



Bicycle and Pedestrian Advisory Committee (BPAC) Meeting Agenda Thursday, February 19, 2026, 5:30 PM

Alameda CTC's Advisory Committees and the Independent Watchdog Committee will meet at Alameda CTC's offices, 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.

Chair: Kristi Marleau
Vice Chair: Matt Turner

Staff Liaison: Colin Dentel-Post
Aleida Andrino-Chavez
Clerk: Angie Ayers

Location Information:

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

Oakland, CA 94607

Zoom Link:

<https://us06web.zoom.us/j/83823331010?pwd=QzRQSU43dUJJREt4bVdRQVc3Qo1ldzo9>

Dial-in Information: 1 (669) 900 6833

Webinar ID: 838 2333 1010

Passcode: 232121

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar

- 4.1 Approve the October 30, 2025 Bicycle and Pedestrian Advisory Committee (BPAC) Meeting Minutes

Action

[4.1_BPAC_Minutes_20251031.pdf](#)

5. Regular Matters

- 5.1 Vision 980 Study Update

Information

[5.1_BPAC_Vision_980_Memorandum_20260219.pdf](#)

[5.1_BPAC_Vision_980_Presentation_20260219.pdf](#)

- 5.2 San Pablo Avenue Multimodal Corridor Program Update

Information

[5.2_BPAC_SPA_Update_20260219.pdf](#)

[5.2_BPAC_SPA_Update_Presentation_20260219.pdf](#)

- 5.3 Countywide Active Transportation Plan Update

Information

[5.3_BPAC_ATP_Update_20260219.pdf](#)

[5.3_BPAC_CTP_CATP_Update_Presentation_20260219.pdf](#)

6. Committee Member Reports

- 6.1 BPAC Member Reports

Information

- 6.2 BPAC Member Roster

Information

[6.2_BPAC_Roster_FY25-26_20260219.pdf](#)

- 6.3 Fiscal Year 2025-2026 BPAC Meeting Calendar

Information

[6.3_BPAC_Calendar_FY25-26_20260219.pdf](#)

7. Staff Reports

8. Adjournment

Next Meeting:

April 30, 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 accommodate your request.
 - Para obtener asistencia de idioma, comuníquese al (510) 208-7475. Para hacer lugar a su pedido, solicitamos que nos avise con una anticipación mínima de cinco días hábiles.
 - 如需语言协助, 请致电 (510) 208-7475. 请至少提前五个工作日通知, 以便满足您的要求。
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 - Để được hỗ trợ ngôn ngữ, vui lòng gọi (510) 208-7475. Chúng tôi yêu cầu quý vị thông báo ít nhất năm ngày làm việc để có thể đáp ứng được yêu cầu của quý vị.
- 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.



Bicycle and Pedestrian Advisory
Committee Meeting Minutes
Thursday, October 31, 2025, 5:30 p.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 and all members were present except for Ben Gould.

Subsequent to the roll call:

Ben Gould arrived during item 3.

3. Public Comment

There was one written public comment.

4. Consent Calendar

4.1. Approve the July 31, 2025 Bicycle and Pedestrian Advisory Committee (BPAC) Meeting Minutes

Jeremy Johansen made a motion to approve the Consent Calendar. Matt Turner seconded the motion. The motion passed with the following vote:

Yes: Gould, Greenberg, Johansen, Marleau, Pilch, Purdy, Schweng, Seavers, Toy, Turner

No: None

Abstain: None

Absent: None

5. Regular Matters

5.1. Dublin Boulevard – North Canyons Parkway Extension Project Update

City of Dublin staff provided an update on the Dublin Boulevard – North Canyons Parkway Extension Project. This item was for information only.

There was one verbal public comment.

5.2. East Bay Greenway Multimodal-Hayward Segment Project Update

Kanda Raj provided an update on the East Bay Greenway Multimodal - Hayward Segment Project. This item was for information only.

There were three verbal public comments and one written public comment.

5.3. SR-262 (Mission Blvd.) Cross Connector: Project Update and Complete Streets Review

Kanda Raj provided an update on the SR-262 (Mission Blvd.) Cross Connector Project and requested BPAC’s review of the Metropolitan Transportation Commission Complete Streets Checklist for the Project. This item was for information only.

There was one verbal public comment.

5.4. Bicycle and Pedestrian Advisory Committee Bylaws Update

Alameda CTC staff recommended that the BPAC approve an update to its bylaws incorporating the edits in the staff report and recommend the update to the Commission for final approval. This item was for information only.

There was one verbal public comment.

Jeremy Johansen made a motion to approve this item. Ben Gould seconded the motion. The motion passed with the following vote:

Yes:	Gould, Greenberg, Johansen, Marleau, Pilch, Purdy, Schweng, Seavers, Toy, Turner
No:	None
Abstain:	None
Absent:	None

6. Committee Member Reports

6.1. BPAC Member Reports

There were no member reports.

6.2. BPAC Roster

Kristi Marleau introduced Kevin Seavers, a new BPAC member appointed by the Alameda County Mayors’ Conference, District 4.

6.3. Fiscal Year 2025-2026 BPAC Meeting Calendar

This item was included for informational purposes.

7. Staff Reports

There was one verbal report to bring an update to a future BPAC meeting on the Central County Community Connections Plan (4Cs). In addition, it was shared that consultant procurement for the Countywide Ramp Intersection Safety Plan (CRISP) was approved by the Commission at the October meeting.

8. Adjournment



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 12, 2026

TO: Bicycle and Pedestrian Advisory Committee

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

SUBJECT: Vision 980 Study Update

Recommendation

It is recommended that the Bicycle and Pedestrian Advisory Committee (BPAC) receive an update on the Vision 980 Study. This item is for information only

Summary

One of the main roles of the BPAC is to review and provide input on major plans and policies which guide the Alameda County Transportation Commission (Alameda CTC) as it continues to plan, fund, and deliver active transportation improvements throughout the county. At the February BPAC meeting, Caltrans staff will present an overview of the findings of its Vision 980 Study – Phase I Report, which was completed in November 2025. Phase I of the study explores community-driven ideas to reimagine the I-980 corridor, which has historically segregated West Oakland communities and contributed to inequities. Phase 1 established a community-informed vision and an evaluation framework focusing on equity, transportation improvements, and opportunities for housing, recreation, cultural activities, open space, and economic development. Phase 2, beginning in 2026, will further assess the feasibility of the recommended corridor concept/vision.

Members of the BPAC can learn more about the I-980 Study Phase I Report by visiting the linked *Vision 980 Study-Phase I Report* in Attachment B.

Background

Construction of I-980 has a history of impacting and dividing disadvantaged communities in Oakland. The freeway was intended to provide direct access to downtown Oakland, which was undergoing redevelopment at the time. Its construction started in the 1960s, was temporarily halted by an injunction in 1972, and was completed in 1985. An important part of the Vision 980 Study involved acknowledging past injustices to disadvantaged communities while also seeking to correct and mitigate those mistakes and repair harm

going forward. The study also serves as an important part of delivering on the State's commitment to racial and social equity. Most importantly, the study aimed to confront the consequences of past governmental policies, restore trust, and redefine the role of Caltrans as a community partner.

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

Attachments:

- A. Caltrans Memorandum to BPAC
- B. [Vision 980 Study – Phase 1 Report](#)

California Department of Transportation

DISTRICT 4

TRANSPORTATION PLANNING AND LOCAL ASSISTANCE DIVISION
111 GRAND AVE, MS-10D | OAKLAND, CA 94612
(510) 496-9383 | TTY 711
www.dot.ca.gov



January 28, 2026

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee

This item is to provide the Bicycle and Pedestrian Advisory Committee (BPAC) information on the **Vision 980 Study – Phase 1 Report** and to solicit feedback on the study findings as we move into Phase 2.

Background

The California Department of Transportation (Caltrans) is conducting the Vision 980 Study to hear from the community about ways to reimagine the I-980 corridor. The I-980 freeway divides neighborhoods in West Oakland from downtown Oakland and is a barrier to travel and economic opportunities. The Vision 980 Study aims to improve the quality of life for impacted residents through a community-led and equitable visioning process that seeks to reimagine the freeway to create new opportunities for land-uses like housing, businesses, open space, recreational, and cultural facilities.

Previous racially discriminatory decision making and redlining policies resulted in I-980 directly cutting through West Oakland. The freeway's 1.6-mile-long connection between I-880 and I-580 displaced many West Oakland families and led to community disinvestment. Today, I-980 shows the adverse impacts of past exclusionary policies, which call for actions to repair harm. The Vision 980 Study aims to improve the quality of life for impacted residents through a community-led and equitable visioning process that seeks to reimagine the freeway to create new opportunities for land-uses like housing, businesses, open space, recreational, and cultural facilities. Some of the possibilities for the future of the corridor may include:

- Improving connections between communities.
- Redesigning roadways and over/underpasses for walking, biking, and transit.
- Transforming the freeway including the potential to add more crossings, a freeway cap/deck, or to convert the freeway into a boulevard.
- Creating new opportunities such as housing, open space, and access to economic opportunities.

The final report Phase 1 of the Vision 980 Study was completed in November 2025. Phase 1 included collaboration with study partners, community organizations, and the public to identify a new concept/vision for transportation and land use along the entire I-980 corridor, from I-880 to I-580, and developing an evaluation framework to ensure the concept/vision meets equity performance measures or benchmarks.

Phase 2 of the Vision 980 Study includes a feasibility study that will explore the recommended corridor concept/vision in greater detail, and it is expected to begin in 2026.

Timeline

Phase 2 is anticipated to begin in early 2025 through late 2027.

Vision 980 Study Update

Alameda CTC BPAC

February 19, 2026

Becky Frank
Community Planning Branch Chief

Vision980@dot.ca.gov



Reconnecting Communities

Phase 1

Identify a new concept and vision for transportation and land use along the entire I-980 corridor.

Spring 2024 – Fall 2025

Phase 2

Perform a more detailed feasibility and technical analysis of the concept/vision

Early 2026 – Late 2027

Develop an evaluation framework to ensure the vision meets equity performance measures or benchmarks.

Vision 980 Study Goals



1. Create community-informed transportation+ project concepts that improve all aspects of quality of life in Oakland



2. Develop equity outcomes that directly benefit West Oakland residents



3. Foster a more sustainable West Oakland neighborhood



4. Identify public policies to achieve anti-displacement and anti-gentrification project concepts



5. Engage the community with humility to earn a meaningful and long-lasting relationship

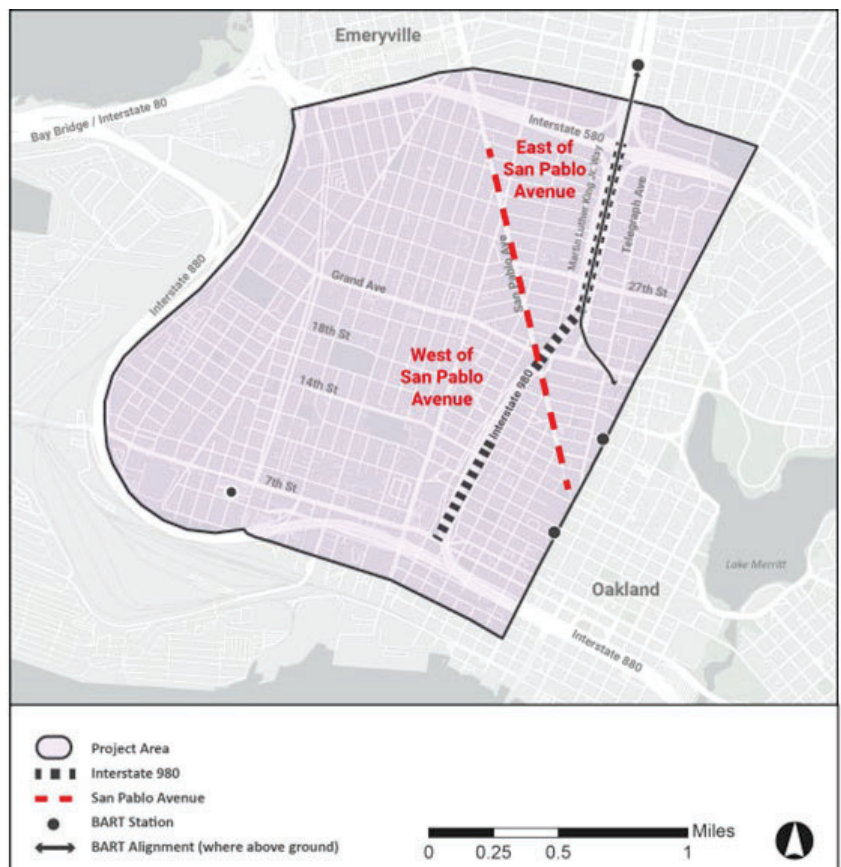
Project Area Sector Boundaries

West of San Pablo

- Primarily depressed below grade
- On/off ramps are barrier to connectivity
- All but one overpass is West of San Pablo
- Oakland's Central Business District

East of San Pablo

- Primarily elevated above grade
- All but one underpass is East of San Pablo
- Elevated BART tracks fully East of San Pablo
- Uptown Entertainment District and Alta Bates Summit Medical Center Campus



Scenarios & Strategies to Reconnect



Reconnecting Communities

Scenarios & Strategies to Reconnect

Enhance

1. Planned Investments
2. Improve Over/Under Pass Conditions

Cover

3. Cap/Deck Over Travel Lanes

Remove

4. Remove On/Off Ramps
5. Narrow Roadway
6. Reconnect Street Grid
7. Demolish and Remove the Freeway
8. New At-Grade Boulevard
9. Reconfigure Freeway Interchanges

Minimal
Intervention

Maximum
Intervention

Equity-Based Performance Measure	Enhance	Cover	Remove
Connectivity	- Enhances existing crossings - Does not create any additional crossings	- New crossings on cap/decks West of San Pablo Avenue - One cap/deck east of San Pablo Avenue	- Reconnects the street network that existing before I-980 - More direct walking, biking, and driving connections
Neighborhood Character	Some neighborhood character opportunities	Potential new public open spaces and small buildings on cap/decks over freeway	Potential new neighborhood and public open spaces on former freeway land

Equity-Based Performance Measure	Enhance	Cover	Remove
Community Benefits based on community priorities	Does not free up any additional land Benefits may include: - improved safety - community character	Open space opportunities Benefits from Enhance plus: - open space/parks - cultural/community facilities - events/activation	Development & open space opportunities Benefits from Enhance/Cover plus: - housing - commercial space - job and economic opportunities
Land Use Opportunities	0 acres	up to 14 acres	42 to 67 acres
Cost, Time, Construction Impact	Low	Moderate	High

Public Outreach and Engagement Summary



Reconnecting Communities

Public Outreach & Engagement - Approach

- Three rounds throughout duration of the study
- Engaged diverse audiences, focused on legacy residents, involved community organizations, maintained a consistent feedback loop, and cast a wide net for participation
- In-person/virtual public meetings, pop-up events, online surveys, study website, social media posts, meetings with the Technical Advisory Committee (TAC) and Study Partners



Round 2 Survey Results: Scenarios Ranking

1. Remove

- 68% West Oakland, 49% non-West Oakland

2. Enhance

- 20% West Oakland, 33% non-West Oakland

3. Cover

- 12% West Oakland, 18% non-West Oakland

Mobile Workshops and Public Meeting/Open House Takeaways

- Prioritize affordable housing
- Concerns about funding
- Concerns about inconvenience from changes to I-980
- More meetings and meeting notifications requested
- Concern about traffic (all scenarios)
- Concerns of gentrification



Remove Scenario Feedback

- Excited and surprised at option of removing I-980
- Curiosity regarding re-routed traffic
- Participants liked this scenario would improve safety, visibility, and quality of life
- Connect West Oakland back to larger community
- Heavy interest in land-use, affordable housing, employment /business opportunities, more bike trails & pedestrian pathways, and parks and green spaces



Corridor Scenarios Evaluation



Reconnecting Communities

Scenario Evaluation Methodology

- Scenarios were evaluated based on their ability to meet the relevant study goals and objectives
 - For each relevant goal/objective, scenarios were classified as:
 - Substantially Meets
 - Generally Meets
 - Does not Meet
- 

Scenario Evaluation Results

- **Enhance scenario** improves safety and connectivity but does not meet the assessed goals
 - **Cover scenario** generates some new land for development and generally meets the assessed goals
 - **Remove scenario** restores the street grid, offers the most opportunity for new development, and substantially meets the assessed goals
- 

Equity Assessment



Reconnecting Communities

Purpose of the Equity Assessment

- Explicitly assesses and designs for racial equity in alignment with the City of Oakland's policies and programs according to their established Racial Equity Impact Analysis (REIA) process
- Identifies where and how equity concerns are being addressed through the study
- Evaluates the three corridor scenarios against the study's evaluation framework/equity-based performance measures

Equity Assessment Results

- **Enhance Scenario:** Scores lowest on equity and community repair, with 14 passes and 20 fails in the evaluation metrics.
- **Cover Scenario:** Offers substantial benefits but has development limitations and scores second, with 20 passes and 14 fails.
- **Remove Scenario:** Scores highest on equity and harm repair, with 22 passes and 12 fails.



Next Steps



Reconnecting Communities

Vision 980 Study Phase 1 (Spring 2024 to Fall 2025)

- The Final Report was completed in Fall 2025 and is published on the project website: www.vision980.org
 - Caltrans will offer final report presentations in Winter 2026
- 

Vision 980 Study Phase 2 (early 2026 to late 2027)

- Collaborate with Study Partners, stakeholders, and the public to perform a more detailed feasibility and technical analysis of the concept and vision identified in Phase 1
 - Continue community-led approach from Phase 1
 - Determine future implementation strategies and provide next steps toward project development including cost estimation and identification of potential funding sources
- 

Thank you!

Visit our website for more info:
www.vision980.org

Contact Info:

Becky Frank,
Community Planning Branch Chief
Caltrans District 4 (Bay Area)
Vision980@dot.ca.gov



Reconnecting Communities



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 19, 2026

TO: Bicycle and Pedestrian Advisory Committee

FROM: Matt Bomberg, Principal Transportation Engineer
Emma Burkhardt, Associate Transportation Engineer

SUBJECT: San Pablo Avenue Multimodal Corridor Program Update

Recommendation

It is recommended that the Bicycle and Pedestrian Advisory Committee (BPAC) receive an update on the San Pablo Avenue Multimodal Corridor Program. This item is for information only.

Summary

One of the main roles of the BPAC is to review and provide input on major active transportation plans and policies. Since the San Pablo Avenue Corridor Program was last presented to the BPAC in February 2023, Alameda CTC and partner agencies have made substantial progress advancing three complementary but distinct projects:

- The Safety Enhancements Project along San Pablo Avenue through Berkeley and Albany;
- The Parallel Bikeways Project along neighborhood bike routes in North Oakland, Berkeley, and Albany; and
- The Bus and Bike Lanes Project along San Pablo Avenue in Oakland, Emeryville, and a portion of South Berkeley.

In February, the BPAC will receive an update on the three San Pablo Avenue corridor projects.

Background

Alameda CTC is leading the San Pablo Avenue Multimodal Corridor Program, which is central to achieve the goals and strategies that were adopted in the 2020 Countywide Transportation Plan (CTP). The San Pablo Avenue corridor is on the countywide High-injury Network (HIN) and has the third highest collision rate in Alameda County. San Pablo Avenue is also one of the streets with the highest bus ridership in the East Bay. However, due to congestion, buses

are often slow and unreliable. With ongoing residential and commercial growth in the corridor, reliable, attractive bus service is critical to efficiently move more people. The goals of the San Pablo Avenue Multimodal Corridor Program are to:

- Enhance safety for all travel modes;
- Improve trip comfort and quality for all users;
- Support a strong local economy and efficiently accommodate growth along the corridor while respecting local contexts; and
- Promote equitable transportation and design solutions for diverse communities throughout corridor.

San Pablo Avenue traverses four cities in northern Alameda County, Oakland, Emeryville, Berkeley and Albany, before continuing north into Contra Costa County. Caltrans owns the right-of-way north of I-580, while the City of Oakland owns the right-of-way south of I-580.

The San Pablo Multimodal Corridor Program was initiated in 2017. Phase 1, which concluded in summer 2020, considered potential long-term concepts for the corridor in Alameda and Contra Costa Counties – including bus rapid transit and protected bike facilities – through extensive outreach and technical analysis. Based on differing community preferences and technical considerations, three different projects were identified to be advanced within Alameda County for different sections of the corridor. The Commission approved this program of three projects in March 2022, which includes:

1. ***Safety Enhancements Project*** on San Pablo Avenue in Albany and Berkeley north of Heinz Ave. This project will improve the safety for pedestrians and bicyclists crossing San Pablo Avenue and improve transit speed by installing high visibility crosswalks, flashing beacons, pedestrian signals, median refuge islands, upgraded lighting, accessible curb ramp upgrades, bulb outs at Rapid bus stops, bus stop relocations, and short sections of Class IV bikeways along San Pablo Avenue at offset crossings of bike boulevard routes.
2. ***Parallel Bikeway Improvements Project*** on parallel neighborhood streets in Berkeley, Albany, and North Oakland. This project will implement improvements along bike boulevard/neighborhood bikeway routes that run along and connect to San Pablo Avenue, including traffic calming (traffic circles and diverters), crossing treatments at busy streets (flashing beacons, pedestrian signals, and bulbouts), street paving, curb ramp upgrades and signage/wayfinding.
3. ***Bus and Bike Lanes Project*** on San Pablo Avenue in Oakland, Emeryville, and Berkeley south of Heinz Ave. This project will improve transit speed and reliability by converting one vehicle travel lane in each direction to a dedicated bus lane and provide new cycling connections by converting parking lanes to protected bike lanes. The project will also include intersection safety improvements, bus stop consolidation, and new loading zones where necessary for businesses.

Project Updates

Safety Enhancements Project

Alameda CTC developed conceptual designs and completed community outreach to share and receive feedback on conceptual improvements in 2022-23. The project concept design was

approved by the Albany Council and Berkeley Council in July 2023 and November 2023, respectively. Since that time, Alameda CTC worked with partner agencies, including the cities of Berkeley and Albany, Caltrans, and AC Transit, to finalize environmental documents, develop final plans, specifications, and estimates, and secure necessary utility and right-of-way agreements. A CEQA Categorical Exemption (CE) was obtained in October 2025 and NEPA Categorical Exclusion (CE) was obtained in November 2025. Project plans are currently at a 95% design level with design completion scheduled for June 2026 and construction expected to start in January 2027. Caltrans will administer construction for this project through a cooperative agreement with Alameda CTC. Attachment B provides excerpts from the current Safety Enhancements project design plans.

The project has obtained \$29 million in external grant funds towards construction, including federal Safe Streets for All, state Active Transportation Program, and State Highway Operation and Protection Program (SHOPP) funds.

Parallel Bike Improvements Project

Alameda CTC developed conceptual designs and completed community outreach to share and receive feedback on conceptual improvements in 2022-23. The project concept design was approved by the Albany Council and Berkeley Council in July 2023 and November 2023, respectively. Since that time, Alameda CTC has worked with partner agencies, including the cities of Berkeley, Albany, Oakland, and Emeryville, and Caltrans to finalize environmental documents, develop final plans, specifications, and estimates, and secure necessary utility and right-of-way agreements. CEQA CE was obtained in July 2025 and NEPA CE is expected to be obtained in the next month. Project plans for this project are at a 100% design level with design completion scheduled for May 2026 and construction expected to start in November 2026. Attachment C provides excerpts from the current Parallel Bike project design plans.

The project has obtained approximately \$13 million in competitive federal One Bay Area grant funds towards construction.

Bus and Bike Lanes Project

From 2022-23, Alameda CTC developed conceptual designs and reviewed these with agency partners, including the cities of Oakland, Emeryville, and Berkeley, AC Transit, and Caltrans. In 2024, Alameda CTC initiated a major public engagement effort to review conceptual designs with the community, which included an Alameda CTC BPAC presentation. Outreach activities included:

- Community input website
- 2 open house events
- 14 pop-up events
- 133 storefront surveys via door-to-door outreach
- 4 focus groups hosted by community organizations
- 27 meetings/presentations with agency commissions, stakeholder groups, etc.

The public outreach effort concluded in Fall 2024 and an outreach summary report is available on Alameda CTC's website (linked below as Attachment A).

The Bus and Bike Lanes Project has experienced significant scope evolution in response to both agency and community input. The project was initially envisioned as a quick-build project using primarily striping and low-cost materials that would minimally impact curblines, intersections, drainage and utilities to enable construction to occur sooner. Based on local experience with other quick build projects, feedback from staff at all stakeholder agencies (Caltrans, AC Transit, and cities), public input, and new regulatory requirements, the scope has evolved to feature more permanent and durable improvements. This includes new features such as pedestrian-scale lighting, additional hardscape intersection safety improvements, more upgraded pedestrian crossings, more transit boarding islands, curb and sidewalk adjustments to eliminate most bike-right turn mixing zones, pavement resurfacing, careful consideration of loading zones which require curblane adjustments to meet business needs, storm water infrastructure treatments, and measures to deter illegal usage of bus lanes.

These changes have significantly affected overall project cost and schedule as well as Caltrans project approval pathway and resources necessary to complete the project. The project team had been pursuing a combined Project Study Report/Project Report, but based on the expanded scope, elected to separate out these project documents. A Project Study Report/Project Development Study (PSR-PDS) was approved by Caltrans in late 2025, formally concluding the project scoping phase. The project team is now procuring a consultant contract for the next phase of the project, which is the Project Approval and Environmental Document (PA/ED) phase.

Additional public engagement in the PA/ED phase will be key to ensuring corridor stakeholders are aware of proposed design details that may affect them and are able to provide input before designs are finalized. Outreach in this phase will build upon the outreach already performed and is anticipated to include approvals of project concept designs by the respective cities.

Schedule and Next Steps

Alameda CTC plans to complete environmental approvals and final design for the Safety Enhancements and Parallel Bikeways projects in summer 2026 and spring 2026, respectively. Safety Enhancements project construction is expected to be completed in winter 2031, and Parallel Bike project construction is expected to be completed in summer 2028. The additional complexity of the Bus and Bike Lanes project will result in a longer timeline; pending project approvals and full construction funding, the project could start construction in 2031.

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

Attachments:

- A. [Bus and Bike Lanes Outreach Summary Report](#)
- B. [Safety Enhancements Project Plan Excerpts](#)
- C. [Parallel Bike Improvement Project Plan Excerpts](#)



San Pablo Avenue Multimodal Corridor Projects




Bicycle Pedestrian Advisory Committee
February 19, 2026

1

Agenda

- San Pablo Projects Overview
- Safety Enhancements Project Update
- Parallel Bike Project Update
- Bus & Bike Lanes Project Update
- Summary and Next Steps



San Pablo Avenue Corridor Project

2

2

Project Overview Map



- Enhance **safety** for all travel modes
- Improve **comfort and quality** of trips for all users
- Support a **strong local economy** and efficiently accommodate **growth** along the corridor while respecting local contexts
- Promote **equitable** transportation and design solutions for diverse communities throughout corridor



San Pablo Avenue Corridor Project

3

3

Project Partners

- Cities of:
 - Oakland
 - Emeryville
 - Berkeley
 - Albany
- AC Transit
- Caltrans



San Pablo Avenue Corridor Project

4

4

Project Updates: Safety Enhancements

- Extents: San Pablo Ave from Oregon St in Berkeley to Albany/El Cerrito border
- NEPA and CEQA complete
- Projects plans are at 95% design
- Construction expected to start in January 2027



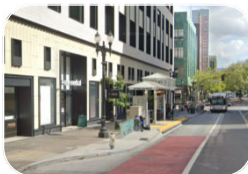
San Pablo Avenue Corridor Project

5

5

Safety Enhancements Project

Project Elements



Bus bulbs



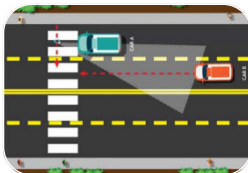
Pedestrian Signals (PHBs)



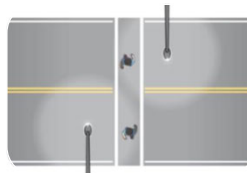
Flashing Beacons (RRFBs)



Median Refuges



Bus Stop Relocations



Lighting Upgrades



ADA ramp and signal upgrades



Protected Bikeway Connectors

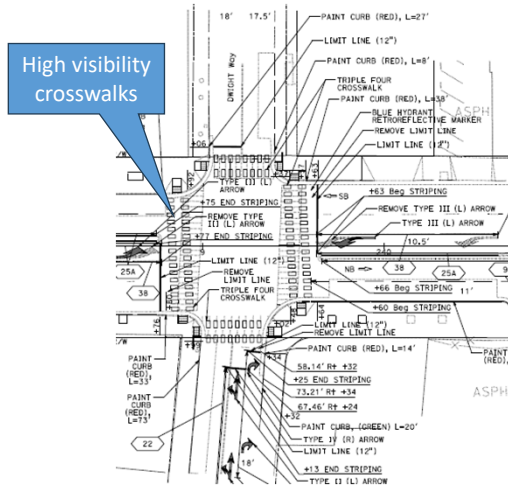


San Pablo Avenue Corridor Project

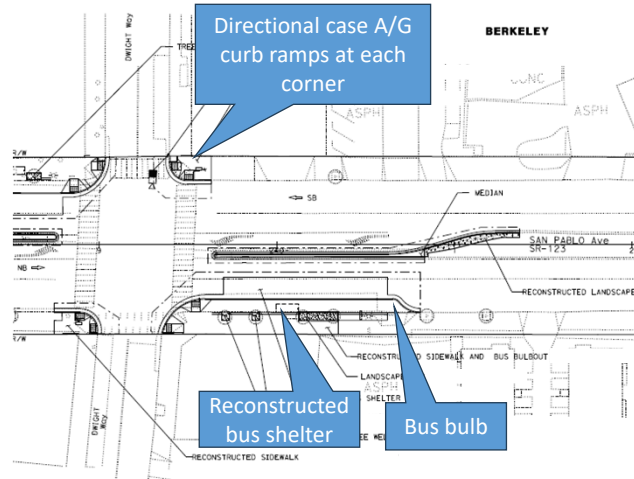
6

6

High visibility crosswalks



Directional case A/G
curb ramps at each
corner



Reconstructed
bus shelter

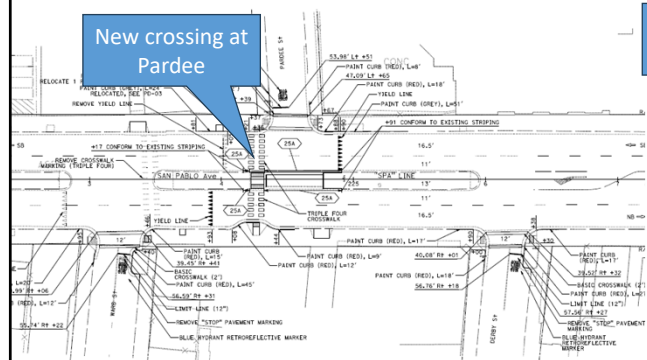
Bus bulb



7

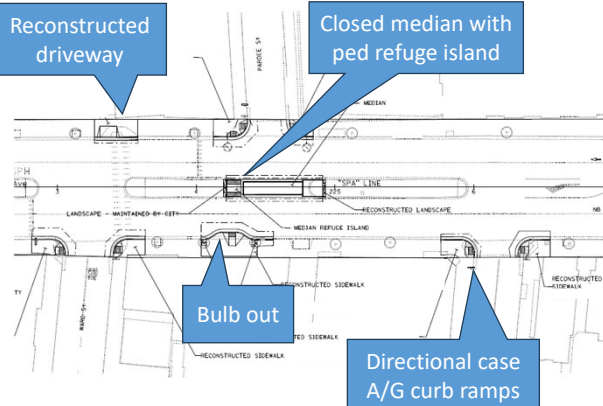
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New crossing at Pardee



Reconstructed driveway

Closed median with
ped refuge island



Bulb out

Directional case A/G curb ramps



8

8

High visibility ped crossings and bike conflict striping

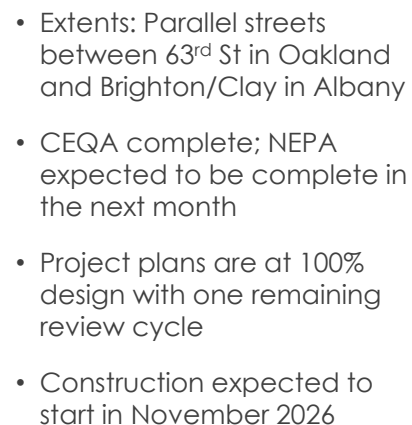
Directional case A/G curb ramps

Pedestrian hybrid beacon

Median closed with openings for bikes and pedestrians

Bus pad

Project Updates: Parallel Bikeways



Parallel Bike Project

Project Elements



Diverters



Traffic Circles



Median Refuge Islands



Flashing Beacons



Wayfinding



ADA ramp upgrades



New stop controls



Bulbouts

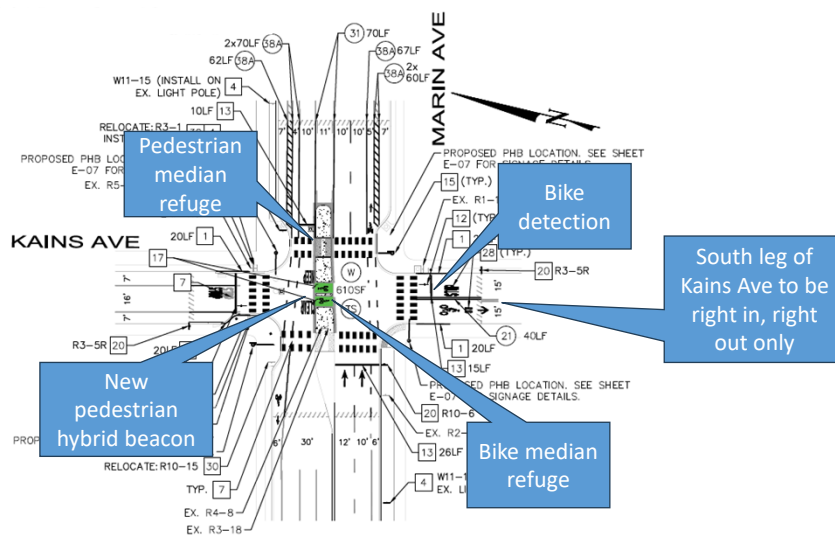


San Pablo Avenue Corridor Project

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Parallel Bike Excerpt: Kains/Marin

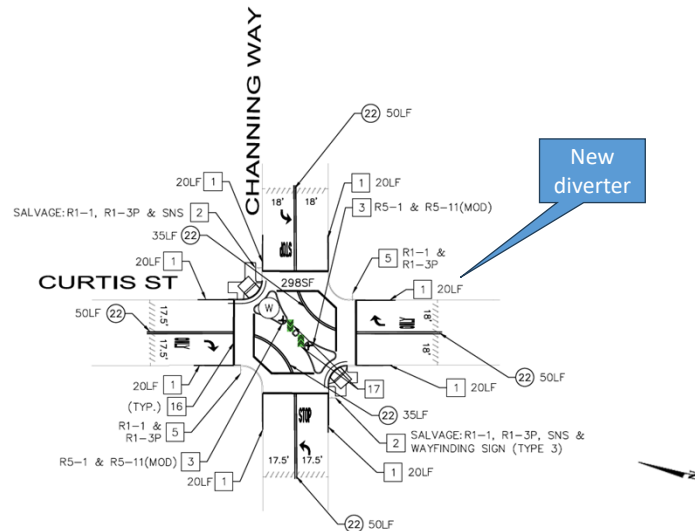


San Pablo Avenue Corridor Project

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Parallel Bike Excerpt: Channing/Curtis

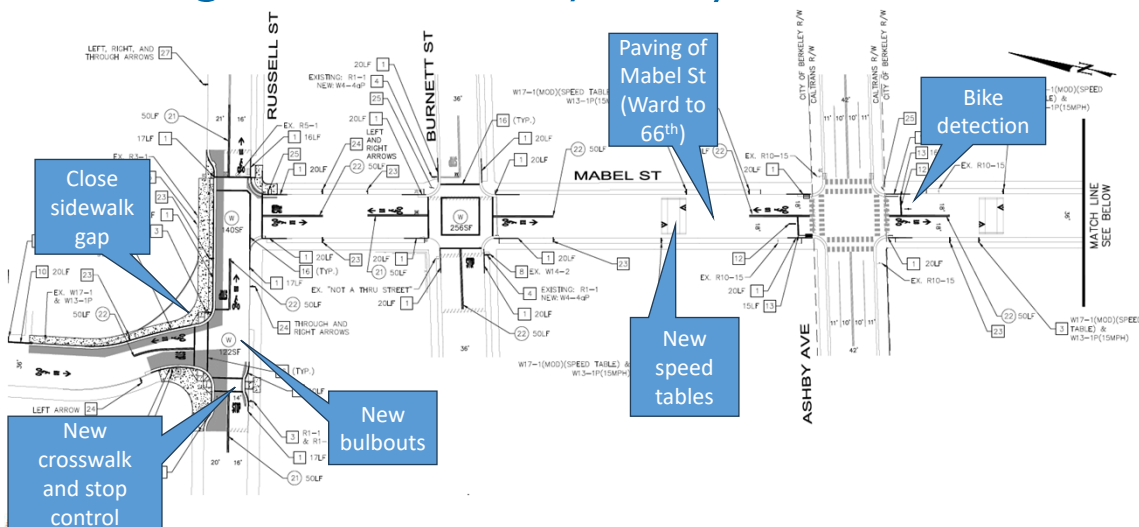


San Pablo Avenue Corridor Project

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Parallel Bike Excerpt: Mabel St (s/o Oregon St to Ashby Ave)



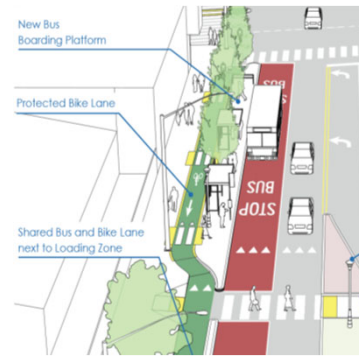
San Pablo Avenue Corridor Project

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Bus & Bike Lanes Project

- Pedestrian beacons at crosswalks
- High-visibility crosswalks and bikeway crossings
- Curb-protected bike lane
- Curb extensions and median refuges shorten crossings at intersections
- ADA ramp and signal upgrades
- Better lighting along San Pablo and on side streets
- Additional design solutions to address speeding



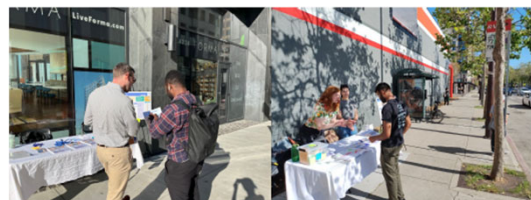
San Pablo Avenue Corridor Project

15

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Bus & Bike Lanes 2023-24 Project Outreach

- Community input website
- 2 open house events
- 14 pop-up events
- 133 storefront surveys via door-to-door outreach
- 4 focus groups hosted by community organizations
- 27 meetings/presentations with agency commissions, stakeholder groups, etc.
- Notifications included >9,300 mailers and 2,200 emails sent
 - + bus stop and store window flyers, sidewalk stickers, social media ads



San Pablo Avenue Corridor Project

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Bus Lanes and Bike Lanes Project Design History

- Scope expanded significantly based on partner agency and community input
- More durable and comprehensive project scope
- Significant changes to project cost and schedule
- Revised approach for Caltrans project development process. Project scoping document approved by Caltrans in November 2025
- Environmental phase procurement underway

Permanent (concrete) vs. quick-build (plastic)

Improved ped/bike crossing treatments

Major intersection reconfigurations

More loading zones to accommodate business needs

More bus stop islands

More curblane adjustments for bike protection

Bus lane intrusion measures

Pedestrian-scale lighting

Stormwater features and tree replacement

More pavement rehab and curb ramps



San Pablo Avenue Corridor Project

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Project Schedules

	Safety Enhancements	Parallel Bikeways	Bus/Bike Lanes
Planning/ Scoping	2017 – Spring 2022	2017 – Spring 2022	2017 – Fall 2022
Environmental Studies & Final Design	Winter 2022 – Summer 2026	Winter 2022 – Spring 2026	Summer 2022 – Summer 2030
Construction	Spring 2027 – Winter 2031	Winter 2026 – Summer 2028	Summer 2031 – Spring 2035



San Pablo Avenue Corridor Project

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Questions and Comments?

Website: alamedactc.org/sanpablo

Email: sanpabloave@alamedactc.org

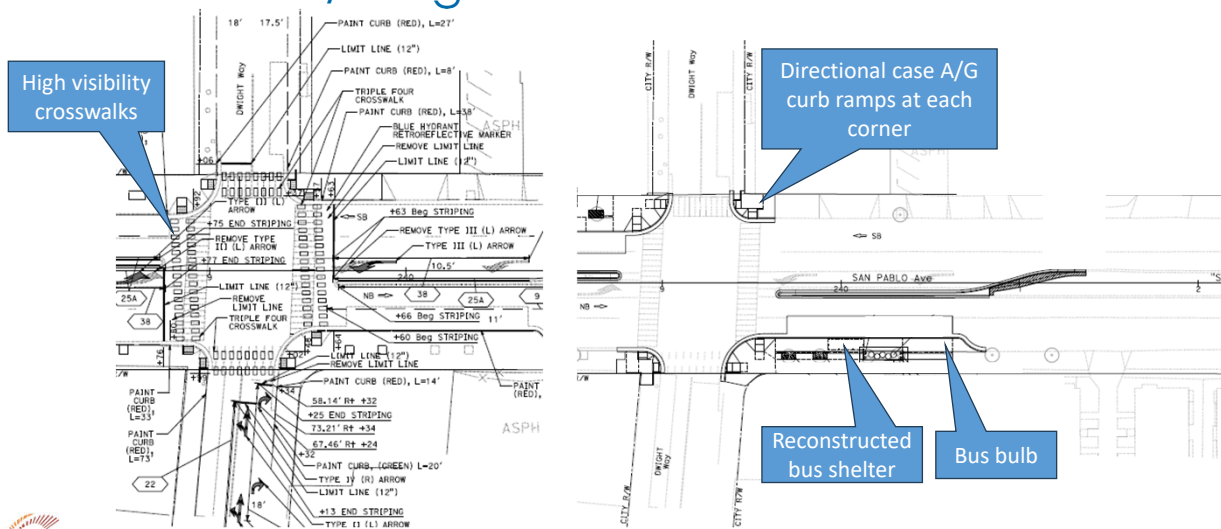


San Pablo Avenue Corridor Project

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Safety Enhancements Excerpt: Bus bulb at San Pablo/Dwight



San Pablo Avenue Corridor Project

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Safety Enhancements Excerpt: Ward to Derby

The technical drawing illustrates proposed safety enhancements for San Pablo Avenue. Key features include:

- New crossing at Pardee:** A callout pointing to a new crossing location on the left side of the drawing.
- Reconstructed driveway:** A callout pointing to a driveway reconstruction on the right side of the drawing.
- Closed median and restricted turns:** A callout pointing to a median closure and turn restriction on the right side of the drawing.
- Bulb out:** A callout pointing to a bulb-out feature on the right side of the drawing.
- Directional case A/G curb ramps:** A callout pointing to a curb ramp feature on the right side of the drawing.

The drawing also shows various lane markings, including "PAINT CURB (RED), L=15'", "PAINT CURB (RED), L=18'", "PAINT CURB (RED), L=12'", "PAINT CURB (RED), L=10'", "PAINT CURB (RED), L=11'", "PAINT CURB (RED), L=14'", "PAINT CURB (RED), L=16'", "PAINT CURB (RED), L=17'", "PAINT CURB (RED), L=19'", "PAINT CURB (RED), L=20'", "PAINT CURB (RED), L=21'", "PAINT CURB (RED), L=22'", "PAINT CURB (RED), L=23'", "PAINT CURB (RED), L=24'", "PAINT CURB (RED), L=25'", "PAINT CURB (RED), L=26'", "PAINT CURB (RED), L=27'", "PAINT CURB (RED), L=28'", "PAINT CURB (RED), L=29'", "PAINT CURB (RED), L=30'", "PAINT CURB (RED), L=31'", "PAINT CURB (RED), L=32'", "PAINT CURB (RED), L=33'", "PAINT CURB (RED), L=34'", "PAINT CURB (RED), L=35'", "PAINT CURB (RED), L=36'", "PAINT CURB (RED), L=37'", "PAINT CURB (RED), L=38'", "PAINT CURB (RED), L=39'", "PAINT CURB (RED), L=40'", "PAINT CURB (RED), L=41'", "PAINT CURB (RED), L=42'", "PAINT CURB (RED), L=43'", "PAINT CURB (RED), L=44'", "PAINT CURB (RED), L=45'", "PAINT CURB (RED), L=46'", "PAINT CURB (RED), L=47'", "PAINT CURB (RED), L=48'", "PAINT CURB (RED), L=49'", "PAINT CURB (RED), L=50'", "PAINT CURB (RED), L=51'", "PAINT CURB (RED), L=52'", "PAINT CURB (RED), L=53'", "PAINT CURB (RED), L=54'", "PAINT CURB (RED), L=55'", "PAINT CURB (RED), L=56'", "PAINT CURB (RED), L=57'", "PAINT CURB (RED), L=58'", "PAINT CURB (RED), L=59'", "PAINT CURB (RED), L=60'", "PAINT CURB (RED), L=61'", "PAINT CURB (RED), L=62'", "PAINT CURB (RED), L=63'", "PAINT CURB (RED), L=64'", "PAINT CURB (RED), L=65'", "PAINT CURB (RED), L=66'", "PAINT CURB (RED), L=67'", "PAINT CURB (RED), L=68'", "PAINT CURB (RED), L=69'", "PAINT CURB (RED), L=70'", "PAINT CURB (RED), L=71'", "PAINT CURB (RED), L=72'", "PAINT CURB (RED), L=73'", "PAINT CURB (RED), L=74'", "PAINT CURB (RED), L=75'", "PAINT CURB (RED), L=76'", "PAINT CURB (RED), L=77'", "PAINT CURB (RED), L=78'", "PAINT CURB (RED), L=79'", "PAINT CURB (RED), L=80'", "PAINT CURB (RED), L=81'", "PAINT CURB (RED), L=82'", "PAINT CURB (RED), L=83'", "PAINT CURB (RED), L=84'", "PAINT CURB (RED), L=85'", "PAINT CURB (RED), L=86'", "PAINT CURB (RED), L=87'", "PAINT CURB (RED), L=88'", "PAINT CURB (RED), L=89'", "PAINT CURB (RED), L=90'", "PAINT CURB (RED), L=91'", "PAINT CURB (RED), L=92'", "PAINT CURB (RED), L=93'", "PAINT CURB (RED), L=94'", "PAINT CURB (RED), L=95'", "PAINT CURB (RED), L=96'", "PAINT CURB (RED), L=97'", "PAINT CURB (RED), L=98'", "PAINT CURB (RED), L=99'", "PAINT CURB (RED), L=100'".

San Pablo Avenue Corridor Project

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Safety Enhancements Excerpt: Channing crossing of San Pablo

High visibility ped crossings and bike conflict striping

Directional case A/G curb ramps

Pedestrian hybrid beacon

Median closed with openings for bikes and pedestrians

Bus pad

ALAMEDA County Transportation Commission

San Pablo Avenue Corridor Project

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Safety Enhancements Project Funding

Phase	Total Costs	Local Measure BB	State SHOPP	State ATP	Federal SS4A	Total Funding
PAED	\$1,689	\$1,689	-	-	-	\$1,689
PS&E	\$3,862	\$3,862	-	-	-	\$3,862
ROW	\$350	\$350	-	-	-	\$350
CON	\$30,000	\$1,510	\$4,490	\$9,000	\$15,000	\$30,000
Total	\$35,901	\$7,412	\$4,490	\$9,000	\$15,000	\$35,901



Parallel Bike Project Funding

Phase	Total Costs	Local Measure BB	Federal OBAG	Total Funding
PAED	\$681	\$681	-	\$681
PS&E	\$2,136	\$2,136	-	\$2,136
ROW	\$250	\$250	-	\$250
CON	\$15,000	\$2,402	\$12,598	\$15,000
Total	\$18,067	\$5,470	\$12,598	\$18,067



Bus & Bike Lanes Project Funding

Phase	Total Costs	Local Measure BB	Federal OBAG	Future TBD	Total Funding
PAED	\$3,400	\$3,400	-	-	\$3,400
PS&E	\$15,100	\$4,677	-	\$10,423	\$15,100
ROW	\$750	-	-	\$750	\$750
CON	\$231,000	-	\$15,900	\$215,100	\$231,000
Total	\$250,250	\$8,077	\$15,900	\$226,273	\$250,250

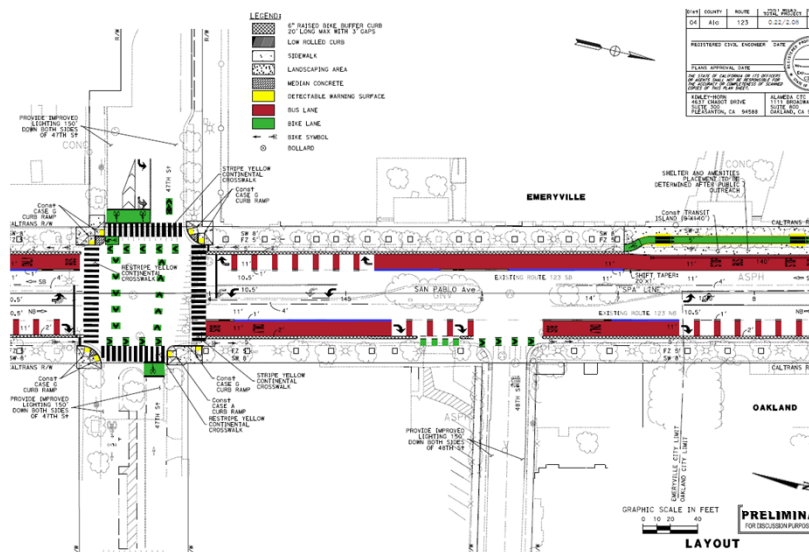


San Pablo Avenue Corridor Project

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Bus & Bike Lanes Excerpt: San Pablo/47th St

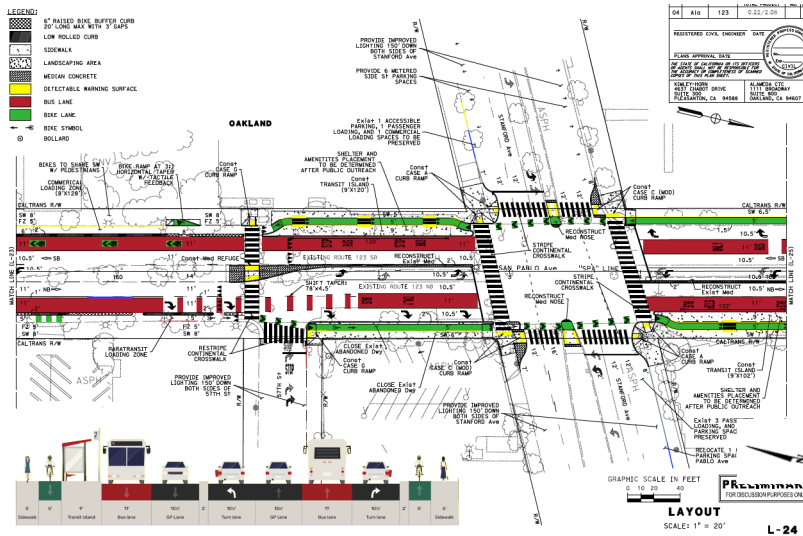


San Pablo Avenue Corridor Project

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26

Bus & Bike Lanes Excerpt: San Pablo/Stanford



San Pablo Avenue Corridor Project

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Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 12, 2026

TO: Bicycle and Pedestrian Advisory Committee

FROM: Colin Dentel-Post, Principal Transportation Planner
Aleida Andrino-Chavez, Associate Transportation Planner

SUBJECT: 2026 Countywide Active Transportation Plan Update

Recommendation

It is recommended that the Bicycle and Pedestrian Advisory Committee (BPAC) receive an update on the Active Transportation Plan (CATP). This is an informational item only.

Summary

One of the main roles of the BPAC is to review and provide input on major plans and policies that guide the Alameda County Transportation Commission (Alameda CTC) as it continues to plan, fund, and deliver active transportation improvements throughout the county. At the February meeting, the BPAC will receive an update on development of the 2026 CTP and CATP. An update on the two plans was last presented to the BPAC in April 2025.

The CTP creates a countywide vision for the future of all modes of transportation, sets priorities, and guides decision-making for Alameda CTC. The CATP focuses in more detail on biking, walking, and rolling, and complements local active transportation plans by establishing an overarching vision and goals, countywide priorities, and recommendations to improve active transportation. The two plans are closely coordinated and guided by the goals of the [Policy Blueprint](#) that the Commission adopted in October 2024, which are: safety, equity, climate, and economic vitality. The previous CTP and CATP were adopted in 2020 and 2019, respectively.

The CTP led major public engagement activities in summer and fall 2025, including outreach to countywide community-based organizations (CBOs) and a series of digital and in-person events. These activities generated key findings that are informing the development of the CTP's draft recommendations. Building on this foundation, the CATP incorporated input from the CTP engagement, along with feedback from its own focused outreach conducted in fall 2025, conducted a technical analysis to identify active transportation need areas, and shared initial strategy ideas to address them. Attachment A

includes the CATP goals as well as action areas related to active transportation that are proposed to help Alameda CTC reach the identified goals.

Background

2026 CTP Update

Consistent with [Policy Blueprint](#) recommendations to conduct robust and inclusive public engagement throughout Alameda County, Alameda CTC launched a major round of public engagement between July and October 2025 to collect input on needs and priorities for the CTP. The CTP Summer-Fall 2025 Community Engagement Summary Report is included as Attachment B.

CTP outreach generated almost 6,000 touchpoints including over 2,000 responses to the 5-minute CTP survey, 3,750 in-person interactions which generated qualitative feedback on transportation priorities, and 88 Share My Story responses. The Share My Story feature allowed respondents to submit longer-form feedback and perspectives on transportation needs and priorities.

The CTP's countywide engagement effort has also informed identification of focused active transportation needs areas in the CATP. In addition, outreach conducted through the Paratransit Needs Assessment in August and September 2025 provided specific input from older adults and people with disabilities. This feedback also helped identify accessibility and mobility needs relevant to active transportation that will be reflected in both the CTP and CATP.

2026 CATP Update

Since the last presentation to the BPAC in April 2025, the CATP project team has conducted focused stakeholder engagement and completed technical analysis to understand key active transportation need areas in the county in order to develop strategies that will address those needs. 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 the Movement and Place Framework. This framework balances the multiple needs and functions of streets and has been used by agencies locally and nationally as an alternative to traditional approaches that prioritize

vehicle movement over street livability.¹ 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. In this framework, Core and Place streets have clusters of destinations that result in high pedestrian activity and are the focus of the CATP. Core streets also serve high vehicle volumes, which must be managed together with active transportation needs. See Attachment C for more on these typologies.

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 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.

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/>

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.

Schedule and Next Steps

Engagement findings from the CTP, the PNA, and the CATP will be incorporated into the CTP and CATP's strategies and recommendations. Staff will present draft CTP recommendations to the Commission this spring, followed by one final additional round of outreach. The CATP team will continue developing active transportation-focused strategies and tools with partner agencies and stakeholders this spring, including additional focused stakeholder outreach. Staff will return to the BPAC to share the draft CATP, anticipated in summer or early fall. Commission adoption of both plans is anticipated by fall 2026.

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

Attachments:

- A. CATP Goals and Action Areas
- B. [CTP Summer-Fall 2025 Community Engagement Summary Report](#)
- C. 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





Countywide Active Transportation Plan and Countywide Transportation Plan Update

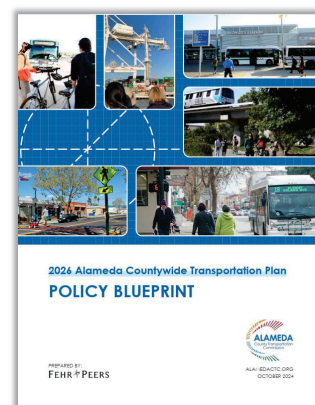


Bicycle and Pedestrian Advisory Committee
February 19, 2026

What does the CTP do?

The CTP...

- Establishes a countywide **transportation vision and goals**
- Articulates needs and priorities for the Regional Transportation Plan: **Plan Bay Area 2060**
- Enables **funding eligibility** (ex. OBAG cycles) for many projects and informs **funding criteria**
- Informs agency **policy priorities, planning initiatives, and advocacy platform**



2026 CTP Timeline



Countywide Active Transportation Plan

3

Talked with 3,750+ people across 21 events



North

1. Downtown Alameda Art & Wine Faire
2. Laurel StreetFair World Music Festival
3. Oakland Chinatown Streetfest
4. Solano Avenue Stroll
5. Piedmont Harvest Festival
6. Emeryville Harvest Festival
7. **Euniece Law Annual Community Resource Fair with Roots Community Health**



Central

1. Castro Valley Fall Fest
2. Hayward Mariachi Festival
3. **Cherryland Community Association General Meeting**
4. **San Leandro Food Pantry with San Leandro 2050**



South

1. Fremont Summer Concerts in the Park
2. Fremont Festival of the Arts
3. Newark National Night Out
4. Union City Night Out
5. Newark Days
- * **Afghan Coalition Digital Promotion**



East

1. Pleasanton Concert in the Park
2. Dublin Splatter
3. Livermore Farmers Market
4. **CityServe Health & Wellness Expo**
5. **CityServe Survey Work Session**



Events in blue were conducted in partnership with CTPWG members.

Countywide Active Transportation Plan

4

Partner Promotion and Digital Engagement

- 19+ e-blasts & e-news, reaching 11,000+ people
- 20 social media posts to 87,000+ followers
- SMS messages with El Tímpano, reaching 3,400+ Spanish-language subscribers
- 2,084 Complete Surveys
 - 3 languages
 - ✓ 1,974 English
 - ✓ 93 Spanish
 - ✓ 17 Chinese
 - 21% from ZIP Codes in Equity Communities
- 88 Share My Story responses
 - 62 in English
 - 26 in Spanish



Top themes across all methods and planning areas



Provide Equitable
Transit Access



Reduce
Speeds



Protect
Vulnerable Users



Invest in Public
Spaces

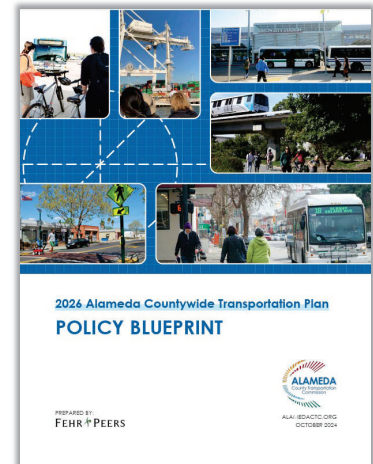


Maintain Existing
System



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**



Public and Stakeholder Engagement



CTP Public
Engagement



Local Agency
Working Group



Sidewalk
Survey



Economic
Development
Focus Groups



Active Transportation
Stakeholder
Focus Group



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

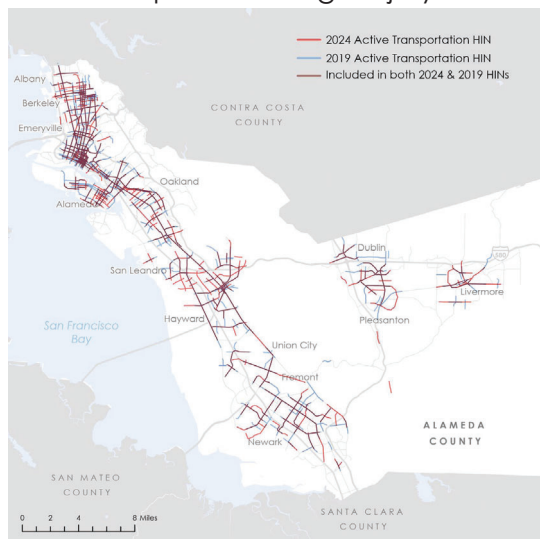
- Three major trails needs
- Other Countywide Bikeways Network (CBN) trail needs
- Trail crossings of the HIN, PSN



Priority Safety Networks

Commission adopted in 2024

Active Transportation High-Injury Networks



Proactive Safety Network



Movement + Place

Four street types based on roadway class and land use

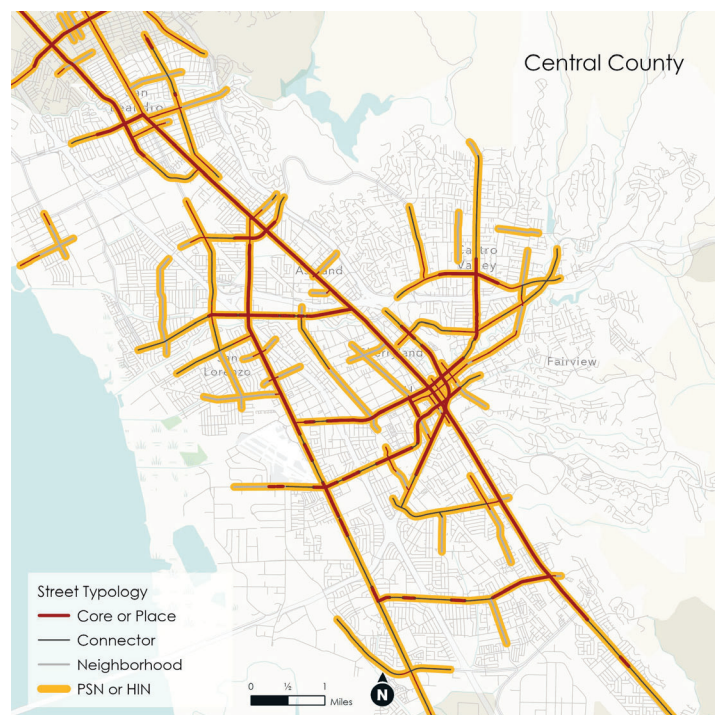


Countywide Active Transportation Plan

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CATP Key Need Areas

- 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



Countywide Active Transportation Plan

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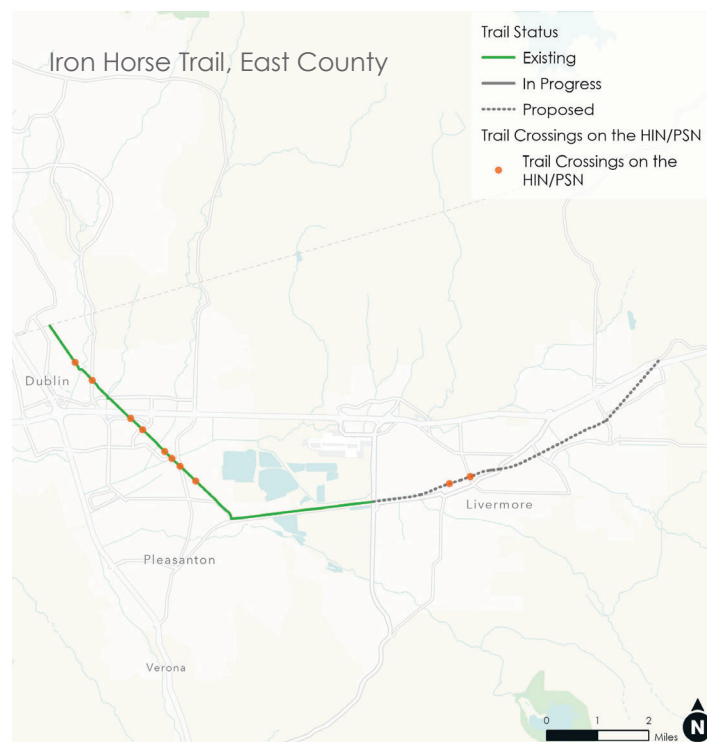
CATP Key Need Areas

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

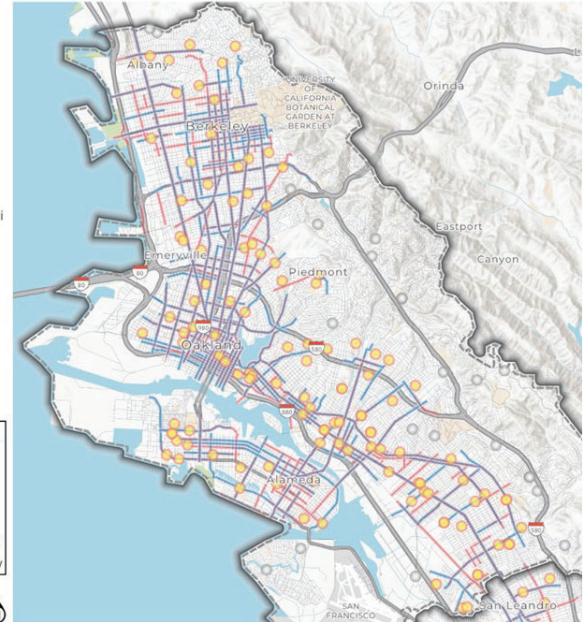
- HIN, PSN, and freeway crossings especially concentrated in equity areas
- Safety and accessibility are critical near schools and for older adults and people with disabilities

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 0 1 2 MILES



Countywide Active Transportation Plan

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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



Credit: City of Fremont



Countywide Active Transportation Plan

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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

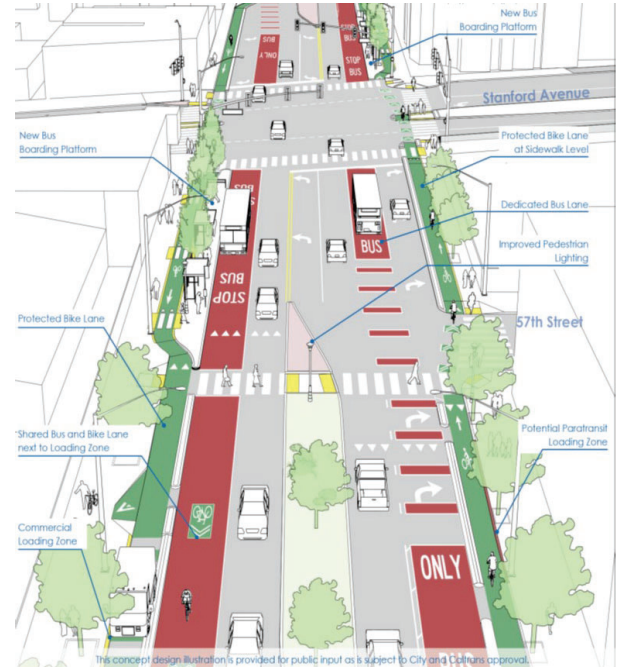
- Refine policy around design expectations
- Identify and prioritize projects that address the five key need areas
- Strengthen coordination role in high-priority multi-jurisdiction corridors
- Help jurisdictions implement Safe Routes to School infrastructure improvements



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





The CTP Working Group

North Alameda County	Central Alameda County	South Alameda County	East Alameda County	Countywide
 Roots Community Health	 San Leandro 2050	 Afghan Coalition	 Three Valleys Community Foundation	 El Timpano
 Center for Independent Living	 Cherryland Community Association	 Deaf Plus Adult Community	 CityServe of the Tri-Valley	 Girls Inc. of Alameda County

CTP Next Steps

- **Winter/Spring 2026:** Integrate findings with the Paratransit Needs Assessment (PNA) and the Countywide Active Transportation Plan (ATP)
- **Winter/Spring 2026:** Develop CTP strategies and draft core recommendations
- **Spring 2026:** Present Draft Recommendations to PPLC
- **Mid-2026:** Final CTP completion



Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Member Roster Fiscal Year 2025-2026

	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Marleau, Chair	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14	May-25	May-27
2	Turner, Vice Chair	Matt	Castro Valley	Alameda County Board of Supervisors, District 4	Apr-14	Jul-25	Jul-27
3	Gould	Ben	Oakland	Transit Agency (Alameda CTC)	Dec-21	Feb-24	Feb-26
4	Greenberg	Sam	Berkeley	Alameda County Board of Supervisors, District 5	Jun-25		Jun-27
5	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Mar-24	Mar-26
6	Purdy	Jason	Alameda	Alameda County Board of Supervisors, District 3	Jun-25		Jun-27
7	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Feb-25	Feb-27
8	Seavers	Kevin	Oakland	Alameda County Mayors' Conference, D-4	Sep-25		Sep-27
9	Toy	Kendra	Fremont	Alameda County Board of Supervisors, District 1	Jul-24		Jul-26
10	Wang	Jianhan	Hayward	Alameda County Board of Supervisors, District 2	Dec-25		Dec-27
11	Vacancy			Alameda County Mayors' Conference, D-5			

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee

Meeting Schedule for 2025-2026 Fiscal Year

	Meeting Date	Alternate Date	Potential Meeting Topics
1	Thursday, 07/31/2025	Tuesday, 07/29/2025	• Safe Routes to School • Paratransit Needs Assessment • Review the Complete Streets Checklist for the City of Newark's Thornton Corridor Streetscape Rehabilitation Project
2	Thursday, 10/30/2025		• Dublin Blvd. – North Canyon Extension Project • East Bay Greenway Multimodal Project - Hayward Segment • SR 262 Cross Connector Project Update and Complete Streets Checklist • BPAC Bylaws Proposed Updates
3	Thursday, 02/19/2026	Thursday, 02/05/2026	• Countywide Transportation Plan • Countywide Active Transportation Plan • Central County Community Connections Plan • Vision 980 Study
4	Thursday 04/30/2026	Thursday, 05/07/2026	• Organizational Meeting • TDA Article 3 Project Review • I-80/Ashby Interchange Project – Bicycle and Pedestrian Overcrossing

Revised 10/17/25

Other Potential Future Topics:

- I-880 Interchange Improvements Update