland is a major employment center, with workers commuting in from around the region. The North Oakland CBTP study area has the second highest percentage of workers who regularly take transit to their jobs. Central Oakland is also a hub of AC Transit bus lines, with four high-frequency routes (1T, 18, 51A, 72R) and a total of 15 bus routes coming together at or near the 19th Street BART Station. 12th Street BART Station is also a similar hub where four high-frequency routes and a total of 17 bus routes converge.

“Bus service only goes downtown and not local destinations within East Oakland.”
- Oakland

East Oakland: Large areas of the East Oakland CBTP study area have community amenities that are more than a half-mile walking distance from major transit stops.³²

30 Means of Transportation to Work from the Census Transportation Planning Package.

31 Ibid.

32 See Appendix C for map figure.

These community amenities such as schools, grocery stores, libraries, and recreation centers are neither easily accessible by high-quality, frequent transit services nor easily accessible on foot from major transit stops where one exists. Community outreach conducted for the East Oakland Neighborhood Initiative Plan noted additional concerns around limited bus service within East Oakland and a desire for a loop circulator to help reach schools, libraries, BART, and access to the waterfront.

Improve Access to and Increase the Number of Major Transit Stops

Figure 3-7 shows the locations of major transit stops overlaid by walk zones (in blue shading) within a half-mile of major transit stops to depict the accessibility to these stops on foot.³³ Neighborhoods with more than 10 percent of households without a vehicle are shown in Figure 3-7 in green.

Large parts of the West Oakland, Central Oakland, and East Oakland CBTP study areas contain a high percentage of zero-vehicle households. Many neighborhoods in East Oakland – and some in West Oakland – do not have convenient access to major transit

“Concerned about turnstile jumpers, violent people, people living on trains, dirty cars, claustrophobia during rush hour.”

- Berkeley

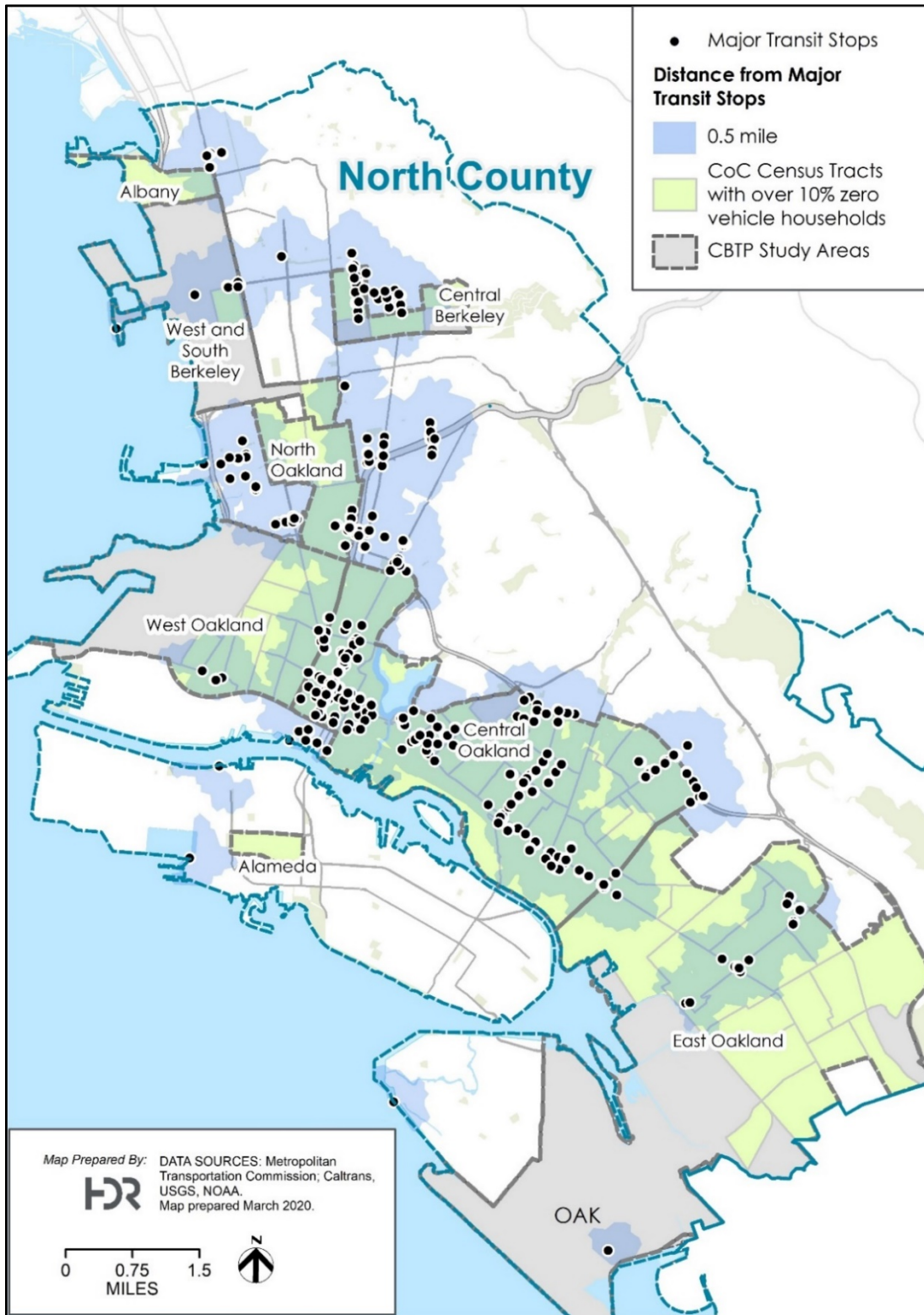
stops, thereby compounding their transportation challenges.

Despite significant and comprehensive transit coverage within North County CBTP study areas compared to the rest of the county, many residents feel that

transit service coverage could increase to more closely address their unique mobility needs. People surveyed during the community outreach efforts said that they desired more frequent transit service during the weekdays, nights, and weekends. They also noted the need for better coordination between bus and BART schedules.

³³ “Major transit stops” refer to existing rail stations, ferry terminals served by bus or rail, or stops that serve at least two frequent transit lines during the morning and afternoon peak hours as recognized by the Metropolitan Transportation Commission as defined in the California Public Resources Code, Section 21064.3.

Figure 3-7: North County - Major Transit Stops and Zero-Vehicle Household Concentrations



Source: Major Transit Stops (2017) and MTC Communities of Concern (2018) from MTC Open Data, Table B08141 from American Community Survey 2016 5-year estimates.

Increase Off-Peak-Hour Transit Service

The North County Planning Area contains a high percentage of residents with non-peak-hour commutes, that is, people that commute outside defined morning (5 am to 9 am) peak hours.³⁴ Many of these residents live in parts of East and West Oakland, West and South Berkeley, and Albany CBTP study areas according to a map analysis.

A large number of workers that live near the West Oakland BART station commute at off-peak times. With transit service increasingly concentrated in peak periods, there is an existing mismatch between workers from CBTP study areas and transit to serve their commute needs.

“More frequent buses, especially after 10 pm”
- Berkeley

During outreach for this CBTP, people requested more BART and bus service on weekends, at night, and early in the morning.

Improve Safety and Amenities at Transit Stops

People surveyed as part of this CBTP voiced a strong need for better safety and amenities in and around transit stops and stations, including better bus shelters and stops with seating, better lighting, secure bike parking, and charging facilities. They also noted a need for more reliable bus service and the need to feel safer at BART stations and on BART trains.

Map-based analyses performed as part of this CBTP indicate that, in the North County Planning Area, more than half (55 percent) of major transit stops within a CoC are located within 500 feet of a bicycle High-Injury Network road. Sixty-one (61) percent of major transit stops are within 500 feet of a pedestrian High-Injury Network road.³⁵ Improved cycling facilities and sidewalks immediately surrounding major transit stops would reduce the risk of pedestrian and cyclist injury, providing safer routes to transit.

3.5 PAVEMENT CONDITION, REDUCED IMPACTS ON COMMUNITIES FROM TRUCK TRAFFIC AND PARKING

Approximately one-third of people surveyed for this CBTP commented on road conditions, driving, traffic, and parking. For example, people are concerned that there is too much traffic and that driving takes too long. They commented that there is not enough available and affordable parking. While these issues are not unique to people

³⁴ See Appendix C for map figure. American Community Survey Table B08302. 2016 5-year estimates

³⁵ Major Transit Stops (2017) from MTC Open Data and Alameda County Bike Network (2019) from ACTC. Values calculated using source data.

within the North County Planning Area CBTP study areas, the following topics including air quality and pavement condition stand out.

Air Quality in West Oakland: Truck traffic in the West Oakland CBTP study area continues to adversely affect neighborhoods. Transportation infrastructure and industrial uses also play a key role in the high levels of local pollution in West Oakland. Truck traffic significantly contributes to diesel particulate matter emissions and increased health risks.

Traffic is concentrated to and from the Port of Oakland, the Postal Service Distribution Center, and other industrial and warehouse operations within the West Oakland community.

The Bay Area Air Quality Management District has partnered with the West Oakland Environmental Indicators Project as co-chairs for a community-based steering committee to develop a West Oakland Community Action Plan, which was completed in 2019 and will serve as the blueprint for improving air quality in the community. The Plan focuses on reducing the health impacts West Oakland residents endure from local pollution sources (cars and trucks, port and rail, industry and residential).

Pavement Conditions in Oakland's CBTP study areas: Oakland has the worst pavement condition in Alameda County. Within Oakland, the CBTP study areas have worse pavement compared to non-CBTP study areas. Pavement quality affects cyclist safety (as noted in Section 3.3) as well as driver safety, people using mobility devices, costs to own and operate a vehicle, and neighborhood quality of life.

During outreach for this CBTP, more than a third of survey respondents indicated that potholes and road conditions are a top priority for residents in North County's CBTP study areas. This was also reinforced with findings from the 2019 Poll.

The need for repairing streets through regular maintenance and proactive pothole repair was also noted as a priority for residents in East Oakland. Compared to all other jurisdictions in Alameda County, East Oakland has the second worst pavement condition.

In May 2019, the Oakland City Council adopted the 2019 Three-Year Paving Plan, which prioritizes pavement projects both by road condition and by the proportion of residents in a neighborhood who are in underserved communities. This helps ensure underserved communities are prioritized for paving investment within the City of Oakland's neighborhoods. The plan utilizes equity as a key metric to drive prioritization.

North Oakland Road Improvements: Outreach conducted as part of the in-progress Northwest Oakland Priorities Project noted traffic flow and truck parking as key concerns in North Oakland.

Additional transportation needs in the North Oakland community include concerns about street repaving and sidewalk conditions (i.e., tree roots that damage sidewalks, ADA access, sidewalk widening).

Community members expressed the need for better coordination between county transportation agencies and the cities of Berkeley and Emeryville to ensure that road and infrastructure improvements near the border between the two cities are coordinated and connected.

04

**Central County Planning
Area Transportation Needs**

Chapter 4 Central County Planning Area Transportation Needs

This chapter describes the transportation needs for the Central County Planning Area which includes CBTP study areas in the following jurisdictions/areas: Hayward, San Leandro, Ashland, Cherryland, and Castro Valley. Transportation needs are synthesized from a review of baseline conditions, analysis of past planning efforts, and community engagement.

4.1 DESCRIPTION OF CBTP STUDY AREAS IN CENTRAL COUNTY

The Central County Planning Area includes three CBTP study areas within the cities of San Leandro, Hayward, and the unincorporated areas of Ashland, Cherryland, and Castro Valley. Forty-five percent of residents within the Central County planning area live within the CBTP study area. The criteria designating these CoCs are shown in Figure 4-1 (detailed breakdown of CBTP study areas available in Appendix C). The percentages in Figure 4-1 apply to the CBTP study areas within the Central County planning area. For example, 39 percent of residents in the Central County CBTP study area are low-income. The locations of these CBTP study areas are shown in Figure 4-2.

Overall, the Central County Planning Area is home to a high percentage of low-income and rent-burdened households, people with low English proficiency, and single-parent families. A number of high-volume traffic corridors and highways cross through these CBTP study areas, including I-580, I-880, I-238, State Route (SR) 238, SR 185, and SR 92 contributing to and/or exacerbating health impacts in these communities.

Figure 4-1: Central County Planning Area Community of Concern Characteristics

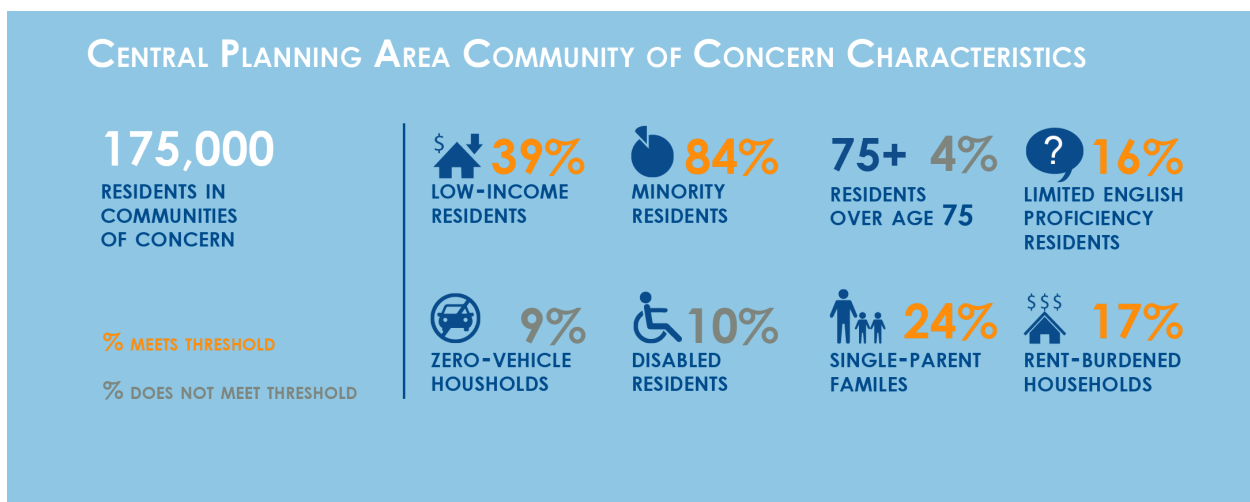
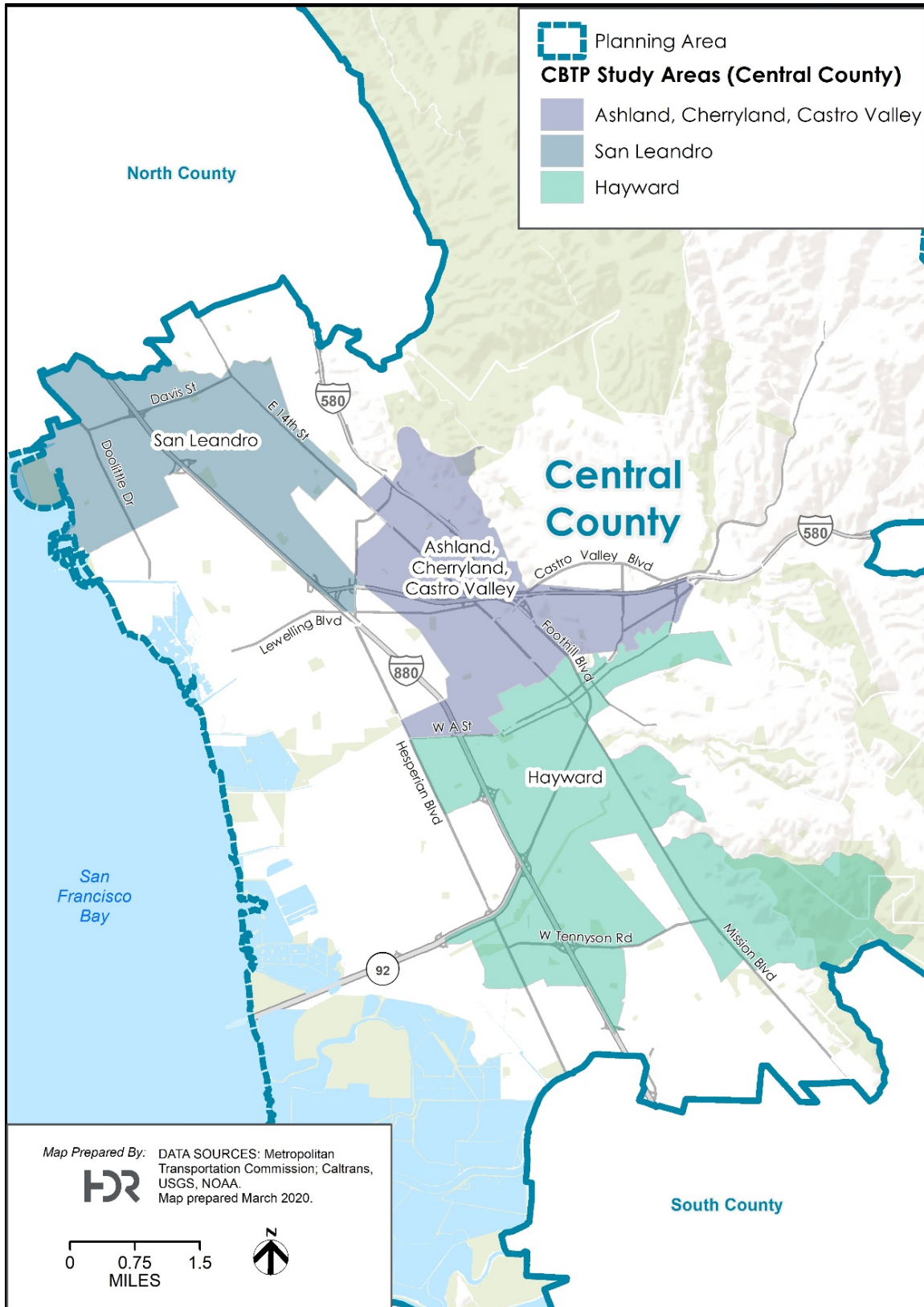


Figure 4-2: Central County CBTP Study Areas



Source: MTC Communities of Concern (2018) with from MTC Open Data

4.2 Summary of Transportation Needs in Central County CBTP Study Areas

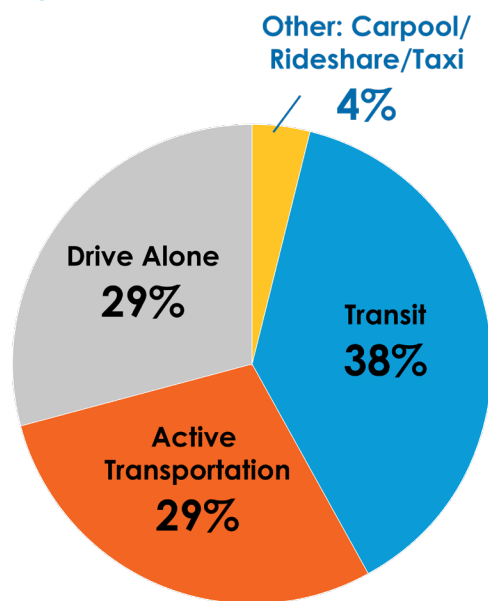
Transportation needs were identified through community engagement, a review of past and current planning efforts and analysis of transportation data for the Central County CBTP study areas. In the most simplified form, travel needs are:

- Better access to frequent and affordable transit, and
- Better personal safety for pedestrians and cyclists.
- Better driving reliability and travel times.

These needs are discussed in greater detail throughout this Chapter.

As shown Figure 4-3, Central County survey participants commented the most on transit (38 percent), with an equal number of respondents commenting on active transportation (29 percent) and driving alone (29 percent).

Figure 4-3: Feedback on Mode Choice - Central County CBTP Study Areas



Below is a summary of these main transportation needs. A more comprehensive description of each need is included in subsequent sections of this chapter.

Improved Access to Frequent and Affordable Transit:

More than half of the survey responses from community members in the Central County CBTP study areas focused on transit (BART and bus service). The transit system serving the Central County CBTP study areas is not as comprehensive compared to services in North County. Transit users noted a need for more frequent service, coordinated schedules between bus and BART service, reduced fares, free bus transfers, and more frequent service. There is also need for improved access to amenities near transit stops, including bicycle and pedestrian access, improved wayfinding, secure bike parking, and electric bike charging facilities.

Community Input at the South Hayward BART Station



Improved Personal Safety for Pedestrians and Cyclists: There are more pedestrian and cyclist injuries and deaths in the Central County CBTP study area compared to outside of the CBTP study area boundaries. There is a need for safer street crossings, sidewalks filled in where there are gaps, more street lighting, and better safety measures for people using transit. There are gaps in bicycle infrastructure and a lack of protected bike lanes.

Improved Driving Reliability and Travel Times: About a third of the survey respondents indicated that driving in their neighborhood was problematic, either taking too long and being unreliable or often delayed because of traffic accidents or poor roadway conditions. Congestion during peak commute times is sometimes unavoidable since both freeways and local roads experiences a lot of traffic. Pavement quality in the Central County CBTP study area is poor or at-risk across the entire Planning Area. There is a need to improve quality for safer and more efficient traffic flow.

Community Input at the Cherryland Community Association Meeting



4.3 IMPROVED ACCESS TO FREQUENT AND AFFORDABLE TRANSIT

About half of the survey responses from community members in Central County CBTP study areas focused on transit. There is a strong need in the Central County Planning Area supported by both data and outreach results to improve transit in the following ways:

- Increase the frequency of transit services,
- Make transit more accessible and convenient, and
- Make transit more affordable.

Increase Frequency of Transit Services

There are only 15 major transit stops in Central County, including five BART stations, one Capitol Corridor station in Hayward, and nine AC Transit stops with two or more bus lines with frequencies of 15 minutes or less during peak hours.³⁶ Most of these major transit stops are clustered in northeast San Leandro. Additionally, existing service is oriented towards traveling to the north and south respectively, with limited transit service to serve east-west travel. Additional challenges include the impacts of peak hour congestion on major bus routes slowing bus speeds and decreasing reliability, and limited comfortable biking and walking routes to major transit stops.

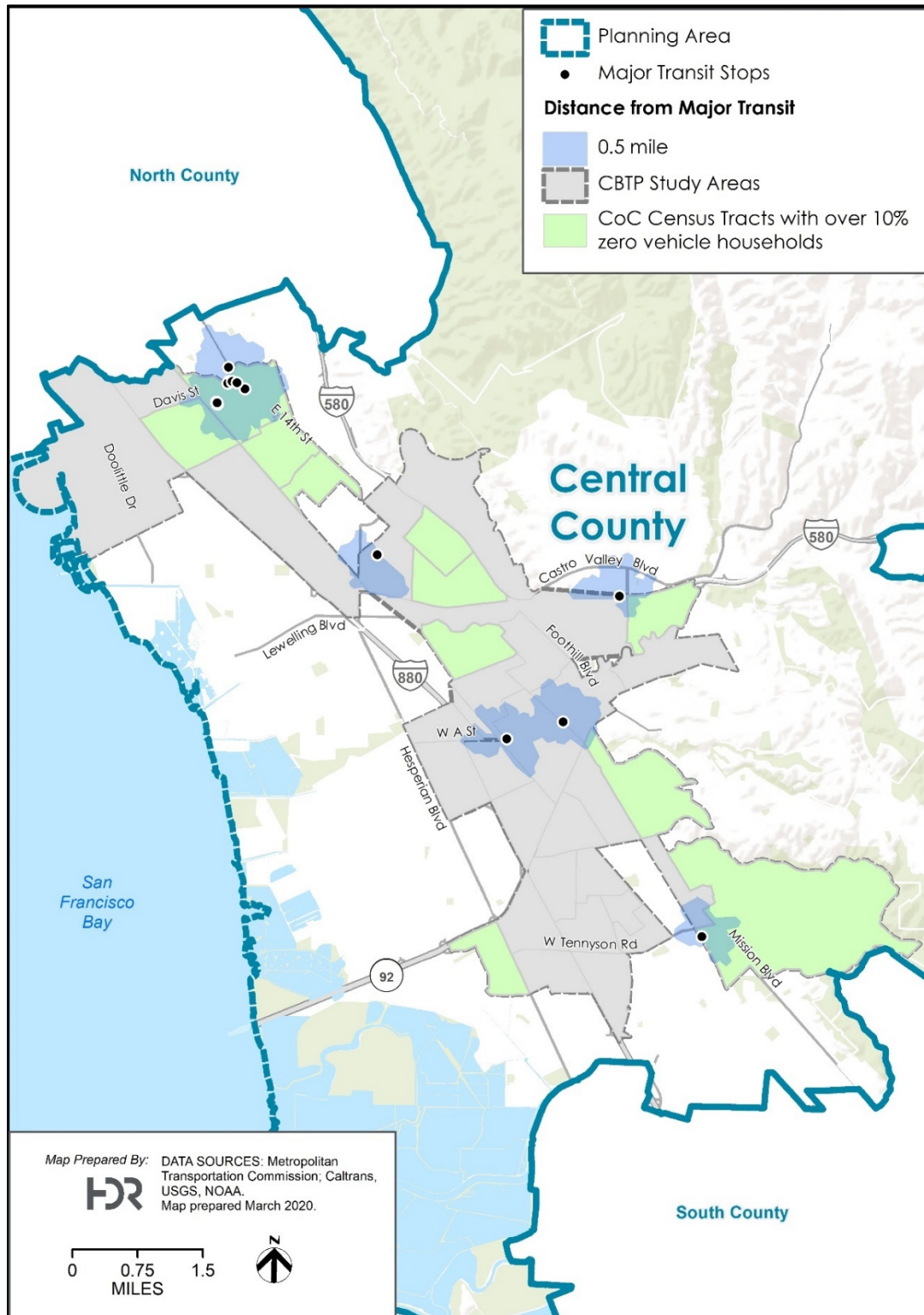


Figure 4-4 shows the locations of major transit stops overlaid by walk zones (in blue shading) within a half mile of major transit stops. Only a very small percentage of people living in the Central County CBTP study areas have access in terms of a 10-minute walk to convenient transit service.

There are 11 census tracts within the Central County CBTP study area with a high percentage (more than 10 percent) of zero-vehicle households, as shown in Figure 4-4. Except for areas immediately surrounding San Leandro and South Hayward BART, other places with a higher concentration of zero-vehicle households do not have easy access to major transit stops.

³⁶ "Major transit stops" refer to existing rail stations, ferry terminals served by bus or rail, or stops that serve at least two frequent transit lines during the morning and afternoon peak hours as recognized by the Metropolitan Transportation Commission as defined in the California Public Resources Code, Section 21064.3.

Figure 4-4: Central County Planning Area - Locations of Major Transit Stops and Zero-Vehicle Household Concentrations and CBTP Study Areas



Source: Distance from Major Transit Stops calculated using Network Analyst by Esri and existing street network data from Alameda County Open Data. Major Transit Stops (2017) and MTC Communities of Concern (2018) from MTC Open Data, Table B08141 from American Community Survey 2016 5-year estimates

“Although being partially disabled, I am ok to take the bus and BART to run errands. But the long walks between home and the shuttle and bus stops, combined with long wait times, makes my trips very difficult. And I don't even go out on weekends or holidays! I'm only complaining about weekday service!”

- *San Leandro*

Notable transit challenges and opportunities in the Central County CBTP study areas are indicated by jurisdiction below:

San Leandro: The San Leandro BART station is located in the northeast corner of the San Leandro CBTP study area. Seven AC Transit lines connect at the San Leandro BART station, although only two come more frequently than every 30 minutes. Much of the San Leandro CBTP study area

is outside of the half-mile walk zone to the downtown BART station, although several frequent bus lines go through the San Leandro CBTP study area.³⁷

Ashland, Cherryland, and Castro Valley: The Bay Fair BART station is closest to the Ashland neighborhood, although the half-mile walk zone only covers a small portion of the CBTP study area. Two frequent bus lines go through the Ashland neighborhood.³⁸

The Cherryland neighborhood contains no major transit stops.³⁹ The Castro Valley BART station is located within the centerline of I-580 but accessing the station from the CBTP study area south of I-580 is difficult. No frequent bus lines serve the Castro Valley CBTP study area.⁴⁰

Hayward: The Hayward BART station, located in downtown Hayward, includes only one frequent bus line.⁴¹ Getting to the downtown Hayward BART station from the western side of the

“I would rather ride transit than drive if more frequent and reliable with bus priority lanes.”

- *Unincorporated Alameda County*

“More frequency on the weekends; those who utilize public transportation during the week handle their business, shopping, etc. on the weekends and are not looking to wait an hour for every bus.”

- *Unincorporated Alameda County*

“Quick solutions to BART delays instead of rerouting trains outside of their route.”

- *Unincorporated Alameda County*

“The 94 only comes every hour 15 minutes.”

- *Unincorporated Alameda County*

37 Frequent Transit Lines from MTC Open Data - High Quality Transit Corridors (2017).

38 Ibid.

39 “Major transit stops” refer to existing rail stations, ferry terminals served by bus or rail, or stops that serve at least two frequent transit lines during the morning and afternoon peak hours as recognized by the Metropolitan Transportation Commission as defined in the California Public Resources Code, Section 21064.3.

40 Frequent bus service is defined as having 15-minute headways

41 Frequent Transit Lines from MTC Open Data - High Quality Transit Corridors (2017).

Capitol Corridor train tracks is also difficult. The only way to cross the tracks is on either the A Street or D Street overpasses.

The neighborhoods in south Hayward have access to the South Hayward BART station, but few frequent bus lines serve that station.

According to analysis of transportation commute data, a lot of residents commute in the early mornings and late evenings.⁴² This indicates a need to expand frequent transit service and increase the number of major transit stops to serve workers with jobs outside of the typical commute hours.

Make Transit More Accessible and Convenient

Outreach findings from the Central County Planning Area indicate challenges with accessing transit in the Central County CBTP study areas. The low frequency of transit service, as described above, is one major factor. However, there are many other reasons residents of the Central County CBTP study areas are underserved by transit.

Around 20 percent of transit-related responses to the community outreach survey pointed to the difficulties of using transit services. Respondents noted the need for

“I drive because buses aren’t convenient or safe.”
San Leandro

“I live in San Leandro and there is no regular local bus within walking distance of my home except for the Flex which is very limited. I am 63, disabled and live on a hill. At least the Flex needs to add a stop at 167th and Rolando. That is a corner that the Flex passes by often anyway!”
San Leandro

“San Leandro near the marina needs much better bus coverage. There’s been nothing added in the decade I’ve been here.”
- San Leandro

easier access to transit stops, bus stops closer to home or work, more vehicle parking and secure bike racks at BART stations, and fewer and/or shorter transfers from one transit system to another. Amenities such as grocery stores, libraries, schools, and recreation centers are not very close to major transit stops in the CBTP study areas (as shown in Appendix C) making it challenging for residents to access those destinations using the bus or

BART.⁴³ Most community amenities in Central County are outside of a half-mile walk zone of a major transit stop.

According to an interview with Community Resources for Independent Living (CRIL), a disability resources/advocacy organization in Hayward, many Central County bus stops

⁴² See Appendix C for map figure.

⁴³ Ibid.

also do not have benches or shelters. This can be difficult for seniors or people with disabilities who may need places to sit while waiting for the bus. Around 10 percent of

“What we really need is more light rail and buses. Light rail on East 14th would be good.”

- *Unincorporated Alameda County*

“Need high speed train to connect East Bay to Silicon Valley.”

- *Unincorporated Alameda County*

“Me gusta viajar en BART. Es un poco sucio.” (I like to travel on BART, but it is a little dirty.)

- *Unincorporated Alameda County*

transit-related survey responses noted the need for better bus shelters, the need to feel more comfortable waiting for the bus, cleaner buses, and cleaner BART cars and stations.

Various agencies have made efforts to provide more transit accessibility and reliability for Central County CBTP study area residents and workers. For example, AC Transit developed a district-

wide Service Expansion Plan to increase the existing service network and provide a more reliable service for CBTP study area residents who are in need of more frequent and reliable connection to a BART station.⁴⁴

BART implemented the Bay Fair BART Station Improvement Program and the San Leandro-Hayward Improvements Project in 2012⁴⁵, which includes better lighting and wayfinding in the pedestrian underpass and on the pedestrian bridge, sharrows along Thornally Avenue, and enhanced lighting and wayfinding in the AC Transit bus area.

AC Transit completed its San Leandro – Hayward Improvements Project in 2016⁴⁶, which designed more efficient routes, most notably along the 32 line which connects the Castro Valley, Bay Fair, and Hayward BART Stations that serve much of the study area.

“I would like to get fare discounts for low income people.”

- *Hayward*

“Student discount.”

- *Unincorporated Alameda County*

Make Transit More Affordable

The CBTP study areas in the Central County Planning Area include large number of rent-burdened households, meaning residents are spending more than 30% of their income on rent, as shown in Figure 4-1. More than 20 percent of the transit-related responses to the community outreach survey pointed to making BART and bus service more affordable. This highlights the need for more affordable fares, which can be a

44 <http://www.actransit.org/sep/>

45 <https://www.bart.gov/about/planning/bayfair>

46 <http://www.actransit.org/overview-san-leandrohayward-proposed-improvements/>

significant financial burden on households already spending a high share of their income on rent. In addition to expressing the need for less expensive fares, people desire free transfers between BART and buses, so that they are not charged twice when they take transit.

“Political will needs to be progressive and connected in order to bring change. This means transit needs to be better and efficient; and fares be coordinated to not penalize transfers.”
- *San Leandro*

4.4 IMPROVED PERSONAL SAFETY FOR PEDESTRIANS AND CYCLISTS

In the Central County Planning Area, personal safety – while walking, riding, and taking transit – is a major concern of residents who provided feedback during outreach efforts.

Crime is not generally a topic covered in transportation plans; however, crime – either real or perceived – may be affecting people’s travel experiences in the Central County

“Keep it safe.”
- *Hayward*

“Necesitamos buenas seguridad.”
(We need good security.)
- *Unincorporated Alameda County*

“Please make BART safer.”
- *Unincorporated Alameda County*

“Safer transfers on Bart or bus.”
- *San Leandro*

“Gangsters and thugs.”
- *Unincorporated Alameda County*

Planning Area. For example, some people noted that they feared that their bikes would be stolen, or that there is deficient lighting on the streets to make it comfortable to bicycle at night. Others fear for their personal safety and crime while walking, or they are worried about their safety in a transit station or on a train or bus.

Pedestrians and cyclists within the Central County CBTP study areas are more likely to encounter safety challenges while walking and bicycling. A disproportionate number of pedestrian and bicyclist collisions occur in the

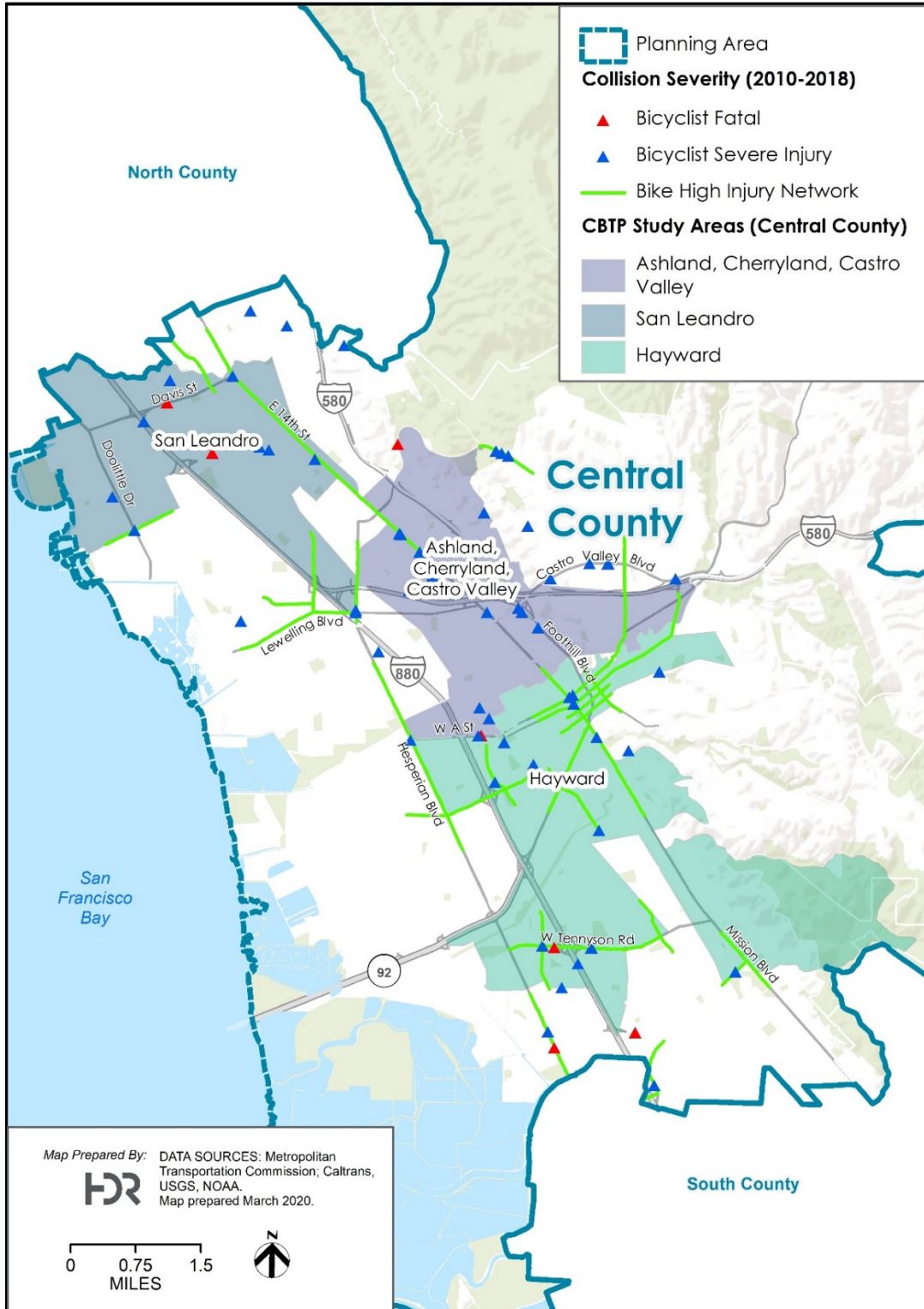
study area.⁴⁷ There are also long segments of Central County’s pedestrian and bicyclist High-Injury Network located within the CBTP study areas. From 2010 to 2018, 53 pedestrians and eight bicyclists died in collisions with vehicles in the Central County Planning Area (see Figure 4-5 and Figure 4-6). Half of those pedestrian deaths occurred in a CBTP study area and half of the cyclist deaths occurred in a CBTP study area, whereas only 45 percent of residents in Central County live in a CBTP study area.

Additionally, safety at rail crossings in the Central County Planning Area is an ongoing need. The Central County Planning Area has high volumes of freight and passenger rail activity, often in close proximity to residential neighborhoods. At-grade rail crossings

⁴⁷ Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2020. Values calculated using source data.

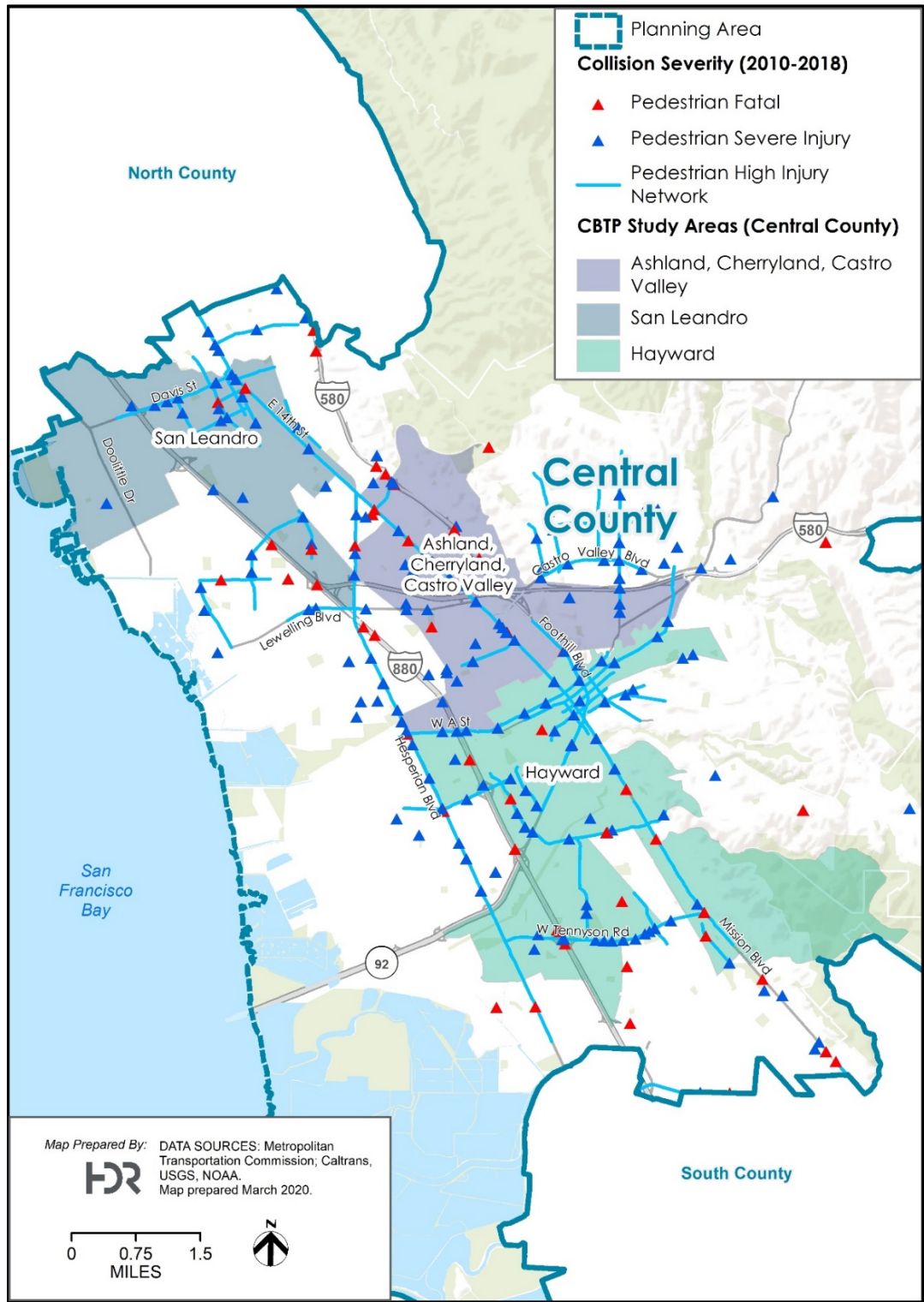
located within the Central County CBTP study area pose safety concerns for both pedestrians and cyclists while traveling between jurisdictions.

Figure 4-5: Central County Planning Area - Locations of Cyclist Deaths and Severe Injuries and High-Injury Network and CBTP Study Area



Source: MTC Communities of Concern (2018) with from MTC Open Data, Countywide High-Injury Network (2019) from ACTC. Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2020

Figure 4-6: Central County Planning Area - Locations of Pedestrian Deaths and Severe Injuries and High-Injury Network and CBTP Study Areas



Source: MTC Communities of Concern (2018) with from MTC Open Data, Countywide High-Injury Network (2019) from ACTC. Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2020

Wide roads with high travel speeds are typical throughout Central County, which increase stress for people walking and biking. Also, the Central County Planning Area contains fewer miles of on-street bikeways compared to other parts of the county.

Walking safety is further detailed within the City of Hayward's Bicycle and Pedestrian Master plan, which was

“Intermittently bad knees limit walking, but degree varies. Transit not good for temporary disabilities, neither is disabled parking.”

- *San Leandro*

updated in January 2020. According to the City of Hayward, 51 percent of pedestrian collisions happened in a crosswalk at an intersection and 25 percent happened

outside of a crosswalk.⁴⁸ Similarly, within the Hayward CBTP study area, more than 60 percent of pedestrian collisions happened when the pedestrian was crossing a street in a crosswalk at a clearly identified intersection and 22 percent of pedestrian collisions happened outside of a crosswalk.⁴⁹ Fourteen (14) percent of collisions happened when the pedestrian was in the roadway or on the shoulder.



CBTP Study Area-Specific Findings for Walking and Bicycling

The following highlights some of the specific pedestrian and cyclist hot spots and needs in the Central County CBTP study areas:

San Leandro: San Leandro Boulevard near Washington Street is particularly challenging for pedestrians. Davis Street, East 14th Street near Davis Street, and San Leandro Boulevard near Williams Street have seen a high number of bicycle collisions.⁵⁰ The existing bike network in San Leandro does not connect the western or southern sections of the study area, which prevents people

“Need off-street bike trails everywhere.”

- *Unincorporated Alameda County*

“Bike and pedestrian design needs to be for new users (seniors, children, disabled) not existing users. We will never achieve mode shift by designing for the present.”

- *Unincorporated Alameda County*

48 The City of Hayward Bicycle & Pedestrian Master Plan (2020). https://www.hayward-ca.gov/sites/default/files/21775_Hayward%20BPMP_Draft%20Plan_20200115%20%281%29.pdf

49 Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2020. Values calculated using source data.

50 Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2020. Values calculated using source data.

from safely riding a bicycle to the major transit stops⁵¹ in northeast San Leandro. With the planned bike network there will be greater connectivity throughout the area. The proposed Class III Bicycle Boulevard on Estudillo Avenue (east of I-580) will provide a connection into Lake Chabot Park, supporting greater access to a recreation area for residents. Higher classification streets around the BART station rate as high-stress streets, but the planned East Bay Greenway provides improved connectivity and safety near the station.

Ashland, Cherryland, and Castro Valley: Foothill Boulevard and East 14th Street are particularly challenging for cyclists. The entire length of East 14th Street can be challenging for pedestrians, but many collisions are clustered at the intersection of East 14th Street and 164th Avenue. Several pedestrian fatalities have occurred along Foothill Boulevard. The bike network is dispersed with limited connection in the study area. An improved and connected bike network will provide greater connectivity between the neighborhoods in this CBTP study area.

Hayward: Bicycle collisions are clustered in the downtown Hayward area, and on A Street just east of the Hayward BART station. There is a cluster of pedestrian collisions around the Route 92 and Meek Avenue intersection, and just north of the Weekes

“Very happy to see priority to funding bike projects.”

- Hayward

“Better bike lanes through downtown Hayward.”

- Hayward

“Please evaluate transportation designs by walking and biking in that area in person.”

- Hayward

Community Center Park. There have been a string of pedestrian collisions on Tennyson Road just east of the South Hayward BART station. Hayward will benefit from a planned bike network that will connect the two BART stations. The recently adopted Bicycle and Pedestrian Master Plan notes that the planned network will enable every resident in Hayward to have access to low-stress, comfortable bikeways that connect to major destinations throughout the city, as well as connected sidewalks and frequent and

appropriate crossing locations and designs.

A number of agencies serving the Central County Planning Area have made efforts to improve the overall streetscape infrastructure on major streets within the study area. For example, the Meekland Avenue Streetscape Plan was completed in 2012 and outlined a plan to create a safer corridor that was once an industrial high-speed thoroughfare.

⁵¹ “Major transit stops” refer to existing rail stations, ferry terminals served by bus or rail, or stops that serve at least two frequent transit lines during the morning and afternoon peak hours as recognized by the Metropolitan Transportation Commission as defined in the California Public Resources Code, Section 21064.3.

The cities of San Leandro and Hayward also adopted Complete Streets Policies.⁵² The Alameda County Public Works Agency implemented the East 14th Street Corridor Improvement Project to further improve street infrastructure in the study area⁵³; construction began in 2020. Alameda County Community Development Agency is currently preparing a parking plan for the Ashland and Cherryland business districts.⁵⁴ Alameda CTC is preparing a corridor study for East 14th Street/Mission Avenue.⁵⁵ The City of Hayward has completed and released a Bicycle and Pedestrian Master Plan update in January 2020.

4.5 IMPROVED DRIVING RELIABILITY AND TRAVEL TIMES

Several roadways in the Central County Planning Area operate at unacceptable levels of service during the morning and evening peak commute times. Figure 4-7 shows the level of service during the morning peak commute time, based on 2018 MTC data, for the freeways and major arterials in the area. Dark green indicates free-flowing traffic conditions, and dark orange (level of service E) and red (level of service F) indicate congestion conditions.

Both I-880 and I-580 through the Central County Planning Area CBTP study areas experience heavy congestion, while the local roadways vary from free-flowing to moderately congested conditions. In the afternoon/evening peak commute period, as seen in Figure 4-8, these same freeways are congested, as well as SR 92 and eastbound I-238. When freeways are congested, drivers often look for alternate routes and use local roads to get to their destinations. Survey respondents highlighted their concerns regarding high levels of traffic volumes within their neighborhoods and throughout county.

In the Central County Planning Area, during the morning peak period, fifteen (15) percent of the freeways and major arterials are operating at unacceptable levels of service E or F. In the afternoon/evening peak period, twenty-five (25) percent of the freeways and major arterials are operating at unacceptable levels of service E or F.

Pavement quality in the Central County Planning Area is poor or at-risk in most locations. Figure 4-9 shows the 2018 pavement quality index for the roads in the Central County Planning Area. In the CoCs, 303 miles of pavement have been studied, and 26

52 According to the US Department of Transportation, "Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders."

53 Alameda County Public Works Agency/ East 14th Street Corridor Improvement Project. <https://www.acpwa.org/project-information/east-14th-street-corridor-improvement-project>

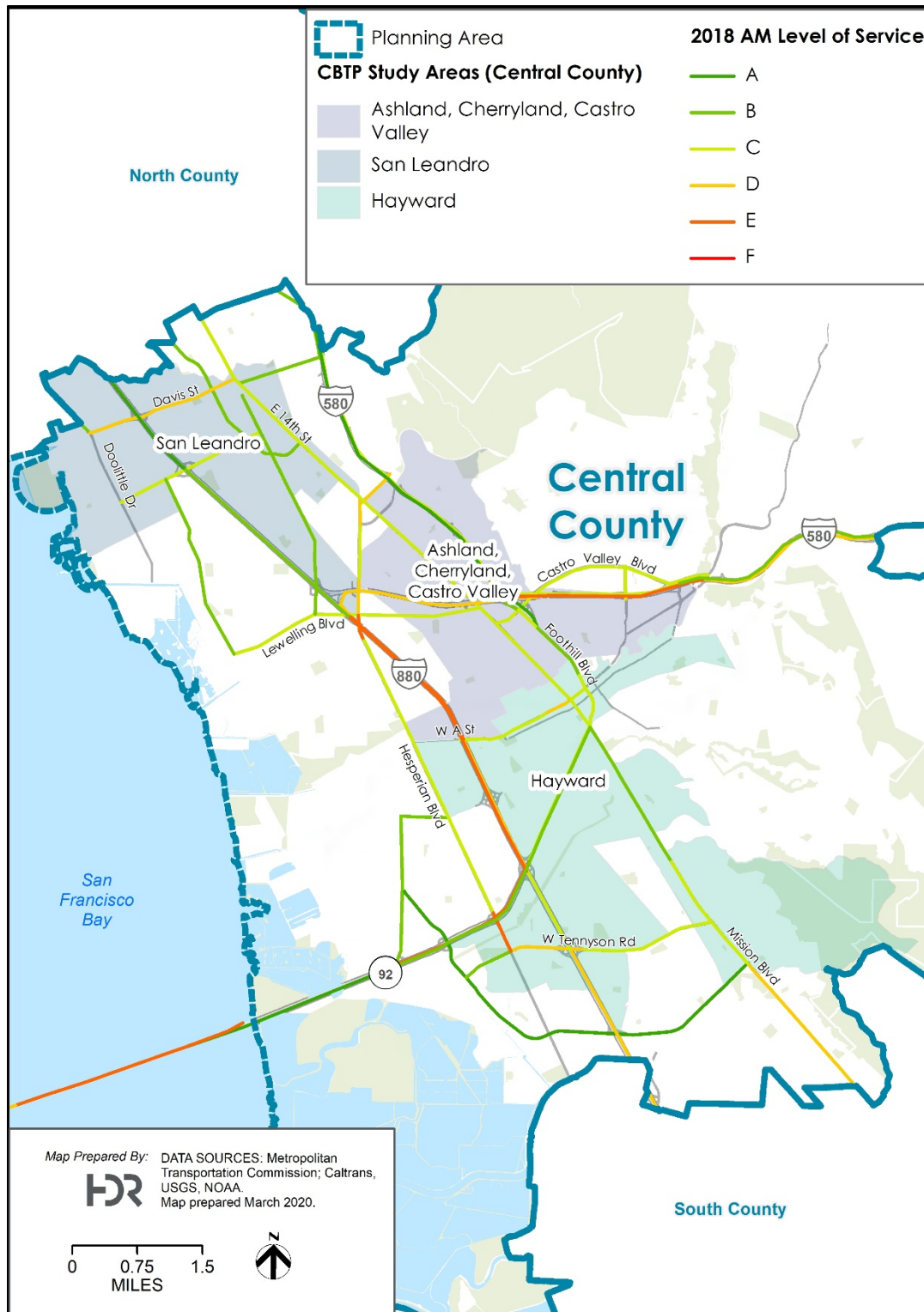
54 Alameda County Community Development Agency and Alameda County Transportation Commission. Ashland and Cherryland Business District Parking Study. <https://www.ashlandcherrylandparking.com/>

55 Alameda County Transportation Commission. East 14th Street/ Mission Boulevard and Fremont Boulevard Multimodal Corridor. <https://www.alamedactc.org/programs-projects/multimodal-arterial-roads/e14th-st-mission-blvd-and-fremont-blvd-multimodal-corridor/>

percent of the pavement is “poor or failed” and an additional 7 percent of the pavement is “at-risk”. In non-CoCs, 770 miles of pavement have been studied, and 19 percent of the pavement is “poor or failed” and 8 percent of the pavement is “at-risk”. The data indicate that very little of the pavement in the CoCs is in excellent or very good condition.

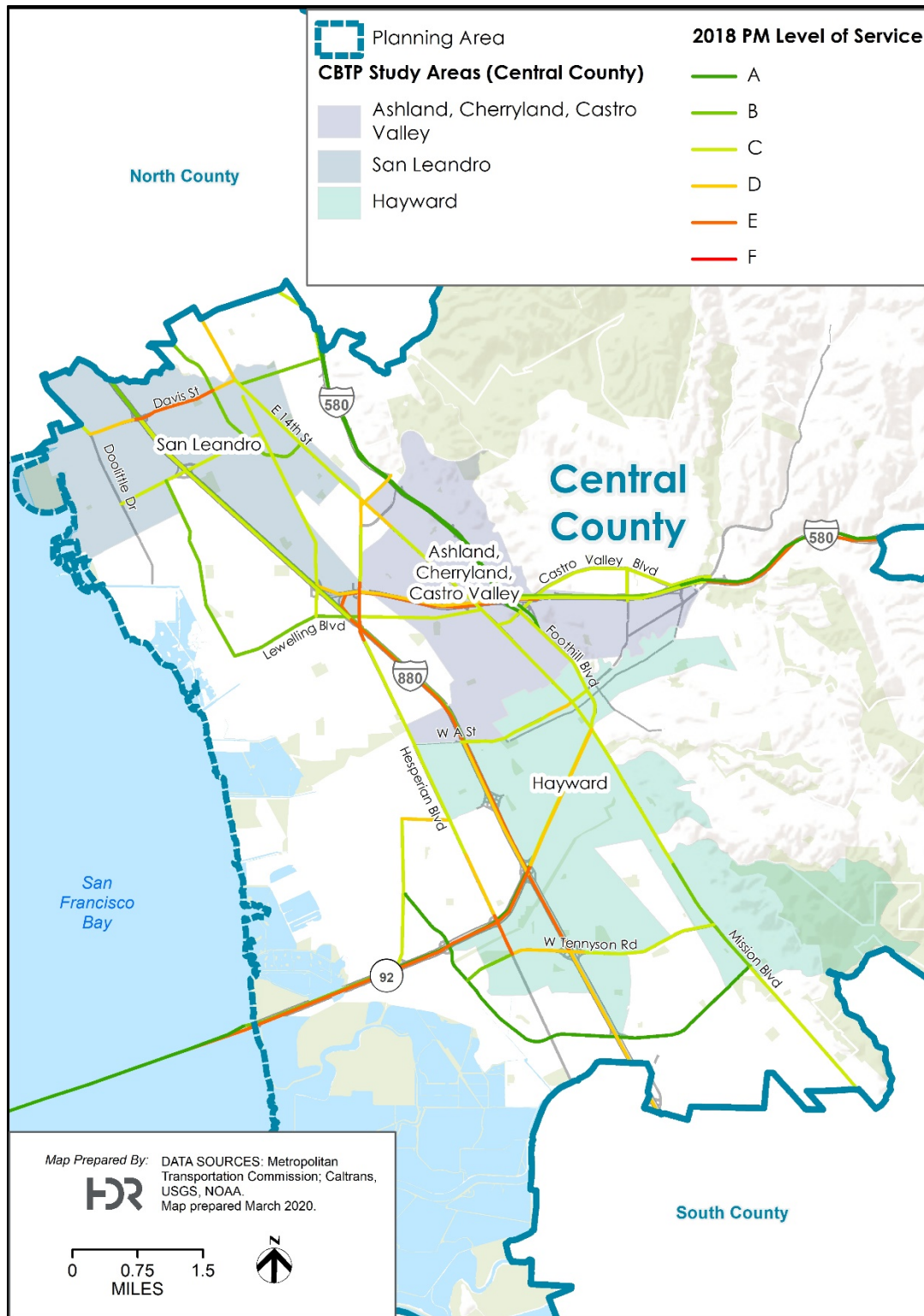
Poor or at-risk pavement conditions can lead to unsafe driving conditions, resulting in more collisions and/or impacts to cars as a result of driving over potholes.

Figure 4-7: Central County Planning Area – AM Peak Period Level of Service



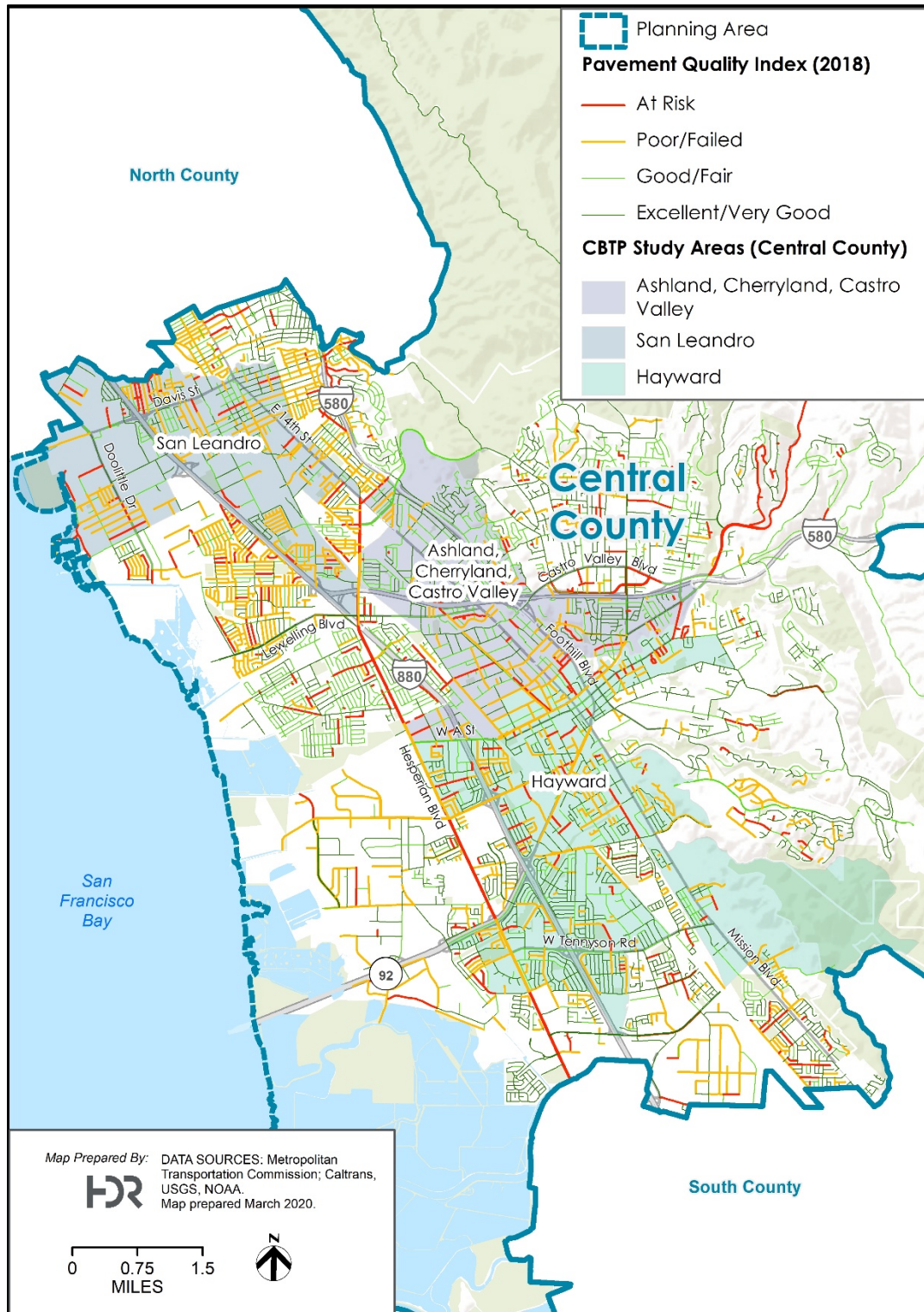
Source: Alameda CTC LOS Monitoring Report (2018)

Figure 4-8: Central County Planning Area – PM Peak Period Level of Service



Source: Alameda CTC LOS Monitoring Report (2018)

Figure 4-9: Central County Planning Area – Pavement Quality



Source: Street Pavement Conditions. Vital Signs by Metropolitan Transportation Commission: StreetSaver (2003-2018).

05

**South County Planning Area
Transportation Needs**

Chapter 5 South County Planning Area Transportation Needs

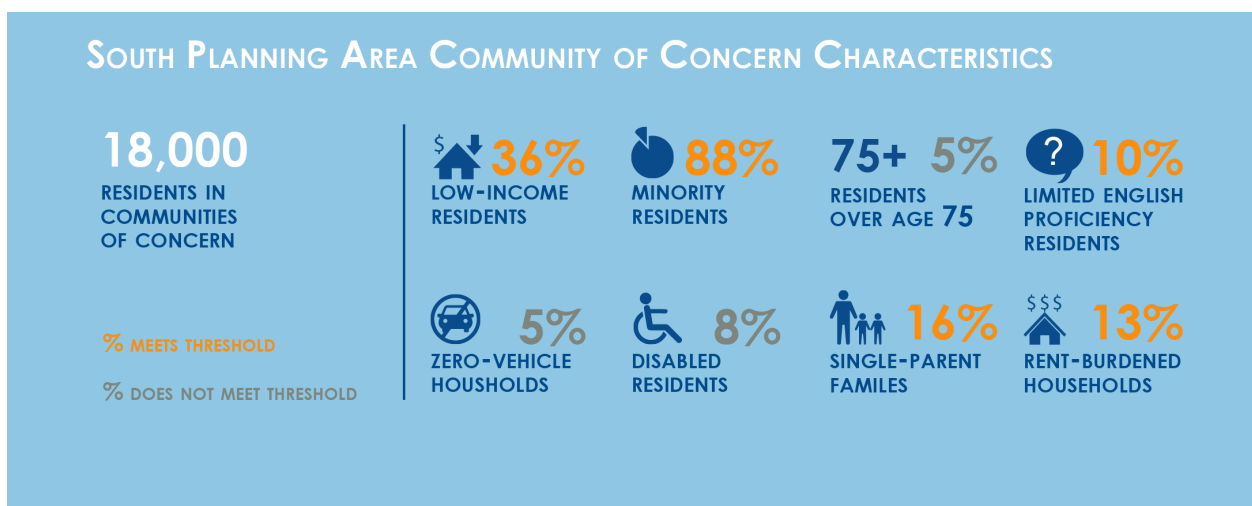
This chapter describes the transportation needs for the South County Planning Area which includes CBTP study areas in the following jurisdictions: Union City and Newark. Transportation needs are synthesized from a review of baseline conditions, analysis of past planning efforts, and community engagement.

5.1 DESCRIPTION OF CBTP STUDY AREAS IN SOUTH COUNTY

The South County Planning Area includes two CBTP study areas within the cities of Union City and Newark. Fifteen (15) percent of residents within the South County Planning Area live within the CBTP study areas. The criteria designating these areas as CoCs are shown in Figure 5-1 (detailed breakdown of individual CBTP study areas available in Appendix C). The percentages in Figure 5-1 apply to the CBTP study areas within the South County Planning Area. For example, 36 percent of residents in the South County CBTP study area are low-income. The locations of these CBTP study areas are shown in Figure 5-2. Overall, the South County CBTP study areas are home to a high percentage of low-income, minority, and single-parent households.

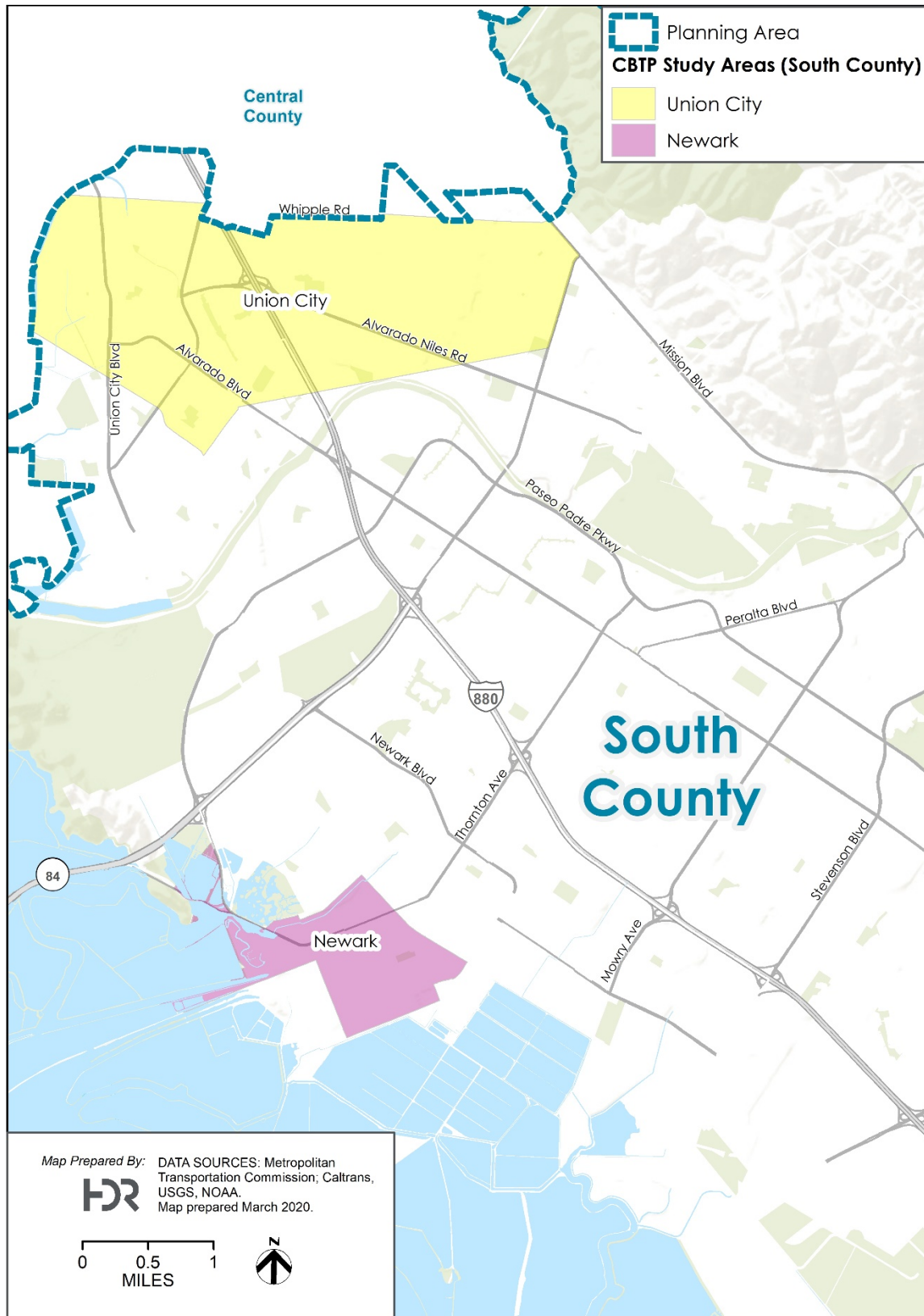
The South County Planning Area as a whole is home to many technology and biotechnology companies, yet a majority of residents in the CBTP study areas commute to jobs outside the South County Planning area.⁵⁶

Figure 5-1: South County Planning Area Community of Concern Characteristics



⁵⁶ Union City 5-year City Strategic Plan, <https://www.unioncity.org/DocumentCenter/View/2729/Environmental-Scan-Report?bidId=>

Figure 5-2: South County CBTP Study Areas



The Union City CBTP study area consists of three census tracts, two in the industrial western section of the city and another north of the Union City BART station. The CBTP study area includes major streets such as Mission Boulevard, Whipple Road, Dyer Street, Alvarado Boulevard, and Union City Boulevard.

Newark's CBTP study area consists of a single small census tract south of SR 84 at the eastern foot of the Dumbarton Bridge. There are no BART stations or major transit stops in or near this CBTP study area.

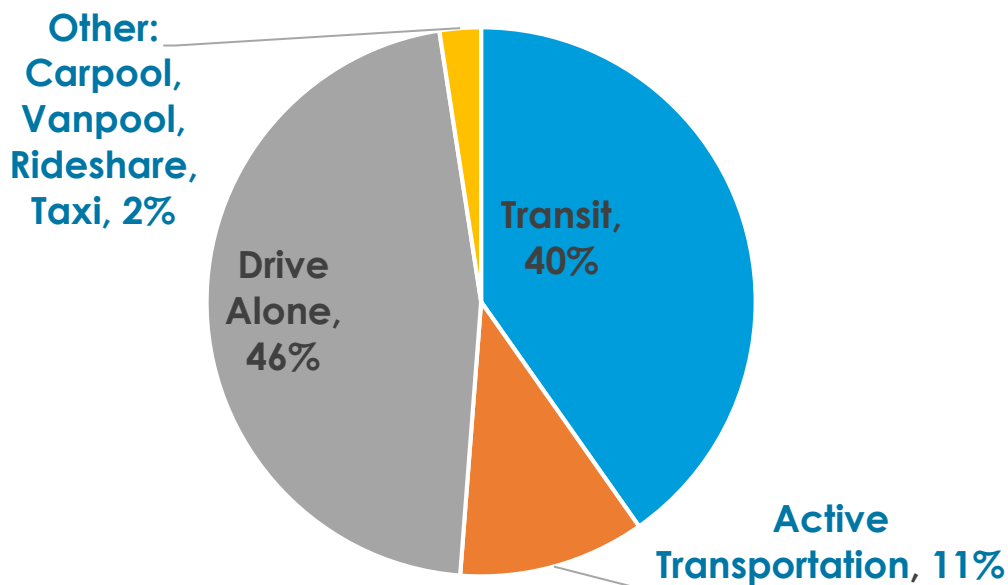
5.2 SUMMARY OF TRANSPORTATION NEEDS IN SOUTH COUNTY CBTP STUDY AREAS

Transportation needs were identified through community engagement, a review of past and current planning efforts and analysis of transportation data for the South County Planning Area CBTP study areas. In the most simplified form, travel needs are:

- Less traffic and/or smoother traffic flow,
- Improved transit services, and
- Better pedestrian and cyclist safety in high-traffic areas.

As shown in Figure 5-3, South County survey participants selected driving most often to provide feedback (46%), followed by transit (40 percent).

Figure 5-3: Feedback on Mode Choice – South County CBTP Study Area



Below is a summary of main transportation needs. A more comprehensive description of each need is included in subsequent sections of this chapter.

Less Traffic and/or Smoother Traffic Flow: The roads in and around the CBTP study areas are oriented to support automobile travel yet this area is burdened by traffic going towards Silicon Valley. More than other CBTP study areas surveyed throughout Alameda County, residents of the South County CBTP study areas expressed concerns about traffic. In general, they expressed a need for smoother traffic flow and less of it.

Improved Transit Services: There are only five major transit stops in the South County Planning Area, and only one (the Union City BART station and transit hub) is located near a CBTP study area. The percentage of residents in the South County CBTP study areas who take transit is much lower compared to other areas of Alameda County.⁵⁷

More than 40 percent of people surveyed in the South County CBTP study areas noted the need for improved transit service, including the need for more frequent transit service throughout the day, at night, and on weekends; better coordination in schedules between bus and BART service; lower-cost fares; free bus transfers; better attention to cleanliness; and more parking at BART.

Improved Pedestrian and Cyclist Safety in High-Traffic Areas: The Newark and westernmost Union City CBTP study areas are not close to key destinations and major transit stops. Direct routes from the CBTP study areas to major transit stops and amenities are often on the High-Injury Network, or on high-traffic or high-speed roadways.

5.3 LESS TRAFFIC AND/OR SMOOTHER TRAFFIC FLOW

The South County Planning Area is crossed by three freeways that serve trips to and from Silicon Valley: SR 84 (Dumbarton Bridge and Decoto Road), I-680, and I-880. All three freeways are congested during the morning and evening commute times. Freeway congestion results in cut-through traffic on local roads, adding to the congestion caused by trips taken by those who live in the area. Most of the major roads in the South County Planning Area are six lanes wide or more, frequently with high posted speed limits of 40 miles per hour. The roadway network is strongly oriented towards automobile travel.

Community Input at the Newark Farmers' Market



⁵⁷ Means of Transportation to Work from the Census Transportation Planning Package

In general, workers in the entire South County Planning Area have the highest drive-alone percentage (76.9 percent) across the county.⁵⁸ Within the CBTP study areas of South County, this share is slightly lower at 70 percent of workers drive alone during their primary commute. The number of households in the South County CBTP study areas with no cars is very low (5 percent)⁵⁹ relative to other CBTP study areas, indicating the need for owning a car in this area given the lack of other viable transportation options.

Nearly half of the people surveyed said that there is too much traffic and it takes them too long to get to their destination. Residents in the South County CBTP study areas also noted the negative impacts of heavy traffic in their community, such as neighborhood cut-through traffic on local neighborhood serving streets.

“During peak time 3 pm to 6 pm it is impossible to travel on streets and it is going to get worse.”

- *Union City*

“Need to be able to cross the bridge to San Mateo; needs to be clear of traffic.”

- *Union City*

5.4 IMPROVED TRANSIT SERVICES

Approximately 40 percent of people surveyed in the South County Planning Area commented on the need for better transit. Half of those respondents indicated a need for more affordable BART and bus fares. Other priority needs include:

- More bus service during the daytime, nights, and weekends
- Coordination of bus and BART schedules
- Attention to cleanliness
- More parking at BART

During the outreach efforts, people stated that getting to transit was an important issue. They expressed the need to make it easier to travel to BART, bus stations, and bus stops. Several people also commented that they need more information about transit travel, such as discounts and where to purchase Clipper cards.

With only five major transit stops in the South County Planning Area – and none in the CBTP study areas – most South County residents and businesses are outside the half-mile

58 Means of Transportation to Work from the Census Transportation Planning Package

59 MTC Communities of Concern (2018) with American Community Survey Data (2012-2016) from MTC Open Data

walk zone surrounding major transit stops.⁶⁰ The Union City BART station and transit hub offers better transit service to some of the Union City CBTP study area, but this half-mile walk zone only covers a small portion of the area. Throughout the rest of the Union City CBTP study area (served by Union City Transit and AC Transit), most bus lines run only every half-hour or hour.

Residents in the Newark CBTP study area only have access to one AC Transit line (Route 251) that runs every hour along Thornton Avenue. In part due to the lack of transit service, the percentage of residents who take transit to work is significantly lower (4 percent) than among residents of all other Alameda County CBTP study areas (13 percent).⁶¹

The City of Union City has initiated several transit-related projects to rehabilitate and improve transit accessibility for its residents and workers, including development and improvements to the transit center around the Union City BART station, along with a new mixed-use walkable community.⁶² Phase II of the Union City Intermodal Station is underway, with Phase III to begin thereafter.⁶³ Along with the City of Fremont, there are plans to upgrade the Decoto Road corridor to better serve walkers, bikers, and transit riders.

In Newark, the San Mateo County Transit District led the Dumbarton Transportation Corridor Study, which evaluated how to repurpose the rail bridge near the Dumbarton Bridge for transit services.⁶⁴ Because the eastern portion of the rail bridge is within the city boundary, the transit line, if implemented,

“There is a significant time” gap in departures in the afternoon on Alvarado Niles which is a problem for parents who must wait over an hour with their elementary school children....”

- Union City

“Clean bathroom at stations, elevators that work, need service to South Bay and eastward.”

- Newark

“Need bus stops that are friendly for older adults and people with disabilities.”

- Union City

“More BART trains during mornings and evenings.”

- Union City

⁶⁰ See Appendix C for map figure.

⁶¹ Means of Transportation to Work from the Census Transportation Planning Package

⁶² Union City 5-year City Strategic Plan

⁶³ Transit Oriented Development in the City of Union City. <https://www.unioncity.org/DocumentCenter/View/2729/Environmental-Scan-Report?bidId=>; Union City Station District Specific Plan <https://www.unioncity.org/422/StationDistrictSP>

⁶⁴ Dumbarton Transportation Corridor Study. https://www.alamedactc.org/wp-content/uploads/2018/12/ACTIA6060_UnionCityIntermodal_factsheet.pdf

https://www.samtrans.com/Planning/Planning_and_Research/DumbartonTransportationCorridorStudy.html

would give the CBTP study area more opportunities to travel by rail to the San Francisco Peninsula.

5.5 IMPROVED PEDESTRIAN AND CYCLIST SAFETY IN HIGH-TRAFFIC AREAS

Unsafe streets were a specific concern expressed during outreach efforts within the CBTP study areas. Sixteen (16) percent of survey responses focused on a need for more and better bike lanes or trails that are separate from the road.

Figure 5-4 and Figure 5-5 show the bicycle and pedestrian High-Injury Network, along with locations of pedestrian and cyclist injuries and deaths in the South County Planning Area. From 2010 to 2018, 15 percent of all collisions involving pedestrians and 12 percent of all collisions involving bicyclists in South County Planning Area were within a CBTP study area.⁶⁵

Most of Newark and large portions of Union City have relatively flat terrain and a temperate climate, which makes them attractive for more walking and biking. Both cities have a limited bicycle network⁶⁶, and most bike lanes are not considered low-stress. There are many unsafe crossings of major arterials, freeways, and rail tracks. Survey participants said that pedestrian and cyclist travel is risky due to adjacent high-speed traffic along major roadways.

While the data indicate that pedestrian and cycling risk within a South County CBTP study area is lower than other Alameda County CBTP study areas, walking and or cycling from a CBTP study area to other locations poses a higher risk. For example, as shown in Figure 5-6, the most direct routes from a CBTP study area to major transit stops⁶⁷ are predominantly along High-Injury Network roadways. Similarly, as shown in Figure 5-6, most community amenities are located along roadways within the High-Injury Network.

“Safety is a key concern when you are walking around...”

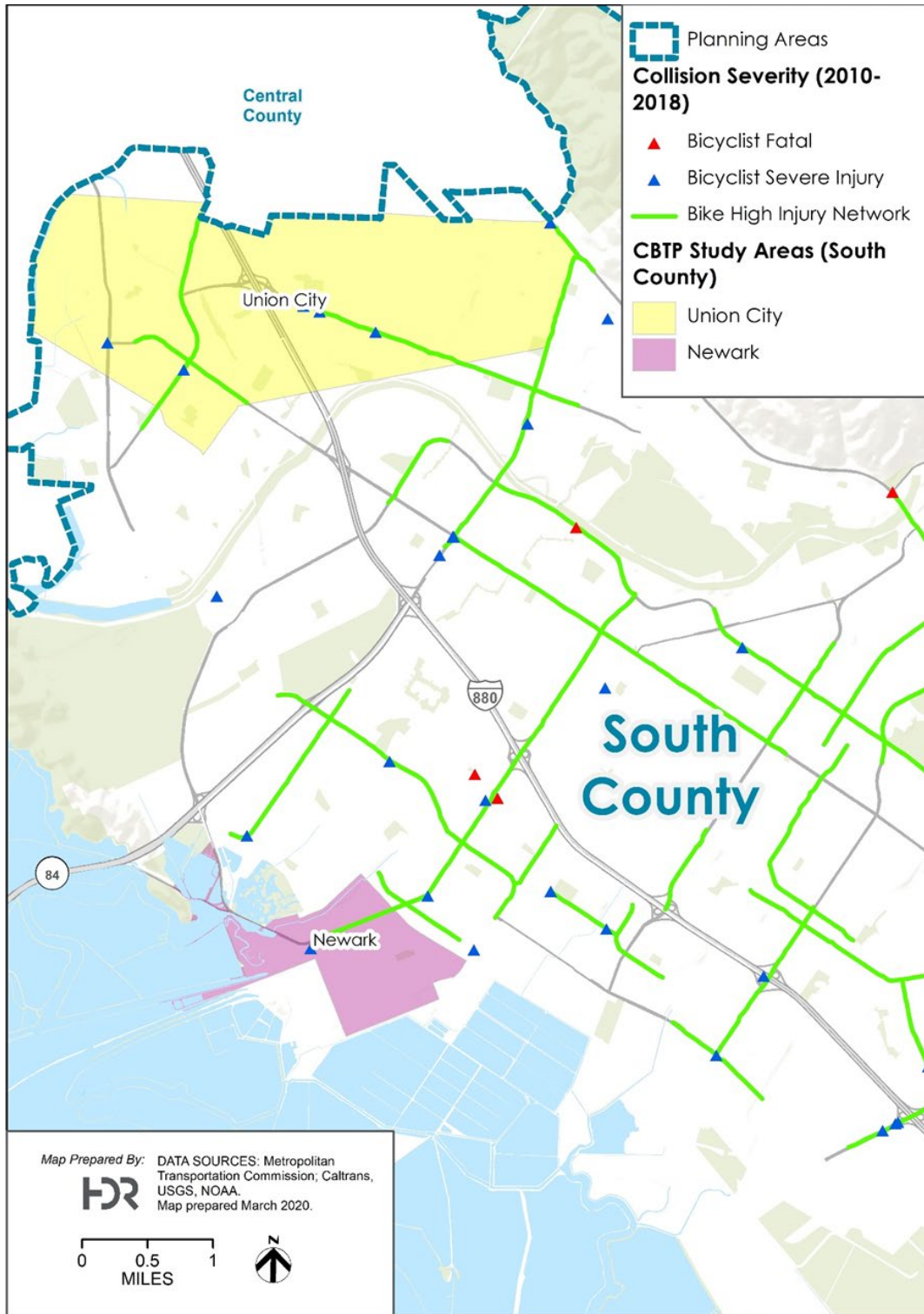
- Newark

65 Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2020

66 Alameda County Bike Network (2019). Provided by ACTC. Values calculated using source data

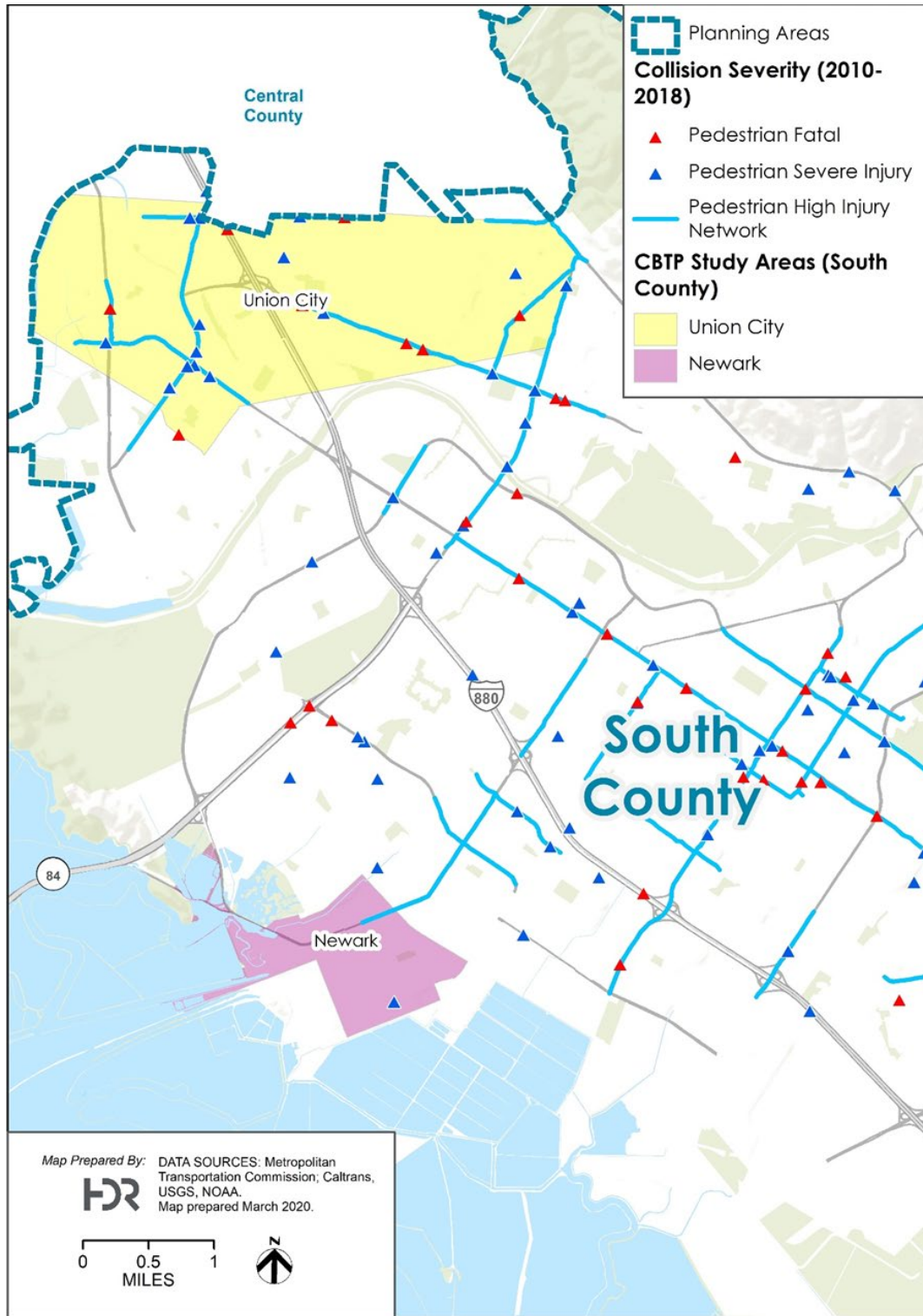
67 “Major transit stops” refer to existing rail stations, ferry terminals served by bus or rail, or stops that serve at least two frequent transit lines during the morning and afternoon peak hours as recognized by the Metropolitan Transportation Commission as defined in the California Public Resources Code, Section 21064.3.

Figure 5-4: South County - Locations of Bicycle Deaths and Severe Injuries and High-Injury Network and CBTP Study Areas



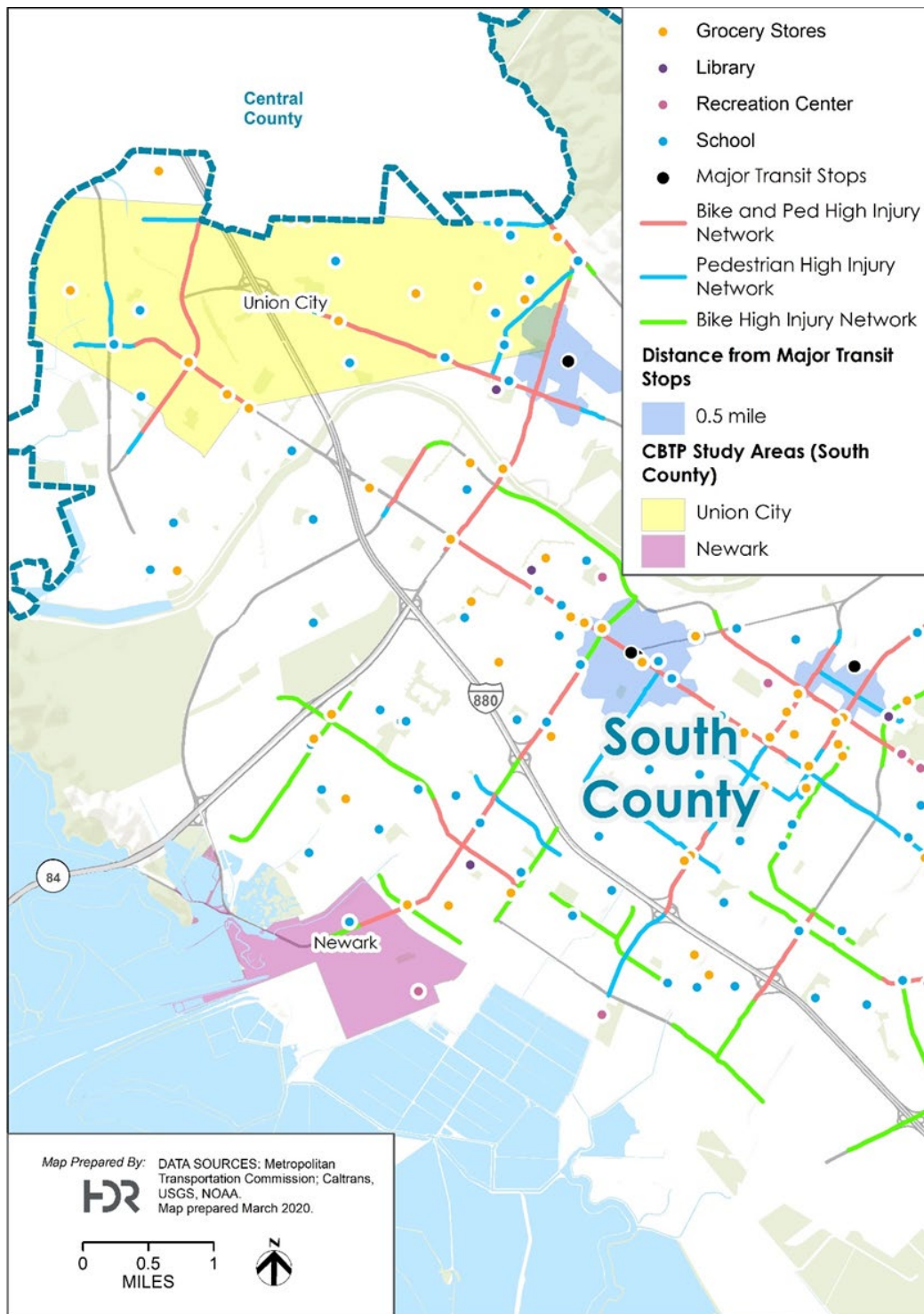
Source: MTC Communities of Concern (2018) with from MTC Open Data, Countywide High-Injury Network (2019) from ACTC. Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2020

Figure 5-5: South County - Locations of Pedestrian Deaths and Severe Injuries and High-Injury Network and CBTP Study Areas



Source: MTC Communities of Concern (2018) with from MTC Open Data, Countywide High-Injury Network (2019) from ACTC. Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2020

Figure 5-6: Relationship among the Pedestrian and Bicycle High-Injury Network,



Source: School and library locations from the Alameda County Data Sharing Initiative. Accessed at data.acgov.org; Recreation center and grocery store locations from Community Analyst by Esri; Distance from Major Transit Stops calculated using Network Analyst by Esri and existing street network data from Alameda County Open Data

The City of Union City is currently working on a Bicycle and Pedestrian Plan.⁶⁸ The City of Newark completed its plan in 2017.⁶⁹ In the Newark Plan, the report noted that “heavy traffic, high traffic stress bikeways, and a lack of continuous bicycle facilities on Newark's major arterials, particularly on north-south routes, remain significant challenges for attracting new riders.” In addition to busy streets and incomplete facilities, other constraints are I-880 and SR 84 located on the eastern and northern edges of Newark. Interchanges within the City do not provide safe access for bicyclists and pedestrians, making it difficult to reach destinations including Ardenwood Park, Fremont BART, and other regional destinations.⁷⁰

⁶⁸ City of Union City. Bike and Pedestrian Master Plan Update. <https://www.unioncity.org/444/Bike-Pedestrian-Plan>

⁶⁹ City of Newark. Pedestrian and Bicycle Master Plan (2017). <https://www.newark.org/departments/public-works/engineering-division/pedestrian-bicycle-master-plan/>

⁷⁰ City of Newark. Pedestrian and Bicycle Master Plan (2017). <https://www.newark.org/departments/public-works/engineering-division/pedestrian-bicycle-master-plan/>

06

**East County Planning Area
Transportation Needs**

Chapter 6 East County Planning Area Transportation Needs

This chapter describes the transportation needs for the East County Planning Area which includes one CBTP study area in the City of Livermore. Transportation needs are synthesized from a review of baseline conditions, analysis of past planning efforts, and community engagement.

6.1 DESCRIPTION OF CBTP STUDY AREAS IN EAST COUNTY

The East County Planning Area includes one CBTP study area, located just north of the City of Livermore downtown business center. Seven (7) percent of residents within the East County planning area live within the CBTP study area. The criteria designating this area as a CBTP study area are shown in Figure 6-1. The percentages in Figure 6-1 apply to the CBTP study area within the East County Planning Area. For example, 41 percent of residents in the East County CBTP study area are low-income. The location of this CBTP study area is shown in Figure 6-2.

Figure 6-1: East County Planning Area Community of Concern Characteristics

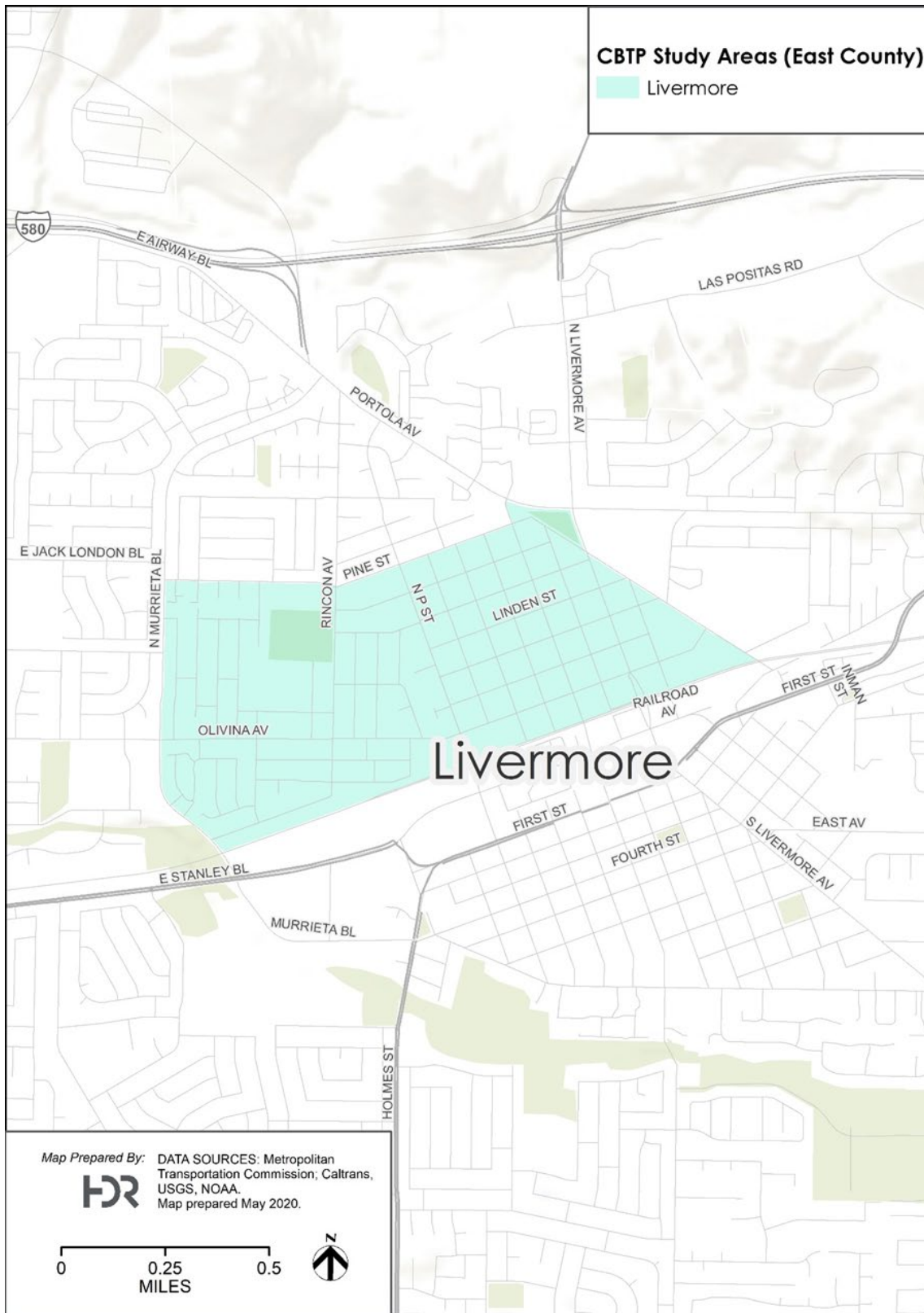


The Livermore CBTP study area has a high percentage of low-income residents, rent-burdened households, and single-parent families. More than half of the CBTP study area residents work in Livermore. Major roads such as North Murietta Boulevard, North Livermore Avenue, and Portola Avenue are a part of the CBTP study area. The Livermore Transit Center is located in the southeast corner of the CBTP study area and is served by the Altamont Commuter Express (ACE). ACE is a passenger rail service that connects Stockton to downtown San Jose during weekday commute periods.

The transit hub is also served by a Wheels bus line (running hourly) that connects passengers to the Dublin/Pleasanton BART station. Among residents across all Alameda County CBTP study areas, the East County CBTP study area has the highest drive-alone percentage⁷¹ for commute mode share. Of non-drive-alone travelers, more East County workers bike or walk than take transit.⁷²

71 Means of Transportation to Work from the Census Transportation Planning Package
72 Ibid.

Figure 6-2: East County Planning Area CBTP Study Area



6.2 SUMMARY OF TRANSPORTATION NEEDS IN EAST COUNTY CBTP STUDY AREAS

Transportation needs were identified through community engagement, a review of past and current planning efforts and analysis of transportation data for the East County Planning Area CBTP study area. In the most simplified form, travel needs are:

- Less traffic and/or smoother traffic flow
- Improved transit services
- Improved bicycle infrastructure.

Below is a summary of these transportation needs that are discussed in detail throughout this chapter.

Less Traffic and/or Smoother Traffic Flow: The roads surrounding the Livermore CBTP study area are oriented towards automobiles, with high speeds and congestion on major arterials causing congestion and delay. Residents expressed a need for less traffic in their community.

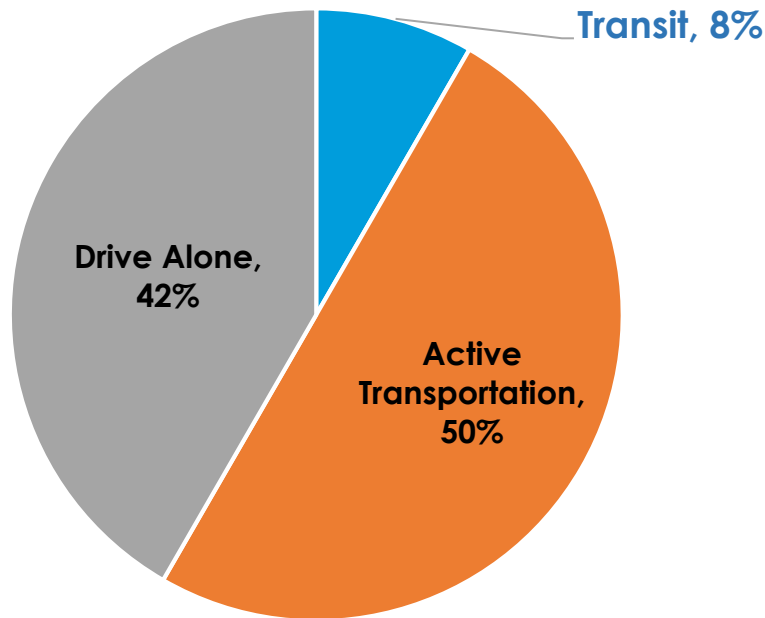
Improved Transit Services: The Livermore CBTP study area has a high share of off-peak commuters.⁷³ There is a need for more frequent and reliable transit services for both peak and off-peak travel.

Improved Bicycle Infrastructure: Livermore is relatively flat and the terrain and weather make it convenient for riding a bicycle. Improved bicycle lanes and paths will enable residents of the CBTP study area to more safely travel in and around Livermore, to commute to their jobs, and to enjoy day-to-day activities.

As shown in Figure 6-3, East County survey participants selected active transportation most often to provide feedback (50 percent), followed by driving alone (42 percent).

⁷³ American Community Survey Table B08302. 2016 5-year estimates

Figure 6-3: Feedback on Mode Choice - East County CBTP Study Area



6.3 LESS TRAFFIC AND/OR SMOOTHER TRAFFIC FLOW

The East County Planning Area contains both developed suburban areas and rural environments, and the arterial network accordingly consists primarily of roads with six or more lanes and high speeds, as well as two-lane rural routes. Freeway congestion in the Livermore CBTP study area results in cut-through traffic on local roads. The roadway network is strongly oriented towards automobile travel.

The main regional routes through Livermore are I-580 and SR 84 which are major routes for commuting and recreational travel. Currently these routes experience severe congestion during the morning and evening peak traffic hours, further exacerbating time constraints for residents driving for work and recreational purposes. Additionally, residual impacts of congestion on I-580 cause non-local cut-through traffic on city streets as commuters find ways to bypass the heavy traffic on the freeway.

Just over 40 percent of the people surveyed said that there is too much traffic in their community and it takes them too long to get to their destination. Residents in the Livermore CBTP study area also noted the prohibitive cost to drive.

6.4 IMPROVED TRANSIT SERVICES

People surveyed in the Livermore CBTP study area were concerned about the lack of transit services. There are only five major transit stops⁷⁴ in the East County Planning Area, and only one major transit stop (the ACE station, as shown in Figure 6-4) near the CBTP study area.

Livermore Amador Transit Authority (LAVTA) provides transit services in the areas around the cities of Dublin, Pleasanton, and Livermore. There are three LAVTA bus routes (10R, 30R, and 14) that travel through or near the CBTP study area and come together at the ACE station with connections to nearby BART stations in Dublin. In 2015, LAVTA restructured its transit service to provide more direct routes to key destinations with buses arriving more often. Key improvements include the conversion of one existing route into rapid service (10R) and the addition of a second rapid route (30R) as well as launching a partnership with transportation network companies (TNCs) like Uber and Lyft to subsidize connecting rides from residential areas to Wheels bus stations.⁷⁵

Existing bus service is concentrated on these few lines and most service is provided during peak periods. More than half of the Livermore CBTP study area residents work in Livermore and more than a third (34.7 percent) of residents commute during off-peak hours, suggesting that alternative transit modes may need to be evaluated.

Additionally, as shown in Figure 6-4, most of the Livermore CBTP study area is outside the ACE train station walk zone in downtown Livermore.



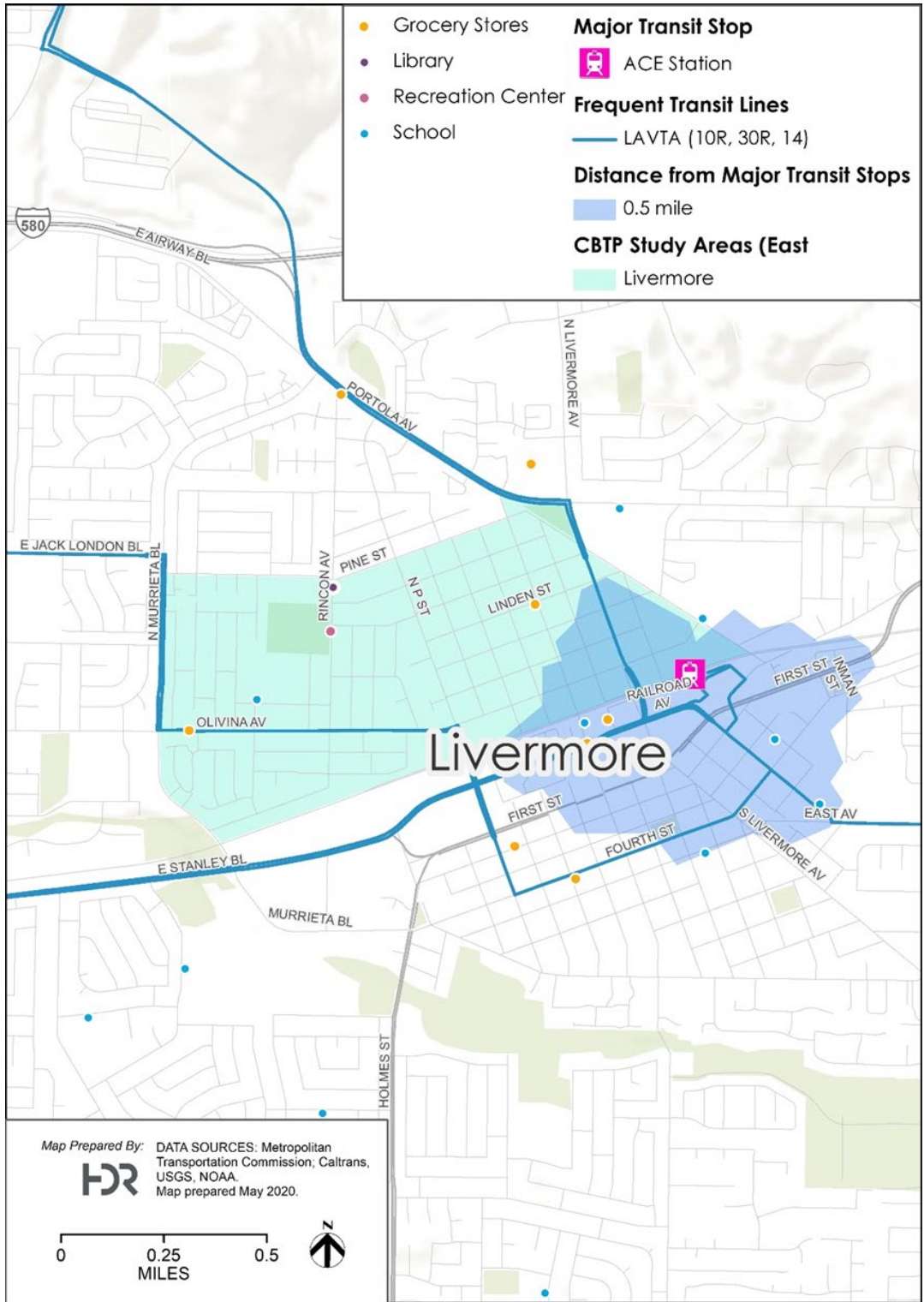
“More frequent daytime transit is needed.”

- Livermore

74 “Major transit stops” refer to existing rail stations, ferry terminals served by bus or rail, or stops that serve at least two frequent transit lines during the morning and afternoon peak hours as recognized by the Metropolitan Transportation Commission as defined in the California Public Resources Code, Section 21064.3.

75 <https://www.wheelsbus.com/godublin/>

Figure 6-4: East County - Locations of Major Transit Stops and Community Amenities and CBTP Study Area



Source: School and library locations from the Alameda County Data Sharing Initiative. Accessed at data.acgov.org; Recreation center and grocery store locations from Community Analyst by Esri; Distance from Major Transit Stops calculated using Network Analyst by Esri and existing street network data from Alameda County Open Data

6.5 IMPROVED BICYCLE INFRASTRUCTURE

Fifty (50) percent of the survey responses focused on a need for better and safer bicycling infrastructure in and around the Livermore CBTP study area.

Figure 6-5 and Figure 6-6 show the locations of severe injuries and deaths of pedestrians and bicyclists, respectively, along with the High-Injury Network around the Livermore CBTP study area. From 2010 to 2018, no collisions in the CBTP study area resulted in a pedestrian or bicyclist being killed, and no pedestrians were severely injured within the Livermore CBTP study area.⁷⁶ However, three severe bicycle incidents occurred.

In 2018, the City of Livermore released its Bicycle, Pedestrian, and Trails Active Transportation Plan (ATP) which proposed doubling the existing bicycle network and

“Bicycling is nearly impossible and there is a need for more bike parking at stations.”

- Livermore

making improvements for pedestrians at unsafe intersections.⁷⁷ Several of those improvements are near or within the Livermore CBTP study area and would better connect the community to downtown Livermore.

Within the CBTP study area there have been two Safe Routes to Schools site assessments

for two Livermore Valley Joint Unified Schools: Marilyn Avenue School and Junction Middle School. A school safety assessment (also known as a walk audit) is a school event used to identify and evaluate the safety issues around a school with the help of the school community.

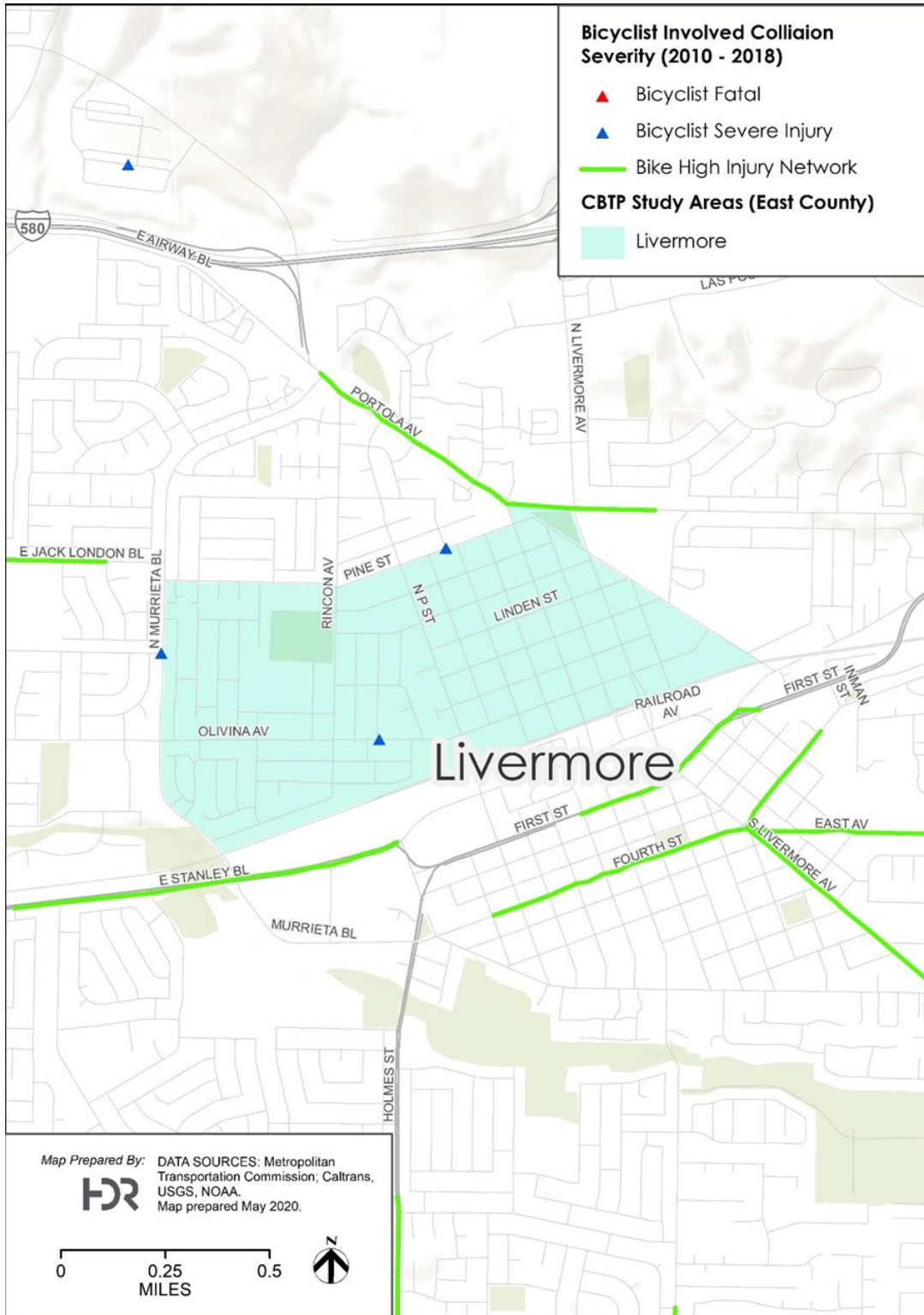
The site assessment for Marilyn Avenue School, located in the south west area of the Livermore CBTP study area, highlighted the need for safety improvements including the following: infrastructure upgrades and repairs to sidewalks, accessible curb ramps, pedestrian signage, new and repainted crosswalks, pedestrian activated rapid flashing beacons, and speed feedback signs. In 2015, the City of Livermore was awarded \$359,000 from MTC to improve and construct elements to increase student safety and encourage walking and biking to Marilyn Avenue Elementary School.

The site assessment for Junction Avenue Middle School was completed over ten years ago and key safety issues highlighted for this school included: curb extensions, new sidewalks in the south west corner of the school, and other infrastructure upgrades to improve the safety of crosswalks near the school.

76 MTC Communities of Concern (2018) with from MTC Open Data, Countywide High-Injury Network (2019) from ACTC. Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2020

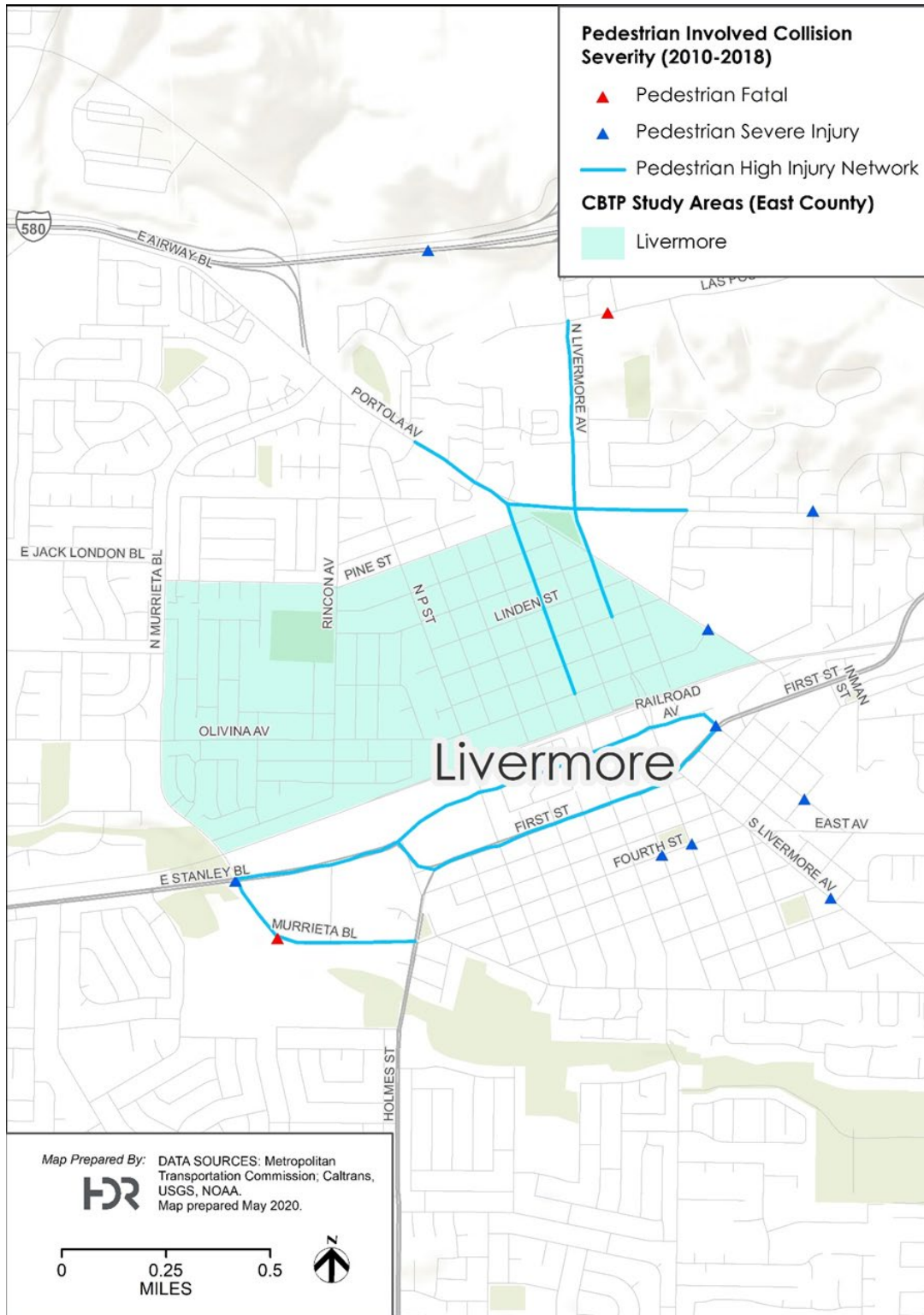
77 The City of Livermore Active Transportation Plan 2018.
<http://www.cityoflivermore.net/civicax/filebank/documents/18254>

Figure 6-5: East County – Locations of Cyclist Deaths and Severe Injuries and High-Injury Network and CBTP Study Area



Source: MTC Communities of Concern (2018) with from MTC Open Data, Countywide High-Injury Network (2019) from ACTC. Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2020

Figure 6-6: East County – Locations of Pedestrian Deaths and Severe Injuries and High-Injury Network and CBTP Study Area



Source: MTC Communities of Concern (2018) with from MTC Open Data, Countywide High-Injury Network (2019) from ACTC. Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2020

07

**Draft Recommendations
and Monitoring**

Chapter 7 Recommendations and Monitoring

This chapter presents recommendations to address the mobility and access needs of Alameda County’s low-income and minority communities that have been described throughout this CBTP. The recommendations are presented in the form of broad countywide strategies and near-term actions, as well as specific transportation projects that would address community-specific needs. These transportation projects represent projects that have already been in development, but were not specifically developed in response to this CBTP. The CBTP can inform future project and program development.

A summary of the high-level countywide findings from the baseline conditions, analysis of past planning efforts, and community engagement is shown in Table 7-1.

Table 7-1: Summary of High-Level Findings Countywide

Mode/Issue Area	Key Findings
Safety	<ul style="list-style-type: none"> ➤ Residents in CBTP study areas indicated concerns around safety while walking, waiting for transit, and biking ➤ CBTP study areas have more miles of Auto, Bicyclist, and Pedestrian High-Injury Network than non-CBTP study areas in the county
Commute Patterns	<ul style="list-style-type: none"> ➤ Residents in CBTP study areas are more likely to commute during off peak commute hours compared to residents in non-CBTP study areas ➤ The number of off-peak commuters within CBTP study areas has increased at a higher rate than non-CBTP study areas since 2010

Mode/Issue Area	Key Findings
Transit	<ul style="list-style-type: none"> ➤ Residents in CBTP study areas indicated that they use transit frequently ➤ Residents expressed concerns around transit affordability ➤ Residents expressed concerns around transit frequency ➤ Support for improvements to transit amenities: bus shelters and other amenities at stops
Active Transportation	<ul style="list-style-type: none"> ➤ Support for improved infrastructure for active transportation such as high-quality bike lanes, trails that are separate from roads, and bike parking
Pedestrian Safety	<ul style="list-style-type: none"> ➤ Support for separated and accessible walking paths ➤ Support for safer and additional crosswalks in high traffic areas
Driving and Pavement Condition	<ul style="list-style-type: none"> ➤ Residents indicate long driving travel times and high costs of driving due to traffic congestion and long distances ➤ CBTP study areas are twice as likely to have poor pavement conditions as non-CBTP study areas in the county ➤ Improving potholes and roads is a top priority for residents in CBTP study areas

Development of this CBTP has been integrated with development of the 2020 CTP to ensure that the countywide plan thoroughly considers equity and the needs of disadvantaged and historically underserved communities. As such, the CBTP recommendations presented here are integrated with the core recommendations of the CTP.

Countywide CBTP recommendations are organized in the following categories that reflect the main needs described in prior chapters:

- Safe Biking and Walking
- Affordable and Accessible Transportation
- Bus Transit Use and Experience

- Air Quality and Goods Movement Impacts
- Traffic Congestion and Pavement Condition

Strategies and near-term actions are presented for each category. Strategies can inform funding, advocacy, policy, technical assistance, and project implementation. Actions are specific initiatives Alameda CTC will work to advance, often in collaboration with partner agencies, over the next two to four years. These actions are designed to be achievable and specific. This list of actions is not intended to be static; it will continue to evolve in support of these strategies in coming years as opportunities emerge.

The COVID-19 pandemic occurred as the CBTP moved into the final phase of developing recommendations. There is uncertainty concerning how the pandemic will change mobility and access needs over the near- and long-term; however, the needs collected before the pandemic and recommendations developed in response to these needs are still relevant. That said, discussion of additional near-term actions that will be taken in response to the unique circumstance of the COVID-19 pandemic is included for each recommendation category. This is a dynamic area and Alameda CTC will continue to respond to the crisis as it unfolds.

In addition to the countywide strategies and actions, a key recommendation of the CBTP is to support jurisdictions in implementing transportation projects to address identified needs. As such, the last table in this document presents the priority transportation projects that have been identified for the Countywide Transportation Plan that will help to address the local transportation issues specific to each CBTP study area.

7.1 CBTP RECOMMENDATION 1: SAFE BIKING AND WALKING

The need for safety improvements for walking and biking throughout Alameda County has been identified by residents in all geographic areas and highlighted in the analysis of transportation data. Through community outreach, particular concern has been raised about difficulty crossing roadways with high traffic volumes and high traffic speeds, indicating a need for safer crosswalks. Safely walking and bicycling to schools has also been raised as a significant issue within CBTP study areas and this issue is acute near railroad tracks that are close to many schools in the county.

Table 7-2 presents countywide recommendations that will address support for safer walking and bicycling within the county's CBTP study areas. The strategies and actions include improving safety on the roadways that have the highest concentration of crashes (the High-injury Network), supporting changes to speed limits and enforcement policies, building out a low-stress walking and biking network, and increasing safe walking and biking options for students on their way to school.

Table 7-2: Strategies and Near-Term Actions for Safe Biking and Walking

Strategy
<ul style="list-style-type: none">• Improve safety on the High-injury Network, with an eye towards community disparities.• Support context-appropriate speed limit setting and automated speed enforcement Policies.• Build the low-stress walking and biking network, including low-stress facilities on arterials and/or alternative routes, including planning and delivering greenways and trails.
Near-Term Action
<ul style="list-style-type: none">• Support projects that address the High-injury Network, with a particular focus on projects that address the High-injury Network in Communities of Concern (CBTP study areas).• Support legislation that enables automated speed enforcement.• Reform the speed limit setting process to align with a Safe Systems Approach to allow for context-appropriate speed limit setting.• Support implementation of Safe Routes to School (SR2S) school site assessments, including exploration of potential for a mini-grant program.• Expand Access Safe Routes equity program within SR2S program.• Support project development and delivery for interjurisdictional urban greenway and trail projects, many of which traverse CBTP study areas.

COVID-19 Recommendations and Strategies: Safe Walking and Biking

The need to safely walk and bicycle to places and for public health has become more acute during the COVID-19 pandemic. This is especially true in the Latinx and Black communities that comprise many of the county's CBTP study areas where there have been the highest reports of positive cases. Alameda CTC is committed to supporting the county's economic recovery and will continue to support the need for county residents and visitors to enjoy safe spaces to walk and bicycle.

Alameda CTC took action in July 2020 to create a Rapid Response Bicycle and Pedestrian Grant Program that will fund "quick-build" transportation measures. These measures can include traffic calming, roadway closures, and temporary repurposing of streets with more space for safely walking and bicycling. These are considered "quick-build" because cities are able to construct them over a shorter time than traditional transportation projects. Table 7-3 presents the agency's COVID-19 strategy and action recommendation related to walking and bicycling. As the pandemic progresses, Alameda CTC will continue to develop response actions that address evolving transportation needs for walking and bicycling safety.

Table 7-3: COVID-19 Strategies and Actions - Safe Walking and Biking

Strategy
<ul style="list-style-type: none">Support Alameda County's economic recovery and capitalize on the need for safe space for walking and biking in neighborhoods
Action
<ul style="list-style-type: none">Advance the \$1.125M COVID-19 Rapid Response Bicycle and Pedestrian Mini-Grant Program to fund quick-build capital transportation improvement projects that support improved bicycle and pedestrian accessibility to local businesses, while respecting transit service.

7.2 CBTP RECOMMENDATION 2: AFFORDABLE AND ACCESSIBLE TRANSPORTATION

The need for more affordable and accessible transportation options has been noted as a key concern for residents in CBTP study areas throughout the county. With regards to affordability, there are discounted or free transit fares for students, older adults, and people with disabilities within the county, but there is a gap in affordable transportation programs for adults ages 19 to 64. Strategies to further streamline and reduce the cost of public transportation are included in this recommendation.

Table 7-4 presents countywide recommendations that will address the need for more affordable and accessible public transit within the county’s CBTP study areas. This includes strategies and actions to provide smoother transit connections, improve fare integration, and introduce more affordable fares.

Table 7-4: Strategies and Near-Term Actions for Affordable and Accessible Transportation

Strategy
<ul style="list-style-type: none">• Provide seamless transit connections.• Improve fare integration and explore affordable fare options.
Action
<ul style="list-style-type: none">• Partner to improve transit fare integration, seamless transit connections.• Continue to expand and enhance the Student Transit Pass Program.• Track the regional Clipper START program⁷⁸ that will allow lower-income adults regardless of age to qualify for fare discounts and explore potential to expand to additional Alameda County operators with full consideration of financial and ridership implications for transit agency budgets.• Continue to allocate 10% of sales tax revenue for affordable transit for seniors and people with disabilities in the form of paratransit. In 2020, this is estimated to be approximately \$8 million.⁷⁹

78 Webpage for Clipper START program: <https://mtc.ca.gov/our-work/plans-projects/other-plans/means-based-fare-discount-program>

79 Based on the Transportation Expenditure Plan from the 2014 Measure BB

COVID-19 Recommendations and Strategies: Affordable and Accessible Transportation

Access to essential goods and services has been significantly constrained during the COVID-19 pandemic, uniquely affecting the county's most vulnerable communities who also reside in many of the CBTP study areas. Alameda CTC is committed to support vulnerable populations' ability to access affordable transportation and the essential goods and services they need.

Table 7-5 presents two actions that Alameda CTC is currently implementing for this strategy. These include allowing the transportation costs of meals delivery to seniors and people with disabilities to be an eligible expense in the agency's paratransit grant program, and modifications to the agency's school-based programs: Safe Routes to Schools (SR2S) and the Student Transit Pass Program (STPP).

During the summer of 2020, the STPP team introduced an online STPP application to ensure that program benefits reach students and families quickly while the districts in Alameda County initiate distance learning. The STPP team has also been coordinating with individual STPP schools on all components of program procedures to ensure students and families can access the program during virtual school orientations and at the beginning of the school year while students learn at home. Likewise, the Alameda County SR2S Program has customized online resources for training, live interactive webinars, and pre-recorded school assemblies to bring SR2S resources into the home. The SR2S program can support remote, hybrid, and in-person models, which will provide flexibility for schools throughout the county while still getting education and programming out to students.

Table 7-5: COVID-19 Strategies and Actions - Affordable and Accessible Transportation

Strategy
<ul style="list-style-type: none">• Support vulnerable populations uniquely threatened by COVID-19
Action
<ul style="list-style-type: none">• Change Paratransit fund eligibility to include meal delivery.• Make modifications to our school programs, STPP and SR2S, to address evolving student and parent needs and changing school priorities.

7.3 CBTP RECOMMENDATION 3: BUS TRANSIT USE AND EXPERIENCE

As highlighted throughout the CBTP, there is a need to expand the frequent public transportation network across the county, especially outside of denser areas like downtown Berkeley and Oakland. In particular, the need to provide options for off-peak commuters, increase the frequency of transit, and construct infrastructure to safely access transit stops and stations have been highlighted as key needs throughout the county's CBTP study areas.

Table 7-6 presents countywide recommendations that will address the need for improved bus frequency, balanced curb management or all users, services that extend the reach of public transit by providing access to stops/stations, and more community-supportive transit projects along major arterial roadways. For this last category of future arterial bus projects, lessons can be learned from implementation of the East Bay Bus Rapid Transit project in East Oakland and the current multimodal corridor projects led by Alameda CTC (San Pablo Avenue and E. 14th/Mission/Fremont Boulevard projects).

Table 7-6: Strategies and Near-Term Actions for Improving Bus Transit and Experience

Strategy
<ul style="list-style-type: none">• Improve bus service frequency, reliability, quality and travel time.• Manage the curb to balance needs of multiple users.• Expand first/last-mile options and improve access to major transit hubs.
Action
<ul style="list-style-type: none">• Support and lead multi-jurisdictional, multimodal corridor projects that address access, safety, and comfort for all modes; and incorporate creative curb management strategies and modern signals. Glean lessons learned to inform other corridor projects.• Continue to help fund bus priority projects in CBTP study areas as listed in Table 7-10 at the end of this document for each area.• Work directly with community members on developing multimodal corridors such as Bus Rapid Transit to ensure project design meets community needs and provide direct local benefits, especially related to safety

COVID-19 Recommendations and Strategies: Bus Transit Use and Experience

The onset of the COVID-19 pandemic has had a significant impact on the provision of transit services and programs. Alameda CTC has implemented and will continue to

support near term actions to support transit ridership and service improvements to help restore transit use in the county and preserve this critical access to affordable transportation for CBTP communities. Near term actions to help support transit in the county are indicated in the Table 7-7 .

Table 7-7: COVID-19 Strategies and Actions – Bus Transit Use and Experience

Strategy
<ul style="list-style-type: none"> • Support transit recovery and make people feel safe again on transit. • Support vulnerable populations uniquely threatened by COVID-19.
Near-Term Action
<ul style="list-style-type: none"> • Track discussions at and outcomes of MTC's Blue Ribbon Transit Recovery Task Force. • Support public education on public transit cleanliness/sanitation protocols to boost rider confidence and encourage safe reentry into public transit. • Partner with transit agencies and local jurisdictions to identify transit priority projects that can be implemented quickly to support transit reliability and capacity constraints given COVID-19 operating practices.

7.4 CBTP RECOMMENDATION 4: AIR QUALITY AND GOODS MOVEMENT IMPACTS

CBTP study areas throughout the county are disproportionately impacted by goods movement activities due to their location close to significant transportation infrastructure, such as truck activity associated with the Port of Oakland and warehousing along the I-880, freight rail, and dense truck movements along I-880, I-238, and I-580 to the Central Valley. As described in previous sections of this document, this has translated into poor air quality in West Oakland and along freeways, and safety issues on local streets near industrial uses and along railroad tracks within communities.

Table 7-8 on the following page presents countywide recommendations that will address the need for improved air quality and mitigation of goods movement impacts, such as improvement of priority freight routes, advancing an electrified future for all modes, effectively managing truck parking and congestion, supporting cities in implementation of truck management plans. Recommendations include actions specific to addressing air quality issues within the West Oakland CBTP study area that were identified as part of the AB 617 planning done by the community and the Bay Area Air Quality Management District (BAAQMD).

Table 7-8: Strategies and Near-Term Actions for Air Quality and Goods Movements

Strategy
<ul style="list-style-type: none">• Improve priority freight routes and shift more freight to rail.• Enhance safety at at-grade rail crossings.• Support advancing an Electrified Future for all modes, including infrastructure for near zero/zero-emission truck technology.
Near-Term Action
<ul style="list-style-type: none">• Work with megaregional partners, the State, and Union Pacific Railroad to improve rail infrastructure and capacity to encourage rail use and open opportunities for improved passenger rail services.• Facilitate project advancement into the Environmental and Design phases for the Rail Safety Enhancement Program.• Continue to partner with BAAQMD on the implementation of strategies/outcomes of AB 617• Seek partnerships to integrate greening elements (e.g. street trees) into transportation projects such as multimodal corridors near freeways and areas of high truck activity.• Support cities' implementation of truck management plans.

COVID-19 Strategies: Air Quality and Goods Movement

One side effect of the COVID-19 pandemic has been a reduction in travel and goods movement during spring and early summer 2020, which has resulted in some air quality improvements. However, medium-term impacts are unknown, so Alameda CTC will monitor the evolving impacts of COVID-19 on travel needs for the goods movement sector and its impact on communities.

7.5 CBTP RECOMMENDATION 5: TRAFFIC AND PAVEMENT CONDITION

Alameda County's CBTP study areas are twice as likely to be home to "at-risk" pavement conditions as other areas, which means that the pavement condition is past the point where quick upgrades will suffice and approaching the time when major maintenance will be needed. As summarized from outreach, improving potholes and roads is a top priority for CBTP study area residents as well as reducing the impacts of traffic congestion, often times as the result of spillover traffic from crowded freeways during commute times.

Table 7-9 presents countywide recommendations that will improve existing pavement condition, including the prioritization of repaving streets based on equity factors. Strategies to increase investment in alternative modes to driving to lessen congestion in CBTP study areas are included in the preceding recommendations.

Table 7-9: Strategies and Recommendations for Improving Pavement Condition

Strategy
<ul style="list-style-type: none"> Alameda CTC on-going funding commitment to Local Streets and Roads Maintenance
Action
<ul style="list-style-type: none"> Continue to allocate 20% of sales tax revenue⁸⁰ each year to local cities and agencies for upgrading pavement quality through the Direct Local Distribution Fund program. For 2020, this is estimated to be approximately \$32 million. Facilitate information exchange among cities and the County on how equity factors could be incorporated in overall maintenance programs, including pavement, street lighting, and sidewalks, among others.

COVID-19 Strategies: Traffic and Pavement Condition

As mentioned in the previous strategy, one side effect of the COVID-19 pandemic has been a reduction in travel and goods movement during spring and early summer 2020, which has resulted in some traffic improvements. However, medium-term impacts are unknown, so Alameda CTC will monitor the evolving impacts of COVID-19 on traffic levels on Alameda County freeways and through communities. Additionally, many pavement projects have been completed during the pandemic as transportation agencies continue to address the pavement maintenance backlog from before the pandemic.

7.6 CBTP PROJECT RECOMMENDATIONS BY CITY AND AREA

The previous sections describe countywide strategies that will be advanced across CBTP study areas throughout the county. While some strategies will be more relevant in some areas than others, the strategies presented above are broadly relevant across all areas. This section highlights the specific key findings for each CBTP study area,

⁸⁰ Based on the Transportation Expenditure Plan from the 2014 Measure BB

organized by jurisdiction, and the transportation projects that have been prioritized in the 2020 CTP that speak directly to the findings from community engagement within each area. These projects are either within the boundaries of the CBTP study area or increase access to the area.

Table 7-10: Specific CBTP Findings and Project Recommendations by Jurisdiction

Alameda	
Findings from Community Engagement	<ul style="list-style-type: none"> • Concern around transit amenities: better bus shelters and apps for smartphones, more weekend/night service • Concern for pedestrian safety due to driving behaviors
Priority Transportation Projects in CTP	<p>Improve safety and transit quality through multimodal corridors that are within or provide access to Alameda’s CBTP study area:</p> <ul style="list-style-type: none"> • Alameda Point Transit Network Improvements • Lincoln Avenue/Marshall Way Safety Improvements • Willie Stargell Bus Priority and Multimodal Safety Corridor <p>Advance additional projects that will increase access within and to the CBTP study area and protect from sea level rise:</p> <ul style="list-style-type: none"> • Seaplane Lagoon Ferry Service • Shoreline Overtopping Near Webster and Posey Tubes
Albany	
Findings from Community Engagement	<ul style="list-style-type: none"> • Support for infrastructure improvements to connect residents to businesses, schools, and recreational facilities • Concerns around pavement quality for biking and lack of bike lanes • Concerns around traffic, travel time, and lack of affordable parking
Priority Transportation Projects in CTP	<p>Improve safety and transit quality through multimodal corridors that are within or provide access to Albany’s CBTP study area:</p> <ul style="list-style-type: none"> • Solano Avenue Complete Streets • San Pablo Avenue Complete Streets

Berkeley	
Findings from Community Engagement	<ul style="list-style-type: none"> • Concern around community displacement, as well as concerns for retaining existing industries • Concerns around safety, affordability, and cleanliness on BART • A desire for more reliable bus service on nights/weekend and more frequent weekday service • A desire for additional active transportation improvements to improve bicyclist and pedestrian safety
Priority Transportation Projects in CTP	<p>Improve safety and transit quality through multimodal corridors or other transit projects that are within or provide access to Berkeley's CBTP study areas:</p> <ul style="list-style-type: none"> • Adeline Street Corridor Transportation Improvements • Martin Luther King Jr Way Complete Streets Corridor • Telegraph Avenue Multimodal Corridor Project • San Pablo Avenue Complete Streets Corridor • North Berkeley BART Station Active Access Improvements <p>Advance additional projects that will increase access within and to the CBTP study area or otherwise protect the community from goods movement impacts:</p> <ul style="list-style-type: none"> • I-80/Gilman and I/80 Ashby Interchange Modernization • Railroad Quiet Zone Multimodal Safety Project • Berkeley – San Francisco Ferry
Oakland	
Findings from Community Engagement	<ul style="list-style-type: none"> • Focus on active transportation education programming for youth • Existing pavement in poor condition • Concern around pedestrian safety due to vehicular speed and lack of sidewalks • Significant local air pollution exposure and health impacts, particularly in West Oakland • Socioeconomic, cultural, and discriminatory barriers faced by people of color to access bicycling and public spaces more generally. • A desire for increased frequency and reliability of transit for off-peak trips

<p>Priority Transportation Projects in CTP</p>	<p>Improve safety and transit quality through multimodal corridors that are within or provide access to Oakland’s CBTP study areas:</p> <ul style="list-style-type: none"> • Bikeways: Bancroft Avenue, Telegraph Avenue, West Oakland, East Oakland Neighborhood • Downtown Oakland East-West Safe Streets • East Bay BRT Corridor Safety Improvements • MacArthur Smart City Corridor Project • BART: 19th Street BART Improvements, West Oakland TOD, Lake Merritt Station Area • AC Transit corridors: West Grand Avenue, San Pablo Avenue, Fruitvale Avenue, Broadway, and Shattuck/MLK • East Bay Greenway <p>Mitigate against goods movement impacts for air quality and safety:</p> <ul style="list-style-type: none"> • West Oakland Industrial Streets and 7th Street Bikeway • Rail Safety Enhancement Program • Near and Mid-Term Port Operations and Emission Reductions <p>Advance additional projects that will increase access within and to the CBTP study area:</p> <ul style="list-style-type: none"> • 42nd Ave & High Street I-880 and Oakland/Alameda Access • Bay Bridge Forward and I-580 Design Alternatives Assessment Recommendations • Emeryville: 40th Street Greenway and Mandela Connector, Quiet Zone Safety Measures
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Unincorporated Alameda County: Ashland, Cherryland, and Castro Valley

<p>Findings from Community Engagement</p>	<ul style="list-style-type: none"> • Pedestrian safety, including: safer crossings, traffic calming, and better sidewalks • A desire for more frequent daytime bus service, nighttime/weekend service, and higher reliability
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<p>Priority Transportation Projects in CTP</p>	<p>Improve safety and transit quality through multimodal corridors that are within or provide access to Ashland, Cherryland, and Castro Valley CBTP study areas:</p> <ul style="list-style-type: none"> • E14th/Mission Blvd Corridor Projects, • East Lewelling Boulevard Complete Streets - Phase II • Hesperian Phase II • East Bay Greenway • Rail Safety Enhancement Program
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Hayward

<p>Findings from Community Engagement</p>	<ul style="list-style-type: none"> • Interchanges along I-880 identified as notable barriers for walking and cycling • Concern for safe and accessible walking facilities • Need for more daytime/weekend/night bus service and affordable fares.
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<p>Priority Transportation Projects in CTP</p>	<p>Improve safety and transit quality through multimodal corridors that are within or provide access to Hayward’s CBTP study areas:</p> <ul style="list-style-type: none"> • E14th/Mission Blvd Corridor Project • Tennyson Rd. Corridor PDA Complete Streets • Downtown Hayward PDA Multimodal Complete Streets • Rail Safety Enhancement Program • East Bay Greenway <p>Improve safety and access through multimodal interchanges that are within or provide access to Hayward’s CBTP study areas:</p> <ul style="list-style-type: none"> • I-880/Winton/A Street Interchange • I-880/Whipple Road/Industrial Parkway Interchange • SR 92/Clawiter/Whitesell Interchange
<p>San Leandro</p>	
<p>Findings from Community Engagement</p>	<ul style="list-style-type: none"> • Improve automobile and pedestrian safety outcomes on multimodal corridor • Identify strategies to improve sidewalk conditions, lighting, and bicycle infrastructure • A desire for more daytime bus and night/weekend service, fewer/shorter transfers
<p>Priority Transportation Projects in CTP</p>	<p>Improve safety and transit quality through multimodal corridors that are within or provide access to San Leandro’s CBTP study areas:</p> <ul style="list-style-type: none"> • E14th/Mission Blvd Corridor Projects • Downtown San Leandro Streetscapes • East Bay Greenway <p>Improve safety and multimodal access within and to San Leandro’s CBTP study areas:</p> <ul style="list-style-type: none"> • San Leandro Creek Trail • Rail Safety Enhancement Program • San Leandro BART Station Area Safety Improvements
<p>Union City</p>	
<p>Findings from Community Engagement</p>	<ul style="list-style-type: none"> • Interest in investments in active transportation infrastructure • Concerns around accessing BART, cleanliness, free transfers to/from bus, more parking at stations, more night/weekend service. • Need for more night/weekend bus service, more daytime service, accessible vans/paratransit

<p>Priority Transportation Projects in CTP</p>	<p>Improve safety and transit quality through multimodal corridors that are within or provide access to Union City’s CBTP study areas:</p> <ul style="list-style-type: none"> • E14th/Mission Blvd Corridor Projects • Quarry Lakes Parkway (Segments 1-4) <p>Advance additional projects that will increase safety and access within and to the CBTP study areas</p> <ul style="list-style-type: none"> • Rail Safety Enhancement Program • Union Landing Transit Center Modifications
<p>Newark</p>	
<p>Findings from Community Engagement</p>	<ul style="list-style-type: none"> • Interest in investments in active transportation infrastructure • Concerns around accessing BART, cleanliness, free transfers to/from bus, more parking at stations, more night/weekend service. • Need for more night/weekend bus service, more daytime service, accessible vans/paratransit
<p>Priority Transportation Projects in CTP</p>	<p>Improve safety and transit quality through multimodal corridors that are within or provide access to Newark’s CBTP study areas:</p> <ul style="list-style-type: none"> • Thornton Avenue Complete Streets Corridor <p>Advance additional projects that will increase safety and access within and to the CBTP study areas</p> <ul style="list-style-type: none"> • Central Avenue Overpass
<p>Livermore</p>	
<p>Findings from Community Engagement</p>	<ul style="list-style-type: none"> • Need for improvements to pedestrian crossings, better walking and biking facilities that are separate from road. • Concerns over high traffic speeds and distance between destinations • Interest in better access to transit
<p>Priority Transportation Projects in CTP</p>	<p>Improve safety and transit quality through trails, interchange and rail projects that are within or provide access to Union City’s CBTP study areas:</p> <ul style="list-style-type: none"> • Iron Horse Trail, 580/First Street Interchange • Valley Link and multimodal access improvements • Rail Safety Enhancement Program • ACE Medium-Term Service Increase

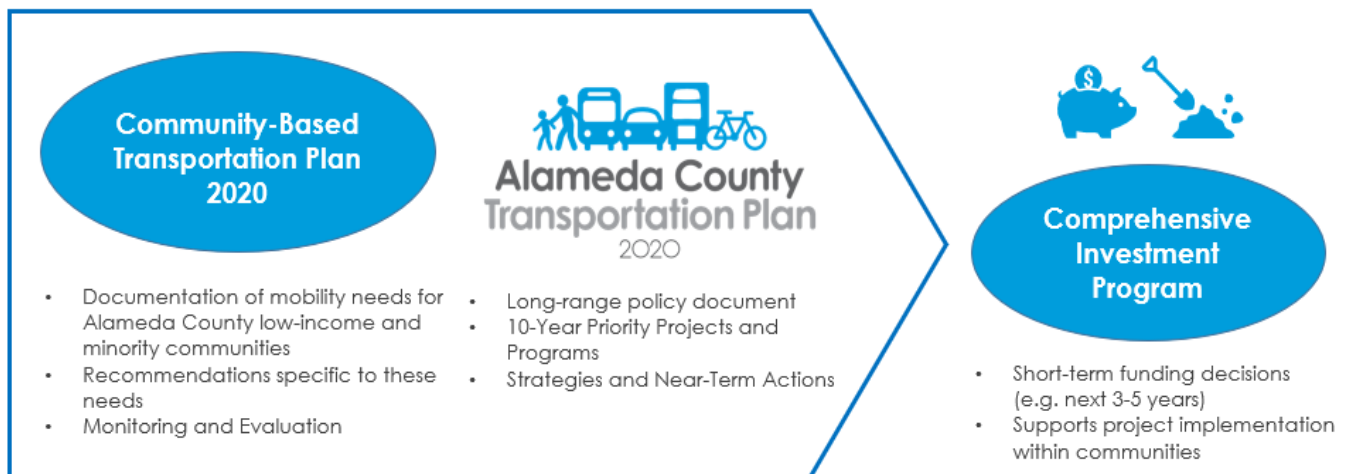
Countywide	
CBTP Countywide Needs	<ul style="list-style-type: none"> • Improved Safety for Pedestrians and Cyclists • Improved Access to Frequent and Affordable Transit • Reduced Impacts on Communities from Truck Traffic and Parking • Less Traffic and/or Smoother Traffic Flow • Improved Transit Services • Improved Pedestrian and Cyclist Safety in High-Traffic Areas • Improved Bicycle Infrastructure
Priority Transportation Projects in CTP	<p>Advance the five on-going programs in CTP's 10-year list, with a focus on addressing these needs within and accessing CBTP study areas:</p> <ul style="list-style-type: none"> • Mobility for Seniors and People with Disabilities - Paratransit • Safe Routes to School • State of Good Repair (Local Streets and Roads) • Student Transit Pass Program • Transit Operations <p>Advance countywide projects that are within or provide access to multiple CBTP study areas:</p> <ul style="list-style-type: none"> • Bay Trail and Bay Trail Connectors • BART Core Capacity • BART Bay Fair Connection

7.7 MONITORING AND EVALUATION

Alameda CTC further supports the recommendations of the CBTP by integrating them into funding allocation processes and decisions. Alameda CTC funding decisions are streamlined into one unified Comprehensive Investment Plan (CIP). The CIP is a short-term funding document that has a 5-year horizon. Figure 7-1 illustrates the flow from planning to funding. Public agencies in Alameda County such as cities, the County, and transit agencies submit funding requests on an approximately two-year cycle to Alameda CTC for fund sources such as the Measure BB sales tax and Vehicle Registration Fee (VRF). The decisions on how much funding is allocated to which projects are made through a rigorous evaluation process where project applicants must illustrate how the projects and programs they propose support the countywide vision and goals. The CIP directly programs funds to specific projects and programs, including those implemented by Alameda CTC and by other agencies. The CIP project evaluation process will incorporate the priorities and needs identified in the CBTP.

In addition to the evaluation included in the CIP funding process, as a final strategy for the CBTP, Alameda CTC, in partnership with our jurisdictions and transit agencies, will track progress on the recommendations in this chapter through existing agency efforts, such as for reporting already required from the Measure BB Transportation Expenditure Plan.

Figure 7-1: Alameda CTC Flow from Planning to Funding for Projects and Programs



Appendix A | MTC CBTP Guidelines

Appendix A MTC CBTP Guidelines

Community-Based Transportation Plan Guidelines and Funding Allocation for 2017-2021 Cycle

According to MTC, each completed CBTP has a demographic analysis of the area, list of community-prioritized transportation gaps and barriers, strategies or solutions to address the gaps, identification of possible funding sources, list of stakeholders to implement the plan, and documented results of community outreach strategies. Once these planning efforts are completed, the findings are forwarded to MTC and local policymakers to guide decisions on planning, funding and implementation.

The current Community-Based Transportation Plan Guidelines are as follows:

- Program Goals – The CBTP must address the two goals of the regional program 1) improve access and mobility for low-income communities, for commute as well as non-commute trips and 2) engage residents and community organizations in conducting the analysis and shaping the recommendations.
- Funding Allocation – Each county will receive a CBTP planning grant that is based on its share of the region's low-income population. It will be limited to a maximum funding amount equal to 20% of the total funds, or \$300,000 and a minimum of \$75,000. The total funding available for the CBTP program is \$1.5 million through the second round of the One Bay Area Grant Program. And \$35,000 will be used by MTC for the purposes of conducting a program evaluation in 2021.
- Coordination with Other Planning Efforts – County Congestion Management Agencies (CMAs) can combine CBTPs for more than one CoC, or develop a countywide plan for all CoC. The CBTP can be developed as part of an existing planning effort. All program guidelines for the CBTP program will still apply. If a CBTP is completed for one CoC, CMAs can only spend no more than \$100,000 of the grant per CBTP plan.
- Steering Committee – CMAs must establish a steering committee that will have a social service agency and CBO and/or non-profit representatives.
- Use it or Lose it Provision – CMAs will administer the CBTP program and must initiate the planning process within nine months of executing a grant agreement with MTC, and will adopt the plan within three years of initiating the planning process. Any funds not used within the time period will be repurposed by MTC.

- Local Match – CMAs must provide a 10% match for the CBTP planning grants, which may be in the form of in-kind staff time.
- Incentives for Community Engagement – CMAs shall encourage up to 10% of the planning grant towards direct financial support to local community-based organizations.
- Eligible Uses – Uses for the CBTP planning grants include, consultant services, direct costs or stipends with plan development and adoption, stakeholders engagement, and implementation plan. CMAs may also designate additional transportation disadvantaged areas, which would be eligible for grants after MTC approval.
- Prioritizing Planning Areas – CMAs shall prioritize CBTPs for areas that don't have a plan already, or if the plan itself is more than five years old, and areas with high levels of low-income population.
- Key Components and Deliverables – CBTPs must include outreach and engagement, baseline conditions, needs assessment, recommendations, implementation and monitoring/evaluation.

Appendix B

Outreach Materials

Appendix B Outreach Materials



Alameda County Community-Based Planning

OCTOBER 2019

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

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

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

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



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



Schedule





Condado de Alameda Planificación basada en la comunidad

OCTUBRE DE 2019

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

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

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

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



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

¡Esperamos tener noticias tuyas!



Calendario





阿拉米达县 社区规划

2019年10月

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

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

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

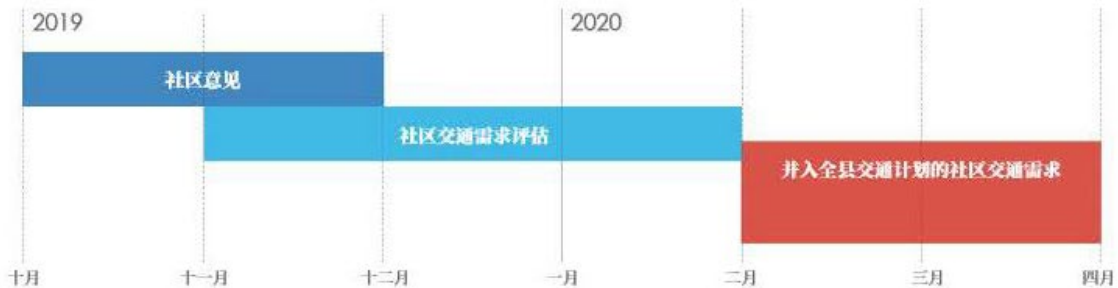
作为社区交通规划的一部分而收集的信息,将帮助指引阿拉米达CTC及其他机构在未来进行交通规划、筹资和执行决策。本次调查的结果将有助于影响每年如何将资金用于您的社区的交通项目。



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



时间表





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

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

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

改善全县低收入社区的交通及就业、上学、住房和消遣服务。



Take our survey!

Tell us how to improve transportation in your neighborhood!

¡Responda a nuestra encuesta!

¡Díganos cómo mejorar el transporte en su vecindario!

参加我们的调查！

告诉我们如何改善您的邻里的交通！



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

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

在此收集的信息将有助于影响每年如何将资金用于您的社区的交通项目。



Alameda CTC

Sponsored ·



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

**Improve
Transportation
in Your
Neighborhood**

Icons representing: Car, Pedestrian, Bicycle, Train, Bus

ALAMEDACTC.ORG

Take the Survey

Improve transportation in your ...

[LEARN MORE](#)



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

<<screen 1>>

<<insert Alameda CTC logo>>

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

Alameda CTC is committed to expanding access and improving mobility to foster a vibrant and livable Alameda County. We are reaching out to members of the county's low-income communities to identify transportation needs and challenges in underserved neighborhoods. The results of this survey will help influence how funds are spent each year on transportation projects in Alameda County. All responses are anonymous and confidential. We will never ask for your name or address.

Take the 1-minute survey

Take the 3-minute survey

<<screen 2: 1-minute survey>>

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

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

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

<<insert appropriate icons for each>>

Walking Bus BART Bicycling Driving Other

<<screen 2A: walking>>

<<insert walking icon>>

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

Yes

No

<<if yes>>

What makes you feel unsafe walking in your community?

PICK ALL THAT APPLY

Lack of sidewalks

No safe place to cross the street

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

<<screen 2B: bus>>
<<insert bus icon>>

We've heard in previous surveys that convenience is a big issue when taking the bus. Do you agree?
Yes
No

<<if yes>>

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

PICK ALL THAT APPLY

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

Next <<go to screen 3>>

<<screen 2C: BART>>
<<insert train icon>>

We've heard in previous surveys that convenience is a big issue when taking BART. Do you agree?
Yes
No

<<if yes>>

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

PICK ALL THAT APPLY

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

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

<<screen 2D: bicycling>>

<<insert bicycling icon>>

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

PICK ALL THAT APPLY

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

Next <<go to screen 3>>

<<screen 2E: car>>

<<insert car icon>>

What is your biggest challenge with driving?

PICK ALL THAT APPLY

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

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

<<screen 2G: other>>
<<insert "other" icon>>

What other form(s) of transportation would you like to comment on?
PICK ALL THAT APPLY

Paratransit (for seniors and people with disabilities)
Trucks
Trains (Amtrak, Capital Corridor, etc)
Walking schoolbus (for school-aged children)
Scooters (Lime, Bird, etc)
Carpool
Bike share (GoBikes, etc)
Uber, Lyft
Other <<insert write-in block>>
Please tell us your comments (optional) <<insert write-in block>>
Next <<go to screen 3>>

<<screen 3: end>>

Thank you for taking our transportation survey!

All responses are anonymous and confidential. We will never ask for your name or address.
However, for classification purposes, what is your home zip code? (optional) <<insert write-in block>>

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

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

END SURVEY ANSWER MORE QUESTIONS
<<end>> <<go to 3-minute survey>>

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

<<screen 1>>

<<insert Alameda CTC logo>>

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

Alameda CTC is committed to expanding access and improving mobility to foster a vibrant and livable Alameda County. We are reaching out to members of the county's low-income communities to identify transportation needs and challenges in underserved neighborhoods. The results of this survey will help influence how funds are spent each year on transportation projects in Alameda County. All responses are anonymous and confidential. We will never ask for your name or address.

Take the 1-minute survey

Take the 3-minute survey

<<screen 2: 3-minute survey>>

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

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

Next

<<screen 3>>

How do you primarily get around every day?

PICK TWO

- Walk
- Bus
- BART
- Bike
- Drive alone

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

Next

<<screen4>>

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

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

Next

<<screen5>>

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

- Alone
- With other people (family, friends)

Next

<<screen 6>>

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

<<insert walking logo>>

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

<<insert bicycle logo>>

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

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

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

<<screen 5>>

Statistical Information (optional)

The following questions are for classification purposes only.

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

What's your home zip code?

<<insert write-in block>>

What's your age?

- 18 or younger
- 19 to 29
- 30 to 49
- 50 to 64
- 65 to 79
- 80 or older

What gender do you identify as?

- Female
- Male

Other/prefer not to answer

Which group do you identify with most?

PICK ALL THAT APPLY

African American/Black

Asian/Pacific Islander

Latino/Hispanic

Native American or Alaska Native

White/Caucasian

Something else

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

\$25,000 or less

\$25,001 to \$50,000

\$50,001 to \$75,000

\$75,001 to \$100,000

More than \$100,000

Do you have difficulty using transportation because of a disability?

Yes

No

Next

<<screen 6>>

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

Thank you for taking our transportation survey!

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

END SURVEY

<<end>>

2019 Alameda County Poll

INTRO: Thank you for participating in this survey about how you get around in Alameda County and potential transportation improvements. Your responses will remain completely confidential.

List Source

- Voter List
- Address-Based List (COC only)

Live in COC **(BASED ON CENSUS TRACT FROM SAMPLE)**

- Lives in communities of concern
- Lives outside communities of concern

1. To make sure you are eligible for this survey, do you live in Alameda County?
Yes
No/(Don't Know/Refused) → **TERMINATE**

2. What is your home zip code? **(DROP DOWN LIST, TERMINATE IF "OTHER")**

3. In what year were you born? **(DROP DOWN LIST, TERMINATE IF AFTER 2001)**

4INT. This survey is about how people get around in Alameda County. Below is a list of things you might be concerned about when getting around Alameda County. Please rank each in order of most concerning to you to least concerning to you. **(DRAG AND DROP EXERCISE RANKING EXERCISE)**

(RANDOMIZE)

4. Freeway congestion
5. Congestion on local streets
6. The safety of crosswalks and sidewalks for walking and wheelchairs
7. The safety of bike lanes and roads for biking
8. The risk of being hit while driving
9. Potholes

10. The quality of bus transit service
11. Frequency and reliability of BART
12. Cleanliness and comfort on BART

(END RANDOMIZE)

13INT. Now thinking about getting around the part of Alameda County where you live, for each of the following please rate whether you agree or disagree on the following scale.

SCALE:

Strongly disagree

Neither disagree nor agree

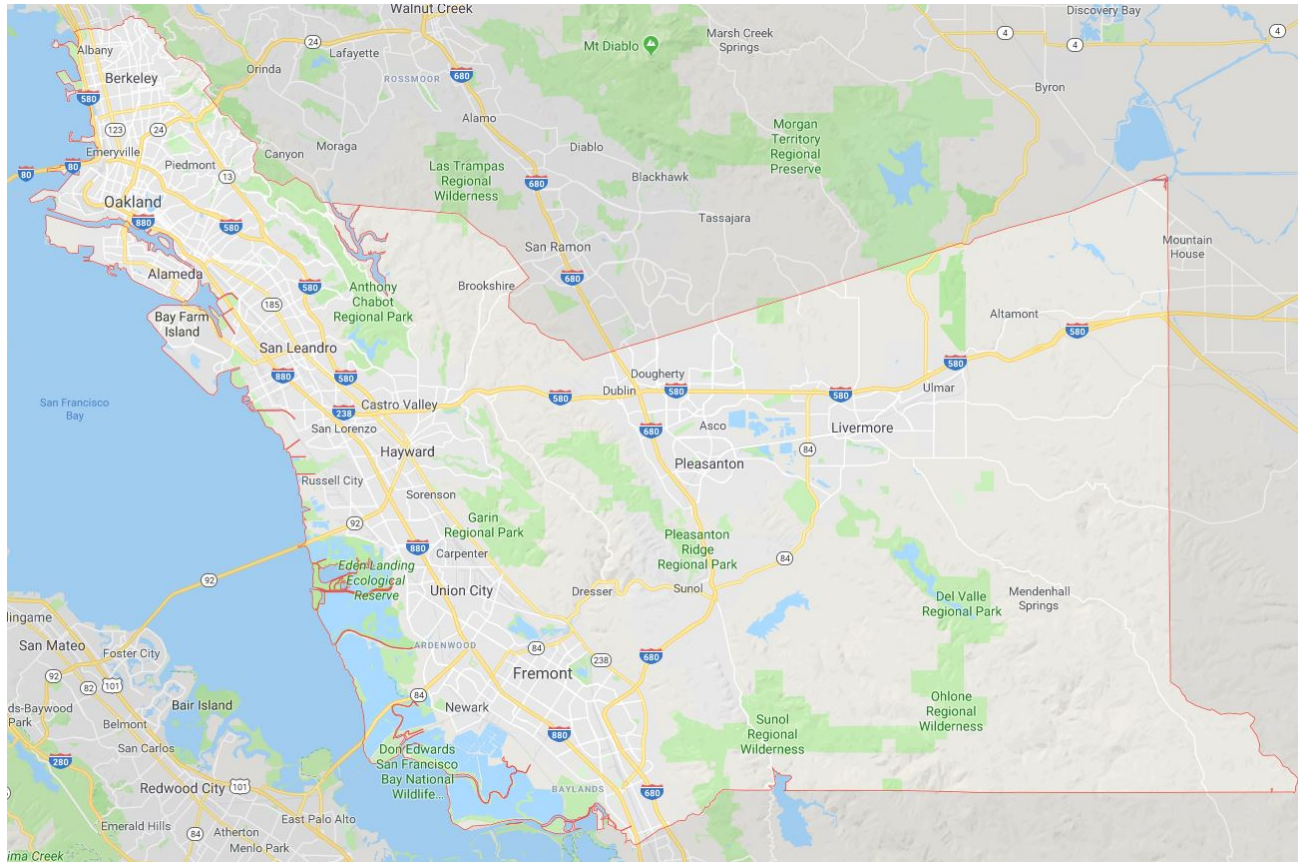
Strongly agree

(RANDOMIZE)

13. I feel safe using the crosswalks and sidewalks in my neighborhood
14. I feel safe biking in my neighborhood
15. I feel protected from traffic while waiting for the bus or train
16. Riding transit is affordable
17. Owning a car is affordable
18. Riding transit is comfortable
19. Traveling by transit is convenient
20. Traveling by car is convenient
21. It takes too long to get where you need to go on transit
22. It takes too long to get where you need to go in a car

(END RANDOMIZE)

23. On the map below, please click up to three areas of Alameda County where traffic congestion is the biggest problem for you. If you do not think traffic congestion is a problem in Alameda County, just click the arrow at the bottom of the screen to continue. (Allow up to 3 clicks)



24. Which of the following is closer to your opinion?
I am more impacted by traffic on the freeways
I am more impacted by traffic on surface streets
I am not or am rarely impacted by traffic

25INT. Please indicate how much of a priority you think each of the following should be as county transportation planners think about the next 10 years of transportation improvements in Alameda County.

SCALE:

Not a priority at all

Major priority

(RANDOMIZE GROUPS, ONE GROUP PER PAGE)

(RANDOMIZE ITEMS WITHIN GROUPS)

(GROUP ONE: ROADS & FREEWAYS)

- 25. Reducing traffic on freeways
- 26. Reducing traffic on major roads
- 27. Reducing traffic on the local streets in my neighborhood
- 28. Reducing the impact of traffic that cuts through my neighborhood to get somewhere else
- 29. Filling potholes and maintaining roads
- 30. Reducing the impact of traffic from goods that get shipped to and from the Port of Oakland
- 31. Reducing double parking related to the drop-off of people or deliveries

(GROUP 2: SAFETY)

- 32. Reducing the risk of being hit while walking and biking around schools
- 33. Reducing the risk of being hit while walking in my neighborhood
- 34. Reducing the risk of being hit while biking in my neighborhood
- 35. Improving safety around train tracks and stations
- 36. Improving safety for pedestrians crossing major roads and intersections

(GROUP 3: PUBLIC TRANSIT SERVICE)

37. Improving the frequency and reliability of public transit
38. Improving safety and cleanliness of public transit
39. Improving the affordability of public transit
40. Improving connections between different public transit services

(GROUP 4: SERVICES FOR SPECIFIC GROUPS OF PEOPLE)

- 41. Improving public transit for seniors
- 42. Improving public transit for the disabled community
- 43. Improving public transit for low-income individuals
- 44. Improving public transit for students

(GROUP 5: PLANNING)

- 45. Planning for climate change and sea level rise
- 46. Planning for our growing population
- 47. Planning for our aging population
- 48. Planning for the future of transportation technology

(END GROUPS)

(END RANDOMIZE)

49INT. Below are some specific ideas to help improve transportation in Alameda County. For each one, please indicate how big of an impact you think each will have in improving transportation in Alameda County.

SCALE:

No impact

Very big impact

(RANDOMIZE)

- 50. Connect the carpool/express lanes on freeways to each other so there are no gaps
- 51. Install more express lanes on freeways
- 52. Expand and improve bike/walking trails by repaving, installing better lighting, and making sure they are connected to each other
- 53. Create dedicated lanes and install smart signals so buses can move more quickly along major roads
- 54. Make road, onramp, and freeway improvements across Alameda County to reduce the traffic impacts of trucking
- 55. Improve safety and traffic flow around train tracks and railroad crossings

56. Overhaul major roads like San Pablo Avenue, Macarthur Boulevard, Mission Boulevard, and Dublin Boulevard to make it faster for buses and safer for pedestrians and cyclists
57. Fill potholes and repave roads in all areas of the County
58. Improving safety in residential neighborhoods by enforcing speed limits and installing traffic calming devices like speed bumps, stop signs, and traffic circles
59. Make it safer and easier for pedestrians to cross major intersections by installing new traffic signals, lighted crosswalks, and areas where people can wait safely for the light to change
60. Create programs that help people get to BART and other transit without driving, like shuttles, bike and scooter shares, and safer walking and biking routes
61. Expand commuter rail services throughout Alameda County
62. Create dedicated lanes to help buses move more quickly through congestion in major corridors
63. Invest in technologies that have been shown to make it faster, easier, safer, and more reliable to get around – such as synchronized traffic signals, smart parking that allows you to check for availability and on-demand transit services
64. Install electric vehicle charging stations all over the county

(END RANDOMIZE)

65INT. Please rate how often you get around using the following modes of transportation.

SCALE:

At least once a week

Less than once a week but at least once a month

Less than once a month but at least once a year

Never

(RANDOMIZE)

65. Ride a bicycle
66. Ride a public bus or paratransit service
67. Ride BART
68. Drive a car

- 69. Carpool, vanpool, or take a private shuttle
- 70. Use Uber, Lyft, or another ride hailing app service

(END RANDOMIZE)

- 71. What are the main reasons you choose the ways you do to get around? **(OPEN-ENDED)**
- 72. How easy or difficult would it be to replace one or more of the regular trips you take in a car with a public transit trip instead?
 - Very easy
 - Somewhat easy
 - Somewhat difficult
 - Very difficult

Appendix C

**Additional Figures and
Tables**

Appendix C Data Sources, Additional Figures and Tables

DATA SOURCES

- **Access to Major Transit Stops:** Two key data sources were used to evaluate the accessibility of high-quality transit in communities: locations of major transit stops and the area around a stop where it only takes 5 minutes to walk to the stop.
 - A Major Transit Stop is a planning-level definition that includes BART and rail stations, ferry terminals, and bus stops that are served by at least two bus lines that each arrive at least every 15 minutes. These bus lines are referred to as “high frequency” bus lines. The data source used for the Major Transit Stop is from MTC’s assessment of service levels in 2017⁸¹.
 - The area around a major transit stop was calculated using an analysis of the street network of 0.5 miles around each major transit stop.
- **Collision, Deaths and Injuries for Walking and Biking:** Several safety metrics were used to estimate safety conditions within CBTP study areas.
 - **High-Injury Network:** The 2019 Countywide Active Transportation Plan conducted an analysis of the countywide roadway network to identify a set of “High-Injury Corridors,” which constitute the worst performing street locations based on severity and frequency of collisions.
 - **Historical Trends of Number of Deaths and Injuries:** A review of collision frequency and severity was conducted from 2010 through 2018 within CBTP study areas. The data source was map data of California’s [Statewide Integrated Traffic Records System \(SWITRS\)](#) as conducted by UC Berkeley SafeTREC and provided through Transportation Injury Mapping System (TIMS).
- **Access to Community Amenities**
 - School and library locations from the Alameda County Data Sharing Initiative. Accessed at data.acgov.org; Recreation center and grocery store locations from Community Analyst by Esri;
- Share of Households with Zero Cars
 - American Community Survey 2017 5-year estimates

81 <https://opendata.mtc.ca.gov/datasets/major-transit-stops-2017>

- Share of Off-Peak Commuters
 - Commute mode share, collected continuously by the ACS, examines what mode workers choose for travel to work. Data sourced from ACS 2016 5-year estimates

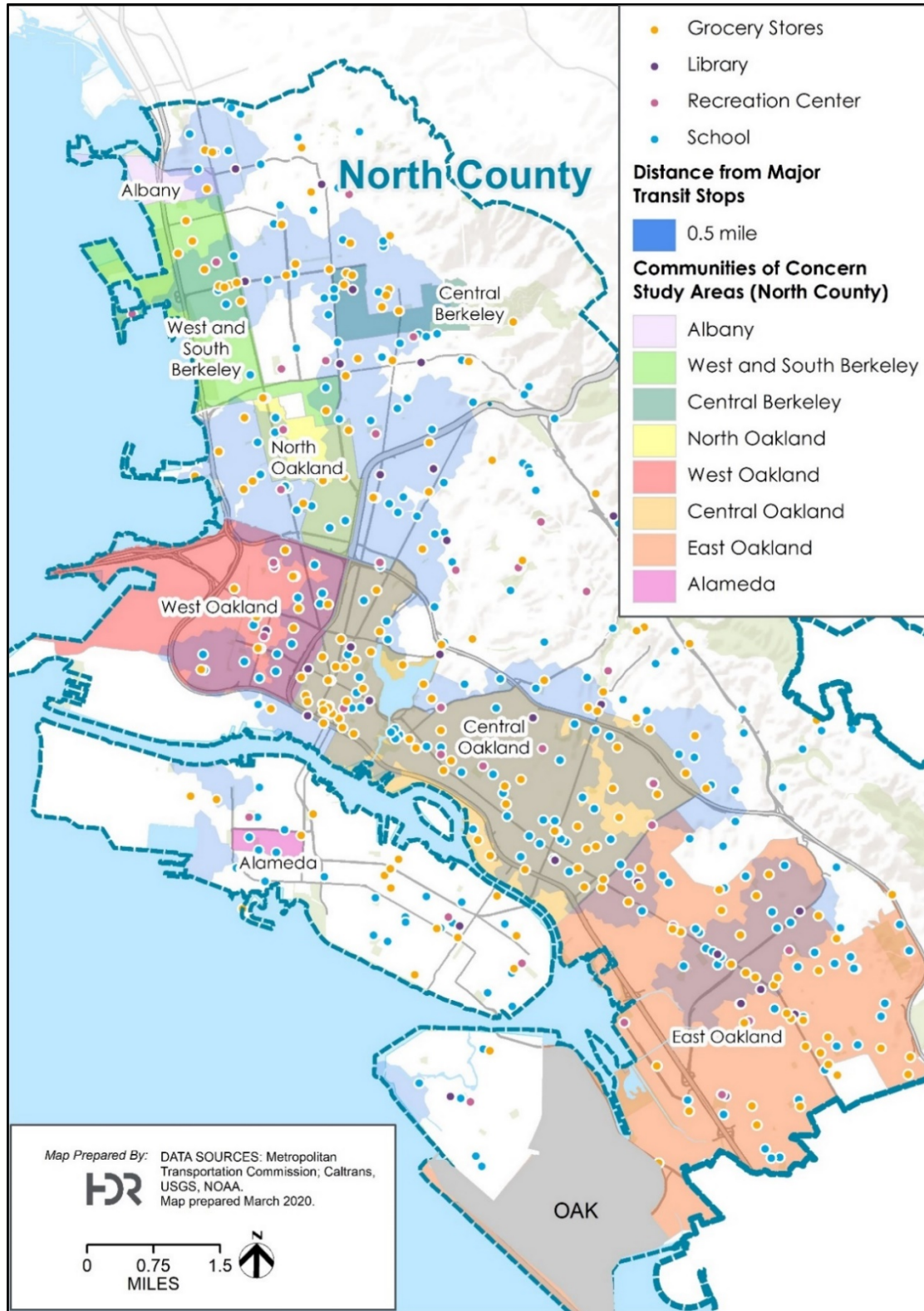
NORTH COUNTY PLANNING AREA

North County CoC Factors (2012-2016 ACS Census Tract Data)

CBTP study area	Total Population	Low-Income	Minority	Limited English Proficiency	Over 75	Zero-Vehicle Households	Single-Parent Families	Disabled	Rent-Burdened Households
Albany	3,301	46.0%	73.2%	10.7%	0.0%	13.4%	17.4%	3.2%	41.7%
Central Berkeley	15,374	65.8%	56.0%	2.1%	2.0%	49.3%	25.2%	5.0%	44.1%
West & South Berkeley	9,268	42.8%	56.0%	3.3%	2.8%	18.0%	27.0%	11.1%	20.9%
North Oakland	16,513	39.5%	64.3%	4.5%	4.2%	19.9%	22.7%	15.1%	22.4%
West Oakland	25,752	55.5%	77.5%	9.9%	4.4%	31.6%	36.3%	18.4%	23.6%
Central Oakland	117,749	51.4%	84.2%	23.4%	5.8%	26.1%	22.2%	14.5%	22.2%
East Oakland	101,262	56.4%	94.0%	17.5%	3.8%	16.8%	35.1%	12.6%	22.8%
Alameda	5,757	50.5%	77.6%	9.4%	3.3%	12.4%	22.3%	12.1%	31.1%
North County CoCs Total	294,976	53.1%	83.3%	17%	4.4%	24.0%	28.3%	13.4%	24.0%
North County Planning Area Total	631,864	34.6%	64.1%	9.8%	5.6%	16.1%	10.0%	11.0%	15.7%
Threshold		30%	70%	12%	10%	10%	20%	12%	15%
	<i>Exceeds MTC Threshold</i>								

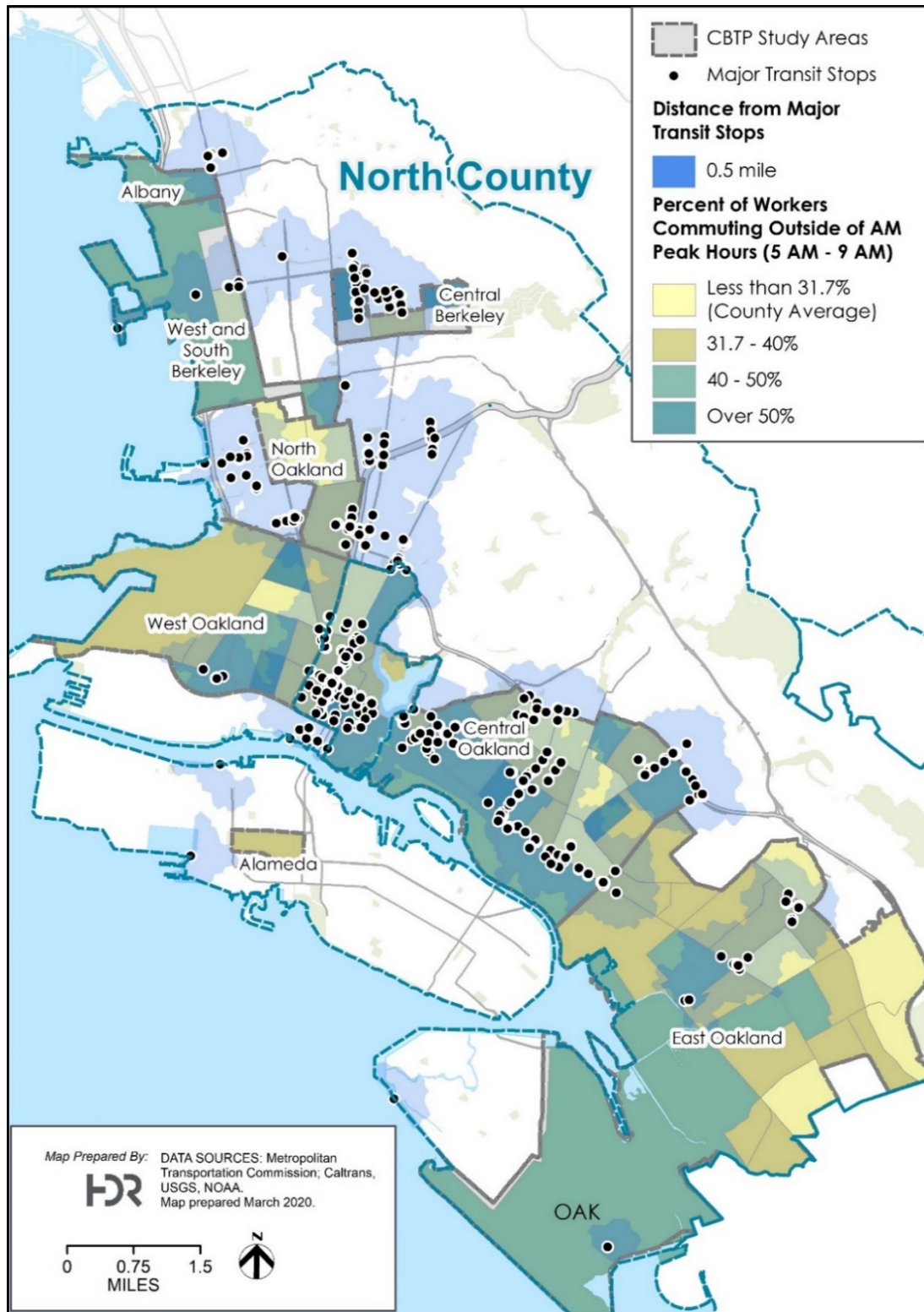
Note: North County Planning Area Total represent all census tracts, both CoC and non-CoC, within the North County Planning Area

North County – Community Amenities and Distance from Major Transit Stops



Source: School and library locations from the Alameda County Data Sharing Initiative. Accessed at data.acgov.org; Recreation center and grocery store locations from Community Analyst by Esri; Distance from Major Transit Stops calculated using Network Analyst by Esri and existing street network data from Alameda County Open Data.

North County – Off-peak Commuters and Frequent Transit Service Network



Source: Major Transit Stops (2017) and MTC Communities of Concern (2018) from MTC Open Data, Census Transportation Planning Package, Distance from major transit stops calculated using Network Analyst by Esri and existing street network data from Alameda County Open Data.

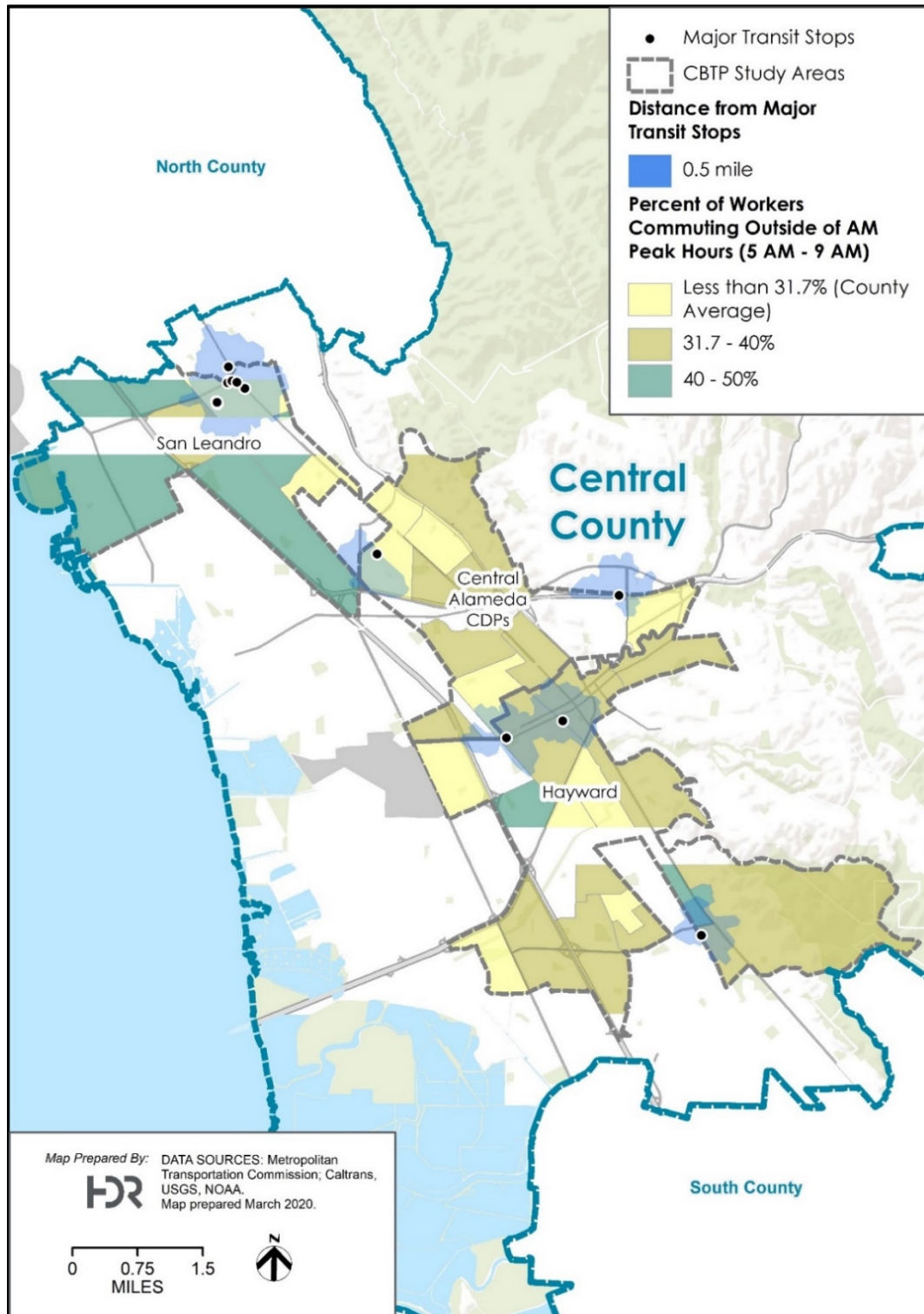
CENTRAL COUNTY PLANNING AREA

Central County CoC Factors (2012-2016 ACS Census Tract data)

CoC Study Area	Total Population	Low-Income	Minority	Limited English Proficiency	Over 75	Zero-Vehicle Households	Single-Parent Families	Disabled	Rent-Burdened Households
Hayward	86,347	38.8%	86.7%	16.5%	4.2%	7.6%	24.7%	9.5%	16.1%
San Leandro	38,572	37.2%	80.5%	13.6%	5.5%	10.4%	22.7%	10.9%	14.6%
Ashland, Cherryland, and Castro Valley	50,127	42.2%	81.8%	15.9%	4.1%	9.2%	24.6%	10.0%	21.0%
Central County CoCs Total	175,046	39.4%	83.9%	15.7%	4.4%	8.8%	24.2%	10.0%	17.7%
Central County Planning Area Total	387,541	28.5%	75.1%	12.0%	5.7%	6.5%	16.7%	10.2%	11.4%
Threshold		30%	70%	12%	10%	10%	20%	12%	15%
	Exceeds MTC Threshold								

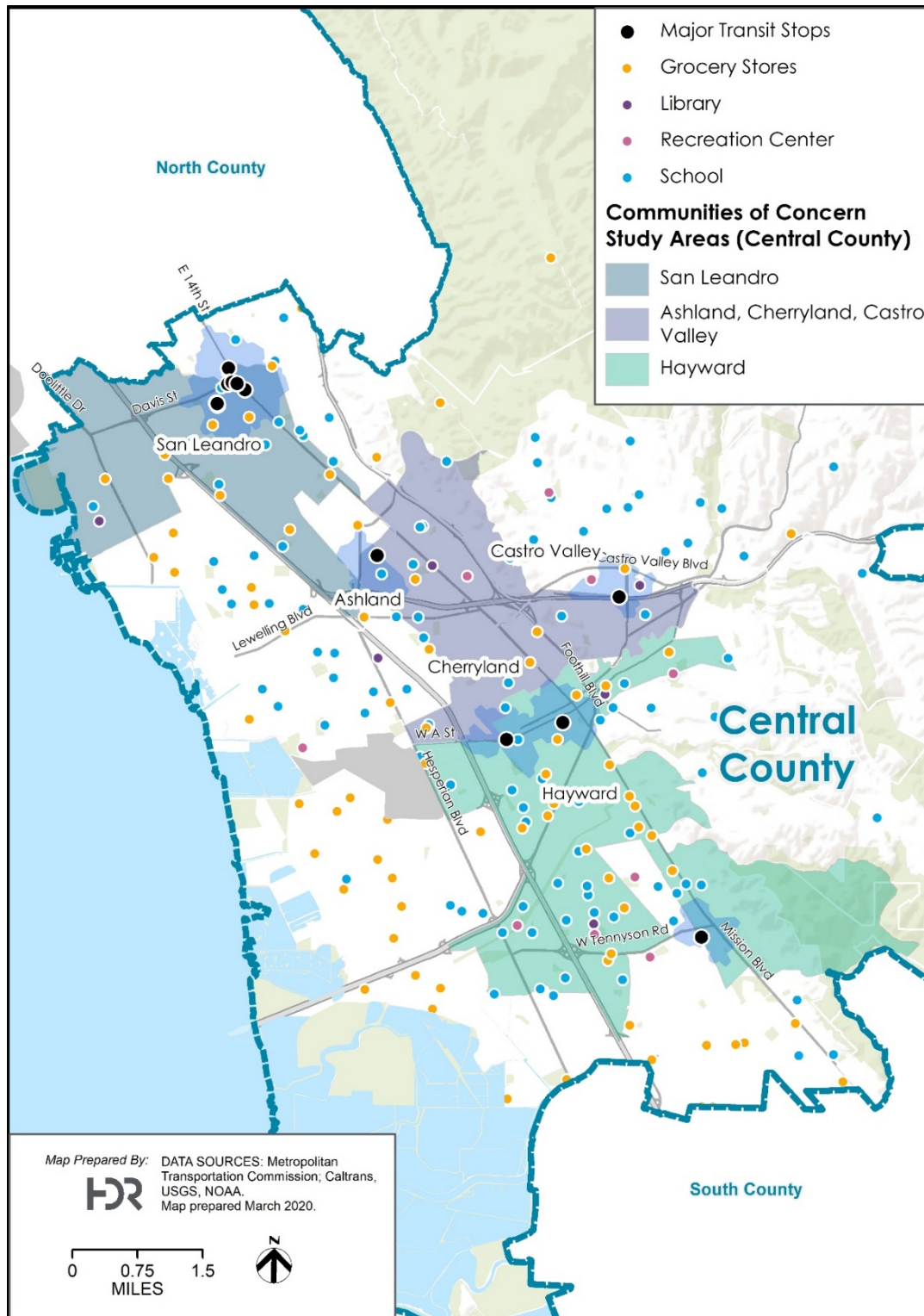
Note: Central County Planning Area Total represent all census tracts, both CoC and non-CoC, within the Central County Planning Area

Central County Planning Area - Locations of Off-peak Commuters and Frequent Transit Service Network



Source: Major Transit Stops (2017) and MTC Communities of Concern (2018) from MTC Open Data, Census Transportation Planning Package, Distance from major transit stops calculated using Network Analyst by Esri and existing street network data from Alameda County Open Data.

Central County Planning Area – Major Transit Stops and Community Amenities



Source: School and library locations from the Alameda County Data Sharing Initiative. Accessed at data.acgov.org; Recreation center and grocery store locations from Community Analyst by Esri; Distance from Major Transit Stops calculated using Network Analyst by Esri and existing street network data from Alameda County Open Data

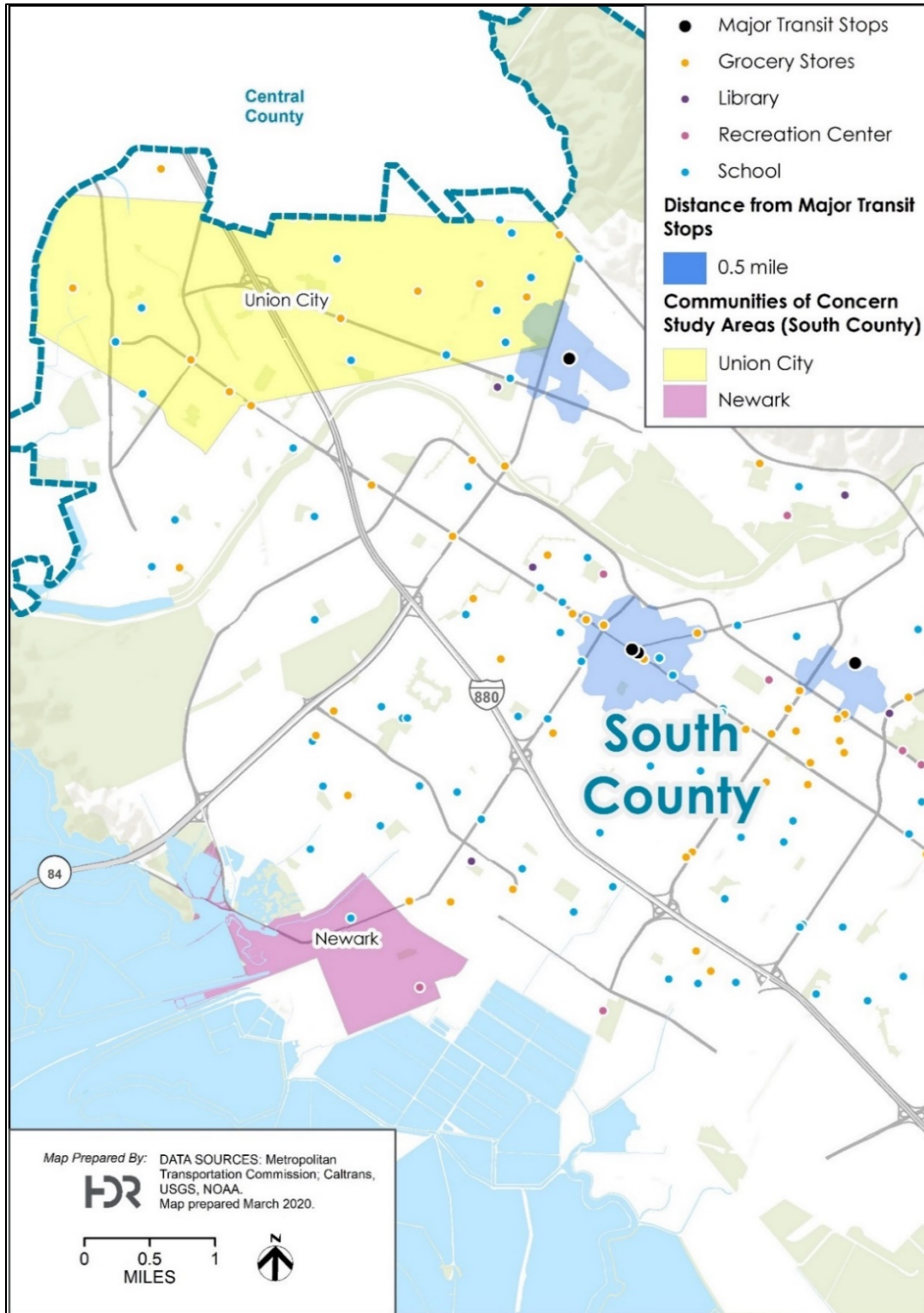
SOUTH COUNTY PLANNING AREA

South County Planning Area CoC Factors (2012-2016 ACS Census Tract data)

CoC Study Area	Total Population	Low-Income	Minority	Limited English Proficiency	Over 75	Zero-Vehicle Household	Single-Parent Families	Disabled	Rent-Burdened Household
Newark	4,538	34.5%	82.9%	7.9%	3.7%	4.4%	15.6%	5.4%	13.5%
Union City	13,913	36.1%	90.0%	11.0%	3.8%	5.1%	15.7%	8.4%	13.0%
South County CoCs Total	18,451	35.7%	88.2%	10.2%	3.8%	4.9%	15.7%	7.7%	13.0%
South County Planning Area Total	344,862	15.8%	78.8%	7.4%	5.4%	4.7%	8.7%	7.6%	6.2%
Threshold		30%	70%	12%	10%	10%	20%	12%	15%
		Exceeds MTC Threshold							

Note: South County Planning Area Total represent all census tracts, both CoC and non-CoC, within the South County Planning Area

South County – Locations of Major Transit Stops and Community Amenities



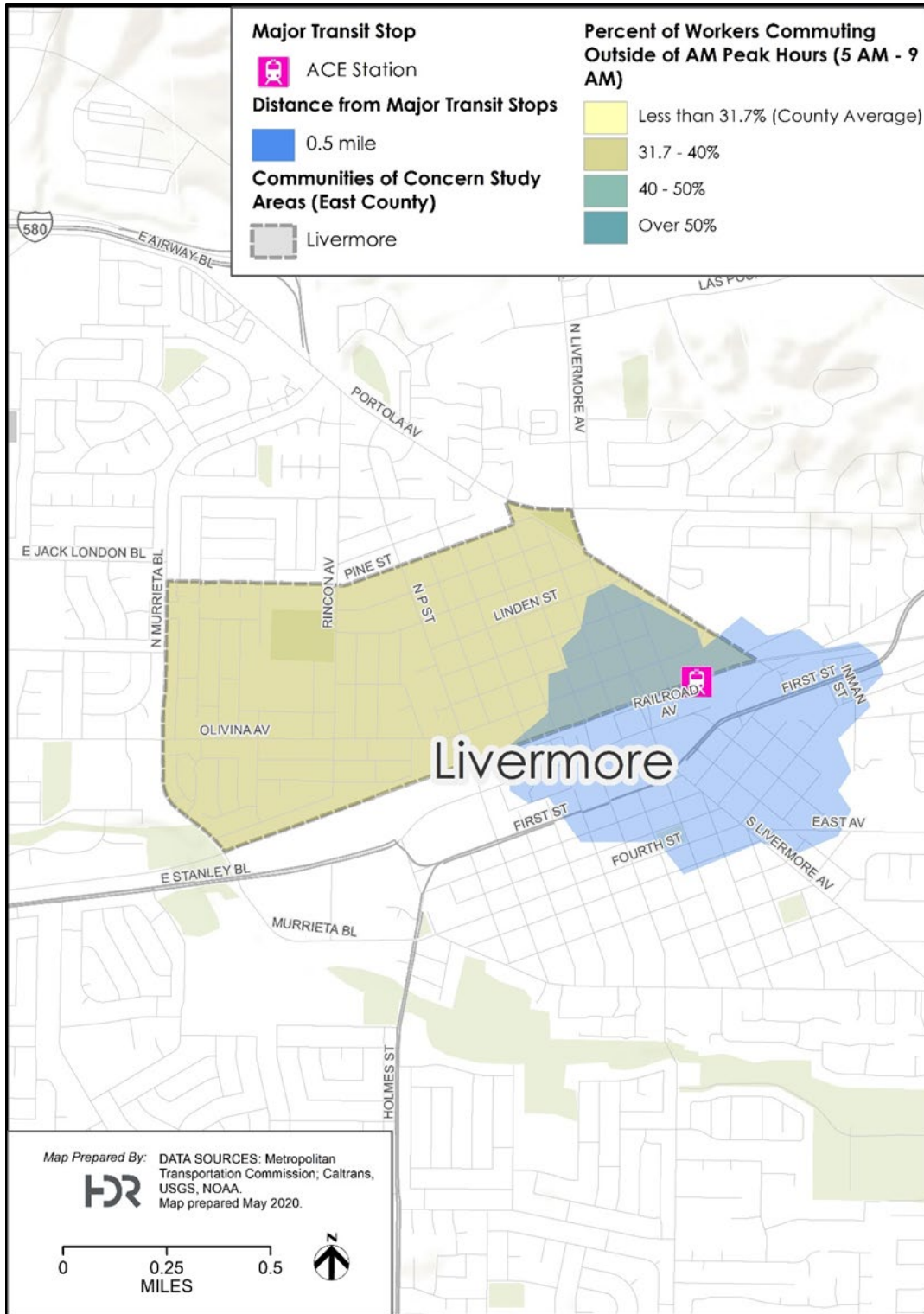
Source: School and library locations from the Alameda County Data Sharing Initiative. Accessed at data.acgov.org; Recreation center and grocery store locations from Community Analyst by Esri; Distance from Major Transit Stops calculated using Network Analyst by Esri and existing street network data from Alameda County Open Data

EAST COUNTY PLANNING AREA

East County CoC Factors (2012-2016 ACS Census Tract data)

CoC Study Area	Total Population	Low-Income	Minority	Limited English Proficiency	Over 75	Zero-Vehicle Household	Single-Parent Families	Disabled	Rent-Burdened Household
Livermore	6,318	41.1%	59.7%	15.7%	2.2%	3.9%	21.7%	7.0%	17.4%
East County CoCs Total	6,318	41.1%	59.7%	15.7%	2.2%	3.9%	21.7%	7.0%	17.4%
East County Planning Area Total	223,048	12.1%	43.7%	3.9%	4.7%	3.7%	10.8%	7.4%	6.2%
Threshold		30%	70%	12%	10%	10%	20%	12%	15%
	Exceeds MTC Threshold								

East County – Off-peak Commuters and Frequent Transit Service Network



Source: Major Transit Stops (2017) and MTC Communities of Concern (2018) from MTC Open Data, Census Transportation Planning Package, Distance from major transit stops calculated using Network Analyst by Esri and existing street network data from Alameda County Open Data