

undercrossing and approximately 1.4 miles from the University Avenue bicycle/pedestrian overcrossing. Because of these relatively long distances and the limited number of parking spaces available, Point Emery is not utilized to its fullest potential by cyclists and pedestrians.

B. ACCIDENT DATA

Accident data for the I-80 mainline as well as the EB and WB on and off ramps for the three year period from June 1, 2005 to May 31, 2008 was obtained from Caltrans TASAS Table B and is summarized below. The accident data presented includes actual number of fatal (F), fatal plus injury (F+I) and total (Total) accidents on the study sections. These actual rates are compared with the statewide averages for similar facilities in urban areas.

**Accident Statistics
June 1, 2005 to May 31, 2008 (36 months)**

Location (Postmile)	No. of Accidents			Actual Rates (per million vehicle miles)			Average Rates (per million vehicle miles)		
	Total	F	F+I	F	F+I	Total	F	F+I	Total
I-80 (004.160 – 004.961)	537	4	121	0.016	.50	2.21	0.006	0.38	1.22

Note: Numbers in bold indicate actual rate is higher than average rate.

Accident data includes both mainline I-80 accidents and the I-80/Route 13 ramps within the postmile limits listed.

The TSAR-Accident Summary Report for this period of time indicates that 72.3% of the accidents were rear end collisions and that in 60.3% of the total accidents, speeding was the primary collision factor. In 95.9% of the accidents there were no unusual conditions sited and in 91.4% of the collisions the roadway surface was dry. The highest percentage of collisions occurred in interior lanes (44.7%). This data suggests that traffic conditions and driver behavior are the primary cause for the accident rates rather than geometric factors.

The proposed project should not contribute to an increase in accident rates since it is a bicycle/pedestrian overcrossing and will not create any nonstandard features on the vehicular roadway.

C. TRAFFIC DATA

Traffic data presented in the follow section is taken from traffic studies performed for the preparation of the I-80/Ashby-Shellmound Interchange Supplemental PSR.

Traffic counts were conducted in 2005 and projections for the design year of 2030 were prepared:

Year 2005 Traffic Count

Description	AM Peak vph	PM Peak vph	AADT
I-80 Mainline Eastbound (b/w Powell & Ashby)	7900	10036	290,000
I-80 Mainline Westbound(b/w Ashby & Powell)	10500	8698	

Year 2030 Traffic Forecast

Description	AM Peak vph	PM Peak vph	AADT
I-80 Mainline Eastbound (b/w Powell & Ashby)	9020	10610	296,000
I-80 Mainline Westbound(b/w Ashby & Powell)	10590	9050	

5. CORRIDOR AND SYSTEM COORDINATION

This project is consistent with and supports regional and local planning documents. The Emeryville General Plan Update – Winter 2009 identified a grade separated crossing located in the vicinity of the Ashby Avenue Interchange and further identifies 65th Street as a Bike Boulevard. The Plan Update also identified the unimproved area within the Ashby Avenue Interchange area as “Other Park Opportunity”.

The Metropolitan Transportation Commission (MTC), acting as the Bay Area’s Metropolitan Planning Organization (MPO) has the overcrossing of I-80 between the Bay Trail and 65th/Shellmound St listed in their Regional Bicycle plan for the San Francisco Bay Area.

The ACCMA identifies the crossing in the Alameda Countywide Bicycle Plan. ACCMA also placed the I-80 Bicycle/Pedestrian Bridge at 65th Street project on their regional priority list for preparing Project Study Reports which was submitted for the 2008/09 fiscal year.