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Alameda County Transportation Commission’s Development of the 2020 Countywide Transportation Plan Update

**SUMMARY AND RECOMMENDATIONS**

This item updates the Facilities & Transportation Committee on Alameda County Transportation Commission’s (Alameda CTC) development of the 2020 Countywide Transportation Plan (CTP). This item is for information only.

**BACKGROUND**

Every four years, Alameda CTC prepares and updates the CTP, which is a long-range planning and policy document to guide future transportation development for all transportation modes and users in Alameda County including those in San Leandro. The existing CTP was adopted in 2016, and is due for an update by 2020. The CTP is expected to be completed and adopted in June of 2020 according to the attached timeline. As Vice-Chair of the Alameda CTC Commission, Mayor Pauline Cutter will have an opportunity to advocate on the City’s behalf during this important process.

The CTP informs and feeds into the region’s long range Regional Transportation Plan/Sustainable Communities Strategy (known as “*Plan Bay Area 2040*”) which is developed by the Metropolitan Transportation Commission (MTC) and is also updated every four years. Alameda CTC, in partnership with San Leandro and other agencies, will participate in the *Plan Bay Area 2040* update process that is currently underway, and will coordinate the update with the CTP development.

**Analysis**

The prior 2016 CTP included several important goals within San Leandro. Some of the goals have been met (or will be met) by other agencies, as indicated below.

- Bay Fair BART to Union City BART connection. This goal was met with AC Transit’s Line 97 project.
- Bay Area Express Lane Network expansion. This goal will be met when the Bay Area Infrastructure Financing Authority completes the I-880 Express Lane project that will extend northbound from Dixon Landing Road in Fremont to Lewelling Boulevard in San Leandro, and southbound from Hegenberger Road in Oakland to Dixon Landing Road in Fremont. The project is currently 70% complete.
- East Bay Greenway regional bicycle and pedestrian trail. The Alameda CTC recently completed a concept plan and environmental document for the trail that will extend 16-miles from the Lake Merritt BART station to the South Hayward BART. They are now soliciting consultant support to acquire the necessary right-of-way from Union Pacific Railroad.
- AC Transit East Bay Bus Rapid Transit. This goal will be met when AC Transit completes improvements along International Boulevard, East 14<sup>th</sup> Street, Davis Street, and at San Leandro BART. Completion is expected at the end of 2019.

The 2016 CTP included several programmatic projects that the City would implement when fully funded. These projects are listed below:

<b>CTP Index</b>	<b>Project Title</b>	<b>Programmed Funds</b>	<b>Requested Funding</b>
249	San Leandro St. Circulation and Capacity Improvements	\$1,074,000	\$15,846,000
250	San Leandro Creek Trail	\$53,000	\$33,368,000
251	Doolittle Dr. Streetscape (Davis to Fairway)	\$0	\$421,000
252	Downtown Pedestrian Lighting Improvements	\$0	\$2,850,000
253	East 14 <sup>th</sup> St. South Area Streetscape	\$0	\$15,720,000
254	East 14 <sup>th</sup> St./Hesperian Blvd./150 <sup>th</sup> Ave. Intersection Improvements	\$1,250,000	\$5,840,000
256	Lake Chabot Rd. Stabilization	\$41,000	\$2,215,000
257	LINKS Shuttle Service	\$2,818,000	\$1,268,000
258	MacArthur Blvd. Streetscape Phase 2	\$0	\$2,800,000
259	Marina Blvd. Streetscape	\$0	\$11,000,000

(Merced to Monarch Bay Dr.)

260	San Leandro Local Street Rehabilitation	\$13,700,000	\$30,000,000
	<b>TOTALS</b>	<b>\$18,936,000</b>	<b>\$121,328,000</b>

The 2020 CTP will have a 2050 horizon, consistent with *Plan Bay Area 2040*, and will address opportunities and challenges facing the county’s transportation system. It will also assess potential impacts of major trends on the transportation system, and articulate a set of priority initiatives including projects, programs and policies. While the CTP will look out to 2050 to consider long-term trends and challenges, the effort will focus on identifying a more near-term vision to guide transportation planning efforts in Alameda County.

In San Leandro, the following priorities have been identified by staff:

- ‘Fix-it-First’ roadway system maintenance.
- Active Transportation such as the Crosstown Connection and East Bay Greenway; connectivity for bicycles to ensure routes connect through the city, and so that cycling appeals to all age groups; Complete Streets.
- Pedestrian lighting throughout the City but especially in the downtown area.
- Traffic signal modernization.
- Rail safety improvements, quiet zones, and future grade separations.
- Transit Oriented Development (TOD) to provide more housing near transit hubs.
- Bay Fair Specific Plan implementation to reinvigorate the southern region of the community.
- Core industrial area retention to allow current businesses to grow and prosper.
- Transportation investment within Communities of Concern.

Staff would like to receive input from the Committee on projects or priorities that should be considered as part of Alameda CTC’s 2020 CTP update. These ideas will be communicated to Alameda CTC during upcoming Technical Advisory Committee meetings where the City is represented by Principal Engineer, Michael Stella.

**Current Agency Policies**

- Place San Leandro on a firm foundation for long-term fiscal sustainability.
- Maintain and enhance San Leandro’s infrastructure.

**Applicable General Plan Policies**

- Policy T-1.2 Keeping Pace With Growth. Improve transportation infrastructure at a rate that keeps pace with growth
- Policy T-2.1 Complete Streets Serving All Users and Modes. Create and maintain "complete" streets that provide safe, comfortable, and convenient travel through a comprehensive, integrated transportation network that serves all users.
- Policy T-2.4 Connectivity. Ensure that the design of streets and other transportation features helps to better connect the city’s circulation network and facilitate safer and more convenient

travel between San Leandro and surrounding communities.

- Policy T-3.2 Funding. Maximize the City's eligibility for funding for bicycle and pedestrian improvements, and aggressively pursue such funding to complete desired projects.
- Policy T-4.7 Allocation of Regional Funds. Ensure that the City receives its fair share of the public funds allocated for transit services within the region.
- Policy T-8.1 Coordination with Regional Agencies. Work closely with the Metropolitan Transportation Commission, the Alameda County Transportation Commission, AC Transit, BART, and other agencies to address regional transportation issues affecting San Leandro.
- Policy T-8.2 Representation on Commissions. Promote City representation on regional commissions and task forces addressing transportation issues.

## **ATTACHMENT**

- Countywide Transportation Plan Draft Key Milestones for FY 2018-19 through FY 2019-20

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