



Planning, Policy and Legislation Committee (PPLC) Meeting Agenda Monday, February 9, 2026, 11:30 AM

The Commission and its Standing Committees will meet in the Mary V. King Conference Room at Alameda CTC's offices at 1111 Broadway, Suite 800, Oakland, CA 94607. The live stream of each Alameda CTC Commission and Standing Committee meeting is available for public viewing at www.alamedactc.org/all-meetings by clicking on **View Event** next to the meeting in the list of Upcoming Events.

Members of the public may submit public comments that are addressed to the Commission or Committee members on topics germane to the jurisdiction of the Alameda CTC in person by attending the meeting in Alameda CTC's offices. Alameda CTC conducts orderly meetings to fulfill its mandate. Discriminatory statements or conduct that would potentially violate the federal Civil Rights Act of 1964 and/or the California Fair Employment and Housing Act, California Penal Code sections 403 or 415 is per se disruptive to a meeting and will not be tolerated. Please see [Alameda CTC's Meeting Code of Conduct](#) for more information.

Additionally, comments may be submitted by email sent to the Clerk of the Commission at clerk@alamedactc.org, including the words "Public Comment" and the meeting to which it pertains in the email's subject line. Public comments received by 5:00 p.m. the day before the scheduled meeting will be distributed to Commissioners or Committee members before the meeting and posted on the Alameda CTC website; comments submitted after that time will be distributed to Commissioners or Committee members and posted as soon as possible.

As a convenience, members of the public may also make comments remotely during the meeting by accessing the Zoom link listed below, using the "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can press the star key (*) and then the number 9 (*9) to raise/lower your hand. Comments made in person or via Zoom will generally be limited to three minutes in length, or as specified by the Chair. Alameda CTC cannot guarantee that the public's access to Zoom via phone or other device will be uninterrupted, and technical difficulties may occur from time to time. Unless required by the Brown Act, the meeting will continue despite technical difficulties for participants using the Zoom option.

Committee Chair:	Melissa Hernandez	Executive Director:	Tony Tavares
Vice Chair:	Rowena Brown	Staff Liaison:	Kristen Villanueva
Members:	Marilyn Ezzy Ashcraft David Haubert Preston Jordan John Marchand Conna McCarthy Mark Salinas Raj Salwan Matthew Solomon Lena Tam	Acting Clerk of the Commission:	Elizabeth (Liz) Lake

Location Information:

Alameda County Transportation Commission
Mary V. King Conference Room
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda County Fairgrounds
Heritage House
4501 Pleasanton Drive
Pleasanton, CA 94566

Fremont City Hall
3300 Capitol Avenue
Fremont, CA 94538

Zoom Link:

<https://us06web.zoom.us/j/87601740888?pwd=OEFrRzYoVUpmVHh1TU1YYjJWVGdaZz09>

Dial-in Information: 1 (669) 900 6833
Webinar ID: 876 0174 0888
Password: 435122

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar

- 4.1 Approve the January 12, 2026 Planning, Policy and Legislation Committee Meeting Minutes

Action

[4.1_PPLC_Minutes_20260112.pdf](#)

- 4.2 Congestion Management Program: Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update

Information

[4.2_COMM_CMP_Environmental_20260209.pdf](#)

5. Regular Matters

- 5.1 Federal, State, Regional, and Local Legislative Activities Update

Information/Action

[5.1_PPLC_ACTC_Legislative_Update_20260209.pdf](#)

- 5.2 2026 Countywide Active Transportation Plan Update

Information

[5.2_PPLC_Active_Transportation_Plan_Update_20260209.pdf](#)

[5.2_PPLC_Active_Transportation_Plan_Update_Presentation_20260209.pdf](#)

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting:

March 9, 2026

Notes:

- All items on the agenda are subject to action and/or change by the Commission/Committee.
- To comment on an item not on the agenda, submit a speaker card to the clerk or follow remote instructions listed in the agenda preamble.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.
- For language assistance, please call (510) 208-7475. We request at least five working days' notice to

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- Call (510) 208-7450 (Voice) or 1(800) 855-7100 (TTY) five days in advance of the meeting to request a sign-language interpreter.
 - Call (510) 208-7400 48 hours in advance to request other accommodations or assistance at this meeting.



Planning, Policy and Legislation Committee
Meeting Minutes
Monday, January 12, 2026, 11:30 a.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted. All members were present except Commissioner Bowen.

Commissioner Bowen attended as the alternate for Commissioner Tam.

Subsequent to roll call:

Commissioner Bowen arrived during item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve the November 10, 2025 Planning, Policy and Legislation Committee Meeting Minutes

4.2 Congestion Management Program: Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update

4.3 Federal, State, Regional and Local Legislative Activities Update

Commissioner Marchand moved to approve the Consent Calendar. Commissioner Ezzy Ashcraft seconded the motion. The motion passed with the following roll call vote:

Yes: Brown, Ezzy Ashcraft, Haubert, Hernandez, Jordan, Marchand, McCarthy, Salinas, Salwan, Solomon

No: None

Abstain: None

Absent: Bowen

5. Regular Matters

5.1 2026 Countywide Transportation Plan Engagement Update

Chris Marks provided the Commission with an update on engagement for the 2026 Countywide Transportation Plan. This item was for information only.

5.2 Approve an Amendment to the 2014 Measure BB Transportation Expenditure Plan

Carolyn Clevenger recommended that the Commission approve an amendment to the 2014 Measure BB Transportation Expenditure Plan.

This item received one verbal public comment.

Commissioner Jordan moved to approve the item. Commissioner Ezzy Ashcraft seconded the motion. The motion passed with the following roll call vote:

Yes: Bowen, Brown, Ezzy Ashcraft, Haubert, Hernandez, Jordan, Marchand, McCarthy, Salinas, Salwan, Solomon

No: None

Abstain: None

Absent: None

6. Committee Member Reports

There was a report from one committee member.

7. Staff Reports

There were no staff reports.

8. Adjournment



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 2, 2026

TO: Planning, Policy and Legislation Committee

FROM: Colin Dentel-Post, Assistant Director of Planning
Aleida Andrino-Chavez, Associate Transportation Planner

SUBJECT: Congestion Management Program: Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update

Recommendation

It is recommended that the Commission receive an update on the Congestion Management Program (CMP): Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments. This item is for information only.

Summary

Commenting on Notices of Preparation (NOPs) and Draft Environmental Impact Reports (DEIRs) fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the CMP. As part of the LUAP, Alameda CTC reviews NOPs, General Plan Amendments, and Environmental Impact Reports prepared by local jurisdictions and comments on the potential impact of proposed land development on the regional transportation system.

Between December 16, 2025 and January 15, 2026, Alameda CTC did not submit comments on any NOPs or DEIRs.

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



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 2, 2026

TO: Planning, Policy and Legislation Committee

FROM: Remy Goldsmith, Assistant Director of Policy and Government Affairs

SUBJECT: Federal, State, Regional and Local Legislative Activities Update

Recommendation

It is recommended that the Commission receive an update on the federal, state, regional and local legislative activities. This item is for information only.

Summary

This item provides the Commission with an update on the state budget, potential implications for transportation funding, and efforts to reauthorize the next federal surface transportation bill, a critical funding source for state and local transportation improvement projects.

Background

Each month, staff brings items to the Commission that are guided by the priorities identified in Alameda CTC's 2026 Legislative Program, approved by the Commission in December 2025 and included as Attachment A. The Legislative Program informs Alameda CTC's legislative activities, including recommended positions on pending legislation and updates on relevant legislative and policy developments.

State Update

The Legislature reconvened in January, for the second year of the two-year legislative session. The deadline to introduce new bills is February 20th. Staff are monitoring bills and will provide updates to the Commission on bills related to the agency's Legislative Program.

The Governor released his proposed State Budget in January, reflecting higher-than-anticipated revenues but still projecting a nearly \$3 billion shortfall in FY 2026–27, with significantly larger deficits in later fiscal years beginning in FY 2027–28. The budget forecasts lower-than-expected revenues from the State's Cap-and-Invest program, which funds many transit and climate-related investments. The shortfall is driven by Cap-and-Invest auction revenues forecasted to come in below statutory spending targets, which would reduce funding

for State Transit Assistance, the Low Carbon Transit Operations Program, and the Transit and Intercity Rail Capital Program.

The nonpartisan Legislative Analyst's Office (LAO), which advises the Legislature on fiscal matters, has cautioned that the Governor's budget may understate risks by relying on continued revenue strength and not fully accounting for the possibility of an economic or market downturn. Anticipated future shortfalls will continue to be a long-term concern, particularly for transportation capital programs and ongoing operational needs. Staff will monitor developments throughout the budget process and provide updates as appropriate.

Fiscal Impact

There is no fiscal impact. This item is for information only.

Attachment:

A. Alameda CTC 2026 Legislative Program

2026 Legislative Program

The Alameda County Transportation Commission (Alameda CTC) legislative program identifies core legislative priorities to support and advance the vision and goals adopted in the Policy Blueprint for the 2026 Countywide Transportation Plan. Alameda CTC will develop strategic partnerships and support efforts to increase transportation funding and support policies that advance this legislative program.

Core Legislative Priorities
Transportation Funding: Advocate for increased transportation funding and protection of existing funding to support projects, programs, and operations and seek to leverage local funds to the maximum extent possible to implement transportation improvements and services in Alameda County through grants and partnerships with regional, state and federal agencies. Advocate for sustainable funding to support transit agencies. Support efforts to advance full implementation of Cap-and-Invest Program to ensure revenues effectively benefit transit, sustainable transportation, and community investments.
Safety: Advocate for resources and legislation that enable Alameda CTC to deliver safe, multimodal infrastructure that prioritizes the safety of all users. Support opportunities for local jurisdictions to advance initiatives to increase safety in their communities.
Economic Vitality: Advocate for policies and investments that strengthen Alameda County's economy by supporting an efficient, reliable transportation system that provides access to opportunity and sustains prosperity across the Northern California megaregion. Support modernization of goods movement infrastructure, improvements to safety and reliability, and integration of transportation and land use to promote a cleaner, more resilient economy.
Healthy Communities: Support legislation, strategies and investments that reduce pollution to create sustainable and healthy communities and increase the resilience of our transportation system and communities, especially for low-income communities and those historically underserved by high-quality transportation. Promote initiatives that increase resiliency of the transportation system and support funding and investments to reduce pollution and improve air quality.
Equity: Advocate for resources, legislation, and initiatives that expand access to safe, affordable, and reliable transportation options throughout Alameda County, with focused support for low-income and underserved communities. Advance inclusion, economic opportunity, and healthy communities throughout the legislative program.
Effective Project Delivery and Operations: Support policies that facilitate efficient and expedited project development and delivery processes, effective and efficient transportation system operations, and innovative and timely project delivery.

In-depth Core Legislative Priorities

Transportation Funding: Advocate for increased transportation funding and protection of existing funding to support projects, programs, and operations and seek to leverage local funds to the maximum extent possible to implement transportation improvements and services in Alameda County through grants and partnerships with regional, state and federal agencies. Advocate for sustainable funding to support transit agencies. Support efforts to advance full implementation of Cap-and-Invest Program to ensure revenues effectively benefit transit, sustainable transportation, and community investments. Seek, acquire, accept and implement grants to advance project and program delivery.

- Support efforts to increase transportation funding and advance priority projects and programs in Alameda County, including regional transportation measures.
- Support transit agencies as they improve fiscal solvency and ridership, including regional efforts to secure sustainable multi-year funding and improve service for the public.
- Support efforts that protect against transportation funding diversions.
- Ensure fair share of sales tax allocations from new laws and regulations.
- Protect and enhance voter-approved funding. Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures including funding for delivery of programs and operations.
- Support rewarding Self-Help Counties and states that provide significant transportation funding.
- Support efforts to increase funding and advance policies that support transit, paratransit, and multimodal transportation incorporating multiple modes of transportation.
- Support efforts to increase funding to advance safety and active transportation.
- Support policies and funding that enhance Bay Area goods movement and passenger rail funding, delivery and advocacy that improve the economy, local communities, and the environment.
- Support policies and programs that improve transportation services and infrastructure and do not create unfunded mandates.

Safety: Advocate for resources and legislation that enable Alameda CTC to deliver safe, multimodal infrastructure that prioritizes the safety of all users. Support opportunities for local jurisdictions to advance initiatives to increase safety in their communities.

- Expand multimodal options, shared mobility and innovative technology.
- Support investments in active transportation, including for improved safety and advance Vision Zero strategies to reduce speeds and protect communities.
- Support allowing cities the discretion to use more effective methods of speed enforcement within their jurisdictions.
- Support policies that advance safety for all users of the transportation system, including roadways, sidewalks and transit infrastructure.

- Support advocacy of cooperation and partnership with railroads to advance projects, with a particular interest in rail safety projects.

Economic Vitality: Advocate for policies and investments that strengthen Alameda County's economy by supporting an efficient, reliable transportation system that provides access to opportunity and sustains prosperity across the Northern California megaregion. Support modernization of goods movement infrastructure, improvements to safety and reliability, and integration of transportation and land use to promote a cleaner, more resilient economy.

- Support investments that strengthen Alameda County's role as the Bay Area's primary intermodal hub, improving goods movement infrastructure and ensuring that economic benefits are shared across local communities.
- Advance policies and funding that connect transportation and land use to expand access to quality jobs, education, and services, particularly in areas where improved mobility can unlock new opportunities.
- Promote infrastructure and programs that enhance reliability, affordability, and sustainability, supporting a resilient economy that benefits residents and businesses countywide.

Healthy Communities: Support legislation, strategies and investments that reduce pollution to create sustainable and healthy communities and increase the resilience of our transportation system and communities, especially for low-income communities and those historically underserved by high-quality transportation. Promote initiatives that increase resiliency of the transportation system and support funding and investments to reduce pollution and improve air quality.

- Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including to support transitioning to a cleaner transportation system.
- Support emerging technologies such as alternative fuels and technology to reduce greenhouse gas (GHG) emissions and encourage continued access to the electric grid for charging to support reliable operations.
- Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multimodal performance monitoring.
- Support efforts to increase transit throughout the transportation system, such as on freeway corridors and bridges.
- Support efforts to address climate adaptation and resiliency including planning, funding and implementation support.
- Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County to enhance last mile connectivity to transit, including data sharing that will enable long-term planning and analysis of benefits and impacts.
- Continue to support legislation that furthers flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs and leverage opportunities for implementing transportation-oriented

development and Priority Development Areas (PDA), the latter which are places near public transit planned for new homes, jobs and community amenities. This includes transportation corridor investments that link PDAs.

Equity: Advocate for resources, legislation, and initiatives that expand access to safe, affordable, and reliable transportation options throughout Alameda County, with focused support for low-income and underserved communities. Advance inclusion, economic opportunity, and health communities throughout the legislative program.

- Support investments in transportation that enhance access to goods, services, jobs and education.
- Support means-based fare programs while being fiscally responsible.
- Support policies and funding to develop and implement equitable mobility improvements.
- Support projects and programs that reduce emissions with a particular emphasis on communities historically disproportionately burdened by pollution from the transportation sector.
- Support expanding economic opportunities for small and local businesses by leveraging our procurement, contracting and hiring processes and supporting businesses that are disadvantaged or underrepresented.

Effective Project Delivery and Operations: Support policies that facilitate efficient and expedited project development and delivery processes, effective and efficient operations of the transportation system, and support innovative and timely project delivery.

- Advance innovative and cost-effective project delivery.
- Advance efficient and effective operations and governance of the express lane and high-occupancy vehicle (HOV) systems.
- Support environmental streamlining, efforts that reduce project and program implementation costs, and expedited project delivery, including contracting flexibility and innovative project delivery methods.
- Support funding and policies to implement transportation projects that create jobs and economic growth, including apprenticeships and workforce training programs.
- Support HOV/managed lane policies and efforts that promote effective and efficient lane implementation and operations, protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement.
- Oppose legislation that degrades HOV lanes that could increase congestion and decrease efficiency.



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 2, 2026

TO: Planning, Policy and Legislation Committee

FROM: Colin Dentel-Post, Assistant Planning Director
Aleida Andrino-Chavez, Associate Transportation Planner

SUBJECT: 2026 Countywide Active Transportation Plan Update

Recommendation

It is recommended that the Commission receive an update on the 2026 Countywide Active Transportation Plan (CATP). This item is for information only.

Summary

The CATP complements local active transportation plans by establishing an overarching vision and goals, countywide priorities, and recommendations to improve walking, biking, and rolling. It is being updated in close collaboration with the ongoing Countywide Transportation Plan (CTP) update and will focus on specific action areas to advance active transportation. Both plan updates are guided by the goals of the [Policy Blueprint](#) the Commission adopted in October 2024: safety, equity, climate, and economic vitality. Given Alameda CTC's substantial recent bicycle planning work, including developing the Policy Blueprint, this CATP focuses primarily on pedestrian safety and design.

Based on a technical needs analysis and engagement with stakeholders and the public in coordination with the CTP, the CATP will include detailed recommendations along five key need areas: 1) addressing speeding and conflict points to improve safety; 2) providing pedestrian and bicycle access to transit and other key destinations; 3) protecting vulnerable users; 4) investing in lighting, greenery, and public spaces; and 5) maintaining existing active transportation infrastructure. This memo also identifies potential CATP strategies for Commission input. Following further development of strategies and recommendations together with ongoing stakeholder engagement, completion of the CATP is anticipated in late 2026.

Background

In September 2025, the Commission received an update on the development of the 2026 CATP, including goals and potential action areas for the CATP, included in Attachment A. In brief, the four CATP goals are:

- Safety: Apply the [Safe System Approach](#) to eliminate fatalities and severe injuries.
- Equity: Prioritize facility improvements in underserved communities.
- Climate: Promote positive environmental and public health outcomes by investing in connected active transportation networks.
- Economic Vitality: Support a vibrant economy by improving active transportation access to commercial districts, employment centers, and regional transportation networks.

At its January meetings, the Commission discussed key findings from public engagement and potential priorities for the CTP. The CTP engagement informed the CATP needs assessment, together with disability community engagement conducted by the Paratransit Needs Assessment (PNA) and additional engagement with active transportation stakeholders. CATP-specific engagement included:

- Two meetings with an Active Transportation Working Group (ATWG) comprised of partner agency staff;
- A local jurisdiction survey on sidewalk maintenance practices;
- Two focus groups with economic development stakeholders; and
- One active transportation stakeholder focus group.

Movement and Place Framework

To support a more detailed understanding of needs and advance design guidance that aligns with evolving best practices, the CATP pulls in a new framework from the Institute of Transportation Engineers (ITE) called the Movement and Place Framework. This framework for planning and designing roadway networks balances the multiple needs and functions of streets. It has been used by agencies locally and nationally as an alternative to traditional approaches that prioritized vehicle movement over street livability¹. It relies on roadway types and adjacent land uses to categorize streets, recognizing that streets play dual roles as conduits to move people and goods and as places where people gather and visit.

The Movement and Place street typology includes four street types: Core, Place, Connector, and Neighborhood streets, which provide a basis for analysis and recommendations of the CATP. Core and Place streets, which have clusters of destinations that result in high pedestrian activity, are the focus of the CATP. Core streets also serve high vehicle volumes, which must be managed together with active transportation needs. See Attachment B for more on these typologies.

¹ Institute of Transportation Engineers (ITE), *Movement and Place: A Framework for More People-Centered Streets (Quick Bites)*, December 2025, available from: <https://www.ite.org/technical-resources/resources/>

Needs Assessment

The CATP needs assessment evaluated safety, access, and network connectivity to identify priority active transportation needs countywide. The analysis centered on established safety frameworks—such as the High Injury Network (HIN) and Proactive Safety Network (PSN) — and examined how safety needs intersect with Core and Place streets, transit access, and other key geographies. Additional analyses assessed walking and bicycling access to transit stations; major physical barriers such as freeways, rail lines, and waterways; and trail improvement needs, including intersections with safety networks and place-based street types.

Based on the technical analysis and public engagement, the CATP will develop recommendations related to five key need areas:

- 1. Addressing speeding and conflict points to improve safety.** A large share of pedestrian-priority streets, particularly Core Streets, are on the HIN, PSN, or both. Unsafe speeds are also a challenge at conflict points, such as freeway ramp intersections and midblock trail crossings.
- 2. Providing pedestrian and bicycle access** to transit and other key destinations. Freeways, rail corridors, and water bodies create major barriers to active transportation due to a lack of low-stress crossings to reach transit stations and other major destinations. Wide streets on priority safety networks can also act as access barriers to people walking and biking. In addition, major investments are needed to complete the three Major Trails (Bay Trail, East Bay Greenway, and Iron Horse Trail) and the Countywide Bikeways Network, which is envisioned to provide safe connectivity and access countywide.
- 3. Protecting vulnerable users** by focusing on safety for older adults, youth, and equity priority areas. Current networks that address pedestrian and safety needs, the HIN, PSN, and existing freeway crossings, are especially concentrated in equity communities. Safety and accessibility are especially important issues near schools and destinations for older adults and people with disabilities. For example, the 2026 Alameda CTC Safe Routes to School safety evaluation found that 75% of schools enrolled in the program are within ¼ mile of the HIN.
- 4. Investing in lighting, greenery, and public spaces** to improve safety, encourage active transportation, and promote community well-being. These are particularly important for Core and Place streets that serve important pedestrian and destination purposes.
- 5. Maintaining existing active transportation infrastructure**, including sidewalks, bike lanes, and trails. City officials have identified sidewalk maintenance as a priority need, and as cities invest in separated bikeways and quick-build infrastructure, the need for maintenance is a growing concern. Many older trail segments also need maintenance or updates to current design standards.

Potential CATP Strategies

As a next step and pending Commission input, the CATP will develop and recommend potential strategies to address the identified needs. Strategies could include:

- **Planning and Design Guidance:** Complementing Alameda CTC's existing [Countywide Bikeways Design Guide](#) for local jurisdictions, the CATP will develop best practice design guidance for pedestrian safety and comfort based on the Movement and Place framework. Additional education and knowledge-sharing opportunities could complement this guidance on topics such as design and maintenance best practices. The CATP will also update Alameda CTC's Bicycle Master Plan Guidelines to new Active Transportation Plan Guidelines to help local jurisdictions incorporate best practices for both bicycle and pedestrian planning.
- **Funding Strategies and Partnerships:** Meeting Alameda County's active transportation needs requires a diverse portfolio of projects and programs that can be funded through different levels of programs and partnerships. The CATP could refine policy around design expectations and identify and prioritize projects that address the CATP's five key need areas to support future project funding advocacy and implementation strategies. Alameda CTC could also strengthen its coordination role in high-priority multi-jurisdiction projects led by others. In addition, Alameda CTC's Safe Routes to School program includes School Site Assessments (SSAs) that identify potential improvements for infrastructure around schools. Based on the success of a previous mini-grant program to implement SSA recommendations, the CATP could recommend another round of similar grant funding.
- **Multimodal Corridor Development:** Alameda CTC advances high-priority multimodal projects that address active transportation needs, such as the San Pablo Corridor Projects, East Bay Greenway, and the Rail Safety Enhancement Program. Additional planning is underway to identify new projects that Alameda CTC or its partners could advance, such as the Countywide Ramp Intersection Safety Plan (CRISP) to identify and prioritize safety and active transportation needs at intersections where freeway ramps meet surface streets. The CATP could recommend identifying additional high-priority multimodal corridors that Alameda CTC could advance toward project delivery.

Next Steps

Alameda CTC will develop strategies and tools in consultation with partner agencies and other stakeholders. Continued engagement later this spring will include additional meetings with the agency staff ATWG, active transportation stakeholders, and economic development representatives. A final round of engagement will be conducted together with the draft CTP in summer 2026.

Fiscal Impact

There is no fiscal impact. This item is for information only.

Attachments:

- A. CATP Goals and Actions
- B. CATP Movement and Place Framework

Countywide Active Transportation Plan (CATP) Goals and Action Areas

CATP Goals

The 2026 Countywide ATP is guided by four goals, which are consistent with the adopted Countywide Transportation Plan (CTP) [Policy Blueprint](#) but specific to active transportation:

- **Safety:** Apply the [Safe System Approach](#) to eliminate fatalities and severe injuries by deterring unsafe speeds and emphasizing investments at the highest-need locations for people walking, biking, and rolling.
- **Equity:** Prioritize facility improvements in underserved communities to enhance equitable and universal access to safe, comfortable active transportation, reducing transportation cost and time burdens for low-income residents and enhancing community health.
- **Climate:** Promote positive environmental and public health outcomes by investing in connected active transportation networks that reduce car dependence, support sustainable land use, and make biking and walking more convenient and enjoyable for all trip types.
- **Economic Vitality:** Support a vibrant economy by improving walking, biking, and rolling access to commercial districts, employment centers, and regional transportation networks; and by promoting design that integrates active transportation and urban design principles to create lively, connected places.

CATP Action Areas by Goal

Safety

- Design roadways for safe target speeds for walking, biking, and rolling.
- Maintain pedestrian and bicycle infrastructure, especially sidewalks.
- Separate users consistent with the Safe System Approach.
- Create comfortable walking and bikeable places.
- Utilize the High Injury Network (HIN) and Proactive Safety Network (PSN) to inform safety investments.

Equity

- Include universal design for people of different abilities.
- Increase active transportation connections for low-income and underserved communities to employment, commercial areas, transit, health centers, and recreation.

- Implement safety improvements on streets in historically underinvested communities.
- Foster community partnerships to understand needs, expand access, and enhance community health.

Climate

- Connect active transportation networks with places and transit.
- Increase access to micromobility options (e.g., an e-bike or e-scooter) for longer trips.
- Integrate climate adaptation strategies into active transportation infrastructure.

Economic Vitality

- Plan for vibrant, walkable, and bikeable downtowns and commercial districts.
- Create comfortable and high-quality public places that support economic growth.
- Integrate active transportation infrastructure and end-of-trip facilities with development.

Countywide Active Transportation Plan (CATP) Movement and Place Framework

Movement and Place is a planning framework from the Institute of Transportation Engineers (ITE) that balances streets' roles as transportation corridors and as public places. Developed in the UK in the early 2000s as "Link and Place," it responded to road planning approaches that prioritized vehicle movement over community livability. It has been used by jurisdictions locally, nationally, and internationally.

For the CATP update, Alameda CTC developed a Movement and Place street typology based on roadway classification and surrounding land-use context. It identifies four street types:

- **Core Streets:** These streets are arterials that are located within Priority Development Areas (PDAs), Transit-Oriented Communities (TOCs), and commercial areas. They have both high concentrations of pedestrian destinations and high traffic volumes.
- **Connector Streets:** These streets are arterials that are located outside of commercial areas, PDAs, and TOCs. They have lower destination density and higher vehicle volumes.
- **Place Streets:** These streets are collectors and local streets that are located within commercial areas. They have high concentrations of pedestrian destinations and low traffic volumes.
- **Neighborhood Streets:** These streets are all other local streets that are located outside of commercial areas. Representing most streets in the county, they have low volumes of both pedestrians and vehicles.

The graphic below illustrates the Movement and Place typology.

Movement and Place Framework





ALAMEDA COUNTY TRANSPORTATION COMMISSION

Countywide Active Transportation Plan Update



Planning, Policy and Legislation Committee
February 9, 2026

What does this CATP do?

- Builds on **local** active transportation plans
- Updates the 2019 CATP to incorporate recent bicycle planning and add new **pedestrian safety and design focus**
- Coordinated with 2026 Countywide Transportation Plan (CTP), sets **active transportation vision and goals**
- Informs agency **policy and project priorities, planning initiatives, and advocacy platform**



2026 Alameda Countywide Transportation Plan
POLICY BLUEPRINT

PREPARED BY:
FEHR + PEERS



Public and Stakeholder Engagement



CTP Public
Engagement



Local Agency
Working Group



Sidewalk
Survey



Economic
Development
Focus Groups



Active Transportation
Stakeholder
Focus Group



Countywide Active Transportation Plan

3

Needs Analysis



Safety

- High Injury Network (HIN)-Approved in 2024
- Proactive Safety Network (PSN)- Approved in 2024
- Relationship to pedestrian priority streets and other needs



Barriers

- Freeway, rail, and water barriers
- Length and safety of crossings
- Access to transit and destinations



Transit
Access

- Pedestrian & bicycle access by station
- Access limitations: barriers, HIN, PSN



Trails

- Three major trails needs
- Other Countywide Bikeways Network (CBN) trail needs
- Trail crossings of the HIN, PSN



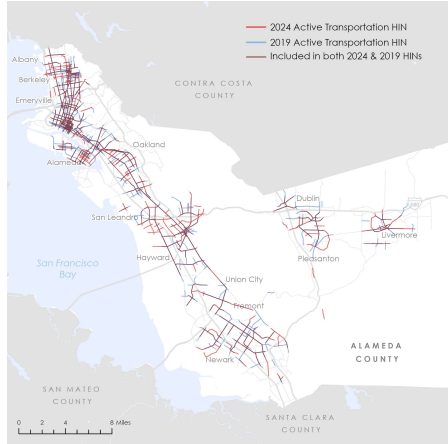
Countywide Active Transportation Plan

4

Priority Safety Networks

Commission adopted in 2024

Active Transportation High-Injury Networks



Proactive Safety Network



Countywide Active Transportation Plan

5

Movement + Place

Four street types based on roadway class and land use

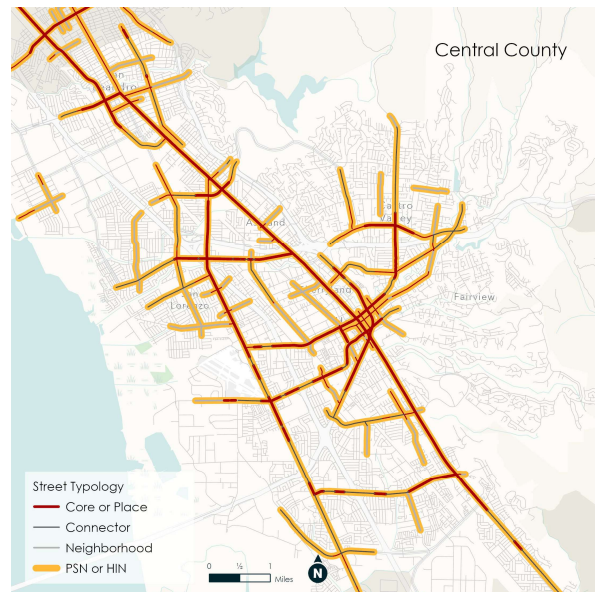


Countywide Active Transportation Plan

6

CATP Key Need Areas

1. Addressing speeding and conflict points to improve safety
 - Large share of pedestrian priority streets are on the HIN, PSN, or both
 - Speeds a concern at conflict points, e.g. with freeway ramps



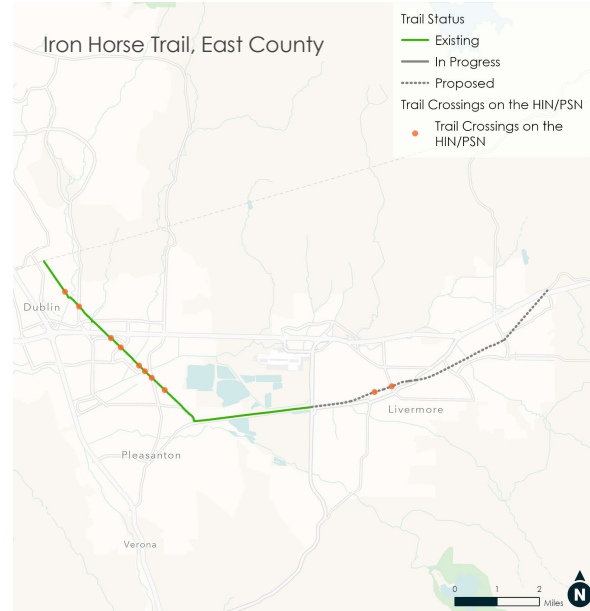
CATP Key Need Areas

2. Providing access to transit and key destinations
 - Freeways, rail, and water create barriers – need safe crossings
 - Wide streets on priority safety networks also act as barriers
 - Major investments needed to complete 3 major trails and CBN



CATP Key Need Areas

2. Providing access to transit and key destinations (cont'd)
 - Freeways, rail, and water create barriers – need safe crossings
 - Wide streets on priority safety networks also act as barriers
 - Major investments needed to complete 3 major trails and CBN



CATP Key Need Areas

3. Protecting vulnerable users
 - HIN, PSN, and freeway crossings especially concentrated in equity areas
 - Safety and accessibility are critical near schools and for older adults and people with disabilities

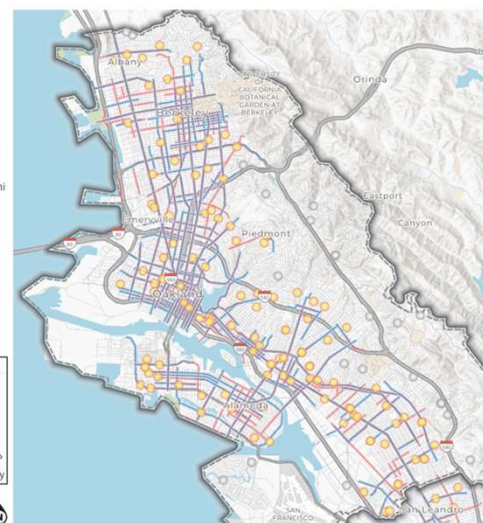
SCHOOLS WITHIN 0.25 MILES OF THE HIN NORTH PLANNING AREA
ALAMEDA COUNTY
SAFE ROUTES TO SCHOOL

LEGEND

- Schools within 0.25 mi of HIN
- Schools more than 0.25 mi from HIN
- 2019 HIN
- 2024 HIN
- 2019 and 2024 HIN
- ▭ North Planning Area



alta



CATP Key Need Areas

4. Investing in lighting, greenery, public spaces
 - Improve safety, encourage active transportation, and promote well-being
 - Especially important for pedestrian priority streets
5. Maintaining existing infrastructure
 - Sidewalks, bike lanes, and trails all need maintenance
 - Many older trail segments need upgrades to current standards



Sidewalk Maintenance Survey

- Surveyed all 15 jurisdictions on sidewalk maintenance and funding practices
 - Approaches to sidewalk maintenance and repair vary significantly
 - Combination of funding sources are used to support maintenance
 - Maintenance and accessibility needs intersect
- **Need for best practice knowledge-sharing on sidewalk repair, including ADA transition plans**



Potential CATP Strategies

Planning and Design Guidance

- Develop design guidance for pedestrian safety and comfort
- Provide education and knowledge-sharing opportunities (e.g. on sidewalk maintenance)
- Develop new Active Transportation Plan Guidelines for local jurisdictions

Funding Strategies & Partnerships

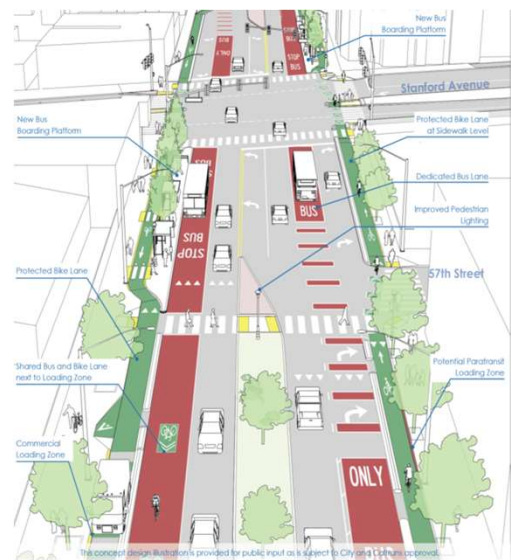
- Refine policy around design expectations
- Identify and prioritize projects that address the five key need areas
- Strengthen coordination role in high-priority multi-jurisdiction corridors
- Help jurisdictions implement Safe Routes to School infrastructure improvements



Potential CATP Strategies

Multimodal Corridor Development

- Continue to lead implementation of high-priority multimodal projects
- Identify new projects that Alameda CTC or partners could deliver
 - Ramp intersection improvements (CRISP)
 - Potentially additional multimodal corridors



Next Steps

