



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Commission Vice Chair

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City of Oakland

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Alameda County

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Councilmember Michael Gregory

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Bicycle and Pedestrian Community Advisory Committee

Thursday, October 9, 2014, 5:30 p.m.

**1111 Broadway, Suite 800
Oakland, CA 94607**

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

Glossary of Acronyms

A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

★ Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



There is bicycle parking inside of the garage located off of 11th Street. Press the white button on the call box to inform security of the meeting you are attending at Alameda CTC. Once approved, security will open the gate and there is bicycle parking straight ahead.

Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street.

To plan your trip to Alameda CTC visit www.511.org.

Accessibility

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Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.

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Bicycle and Pedestrian Advisory Committee Meeting Agenda Thursday, October 9, 2014, 5:30 p.m.

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Chair: Midori Tabata
Vice Chair: Sara Zimmerman
Bicycle and Pedestrian Coordinator:
Matt Bomberg
Staff Liaison: Tess Lengyel
Public Meeting Coordinator: Angie Ayers

5:30 – 5:35 p.m. Midori Tabata	1. Welcome and Introductions		
5:35 – 5:40 p.m. Public	2. Public Comment		
5:40 – 5:45 p.m. Midori Tabata	3. BPAC Meeting Minutes	Page	A/I
	3.1. Approval of July10, 2014 BPAC Meeting Minutes	1	A
5:45 – 5:50 p.m. Midori Tabata	4. BPAC Bylaws	5	A
5:50 – 6:40 p.m. Matt Bomberg	5. Draft Alameda County Bicycle Master Plan Guidelines	15	I
6:40 – 7:00 p.m. Matt Bomberg	6. Measure B/Vehicle Registration Fee Local Direct Program Distribution Compliance Report, Bicycle and Pedestrian Expenditure Analysis	37	I
7:00 – 7:20 p.m. Matt Bomberg	7. Annual Report on Countywide Bicycle and Pedestrian Plan Implementation Progress and Work Program for Upcoming Year	45	I
7:20 – 7:25 p.m. Matt Bomberg	8. Commission Actions and Staff Reports (Verbal)		I
	8.1. Transportation Expenditure Plan Update (Verbal)		I
	8.2. East Bay Greenway Active Transportation Program Grant Award (Verbal)		I
	8.3. Countywide Discretionary Fund Bike/Ped Project Progress Reports	57	I
7:25 – 7:30 p.m. BPAC Members	9. BPAC Member Reports (Verbal)		
	9.1. BPAC Roster	125	I
	9.2. Alameda CTC Public Outreach Activities	127	I

7:30 p.m.

10. Adjournment

Midori Tabata

Next meeting: January 8, 2015

All items on the agenda are subject to action and/or change by the Committee.



GLOSSARY OF ACRONYMS

ABAG	Association of Bay Area Governments	CMP	Congestion Management Program
AC Transit	Alameda-Contra Costa Transit District	CTC	California Transportation Commission
ACCMA*	Alameda County Congestion Management Agency	CWTP	Countywide Transportation Plan
ACE	Altamont Commuter Express	EIR	Environmental Impact Report
ACTA	Alameda County Transportation Authority (1986 Measure B authority)	FCR	Flexible Congestion Relief
ACTAC	Alameda County Technical Advisory Committee	FHWA	Federal Highway Administration
ACTIA*	Alameda County Transportation Improvement Authority (original 2000 Measure B authority)	FTA	Federal Transit Administration
ADA	Americans with Disabilities Act	GHG	greenhouse gas
ADT	average daily traffic	GOA	growth opportunity areas
Alameda CTC	Alameda County Transportation Commission (current Measure B authority)	GPA	General Plan Amendment
ATG	automobile trip generated	GRH	Guaranteed Ride Home Program
BAAQMD	Bay Area Air Quality Management District	HCM	Highway Capacity Manual
BART	San Francisco Bay Area Rapid Transit District	HOT	high occupancy toll
BRT	bus rapid transit	HOV	high occupancy vehicle
Caltrans	California Department of Transportation	IRRS	Interregional Road System
CARB	California Air Resources Board	ITIP	State Interregional Transportation Improvement Program
CBTP	Community Based Transportation Plan	JPA	Joint Powers Agreement
CCTA	Contra Costa Transportation Authority	LATIP	Local Area Transportation Improvement Program
CDT	Community Design and Transportation	LAVTA	Livermore Amador Valley Transportation Authority
CEQA	California Environmental Quality Act	LOS	level of service
CIP	Capital Improvement Program	MAP-21	Moving Ahead for Progress in the 21st Century Act
CMA	congestion management agency	MTC	Metropolitan Transportation Commission
CMA TIP	Congestion Management Agency Transportation Improvement Program	MTS	Metropolitan Transportation System
CMAQ	Federal Congestion Mitigation and Air Quality	NEPA	National Environmental Policy Act
		NOP	Notice of Preparation
		OBAG	One Bay Area Grant Program
		OD	origin/destination
		PCA	priority conservation area
		PCI	Pavement Condition Index
		PDA	priority development area
		PMS	pavement management system
		PSR	Project Study Report
		RM2	Regional Measure 2 (bridge toll)
		RTIP	Regional Transportation Improvement Plan

RTP	Regional Transportation Plan (MTC's Transportation 2035)	TASAS	Traffic Accident Surveillance and Analysis System
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act, a Legacy for Users (replaced by MAP-21)	TAD	traffic analysis district
SCS	Sustainable Communities Strategy	TAZ	traffic analysis zone
SFCTA	San Francisco County Transportation Authority	TCM	transportation control measure
SHOPP	State Highway Operations and Protection Program	TCRP	Transportation Congestion Relief Program
SJCOG	San Joaquin Council of Governments	TDA	Transportation Development Act
SMCTA	San Mateo County Transportation Authority	TDM	transportation demand management
SIP	State Implementation Plan	TEP	Transportation Expenditure Plan
SR	State Route	TFCA	Transportation Fund for Clean Air
SR2S	Safe Routes to School	TIP	Federal Transportation Improvement Program
S RTP	Short Range Transit Plan	TLC	Transportation for Livable Communities
STA	Sacramento Transportation Authority, State Transit Assistance	TMA	Transportation Management Association
STIP	State Transportation Improvement Program	TMP	traffic management plan
STP	Federal Surface Transportation Program	TOD	transit-oriented development
STP/CMAQ	Surface Transportation Program/Congestion Mitigation and Air Quality	TOS	transportation operations systems
SWITRS	Statewide Integrated Traffic Record System	TSM	transportation system management
TAM	Transportation Authority of Marin	TVTC	Tri-Valley Transportation Council
		V/C	volume/capacity
		VHD	vehicle hours of delay
		VMT	vehicle miles traveled
		VRF	Vehicle Registration Fee
		VTA	Santa Clara Valley Transportation Authority

*Merged to become Alameda County Transportation Commission in 2010.



Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, July 10, 2014, 5:30 p.m.

3.1

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1. Welcome and Introductions

BPAC Chair Midori Tabata called the meeting to order at 5:35 p.m. The meeting began with introductions, and the chair confirmed a quorum. All BPAC members were present, except the following: Mike Ansell, Mike Bucci, Preston Jordan, Ben Schweng, and Matt Turner. Midori welcomed new member Diane Shaw.

Matt Turner arrived prior to the vote on agenda item 4.2.

2. Public Comment: There were no public comments.

3. Approval of April 10, 2014 Minutes

David Fishbaugh moved to approve the April 10, 2014 minutes as written. Sara Zimmerman seconded the motion. The motion passed unanimously 7-0 (Mike Ansell, Mike Bucci, Preston Jordan, Ben Schweng, and Matt Turner were absent).

4. Organizational Meeting

4.1. Election of Officers

Jeremy Johansen nominated Midori Tabata for chair. David Fishbaugh seconded the motion. The motion passed unanimously 7-0 (Mike Ansell, Mike Bucci, Preston Jordan, Ben Schweng, and Matt Turner were absent).

Midori Tabata nominated Sara Zimmerman for vice chair. Jeremy Johansen seconded the motion. The motion passed unanimously 7-0 (Mike Ansell, Mike Bucci, Preston Jordan, Ben Schweng, and Matt Turner were absent).

4.2. Review and Approval of BPAC Bylaws

Matt Bomberg led the discussion on the BPAC Bylaws. He mentioned that there were significant changes to the BPAC Bylaws this year as a result of the discussions with BPAC on the "Committee Purpose," Article 2.1 and "Roles and Responsibilities," Article 2.2. He requested the committee review the illustration of committee roles and responsibilities on page 23 in the agenda packet for an easy way to view staff's proposed changes.

Committee members and staff discussed the bylaws, and members requested the following changes:

- Section 3.3 – Staff made the recommendation to add "and non-profit" after "agency." However, the committee did not agree on the modifications to this section. The committee requested that staff review this section and bring back a recommendation to the committee at a later date.
- Section 8.2 – The committee requested staff to review this section in relation to Section 3.3 in terms of members having a conflict of interest when affiliated

with projects, programs, and policies that members evaluate. Staff agreed to bring back a recommendation to the committee at a later date.

- Midori requested modifying the committee name to "Alameda Countywide Bicyclists and Pedestrian Advisory Committee." Staff informed the committee that changing the name has more ramifications because of the agency Administrative Code.

Sara Zimmerman moved to approve the BPAC Bylaws, with the exception of Articles 3.3 and 8.2, which staff will presented to the committee at a later meeting. David Fishbaugh seconded the motion. The motion passed unanimously 8-0 (Mike Ansell, Mike Bucci, Preston Jordan, and Ben Schweng were absent).

4.3. Review of FY 14-15 BPAC Meeting Calendar

Matt Bomberg reviewed the FY 14-15 calendar with the committee.

Public comment: Ken Bukowski suggested BPAC meet bi-monthly instead of quarterly, since the committee reviews projects. Staff stated that Alameda CTC does not have many active projects at this time to review. Many Alameda CTC projects are near completion and are past the point of bringing to the BPAC for review.

Committee members discussed the calendar and made the following recommendations:

- A member suggested Alameda CTC hold workshops between the quarterly meetings to assist with the process of members reviewing projects. Midori stated that due to the new role of the BPAC, we need to see how the new process will work and then reevaluate it at the end of the year.
- A member requested that staff explain how the new process outlined in the Project Review Guidelines works for the chair and vice chair to preselect projects for the BPAC to review. Staff mentioned that this discussion will take place in agenda item 5.
- The committee inquired if the calendar only highlights large topics and not smaller topics, such as Bike to Work Day. Staff said yes. The topics may also change, and committee members may request the addition of a particular item to any agenda.
- A member suggested adding another category called "input" when items are not information or action.
- A request was made to change the meeting date to any day other than Thursday. Staff informed members that considerable review of other local BPACs, planning committees, and other public meetings led to the selection of the second Thursday date. The committee agreed to keep the meeting date as is.

The committee agreed to accept the calendar. A formal action was not taken on this agenda item.

5. Update on BPAC Project Review Look-Ahead

Matt Bomberg reviewed the BPAC project review lookahead with the committee. He noted that the list is an inventory of all active projects receiving Measure B/VRF funds and

contains information related to whether the project would be a good candidate to receive BPAC review. He reviewed each project on the list and explained why the project was or wasn't recommended to receive BPAC review.

Questions/feedback from the members about process for developing inventory:

- How did staff decide on which projects to select? Matt noted that there was a sequential consideration of the criteria that had been discussed with the committee previously. First staff looked at whether the project fell within the "BPAC project review window" of its project development – scoping, environmental, or preliminary design phases. If the project was still within this window, then other factors such as countywide significance and bike/ped nexus were considered.
- A member noted that the Cross Alameda Trail project is having public meetings related to design during the summer of 2014. Matt noted that for projects from the 2013 coordinated call for projects, staff used the schedule from the grant application to determine the project phase and status, and that project may have fallen behind this schedule. Staff will contact these project sponsors to obtain correct information.
- The committee requested an updated spreadsheet of projects on a regular basis and suggested that staff should make the project list available on the website. Also, members suggested it would be helpful to adjust the spreadsheet to include links to the project for BPAC to follow. Staff agreed that both of these requests were possible to respond to.
- How can a project from 1986 in design be 65 percent complete, and a more recent project is in final design? Staff noted that projects can encounter a variety of hurdles and that many lessons were learned from the 1986 projects about timely use of fund policies that now apply to Alameda CTC projects.
- A member suggested that until the concrete is poured, BPAC can have input on a project. Staff noted that generally speaking, the opportunities for incorporating input diminish as a project is in more advanced stages, which is why the BPAC project review focuses on earlier stages as shown in the diagram on page 34.
- A member suggested that projects in jurisdictions without local BPACs should be highest priority.
- A member suggested that non-bike/ped projects such as arterial projects may be highest priority as bicycle/pedestrian considerations may be possible but not a primary focus of the project. For example, a project in Castro Valley eliminated the bicycle and pedestrian connections to BART; therefore, if someone had commented before project completion, something could have been done.

Staff recommended five projects for BPAC review starting in January 2015. Staff noted that there are fewer projects recommended for BPAC review because Alameda CTC has delivered most of the projects from its 2000 expenditure plan and because recent programming actions contained many projects that were already in advanced stages. Staff requested input from the committee on the project they would like to review first.

During the discussion, staff noted that BPAC will review at least one project per meeting. The committee stated that BPAC will provide detailed comments on approximately four projects a year; however, remaining projects will not receive any comments from BPAC. Midori and staff stated that once BPAC is familiar with the process, BPAC can complete

more than one project in a meeting. Staff assured the committee that the process will be reviewed and adjusted if necessary.

As a result of the discussion, the committee agreed that the following projects have lower priority for BPAC review:

- Kains Street and Adams Street Bicycle Facility Study
- Clement Avenue Complete Streets

The following three projects out of the five recommended by staff have a higher priority for BPAC review and will begin in January, subject to the project's staying on schedule:

- I-880/Broadway-Jackson Interchange Improvements
- Fruitvale Alive Gap Closure Streetscape Project
- Iron Horse Connectivity to BART

Staff will verify the status of the other projects and update the inventory to include additional columns requested and hyperlinks to the projects.

6. Measure B/Vehicle Registration Fee Local Direct Program Distribution Compliance Report, Bicycle and Pedestrian Expenditure Analysis

Item was deferred to October due to lack of time.

7. Commission Actions and Staff Reports

Tess Lengyel informed the committee that Alameda CTC received unanimous approval of the Transportation Expenditure Plan from all 14 cities in Alameda County and the Board of Supervisors. In addition, the Board of Supervisors approved placing the measure on the November 2014 ballot.

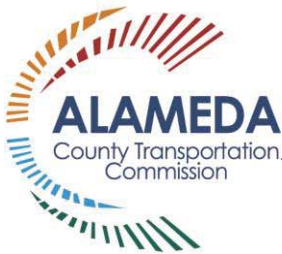
8. BPAC Member Reports

Sara Zimmerman discussed a report recently released report and accompanying webinar from the Safe Routes to Schools National partnership called "Buses, Boots, and Bicycles: Exploring Collaboration between Safe Routes to School and School Busing Professionals to Get Children to School Safely and Healthily."

Midori said Walk Oakland Bike Oakland has an event scheduled on Saturday July 12, 2014 called "Love Our Neighborhood Day."

9. Meeting Adjournment

The meeting adjourned at 7:35 p.m. The next meeting is scheduled for October 9, 2014 at the Alameda CTC offices.



Memorandum

4.0

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DATE: October 3, 2014

SUBJECT: BPAC Bylaws

RECOMMENDATION: Approve proposed changes to BPAC Bylaws.

Summary

At its organizational meeting in July 2014, the BPAC approved updated bylaws, excluding sections 3.3 and 8.2, which deal with Membership Qualifications and Conflicts of Interest, respectively. Staff has prepared proposed revisions to these sections, as presented below:

3.3 Membership Qualification. Each member must be an Alameda County resident and be interested in improving the safety and convenience of bicycling and/or walking in the county. Public agency employees who are responsible for bicycle and pedestrian projects and/or programs and who work for an eligible agency likely to submit an application for the Discretionary Fund may not serve on the Committee. ~~Any public agency or nonprofit employees appointed to the Committee shall recuse themselves from evaluating and voting to fund a project/program application from their agency or nonprofit organization.~~ Public agency, non-profit, or other employees who are directly responsible for bicycle and pedestrian projects and/or programs and who work for an eligible agency likely to submit an application for Alameda CTC discretionary funding must recuse themselves from decisions related to policy development, project review, or other matters that directly relate to their work, consistent with Section 8.2.

8.2 Conflicts of Interest. A conflict of interest exists when any Committee member has, or represents, a financial interest in the matter before the Committee. Such direct interest must be significant or personal. In the event of a conflict of interest, the Committee member shall declare the conflict, recuse him or herself from the discussion, and shall not vote on that item. Failure to comply with these provisions shall be grounds for removal from the Committee.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Proposed Changes to BPAC Bylaws

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Matthew Bomberg](#), Assistant Transportation Planner



Countywide Bicycle and Pedestrian Advisory Committee Bylaws

Article 1: Definitions

1.1 Alameda County Transportation Commission (Alameda CTC). Alameda CTC is a joint powers authority resulting from the merger of the Alameda County Congestion Management Agency ("ACCMA") and the Alameda County Transportation Improvement Authority ("ACTIA"). The 22-member Alameda CTC Commission ("Commission") is comprised of the following representatives:

1.1.1 All five Alameda County Supervisors.

1.1.2 Two City of Oakland representatives.

1.1.3 One representative from each of the other 13 incorporated cities in Alameda County.

1.1.4 A representative from Alameda-Contra Costa Transit District ("AC Transit").

1.1.5 A representative from San Francisco Bay Area Rapid Transit District ("BART").

1.2 Alameda County Transportation Improvement Authority (ACTIA). The governmental agency previously responsible for the implementation of the Measure B half-cent transportation sales tax in Alameda County, as approved by voters in 2000 and implemented in 2002. Alameda CTC has now assumed responsibility for the sales tax.

1.3 Alameda County Congestion Management Agency (ACCMA). The governmental agency which previously served as the state legislatively required congestion management agency with responsibilities to coordinate transportation planning, funding, and other activities in a congestion management program.

1.4 Appointing Party. A person or group designated to appoint committee members.

1.5 Alameda Countywide Bicycle and Pedestrian Advisory Committee (BPAC or "Committee"). The Alameda CTC Committee that involves interested community members in the Alameda CTC's policy, planning, and implementation efforts related to bicycling and walking.

1.6 Brown Act. California's open meeting law, the Ralph M. Brown Act, California Government Code, Sections 54950 *et seq.*

1.7 Citizens Watchdog Committee (CWC). The Alameda Committee of individuals created by the ACTIA Board, as required by Measure B, with the assistance of the League of Women Voters and other citizens groups, and continued by the Commission. The Committee reports directly to the public and is charged with reviewing all expenditures of the agency. Citizens Watchdog Committee members are private citizens who are not elected officials at any level of government, nor individuals in a position to benefit in any way from the sales tax.

1.8 Expenditure Plan. The plan for expending transportation sales tax (Measure B) funds, presented to the voters in 2000, and implemented in 2002.

1.9 Fiscal Year. July 1 through June 30.

1.10 Measure B. The measure approved by the voters authorizing the half-cent sales tax for transportation services now collected and administered by the Alameda CTC and governed by the Expenditure Plan. The sales tax authorized by Measure B will be in effect for 20 years, beginning on April 1, 2002 and extending through March 31, 2022.

1.11 Vehicle Registration Fee (VRF). The \$10 fee imposed on each annual motor vehicle registration or renewal of registration in Alameda County. The fee, approved by voters as Measure F in 2010, is collected and administered by the Alameda CTC and governed by the Alameda County Transportation Improvement Measure Expenditure Plan.

1.12 Measure B Bicycle and Pedestrian Countywide Discretionary Fund (“Discretionary Fund”). A grant program developed to expand and enhance bicycle and pedestrian transportation in Alameda County, focusing on projects, programs and plans with countywide significance or demonstration programs/projects that could be applied countywide. The program is funded by a portion of the 5 percent Measure B set-aside for bicycle and pedestrian projects.

1.13 VRF Pedestrian and Bicyclist Access and Safety Program. A to improve the safety of bicyclists and pedestrians by reducing conflicts with motor vehicles and reducing congestion in areas such as schools, downtowns, transit hubs, and other high activity locations. It will also seek to improve bicyclist and pedestrian safety on arterials and other locally-maintained roads and reduce occasional congestion that may occur with incidents. The program will be administered as a discretionary program.

1.14 Measure B or VRF Project. Transportation or transportation-related construction project that receives Measure B or VRF funding.

1.15 Measure B or VRF Program. Transportation or transportation-related program that receives Measure B or VRF funding.

1.16 Measure B Direct Local Program Distribution. Measure B revenues distributed directly to local jurisdictions or transit operators.

1.17 Discretionary Funding Guidelines. Document that specifies eligible projects and programs, selection criteria, and weighting for a Measure B or VRF funding cycle.

1.18 Organizational Meeting. The annual regular meeting of the BPAC in preparation for the next fiscal year's activities.

1.19 Paratransit Advisory and Planning Committee (PAPCO). The Alameda CTC Committee that meets to address funding, planning, and coordination issues regarding paratransit services in Alameda County. Members must be an Alameda County resident and an eligible user of any transportation service available to seniors and people with disabilities in Alameda County. PAPCO is supported by a Technical Advisory Committee comprised of Measure B-funded paratransit providers in Alameda County.

1.20 Planning Area. Geographic groupings of cities and of Alameda County for planning and funding purposes. North County: Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont; Central County: Hayward, San Leandro, unincorporated county (near Hayward); South County: Fremont, Newark, Union City; East County: Dublin, Livermore, Pleasanton, the unincorporated area of Sunol.

Article 2: Purpose and Responsibilities

2.1 Committee Purpose. The BPAC purpose is to involve interested community members in the Alameda CTC's policy, planning, and implementation efforts related to bicycling and walking, with the goal of increasing the safety and convenience of walking and bicycling conditions in Alameda County in order to increase the proportion of trips made by walking and bicycling.

2.2 Committee Roles and Responsibilities. The roles and responsibilities of the Committee are to:

2.2.1 Advise Alameda CTC staff and the Alameda CTC on the development and update of the Countywide Pedestrian and Bicycle Plans.

2.2.2 Review and provide input on Measure B and VRF discretionary funding guidelines that can be used for bicycle and pedestrian capital projects, programs, and plans/studies.

2.2.3 Review and provide input on the Metropolitan Transportation Commission (MTC) Complete Streets Checklists for Alameda County projects.

2.2.4 Review and provide input to Alameda CTC and sponsor agency partners in early phases of project development, as described in *Alameda CTC Countywide BPAC Project Review Guidelines* document.

2.2.5 Review the implementation of the Measure B direct local program distribution Bicycle and Pedestrian Safety funds.

2.2.6 Review and provide input on the progress and outcomes of Measure B and VRF funded bicycle and pedestrian projects and programs.

2.2.7 Annually monitor implementation of the Countywide Pedestrian and Bicycle Plans.

2.2.8 Serve as a review committee for other Alameda County public agencies, on request, on bicycle and pedestrian issues. The Committee's input will be provided directly to the public agency staff, will be strictly advisory, and will not be taken as a recommendation to the Alameda CTC. The Committee will consider requests for input on a case-by-case basis. If a quick decision is needed on whether to provide input or not, Alameda CTC staff will consult with the Committee chair to make this decision. This role may include, but is not limited to:

2.2.8.1 Providing input to Alameda CTC Project Sponsors.

2.2.8.2 Serving as the Countywide Bicycle Advisory Committee (BAC) for Transportation Development Act (TDA) Article 3 Funding.

2.3 Additional Responsibilities. BPAC members are encouraged to do the following:

2.3.1 Perform outreach regarding Alameda CTC bicycle and pedestrian activities. Examples of outreach may include attending a transportation fair, attending a meeting or event related to a grant-funded project, accompanying staff to Alameda CTC outreach presentations, or disseminating information at a local library, community center, or other public location.

2.3.2 Participate in trainings and information-sharing events sponsored by the Alameda CTC, such as the Pedestrian and Bicycle Working Group meetings. This group, which has an open membership, consists of agency and nonprofit staff working to improve the bicycling and walking environment in Alameda County.

Article 3: Members

3.1 Number of Members. The BPAC consists of 11 members. The intent is to have the BPAC represent both bicycling and pedestrian interests, to include representatives from all areas of the county, and to represent the variety of interests in bicycling and walking needs including the needs of seniors and children. In addition, the BPAC should represent Alameda County's diversity in age, income level, gender, ethnicity, and bicycling experience, to the greatest extent feasible.

3.2 Appointment. The Commission will make appointments in the following manner:

3.2.1 One appointee per County Supervisor (five total).

3.2.2 One appointee for each supervisorial district, selected by the Mayors' Conference (five total).

3.2.3 One appointee representing transit agencies. Alameda CTC will lead the recruitment for this appointee, including noticing the general managers of all transit agencies

that receive Measure B funding. Alameda CTC staff will bring a final appointment recommendation to the Commission for approval.

3.3 Membership Qualification. Each member must be an Alameda County resident and be interested in improving the safety and convenience of bicycling and/or walking in the county. Public agency employees who are responsible for bicycle and pedestrian projects and/or programs and who work for an eligible agency likely to submit an application for the Discretionary Fund may not serve on the Committee. ~~Any public agency or nonprofit employees appointed to the Committee shall recuse themselves from evaluating and voting to fund a project/program application from their agency or nonprofit organization.~~ Public agency, non-profit, or other employees who are directly responsible for bicycle and pedestrian projects and/or programs and who work for an eligible agency likely to submit an application for Alameda CTC discretionary funding must recuse themselves from decisions related to policy development, project review, or other matters that directly relate to their work, consistent with Section 8.2.

3.4 Membership Term. Appointments shall be for two-year terms. There is no maximum number of terms a member may serve. Members shall serve until the Commission appoints their successors.

3.5 Attendance. Members will actively support committee activities and regularly attend meetings. Accordingly, members who miss more than half of the BPAC meetings per fiscal year may be removed from the Committee. If an odd number of meetings occur in a year, then the minimum attendance will be half of the total number of meetings, rounded up to the whole number. A member removed from the Committee may be reappointed by a Commissioner.

3.6 Termination. A member's term shall terminate on the occurrence of any of the following:

3.6.1 The member voluntarily resigns by written notice to the chair or Alameda CTC staff.

3.6.2 The member fails to continue to meet the qualifications for membership, including attendance requirements.

3.6.3 The member becomes incapable of continuing to serve.

3.6.4 The appointing party or the Commission removes the member from the Committee.

3.7 Vacancies. An appointing party shall have the right to appoint (subject to approval by the Commission) a person to fill the vacant member position. Alameda CTC shall be responsible for notifying an appointing party of such vacancy and for urging expeditious appointment of a new member, as appropriate.

Article 4: Officers

4.1 Officers. The BPAC shall annually elect a chair and vice chair. Each officer must be a duly appointed member of the BPAC.

4.1.1 Duties. The chair shall preside at all meetings and will represent BPAC before the Commission to report on BPAC activities. The vice chair shall assume all duties of the chair in the absence of, or on the request of the chair. In the absence of the chair and vice chair at a meeting, the members shall, by consensus, appoint one member to preside over that meeting.

4.2 Office Elections. Officers shall be elected by the members annually at the Organizational Meeting or as necessary to fill a vacancy. An individual receiving a majority of votes by a quorum shall be deemed to have been elected and will assume office at the meeting following the election. In the event of multiple nominations, the vote shall be by ballot. Officers shall be eligible for re-election indefinitely.

Article 5: Meetings

5.1 Open and Public Meetings. All BPAC meetings shall be open and public and governed by the Brown Act. Public comment shall be allowed at all BPAC meetings. The time allotted for comments by a member of the public in the general public comment period or on any agenda item shall be limited at the discretion of the chair.

5.2 Regular Meetings. BPAC will hold regular meetings on a quarterly basis. Annually, at the Organizational Meeting, the Committee shall establish the schedule of regular meetings for the ensuing year. Meeting dates and times may be changed and additional regular meetings scheduled during the year.

5.3 Quorum. For purposes of decision making, a quorum shall consist of at least half (50 percent) plus one of the total number of members appointed at the time a decision is made. No actions will be taken at meetings with less than 50 percent plus one member present. Items may be discussed and information may be distributed on any item even if a quorum is not present.

5.4 Special Meetings. Special meetings may be called by the chair or by a majority of the members on an as-needed basis. Attendance at special meetings is not counted as part of members' attendance requirement. Agenda item(s) for special meeting(s) shall be stated when the meeting is called, but shall not be of a general business nature. Specialized meetings shall be concerned with studies, emergencies, or items of a time-urgent nature. Agenda item(s) of a regular meeting may be tabled for further discussion and action at a special meeting, the time and location to be announced in the tabling motion. Notice of such meetings shall be given to all members at least 72 hours prior to such meetings and shall be published on the Alameda CTC's website and at the Alameda CTC office, all in accordance with the Brown Act.

5.5 Agenda. All meetings shall have a published agenda. Action may be taken only on items indicated on the agenda as action items. Items for a regular meeting agenda may be submitted by any member to the chair and committee staff. The Commission and/or Committee staff may also submit items for the agenda. Every agenda shall include provision for members of the public to address the BPAC. The chair and the vice chair shall review the agenda in advance of distribution. Copies of the agenda, with supporting material and the past meeting minutes, shall be mailed to members and any other interested parties upon request. The agenda shall be posted on the Alameda CTC website and office and provided at the meeting, all in accordance with the Brown Act.

5.6 Roberts Rules of Order. The rules contained in the latest edition of "Roberts Rules of Order Newly Revised" shall govern the proceedings of the BPAC and any subcommittees thereof to the extent that the person presiding over the proceeding determines that such formality is required to maintain order and make process and to the extent that these actions are consistent with these bylaws.

5.7 Place of Meetings. BPAC meetings shall be held at the Alameda CTC offices, unless otherwise designated by the Committee. Meeting locations shall be within Alameda County, accessible in compliance with the Americans with Disabilities Act of 1990 (41 U.S.C., Section 12132) or regulations promulgated there under, shall be accessible by public transportation, and shall not be in any facility that prohibits the admittance of any person, or persons, on the base of race, religious creed, color, national origin, ancestry, or sex, or where members of the public may not be present without making a payment or purchase.

5.8 Meeting Conduct. BPAC members shall conduct themselves during meetings in a manner that encourages respectful behavior and provides a welcoming and safe environment for each member and staff member characterized by an atmosphere of mutual trust and respect. Members shall work with each other and staff to respectfully, fairly, and courteously deal with conflicts if they arise.

Article 6: Subcommittees

6.1 Establishment. The Committee may establish subcommittees when and as necessary or advisable to make nominations for office of BPAC, to develop and propose policy on a particular issue, to conduct an investigation, to draft a report or other document, or for any other purpose within the authority of the BPAC. Subcommittees will be staffed by the Alameda CTC.

6.2 Membership. BPAC members will be appointed to subcommittees by the BPAC, on a voluntary basis, or by the chair. No subcommittee shall have fewer than three members, nor will a subcommittee have sufficient members to constitute a quorum of the BPAC.

Article 7: Records and Notices

7.1 Minutes. Minutes of all meetings, including actions and the time and place of holding each meeting, shall be kept on file at the Alameda CTC office.

7.2 Attendance Roster. A member roster and a record of member attendance shall be kept on file at the Alameda CTC office.

7.3 Brown Act. All meetings of the BPAC will comply with the requirements of the Brown Act. Notice of meetings and agendas will be given to all members and any member of the public requesting such notice in writing and shall be posted at the Alameda CTC office at least 72 hours prior to each meeting. Members of the public may address the BPAC on any matter not on the agenda and on each matter listed on the agenda, pursuant to procedures set by the chair and/or the Committee.

7.4 Meeting Notices. Meeting notices shall be in writing and shall be issued via U.S. Postal Service, personal delivery, Alameda CTC website, and/or email. Any other notice required or permitted to be given under these bylaws may be given by any of these means.

Article 8: General Matters

8.1 Per Diems. Committee members shall be entitled to a per diem stipend for meetings attended in amounts and in accordance with policies established by the Alameda CTC.

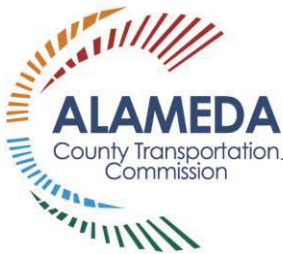
8.2 Conflicts of Interest. A conflict of interest exists when any Committee member has, or represents, a financial interest in the matter before the Committee. Such direct interest must be significant or personal. In the event of a conflict of interest, the Committee member shall declare the conflict, recuse him or herself from the discussion, and shall not vote on that item. Failure to comply with these provisions shall be grounds for removal from the Committee.

8.3 Amendments to Bylaws. These bylaws will be reviewed annually, and may be amended, repealed, or altered, in whole or in part, by a vote taken at a duly-constituted Committee meeting at which a quorum is present.

8.4 Public Statements. No member of the Committee may make public statements on behalf of the Committee without authorization by affirmative vote of the Committee, except the chair, or in his or her place the vice chair, when making a regular report of the Committee activities and concerns to the Alameda CTC.

8.5 Conflict with Governing Documents. In the event of any conflict between these bylaws and the July 2000 Alameda County Transportation Expenditure Plan, California state law, or any action lawfully taken by the Alameda CTC, the conflicting provision in the Expenditure Plan, state law, the lawful action of ACTIA or the Alameda CTC shall prevail.

8.6 Staffing. Alameda CTC will provide all staffing to the Committee including preparation and distribution of meeting agendas, packets, and minutes; preparation of reports to the Alameda CTC Committees and Commission; tracking of attendance; and stipend administration.



Memorandum

5.0

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 3, 2014

SUBJECT: Alameda CTC Bicycle Master Plan Guidelines

RECOMMENDATION: Provide Input on Draft Alameda CTC Bicycle Master Plan Guidelines

Overview

Bicycle master plans typically contain a community's long term vision for improving bicycling, an assessment of current conditions and needs, and a plan of action for realizing this vision, including infrastructure, program, and policy interventions.

Alameda CTC is developing Bicycle Master Plan Guidelines that contain required and recommended core elements for inclusion in plans prepared by Alameda County jurisdictions. These guidelines aim to ensure that plans are effective, are comparable and facilitate countywide planning, can meet requirements for state grant funding and incorporate best practices to the extent feasible.

The Bicycle Master Plan Guidelines provide necessary guidance for jurisdictions complying with the Measure B/Vehicle Registration Fee Master Program Fund Agreement requirements. According to these requirements, as a condition of receiving Measure B and VRF local direct program distribution funds, jurisdictions must adopt a bicycle master plan and pedestrian master plan (or a combined plan), update these plans every five years, and ensure that the plans contain required core elements.

Development Process

The process for developing the guidelines is as follows:

- July 2014 – initial review of proposed core elements by Pedestrian/Bicycle Working Group (PBWG)
- August 2014 – best practice survey of local consultants
- October 2014 – review of draft guidelines by Bicycle Pedestrian Advisory Committee and PBWG
- November 2014 – review of draft guidelines by Alameda County Technical Advisory Committee (ACTAC)
- January 2015 – guidelines considered for approval by ACTAC

The guidelines include all required elements from state guidance plus select additional requirements needed to ensure transferability of local networks, cost estimates, and other information to the countywide bicycle plan. Further, the guidelines include recommended core elements (in addition to required elements).

Applicability

The Bicycle Master Plan Guidelines will apply to all Bicycle Master Plans for which development commences after the approval of the guidelines by ACTAC. In the interim, local jurisdictions developing Bicycle Master Plans should reference the list of plan components from the Active Transportation Program Cycle I program guidelines.

Bikeway Facility Classification System

A key feature of the guidelines is a proposed bikeway facility classification system. Bicycle planning has moved beyond the Class I, II, and III classification system of the Caltrans Highway Design Manual, yet there is no standard for categorizing different bikeway types and many Alameda County jurisdictions have developed custom local classifications. The lack of harmony means that information on detailed bikeway types cannot be easily incorporated into the Countywide Bicycle Plan. The proposed classification system aims to create a standard system that captures nuances within the Caltrans classifications (while maintaining a correspondence to this system) and incorporates emerging types of bikeways (some of which already exist or have been identified in Alameda County plans).

Supporting Tools

Alameda CTC is working to develop two supporting tools in conjunction with the guidelines that will assist local jurisdictions in preparing bicycle master plans. These tools are:

- (1) a cost-estimating guide that ensures costs for projects, programs, and other expenses developed as part of bicycle master plans use consistent assumptions, and
- (2) a mode share estimate spreadsheet tool that assists in estimating the “increase in number of bicycle trips from implementation of the plan” as required by state guidelines.

Draft versions of the tools will be presented to the Pedestrian/Bicycle Working Group in early 2015 and the final versions will be incorporated as additional appendices when completed.

Pedestrian Master Plan Guidelines

The *Toolkit for Improving Walkability in Alameda County* includes a set of recommended sections or elements for Pedestrian Master Plans which currently provides guidance for jurisdictions complying with Measure B/Vehicle Registration Fee Master Program Fund Agreement Local Bicycle/Pedestrian Master Plan requirements.

The guidance on pedestrian master plans in the *Toolkit* does not capture current best practices or state guidance. An update of this guidance may be undertaken following adoption of Bicycle Master Plan Guidelines, as staff resources permit.

Attachments

- A. Draft Bicycle Master Plan Guidelines
- B. Results of Survey of Local Consultants Regarding Bicycle Master Plan Best Practices

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Matthew Bomberg](#), Assistant Transportation Planner

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Alameda CTC Local Bicycle Master Plan Guidelines

DRAFT VERSION – OCTOBER 2014

Introduction

Planning Context

Bicycle Master Plans are a critical planning, policy, and implementation document to support a jurisdiction's efforts to improve the safety, attractiveness, and participation in bicycling as a means of transportation and recreation. A Bicycle Master Plan helps a jurisdiction to achieve a number of key objectives including identifying a network of facilities, supportive programs, and policies; gathering input on needs and opportunities related to bicycling and ensuring that recommended improvements are aligned with community and partner agency priorities; and identifying available resources, needed additional resources, and formulating an implementation workplan.

Good planning practice and adopted funding requirements in Alameda County dictate that all local jurisdictions develop Bicycle Master Plans, either as a standalone document or as part of a combined bicycle/pedestrian or active transportation plan. Further, these documents are to be updated every five years to ensure continued alignment with community priorities.

In addition, Alameda CTC develops a Countywide Bicycle Plan which focuses on routes and programs of countywide significance. Because local jurisdictions own and operate the right of way in which bicycle facilities reside, Alameda CTC's plan is formulated based on local plans.

Purpose and Goals of Guidelines

These guidelines serve three major objectives:

- Ensure plans throughout the county are comparable and facilitate countywide planning
- Ensure plans meet requirements for state grant funding (e.g. Active Transportation Program)
- Ensure plans incorporate best practices to the extent feasible

Relationship to Other Requirements/Guidelines

These guidelines implement a requirement from the Master Program Fund Agreements adopted by local jurisdictions in Alameda County. Specifically, the guidelines provide the required core elements that jurisdictions need to meet the Local Bicycle/Pedestrian Master Plan Requirement in Section 7.A.3 (see Appendix A for relevant text from MPFAs).

The State's Active Transportation Program Cycle 1 guidelines contain a list of components that should be included in an active transportation plan.¹ The guidelines also specify that "In future funding cycles, the [California Transportation Commission] expects to make consistency with an approved active transportation plan a requirement for large projects." Therefore, Alameda CTC Bicycle Master Plan Guidelines are based on Active Transportation Program guidelines to ensure future eligibility for statewide competitive funds. Alameda CTC Bicycle Master Plan Guidelines contain some additional required core elements needed to facilitate countywide comparability and smooth transition of local plans into the Countywide Bicycle Plan.

¹ These components are updated from the former Bicycle Transportation Account required components

Bicycle Master Plan Core Elements

	Required	Recommended
Introduction	<ul style="list-style-type: none"> • Introduction which summarizes plan's purpose and/or vision and goals. 	<ul style="list-style-type: none"> • Performance measures related to plan goals.
Stakeholder Engagement	<ul style="list-style-type: none"> • Public/community outreach process that gathers input at different stages of plan development process. • Coordination with other city departments, transit operators, park districts, neighboring cities, and other agencies as applicable at different stages of plan development process. • <u>A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.</u> 	<ul style="list-style-type: none"> • Ride alongs, walk audits, or other participatory field observation. • "Pop-up meetings" – gathering input by going to heavily used facilities. • Open houses, small group meetings, or workshops at schools, places of worship, and community organization standing meetings, particularly within disadvantaged and underserved communities. • Online interactive web mapping sites
Policy Framework	<ul style="list-style-type: none"> • <u>A description of how the plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.</u> • A description of how plan has been coordinated with the Countywide Transportation Plan and its component modal plans. 	<ul style="list-style-type: none"> • Benchmarking of policies against national and regional best practices. • Discussion of policies related to development review (e.g. how impacts of development on bicycling network are assessed, how entitlement process is used to implement bikeways and supportive facilities).
Existing Conditions	<ul style="list-style-type: none"> • <u>The estimated number of existing bicycle trips in the plan area, both in absolute numbers and as a percentage of all trips.</u> • <u>The number and location of collisions, serious injuries, and fatalities suffered by bicyclists in the plan area, both in absolute numbers and as a percentage of all collisions and injuries</u> 	<ul style="list-style-type: none"> • Level of traffic stress analysis of existing bikeway network to inform possible additions or modifications to network. • Reporting on performance measures from previous bicycle master plan. • Analysis of most common collision types at locations with

Required core elements that correspond to a component from the ATP guidelines are indicated in this document using bold underlining.

	Required	Recommended
	<ul style="list-style-type: none"> • <u>A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.</u> 	<p>extensive collision history (to inform spot improvements).</p>
Bikeway Network	<ul style="list-style-type: none"> • <u>A map and description of existing and proposed bicycle transportation facilities.</u> Existing and proposed bikeway networks should be two separate maps. Maps should indicate segments that are existing, existing with improvements proposed, and proposed. • Map and description of major barrier/gap closure projects (bridges, freeway crossings, major arterial crossings, etc.). • Maps of bikeway facilities should utilize the facility classification shown in Appendix C. • A description of design guidelines to be used for bikeway geometry, striping, and traffic control devices. 	<ul style="list-style-type: none"> • Maps of overlap between bikeways and transit trunk lines, truck routes, and CMP networks. Procedure or decision-making sequence if modal networks come into conflict (e.g. Seattle Bicycle Master Plan). • Map and description of proposed intersection improvements. • Develop and map an “all ages and abilities” network.
Supportive Infrastructure and Intermodal Facilities	<ul style="list-style-type: none"> • <u>A map and description of existing and proposed end-of-trip bicycle parking facilities.</u> • <u>A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.</u> • <u>A description of proposed signage providing wayfinding along bicycle networks to designated destinations.</u> • A description of design guidelines to be utilized for the development of bicycle parking and wayfinding. 	<ul style="list-style-type: none"> • Large event bicycle parking policies or programs. • A description of role of bike sharing in jurisdiction.

Required core elements that correspond to a component from the ATP guidelines are indicated in this document using bold underlining.

	Required	Recommended
	<ul style="list-style-type: none"> • <u>A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.</u> 	
Programs	<ul style="list-style-type: none"> • <u>A description of bicycle safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle safety, and the resulting effect on accidents involving bicyclists.</u> 	<ul style="list-style-type: none"> • Identify partners and concrete action items needed to implement programs. • Establish ongoing program or platform to solicit recommended improvements from public in order to “build up a queue” of spot improvements, traffic calming projects, etc.
Costs and funding	<ul style="list-style-type: none"> • <u>A description of past expenditures for bicycle facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.</u> • Infrastructure cost estimates developed for individual projects or network segments (planning-level cost estimates acceptable). • Estimates of maintenance (including repaving of bikeway and trail network) and staffing costs over life of plan. 	
Implementation	<ul style="list-style-type: none"> • <u>A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the</u> 	<ul style="list-style-type: none"> • Prioritization of projects and programs that is fiscally constrained. • Maps of near-term (and mid-

Required core elements that correspond to a component from the ATP guidelines are indicated in this document using bold underlining.

	Required	Recommended
	<p><u>methodology for project prioritization and a proposed timeline for implementation.</u></p> <ul style="list-style-type: none"> • <u>A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.</u> • <u>The estimated increase in the number of bicycle trips resulting from implementation of the plan.</u> • <u>A description of the policies and procedures for maintaining existing and proposed bicycle facilities, including, but not limited to, the maintenance of smooth pavement, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.</u> • <u>A goal for collision, serious injury, and fatality reduction after implementation of the plan.</u> • Table of implementation actions that clearly illustrates the timeline for implementing this action and the departments/staff positions responsible for implementation. • Discussion of ongoing stakeholder involvement process. • Description of ongoing data collection plans such as counts, facility inventory, etc. 	<p>term) networks to ensure that short-term projects close gaps or result in continuous corridors.</p> <ul style="list-style-type: none"> • Integration of bicycle projects and programs with Capital Improvement Program. • Project “cut sheets” or conceptual designs that can be used in grant applications. • Outcome based performance targets – e.g. install X miles of bikeways by year Y, install 1 bike rack on every commercial block, etc.

Required core elements that correspond to a component from the ATP guidelines are indicated in this document using bold underlining.

Appendix A: Measure B/Vehicle Registration Fee Bicycle and Pedestrian Safety Program Implementation Guidelines Text

Section 7. Local Bicycle/Pedestrian Master Plan Requirement

A. To receive Measure B and VRF funds, local jurisdictions must do all of the following with respect to local bicycle and pedestrian master plans. The Alameda CTC will provide technical assistance and funding to local jurisdictions to meet these requirements through the competitive Bicycle and Pedestrian Safety Grant Program. Jurisdictions may also use pass-through funds for the development of local bicycle and pedestrian master plans.

1. Have an adopted Local Pedestrian Master Plan AND Local Bicycle Master Plan, OR have an adopted combined Local Pedestrian and Bicycle Plan; or demonstrate that the plan is being developed and will be adopted by December 31, 2015.
2. Each plan must be updated, at a minimum, every five years. This policy is consistent with the state's Bicycle Transportation Act (BTA) grant requirement for bicycle plans, and will ensure that plans are addressing current local needs, while also allowing jurisdictions to be eligible for BTA funding.
3. Each plan must include core elements to ensure that the plan is effective, and that plans throughout the county are comparable, to the extent that is reasonable, to facilitate countywide planning. **The Alameda CTC will develop and maintain guidelines outlining these core elements.** For pedestrian plans, these elements are described in the *Toolkit for Improving Walkability in Alameda County*:
http://www.alamedactc.org/files/managed/Document/11852/ACTIA_Ped_Toolkit_UPDATE_FIN_AL_EL_web_2009.pdf.

The Alameda CTC will develop guidelines for bicycle plans.

Appendix B: Active Transportation Program Cycle 1 Guideline Text

A city, county, county transportation commission, regional transportation planning agency, MPO, school district, or transit district may prepare an active transportation plan. An active transportation plan prepared by a city or county may be integrated into the circulation element of its general plan or a separate plan which is compliant or will be brought into compliance with the Complete Streets Act, Assembly Bill 1358 (Chapter 657, Statutes of 2008). An active transportation plan must include, but not be limited to, the following components or explain why the component is not applicable:

- a) The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.
- b) The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.
- c) A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.
- d) A map and description of existing and proposed bicycle transportation facilities.
- e) A map and description of existing and proposed end-of-trip bicycle parking facilities.
- f) A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.
- g) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.
- h) A map and description of existing and proposed pedestrian facilities at major transit hubs. These must include, but are not limited to, rail and transit terminals, and ferry docks and landings.
- i) A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.
- j) A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.
- k) A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on accidents involving bicyclists and pedestrians.
- l) A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.
- m) A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.
- n) A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.

- o) A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.
- p) A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.
- q) A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.

Appendix C: Bikeway Facility Classification

Description of classification system

The Alameda CTC bikeway facility classification system consists of subcategories within the Caltrans Highway Design Manual bikeway classifications that capture differences in treatment/design that meaningfully impact bicyclist experience as well as implementation cost. Many jurisdictions in Alameda County already use subcategories as part of their local bicycle plans. The Alameda CTC system aims to harmonize these local classification systems (so they may be used in the Countywide Bicycle Plan) and to incorporate emerging bikeway types.

In addition to bikeway types, many jurisdictions in Alameda County designate networks of bikeways that have lower traffic volumes, include traffic calming measures, are signed for lower vehicle travel speeds, and generally appeal to a wide range of bicyclists (e.g. children or individuals less comfortable contending with traffic). The Alameda CTC system would incorporate this designation as an overlay in addition to the facility classification.

Facility Classifications	
Class 1	1a. Paved Path
	1b. Unpaved Path
	1c. Cycletrack (permanent-one way)*
	1d. Cycletrack (permanent-two way)*
	1e. Cycletrack (semi-permanent-one way)*
	1f. Cycletrack (semi-permanent-two-way)*
Class 2	2a. Standard bike lane
	2b. Upgraded bike lane (includes buffered bike lanes, green bike lanes, etc.)
	2c. Climbing bike lane (bike lane in uphill direction, route in downhill direction)
	2d. Contraflow bike lane
Class 3	3a. Signage-only route (e.g. bike route)
	3b. Wide curb lane or shoulder (may also include signage)
	3c. Route with standard sharrows or other pavement stenciling (may also include signage)
	3d. Route with green-backed sharrows or super sharrows
Bike Boulevard	
Yes	Street is identified as a bicycle boulevard, rideway, crosstown route, slow bicycle route, neighborhood greenway, or other similar designation
No	Street not designated as any of above

*Will be reclassified as 4a, 4b, 4c, and 4d, once Caltrans revises bikeway classifications pursuant to Protected Bikeways Act (AB 1193).

Use of classification system

As a part of bicycle plan network development and mapping, Alameda County jurisdictions should identify the facility classes and bicycle boulevard designations for each network segment. These should be identified for both existing and planned cases, as illustrated below.

Street	From	To	Status	Exst_Class	Exst_BB	Prop_Class	Prop_BB
Main St	1 st Ave	2 nd Ave	Planned			3a	N
Oak St	Jefferson St	Adams St	Existing, Improvements Planned	2a	N	2b	N
Mountain Ave	Lake St	Canyon Rd	Existing	3c	Y	3c	Y

Exst_Class = Existing bikeway classification

Exst_BB = Existing bicycle boulevard designation

Prop_Class = Proposed bikeway classification

Prop_BB = Proposed bicycle boulevard designation

Bicycle facilities should be mapped in GIS. All files should be obtained and shared with Alameda CTC.

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Bicycle Plan Best Practice Survey Results

Method

An online survey was distributed to current or former consultants at Bay Area transportation planning firms who frequently work on bicycle master plan development. The survey was distributed to 10 individuals and 5 responses were obtained (50 percent).

Key Findings

Plan Components/Elements:

- Strong support for identifying a process for reporting on implementation, identifying departmental implementation roles, developing project-level cost estimates and conceptual designs, and establishing a vision and goals and performance measures.
- Lower support for design guidelines, benchmarking to peer cities, and projecting the mode share increase that will result from implementation of plan.

Outreach/engagement:

- Strongest support for participatory needs assessment and staff/technical advisory committee
- Interactive online and web-based methods identified as strategy to reach broad cross-section of population
- Recognition that traditional planning methods (e.g. public meeting formats) may fail to engage representative cross-section of population.

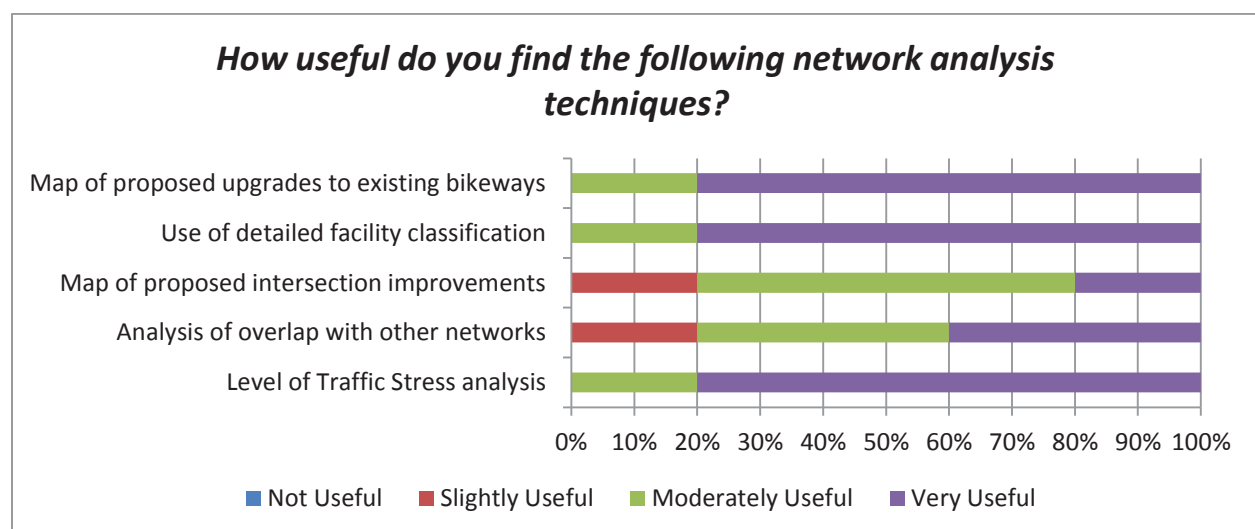
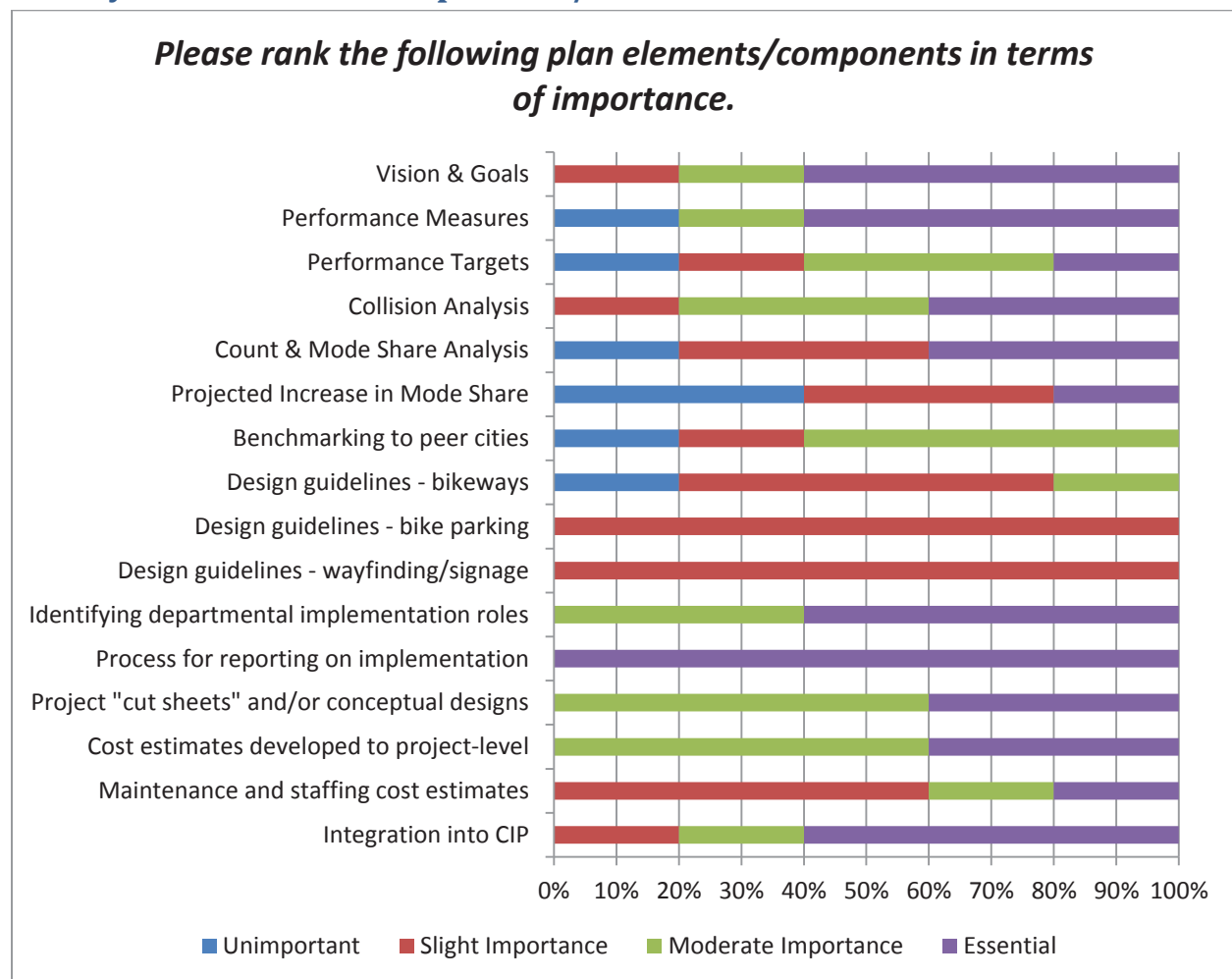
Costs:

- Estimated costs to develop bicycle master plans varied widely
- Quality of existing plans (many cities have already adopted a plan and are now in a position of performing updates) as well as quality of city infrastructure and GIS data greatly influence cost
- Many of components noted to increase cost most also identified as most useful

Overall:

- Plans with clear implementation next steps identified as best practices
- Plans that consider networks for all ages and abilities identified as best practices
- Plans that develop project-level concepts identified as strong

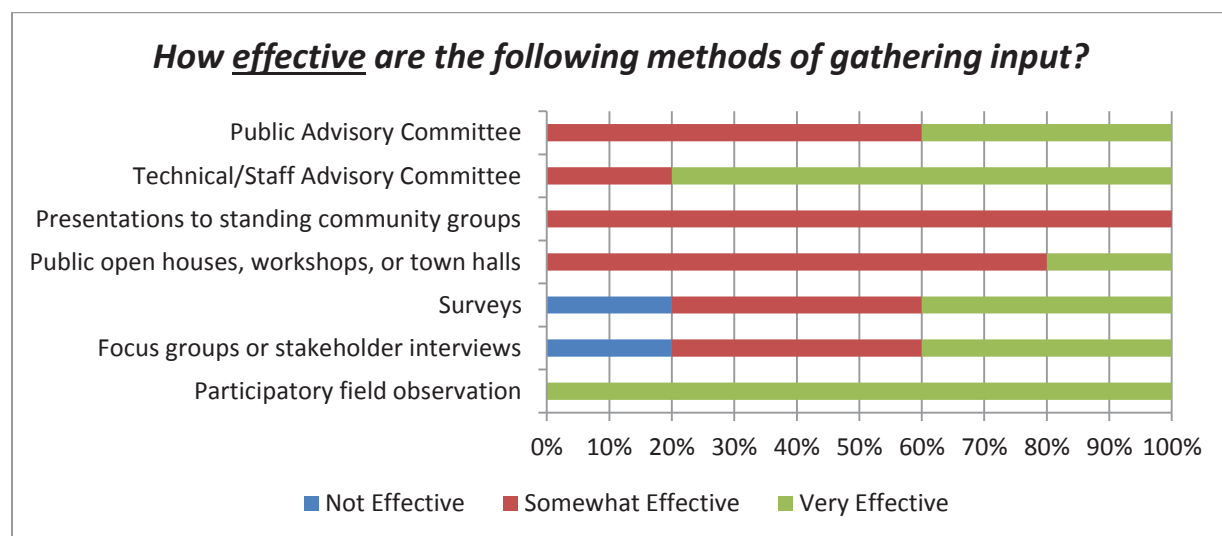
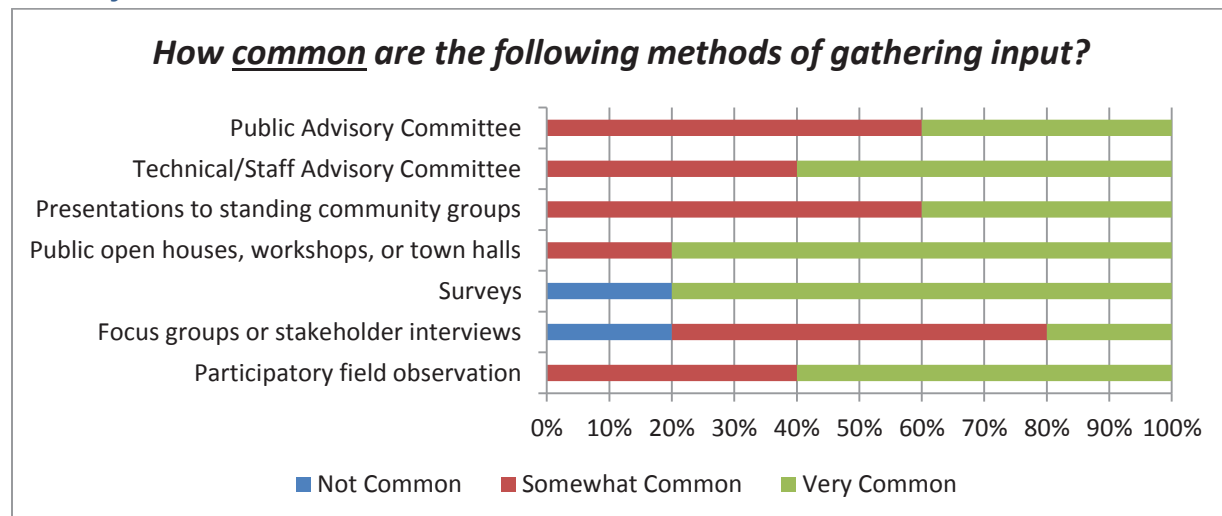
Survey Results: Plan Components/Elements



Are there any elements that you feel should be required?

- Response 1 1- strong policy support that allows for staff to be opportunistic to implement projects as funding or opportunistic circumstances permit
 2 - Clear process for establishing modal priority when plans conflict
 3 - performance measures that are repeatable and contribute to the state of the practice
 4 - policy guidance to fund and conduct before/after studies
- Response 2 -- Community-informed needs assessment process
 -- Prioritized list of recommended projects; should be "fiscally constrained," based on an estimate of expected funding available over the life of the plan
 -- Recommended programmatic activities (not a generic list but rather a list that responds closely to the key needs identified by the community and that takes into account limitations on local staff resources)
 -- Recommended changes to policies and practices
- Response 3 collision analysis

Survey Results: Outreach



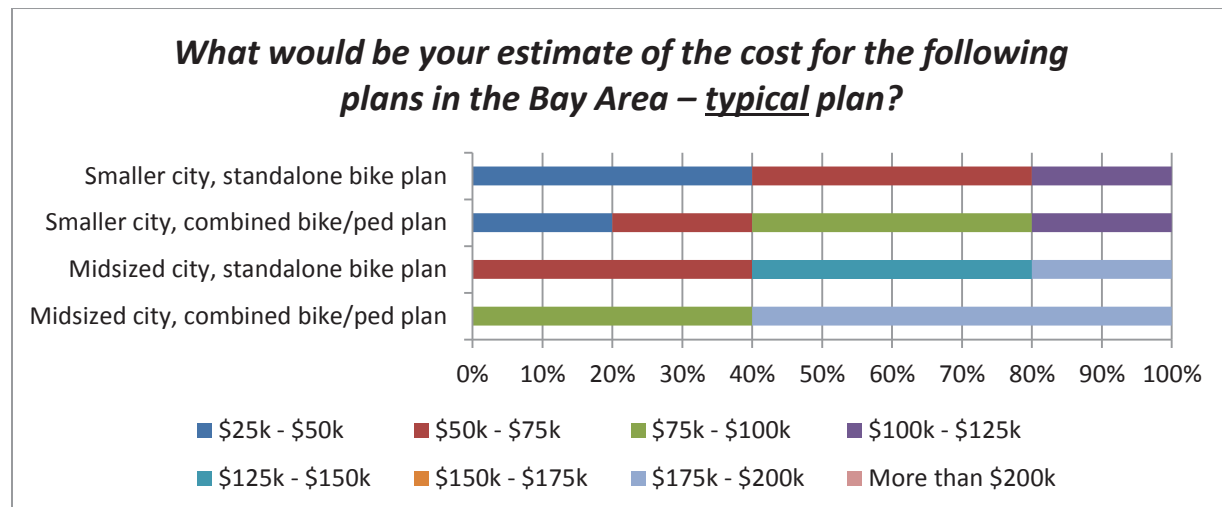
Are there any public participation/engagement methods, tools, or techniques that you feel should be required, and why?

- Response 1 interactive web mapping sites (see Palo Alto - <http://gis.fehrandpeers.com/Apps/PaloAlto/>) and other crowdsourced input processes (like SFMTA's bike share site).
- Response 2 None that should be *required*; methods should vary depending on a jurisdiction's needs.

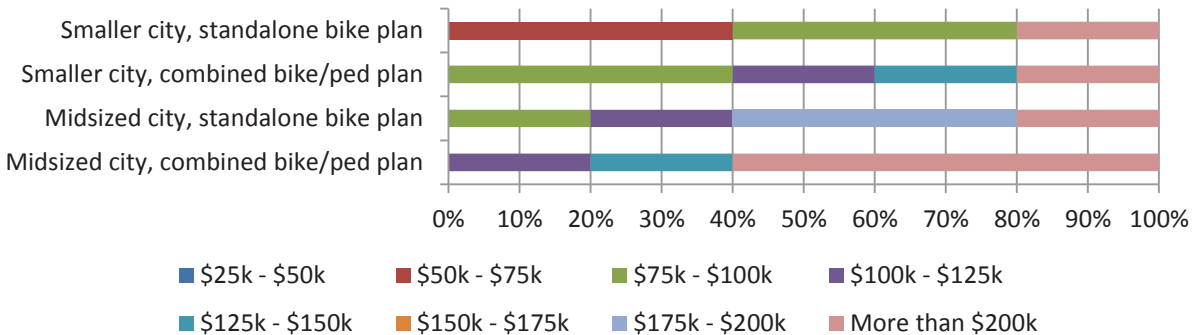
Please provide any other comments regarding stakeholder engagement.

- Response 1 A very important nut to crack, I recommend building alliances with existing trusted community groups and disseminating information through their established distribution channels.
- Response 2 The larger problem with many of these methods is that they fail to engage a broader, representative cross-section of the population. We have been emphasizing crowdsourced data, textizen and other interactive/ready-when-you-are input methods, but budgets for plans often lack sufficient resources and the exhaustive ATP requirements often consume most of those.
- Response 3 For bi/multi-lingual outreach, translating text (of a fact sheet, survey, webpage, etc.) is just one of several techniques and not a particularly effective one. While a generalization, planning tends to be a middle-class concern, so what's more important for non-native English speakers (who tend to not be middle class--another generalization) is to translate the concept and culture of a planning process. This is more effectively done in small-group settings sponsored by individuals and organizations trusted by the targeted community. While much more effective than simply translating text, it is also, unfortunately, much more time-intensive...

Costs



What would be your estimate of the cost for the following plans in the Bay Area – exemplary plan?



In your experience, what elements tend to increase the cost of developing a bicycle plan most?

- Response 1 Public Outreach
Multiple Drafts
modeling in cities where GIS data are not high quality
- Response 2 Most of the more costly elements are worthwhile. The problem is the number of unimportant, but required ATP elements that despite the cursory work associated (for most jurisdictions) still consumes budgets and creates bike plans that are unnecessarily voluminous.
- Response 3 The main one is anything that involves a consultant's travel time (site/field visits or audits, meetings, workshops, presentations, etc.). All of these are essential to a planning process but should be approached strategically in order to keep costs down.
- Response 4 The cost depends on whether there is an existing plan and its quality i.e. how good it was to begin with.
You shouldn't have to start from scratch each time you do a bike plan if there was a decent one done the first time.
- Response 5 Cost also depends on how detailed the crash analysis will be since that can vary a LOT
level of detail of inventory work
extent of GIS/ demand modeling
extent of public outreach/ number of workshops / meetings
extent of feasibility / concept work - e.g. number of cut sheets

Please provide any other comments regarding bicycle plan costs.

- Response 1 This is an unanswerable set of questions. It depends on what a jurisdiction is trying to accomplish. Because most Alameda County jurisdictions are in their second or greater generation of a plan, we have been focusing on developing improvement plans that can be incorporated into grant applications (see Albany ATP). The cost to do this depends on how many and how much detail.
- Response 2 I feel that planning in general--including but not limited to bicycle plans--is suffering from "mission creep," with too much effort devoted to somewhat secondary tasks and purposes (to me the main culprits are existing conditions and goals/objectives; also, design guidelines keep reinventing the wheel). The results are overly costly processes that many cities cannot afford and intimidating plans that--once appendices are included--run into the hundreds of pages. I feel the public would be better served with streamlined processes that focus on the essentials: the main needs, as expressed by the community and an action plan for addressing those needs.


Overall Best Practices

Please provide any examples of bicycle plans that you consider to be best practices and briefly explain why you regard them highly.

- | | |
|------------|--|
| Response 1 | 1 - Santa Monica Bike Action Plan - provides clear direction to staff for project implementation and is a regular resource for their bike program
2 - Seattle Bike Master Plan - establishes networks for all ages and abilities separate from confident riders; multimodal conflicts considered during planning
3 - City of Chicago - action oriented resulting in rapid network deployment |
| Response 2 | Albany ATP - Efficient use of resources to focus on developing improvement concepts for grant applications
Richmond Bike and Ped Plan - Same as Albany, but also directly addresses chronic lack of staff as the constraint to implementation
West Sacramento Bike Plan - citywide LTS analysis |
| Response 3 | VTA Santa Clara Countywide Bicycle Plan that identified the need for a bike pedestrian overcrossing over freeways and rivers and railroad tracks at a min spacing of every mile which led to a list of over 80 needed bridges. tunnels that were not on any local city plan. |
| Response 4 | Palo Alto - combined bike ped, extensive community process, has resulted in significant implementation from plan adoption |


Please provide any other comments or feedback.

- | | |
|------------|---|
| Response 1 | Thanks for doing this. Look forward to seeing the findings. |
| Response 2 | Jurisdictions lack staff to implement ATPs. Flexibility in allowing portions of Alameda CTC grants aimed at funding ATPs to go toward staffing assistance is recommended. |



FY 2012-2013 Measure B and
Vehicle Registration Fee
Direct Local Program Distributions
Program Compliance Reports –
Bicycle and Pedestrian Analysis

A Presentation for the
Alameda County Bicycle Pedestrian Advisory Committee
July 2014



Measure B History

- Voters approved Measure B in 1986
- Reauthorized in November, 2000 with 81.5% voter approval rate
- Sales tax collections and distributions began on April 1, 2002
- Alameda CTC has distributed approximately \$640 million in funds through FY 12-13



Measure B Annual Revenues and Distributions

- Measure B generates approximately \$115 million annually

- **Approximately 60 percent**

- Distributed to 20 agencies as Direct Local Program
Distribution funds for:

1. Bicycle and pedestrian safety
2. Local transportation (*Streets & Roads*)
3. Mass transit
4. Paratransit

- **Approximately 40 percent**

- Distributed to Capital Projects



3

Vehicle Registration Fee History

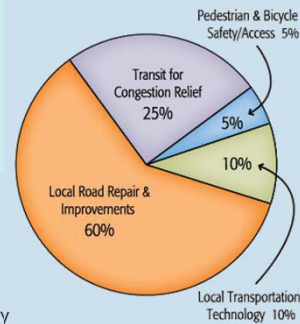
- Voters approved Measure (F) and the Vehicle Registration Fee (VRF) in November, 2010
- Collection of the annual \$10 per vehicle fee
- Collections and distributions began in May 2011
- Alameda CTC has distributed \$14.4 M in funds through FY 12-13



4

Vehicle Registration Fee Annual Revenues and Distributions

- **60% of annual VRF revenues**
 - Distributed to 15 agencies as Direct Local Program Distribution funds for:
 1. Local Road Improvement and Repair Program
- **40% of annual VRF revenues**
 - Distributed to three countywide discretionary programs
 1. Transit for Congestion Relief Program
 2. Local Transportation Technology Program
 3. Pedestrian and Bicyclist Access and Safety Program



5

Measure B and VRF FY 12-13 Distributions

Measure B Direct Local Program Distribution FY 12-13	Amount (in millions)	%
1. Local Transportation (Streets & Roads)	\$25.7	40%
2. Mass Transit	\$24.4	38%
3. Paratransit	\$10.4	16%
4. Bicycle and Pedestrian Safety	\$4.3	6%
TOTAL DISTRIBUTIONS	\$64.8	100%

VRF Direct Local Program Distribution FY 12-13	Amount (in millions)	%
Local Road Improvement and Repair Program	\$6.9	100%
TOTAL DISTRIBUTIONS	\$6.9	100%



6

Annual Compliance Requirements

- In Spring 2012, jurisdictions receiving Measure B/VRF funds entered into a Master Programs Funding Agreement (MPFA) with Alameda CTC
- Recipients are required to submit annual Measure B/VRF expenditure reports and document use of funds and fulfillment of other requirements



7

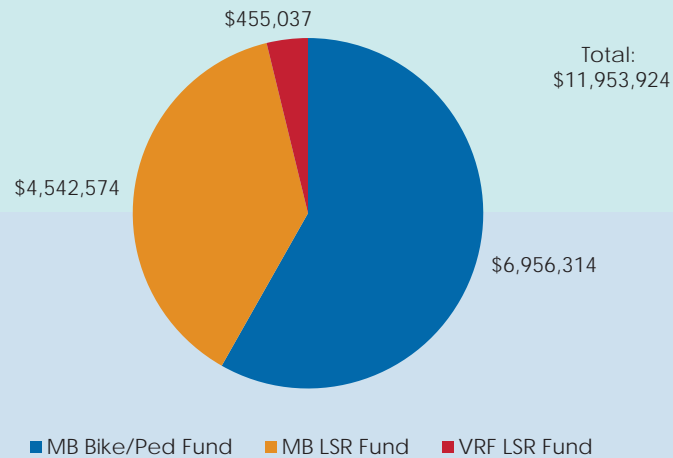
Bicycle and Pedestrian Fund Expenditure Analysis - Goals and Caveats

- Goals
 - *Determine overall percentage of local direct program distribution funds supporting walking and biking*
 - *Track investment levels in different categories of needs*
- Caveats
 - *Initial data provided by local jurisdiction staff*
 - *Modest reclassification for consistency by Alameda CTC staff for this analysis*
 - *Categorization often tricky; no attempts to split projects across multiple categories*
 - *Order of magnitude findings*



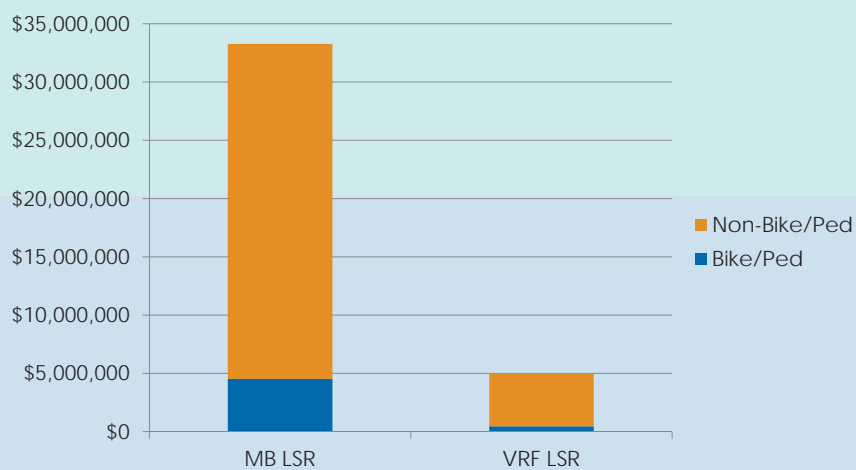
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Overall Expenditures on Biking and Walking (FY 12/13)



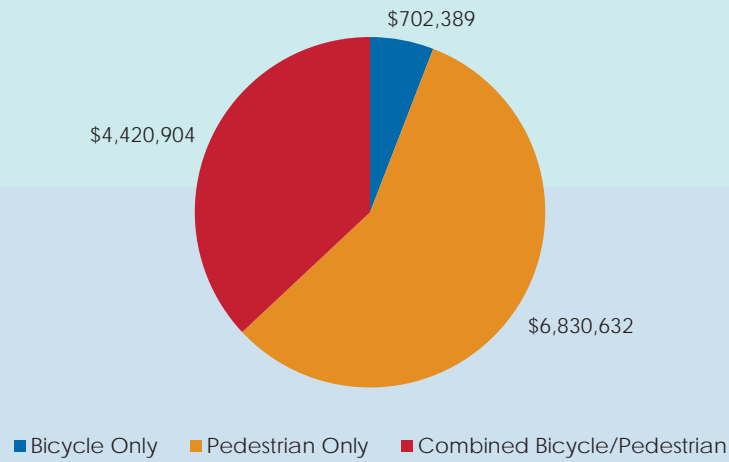
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Use of Local Streets and Roads Funds for Bicycle/Pedestrian Needs



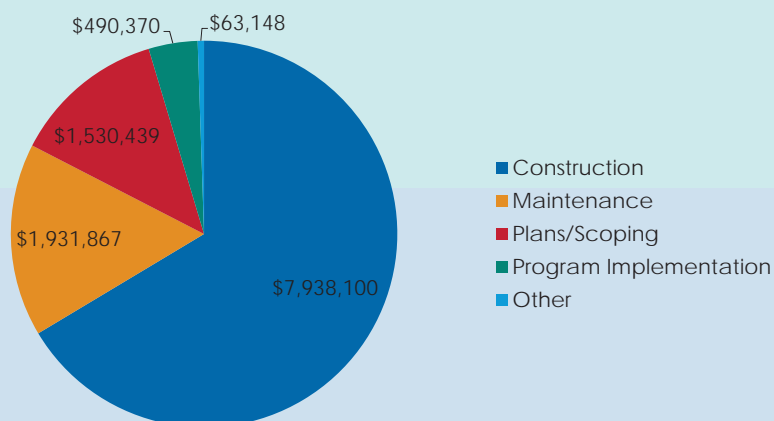
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Bicycle/Pedestrian Expenditures By Mode



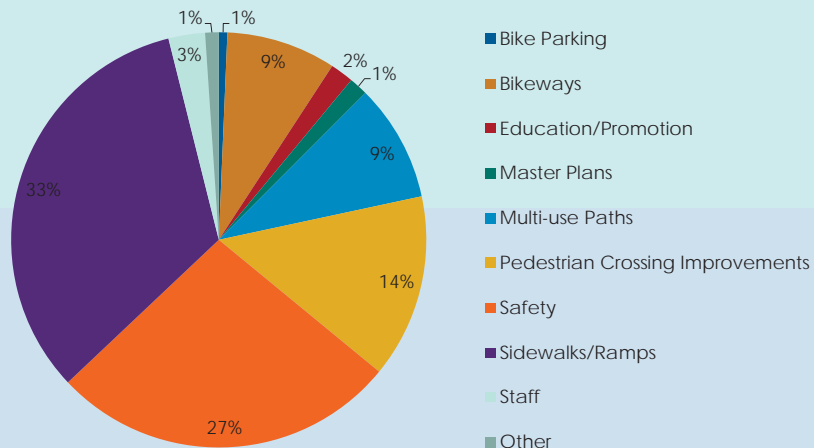
11

Bicycle/Pedestrian Expenditures by Project Phase



12

Bicycle/Pedestrian Expenditures by Project Type



13

Next Steps

- Multi-year trend analysis
- Analysis of leveraging



14

Questions/Comments?



15



Memorandum

7.0

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 3, 2014

SUBJECT: Countywide Bicycle and Pedestrian Plan Implementation Progress

RECOMMENDATION: Receive an update on implementation of the Countywide Bicycle and Pedestrian Plans.

Summary

The Alameda Countywide Bicycle and Pedestrian Plans, adopted in October 2012, contain an ambitious series of implementation actions to ensure that the vision and goals of these plans are realized. The implementation actions span three categories: funding, technical tools and assistance, and countywide initiatives. There are 70 implementation actions identified across the two Plans. The implementation actions are found in chapter 7 of the Plans (page 95 of the Bicycle Plan and page 103 of the Pedestrian Plan).

The Countywide Bicycle and Pedestrian Plans are available at this link:

http://www.alamedactc.org/app_pages/view/5390

One of the action items included in the Plans is to annually review the implementation actions to ensure that they are incorporated into the agency's work plan and to monitor progress made. This report is in fulfillment of that implementation action, and covers progress from October 2013 to October 2014.

Alameda CTC has primary responsibility for most actions, but many require partnership with local jurisdictions, other public agencies, and other organizations. The plans specify that implementation of most actions is dependent upon funding and resource availability.

45 of the Plan's actions pertain to 2014. Of these, as of October 2014, 28 are complete (or are multi-year tasks for which the 2014 component is complete), 7 are in progress, and 10 have been deferred due to resource constraints. Attachment A summarizes progress on implementation actions for 2014.

Attachments

A. Status of 2014 Countywide Bicycle and Pedestrian Plan Implementation Actions

Staff Contacts

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Matthew Bomberg](#), Assistant Transportation Planner

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Alameda Countywide Bicycle and Pedestrian Plans

Implementation Actions - 2014

Implementation Action		2014 Progress
FUNDING		
1. Implement the Countywide Bicycle/Pedestrian Plan by continuing to dedicate funding and staff time to the plan priorities, and integrating the priorities into the agency's activities		
1.1	Use this plan to guide the agency's bicycle/pedestrian program and funding priorities.	Ongoing
1.2	In each funding cycle for all of the funding sources administered by the agency, consider funding the plan priorities (as applicable), using this plan as a guide.	Ongoing
1.3	Continue to have a countywide bicycle and pedestrian coordinator and/or team.	Ongoing
1.4	Advocate for additional and/or new funding to support the plan priorities at the county, regional, state and federal levels.	Ongoing
1.5	Annually review the plan's implementation actions to ensure that they are incorporated into the agency's work plan and to monitor progress made.	Ongoing
1.6	Implement grant funding cycles for bicycle and pedestrian projects and programs every two years, or as discretionary funding is available.	No 2014 Action
2. Fund and provide technical assistance for the development and updating of local bicycle/pedestrian master plans		
2.1	Continue to fund local master plans so that jurisdictions without an adopted plan can develop one, and the 14 local jurisdictions [bike] and 11 local jurisdictions [ped] and also other public agencies (such as BART [bike], AC Transit [ped], and UC Berkeley [bike/ped]) with plans can keep them up to date.	No 2014 Action
2.2	Develop a toolkit of technical resources to assist agencies in developing and updating their plans, such as best practices, to ensure that plans are effective, and, to the extent feasible, comparable to each other.	Bicycle Master Plan Guidelines under development; Pedestrian Master Plan Guidelines to be considered along with possible update to <i>Toolkit to Improving Walkability</i> .
3. Coordinate transportation funding with land use decisions that support and enhance bicycling/walking		
3.1	Develop and implement a Priority Development Area (PDA) Investment and Growth Strategy and PDA Strategic Plan that identifies "ready" PDAs and transportation projects within them, including developing cost estimates, incorporating complete communities and streets concepts and policies, and developing Transit-Oriented Design Guidelines.	PDA Investment and Growth Strategy update adopted in summer 2014
3.2	Develop a countywide Community-Based Transportation Program, including updating the existing Community-Based Transportation Plans (CBTPs), incorporating new Communities of Concern areas as defined by MTC, identifying high priority projects (including bicycle and pedestrian projects) and costs estimates, and an implementation strategy.	Action deferred - CBTPs to be updated in 2016-17.

Green indicates action was completed (or is a multi-year action, for which 2014 portion was completed)

Gold indicates action is in progress.

Blue indicates no progress or action deferred.

Alameda Countywide Bicycle and Pedestrian Plans

Implementation Actions - 2014

		<i>Implementation Action</i>		2014 Progress
3.3		Conduct a feasibility study to design a program that integrates land use and transportation supported by financial incentives, similar to Santa Clara Valley Transportation Authority's "Community Design & Transportation" program, and identify a tracking method.		This action deferred due to resource availability.
3.4		Investigate other ways to maximize the coordination of transportation funding with land use decisions to support and enhance bicycling.		No 2014 Action
4. B Pursue additional dedicated funding for bikeway maintenance				
4.1	B	Consider setting aside a portion of discretionary funding for maintenance of facilities on the countywide network.		No 2014 Action
4.2	B	Advocate for dedicated funding for bikeway maintenance, particularly for trails, at the regional, state and federal levels.		Ongoing as part of legislative activities. Alameda CTC staff gave input to state Active Transportation Program and Cap-and-Trade guideline development and advocated for trail maintenance through these funding sources.
4. P Conduct research on, and develop resources for, best practices for funding sidewalk maintenance				
4.1	P	Conduct research on sidewalk maintenance in Alameda County by surveying local jurisdictions on how sidewalk maintenance is currently funded and comparing these funding mechanisms to those used for roadway maintenance.		No 2014 Action
4.2	P	Develop best practices and recommendations for funding the maintenance of sidewalks, including suggesting possible new funding sources.		No 2014 Action
TECHNICAL TOOLS AND ASSISTANCE				
5. Develop resources to support local jurisdictions in adopting and implementing Complete Streets policies				
5.1		Develop a package of recommended technical assistance and resources that support complete streets in the county. [starting in 2012]		No 2014 Action
5.2		Implement complete streets technical assistance and resources.		Ongoing. Many complete streets technical resources such as design guidelines and project development checklists to be developed through SC-TAP program.
5.3		Assist local jurisdictions with updating the circulation element of their general plans in compliance with Assembly Bill 1358, the "California Complete Streets Act of 2008," by 2014, to be in compliance with the MTC policy requirement.		Staff developed White Paper on Best Practices for Incorporating Complete Streets in Circulation Element.
Offer regular trainings and information-sharing forums for local-agency staff on best practices in bicycle/pedestrian infrastructure and programs				
6.1		Continue to provide free access to a monthly webinar presented by the Association of Pedestrian and Bicycle Professionals, and consider expanding the reach of this program to those not located near the Alameda CTC offices.		Ongoing
6.2		Host additional webinars on topics of interest, as they are made available		Ongoing

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Green indicates action was completed (or is a multi-year action, for which 2014 portion was completed)

Gold indicates action is in progress.

Blue indicates no progress or action deferred.

Alameda Countywide Bicycle and Pedestrian Plans

Implementation Actions - 2014

Implementation Action		2014 Progress
6.3	Host half-day educational forums on best practices in bicycle and pedestrian infrastructure and programs, at least every other year.	No 2014 Action
6.4	Re-convene the Pedestrian Bicycle Working Group (PBWG), a group of local agency and advocacy staff that meets up to four times a year to share information, learn about best practices, and give input to Alameda CTC on its programs and projects.	Ongoing
6.5	Establish a quarterly speaker series featuring bicycle and pedestrian experts to address timely topics such as the implementation of Complete Streets, liability concerns, innovative infrastructure treatments, and CEQA-related obstacles.	Some speakers hosted as part of PBWG. Topics have included complete streets and emergency response and cycletrack design.
7. Develop a local best practices resource and other tools that encourage jurisdictions to use bicycle/pedestrian-friendly design standards		
7.1	Develop a local best practices resource that includes engineering-level detail for both basic and innovative infrastructure in use in Alameda County, as a way to share and spread best practices throughout the county, and to reduce the need for local agencies to re-invent the wheel. Information about programs, such as signage or enforcement, could also be included. The resource will be developed with input from local agencies, and could be print or web-based.	Staff has collected some information and examples; development of a print or online resource deferred.
7.2	Disseminate information about best practices and innovative design guidelines, [bike : such as the NACTO Urban Bikeway Design Guide], as they become available, and work with local jurisdictions to determine which are the most useful and should be highlighted.	Ongoing. Alameda CTC staff routinely distribute such information. Alameda CTC funding development of complete streets design guidelines in Central County via SC-TAP program.
7.3 B	Determine if a Bicycle Design Guidelines and Best Practices document would be useful to local jurisdictions as a resource for designing bicycle projects in Alameda County, including those funded by Alameda CTC, and if so, develop the document.	Action deferred.
7.3 P	Update the "Toolkit for Improving Walkability in Alameda County," last published in 2009. At the same time (or earlier), consider developing Pedestrian Design Guidelines and Best Practices to be used by local jurisdictions as a resource for designing all pedestrian projects in Alameda County, including those funded by Alameda CTC.	Action deferred - focused update of sections to be considered for 2015.
7.4	Once the above tools have been established, select a new tool to develop each year, via input from local jurisdictions (see list of possible tools in the "Countywide Priorities" chapter under "Technical Tools and Assistance" program).	No 2014 Action
7.5	Support local jurisdictions in testing and implementing innovative infrastructure, as feasible.	Alameda CTC staff has given input on incorporating innovative design treatments into state design guidance through Caltrans advisory committees.
7.6	Via information-sharing forums, such as the PBWG, develop a better countywide understanding of the limitations of the Highway Design Manual being used for the design of local streets, and the alternative design standards available for facilities.	Ongoing.

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Alameda Countywide Bicycle and Pedestrian Plans

Implementation Actions - 2014

Implementation Action		2014 Progress
8. Offer technical assistance to local jurisdictions on complex bicycle/pedestrian design projects		
8.1	Research and develop the best method of offering technical assistance that is simple for local jurisdictions to use and feasible for Alameda CTC to operate. This could be done by expanding Alameda CTC's current Transit-Oriented Development Technical Assistance program (TOD TAP) to include bicycle and pedestrian projects.	Alameda CTC implementing Sustainable Communities Technical Assistance Program (SC-TAP) to support local PDA, complete streets, and bike/ped design efforts.
9. Develop tools and provide technical assistance to help local jurisdictions overcome CEQA-related obstacles		
9.1	Provide technical assistance to local jurisdictions to develop alternative CEQA policies, guidelines and standards to overcome, or at least lessen, some of the obstacles noted above. This may be done by developing a CEQA mitigation toolkit based on the best practices and resources developed in previous implementation actions.	Alameda CTC staff has given substantial input and played a large role in facilitating discussions around reforming transportation impact analysis in CEQA, as directed by SB 743.
9.2	Provide trainings and speaker sessions (via implementation action #6 above) for local jurisdictions that address relevant topics, such as expanding LOS standards to include multi-modal measures; the appropriate level of environmental review for different types of bicycle and pedestrian plans and projects; trip-generation methodologies appropriate for smart growth developments; and significance thresholds for transportation impacts.	Alameda CTC staff has given substantial input and played a large role in facilitating discussions around reforming transportation impact analysis in CEQA, as directed by SB 743.
COUNTYWIDE INITIATIVES		
10. Develop and implement a strategy to address how to improve and grow (as feasible) four near-term priority countywide programs (10.1 to 10.4 below)		
10.1	Safe routes to schools (SR2S) program. Approximately 100 schools had established SR2S programs in 2012. This plan's long-term goal is to have a program in every school in the county (see Strategy 2.6 in the "Vision and Goals" chapter).	Ongoing
10.2 B	Countywide bicycle safety education program. Safety classes are offered around the county in a variety of languages. The goal is to further expand the program to broaden its reach (see Strategy 2.5 in the "Vision and Goals" chapter).	Ongoing
10.2 P	Countywide pedestrian safety advertising campaign. This is a new program that will create a countywide safety campaign aimed at promoting road safety among motorists, pedestrians, bicyclists and bus drivers.	Action deferred.
10.3 B	Countywide bicycle safety advertising campaign. This is a new program that will create a countywide safety campaign aimed at promoting road safety among motorists, pedestrians, bicyclists and bus drivers.	Action deferred.

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Alameda Countywide Bicycle and Pedestrian Plans

Implementation Actions - 2014

Implementation Action			2014 Progress
10.3	P	Countywide Safe Routes for Seniors program. Many walking clubs and programs for seniors already exist around the county. The goal is to create a comprehensive countywide program that encourages seniors to walk, bike, and access transit safely (see Strategy 2.7 in the "Vision and Goals" chapter).	No 2014 Action
10.4	B	Countywide bicycling promotion program. The current "Ride into Life!" advertising campaign, which is coordinated with Bike to Work Day each year, was evaluated in 2010/2011. The agency will re-examine this program, and other possible new efforts, to determine possible improvements.	Ongoing, including substantial update of messaging and look/feel for 2014.
10.4	P	Countywide walking promotion program. The agency will develop new strategies to promote walking for health, recreation and transportation.	No 2014 Action
10.5		Work with local jurisdictions to grow the above programs even further by developing and offering an easy-to-administer option for jurisdictions to contribute local funding toward countywide programs to expand the programs in their jurisdiction.	Action deferred.
11. Develop and adopt an internal Complete Streets policy			
11.1		Alameda CTC will develop an internal Complete Streets policy that addresses the wide variety of activities that the agency performs, including capital projects development, fund programming, and countywide planning, tools and resources. This will ensure that capital projects implemented and/or funded by the agency provide safe and convenient access to all users, including bicyclists/pedestrians, as appropriate and feasible for each project.	Action was deferred from 2013; item being considered in relation to Complete Streets requirements in 2014 Transportation Expenditure Plan.
12. Determine options for modifying the countywide travel demand model to make it more sensitive to bicycling/walking and implement the best feasible option			
12.1		As part of the model update—which will among other things, align the model with the 2010 Census, update the model years to 2010 and 2040, and incorporate the Sustainable Communities Strategy—evaluate options for modifying the model to make it more sensitive to bicycling/walking trips, and select the best feasible option. Implement the selected option. [starting in 2012]	Model update completed; travel demand model now includes representation of bicycling infrastructure and explicitly assigns bicycling trips meaning model can be used to estimate order of magnitude bicycling volumes on corridors.
12.2		Consider leading a study, in collaboration with a local jurisdiction, of a road diet (possibly along a CMP network segment) to better understand the impacts to non-motorized transportation of using the model. Based on such a study, further recommendations could be developed to improve the model and the application of LOS standards.	Action deferred.
Determine options for revising the Congestion Management Program to enhance bicycle/pedestrian safety and access, and implement the best feasible option			

Page

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Alameda Countywide Bicycle and Pedestrian Plans

Implementation Actions - 2014

Implementation Action		2014 Progress
13.1	During the update to the CMP, explore the options for revising the CMP to improve bicycle/pedestrian safety and access, and implement the best feasible option. As one option, consider using minimum safety and access standards for bicyclists and pedestrians, rather than multi-modal LOS, which may not provide direct guidance on future improvements.	No 2014 Action
13.2	Update the CMP guidelines to better define how to develop Areawide Deficiency Plans to address deficiencies on the CMP network, which will allow bicycling and walking improvements to more easily be incorporated into projects, or at a minimum, not pit the implementation of bicycle and pedestrian projects against auto projects to improve LOS.	Areawide deficiency plan guidelines adopted in 2013. No new LOS deficiency plans declared in 2014 so areawide guidelines have not yet been applied.
13.3	Conduct a feasibility study to explore implementing an impact analysis measure that supports alternative modes, such as San Francisco's Automobile Trip Generated (ATG) measure, instead of using LOS methodologies that primarily address auto impacts. [starting in 2012]	Action deferred. A replacement metric for analyzing development and transportation projects through CEQA is being implemented through SB 743.
13.4	Create maps of the areas of overlap between the CMP and the countywide bicycle/pedestrian vision network. This analysis will reveal the areas and routes on which to focus efforts to improve the CMP process from a bicycle and pedestrian safety and access perspective.	No 2014 Action
14. Work with the County Public Health Department to consider bicycle/pedestrian data and needs in the development and implementation of health and transportation programs		
14.1	Identify specific bicycle and pedestrian data and social marketing efforts on which to partner with the Alameda County Public Health Department (PHD) to further the goals of this plan.	No 2014 Action
14.2	Continue to work collaboratively with the PHD on the intersection of public health and bicycling/walking.	Ongoing.
15. Monitor, evaluate and report on progress annually on implementation of the Countywide Bicycle/Pedestrian Plan		
15.1	Monitor the status of the plan's eight performance measures included in this chapter, and report on them in the Alameda CTC's annual Performance Report. In future years, the results of these and all other performance measures, as reflected in the Performance Report, will be used by Alameda CTC to set priorities in the agency's Capital Improvement Program.	Ongoing (Performance Report presented every April).
15.2	Annually review the plan's implementation actions to ensure that they are incorporated into the agency's work plan and to monitor progress made (this action is also reported under implementation action #1). Create a public report with this data, to be posted on the agency's website.	Ongoing (reports every October).

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Alameda Countywide Bicycle and Pedestrian Plans

Implementation Actions - 2014

Implementation Action		2014 Progress
15.3	Create and update a Geographic Information System (GIS) database to include all countywide, and also local, planned and built bicycle facilities [bike] and to track completion of the pedestrian facilities in the Ped Plan's vision system [ped]. Work with local jurisdictions to update this database annually.	Alameda CTC staff are coordinating with MTC to use the BikeMapper application as a platform for this database. Staff have collected information on local bike plans and updated several jurisdictions in BikeMapper to reflect this information. Future progress on developing this database pending resource availability. No progress on pedestrian facility database.
15.4	Continue the annual bicycle and pedestrian count program, as a way to gauge the effectiveness of new facilities and programs at encouraging bicycling/walking.	Ongoing. Data were collected for 2013 but not reported due to resource availability. Data are being collected for 2014 and staff is exploring streamlined ways to report count data.
15.5	Update the Bicycle/Pedestrian Plan every four to five years, coordinating with the updates of the Countywide Transportation Plan and of the Countywide Pedestrian/Bicycle Plan.	No 2014 Action
16. Conduct research to inform future plan updates and countywide bicycle/pedestrian planning		

Before next plan update [2013–2016]		
16.1	Performance targets: Work with local jurisdictions and other stakeholders to research and, as feasible and appropriate to a countywide agency, develop comprehensive and meaningful quantitative targets for bicycling/walking in Alameda County. Also, consider establishing a future vehicle miles traveled target and using the countywide travel demand model to determine what actions are needed today to achieve the goal.	Background research completed but recommendations deferred.
16.2	Data collection: Assess the benefits and disadvantages of Alameda CTC collecting its own bicycling/walking data, rather than relying on outside sources of data, in order to have more timely information for reporting on performance measures, and possibly targets, and in the next plan update.	Staff has determined the most fruitful expansion of data collection related to bicycling/walking is enhanced household travel survey efforts. Staff continues to advocate for more frequent household travel surveys at regional level. Staff exploring cost and feasibility of alternative collision data sources (as opposed to state's database which has a 2.5 year lag)
16.3	Collision analysis: Conduct a detailed countywide collision analysis, which can help guide future plan and funding priorities, and the direction and focus of the countywide bicycle/pedestrian safety advertising campaign.	Completed - presented to PBWG in May 2014.

Green indicates action was completed (or is a multi-year action, for which 2014 portion was completed)

Gold indicates action is in progress.

Blue indicates no progress or action deferred.

Alameda Countywide Bicycle and Pedestrian Plans

Implementation Actions - 2014

Implementation Action		2014 Progress
16.4	<p>Caltrans-owned facilities: Work with local jurisdictions, Caltrans and other agencies, as appropriate, to develop a list of interchanges, overcrossings, undercrossings and at-grade crossings of Caltrans highways and roadways on which bicycle and pedestrian access could be improved, and consider prioritizing the list and working with Caltrans to identify funding for the highest priority projects. <i>[bike : This work would build upon the list of major non-bikeway capital projects already included in Appendix X.]</i> This list would be shared with Caltrans, and other agencies, as appropriate, to help them identify opportunities to better accommodate non-motorized users.</p>	Action deferred.
16.5	<p>Typical project costs: Work with local agencies to refine typical construction and maintenance costs for bicycle/pedestrian capital projects. These cost assumptions could be used for estimating project costs not only in the Countywide Bicycle/Pedestrian Plan update but also in local master plans.</p>	No 2014 Action
16.6	<p>Countywide and local BPACs: Evaluate the staffing, funding, administration, composition and performance of the countywide and local BPACs for strengths, weaknesses and opportunities to improve their effectiveness.</p>	No 2014 Action
During next plan update [2017]		
16.7	<p>Bicycling/Walking rates: Develop case studies of how other cities and counties around the nation have managed to increase bicycling/walking rates, and develop best practices and recommended policies both for internal use and for local jurisdictions.</p>	No 2014 Action
16.8	<p>Central business districts <i>[ped : and major commercial districts]</i>: Review and standardize the definition of central business districts (CBDs) <i>[ped : and major commercial districts (MCDs)]</i>, as used in the "Countywide Priorities" chapter, and determine their distribution throughout the county for planning purposes under the updated Bicycle/Pedestrian Plan.</p>	No 2014 Action
16.9 B	<p>Major bus transfer points: Re-evaluate the purpose and definition of major bus transfer points, included in the "Countywide Priorities" chapter.</p>	No 2014 Action
16.9 P	<p>Rail transit access costs: Develop separate costs for high ridership rail stations, such as many BART stations, and low ridership rail stations, such as some Amtrak stations, so that cost estimates are more accurate.</p>	No 2014 Action
16.10 B	<p>Types of Bikeways: Differentiate bicycle boulevards from other Class III bicycle routes in the vision network, since the cost and usage of these facilities are very different.</p>	No 2014 Action
16.10 P	<p>Major <i>[non-bikeway]</i> capital projects: Identify the major <i>[non-bikeway]</i> capital projects (such as over- and under-crossings, and bicycle/pedestrian bridges) needed along the bicycle/pedestrian vision network <i>[bike : that are along access to transit and access to CBD routes]</i>. This will assist in estimating</p>	No 2014 Action

Green indicates action was completed (or is a multi-year action, for which 2014 portion was completed)

Gold indicates action is in progress.

Blue indicates no progress or action deferred.

Alameda Countywide Bicycle and Pedestrian Plans Implementation Actions - 2014

Implementation Action		2014 Progress
16.11 B	the full costs of the Bicycle/Pedestrian Plan and prioritizing projects.	
16.11 P	Facilities needing major repair and/or upgrades: Work with local jurisdictions to develop an inventory of countywide bicycle/pedestrian facilities in the vision network that are considered “built” but still are in need of repair or upgrades in order to be considered “completed,” and also the estimated costs to improve them.	No 2014 Action
16.12 B		
16.13 B	Re-paving needs: Refine the cost to improve and maintain pavement along all bikeways in the bicycle vision network.	No 2014 Action

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**Measure B and Vehicle Registration Fee Bicycle and Pedestrian Countywide
Discretionary Grand Fund Programs**

Cycle 4 and 2013 Coordinated Funding Program Semi-Annual Progress Reports and
Final Reports

Reporting Period Ending June 30, 2014

Submissions

Grant Number	Project Name	Sponsor	Progress Report	Final Report
A09-0022	Newark Pedestrian and Bicycle Master Plan	City of Newark	X	
A13-0059	Christie Ave Bay Trail Gap Closure	City of Emeryville	X	
A13-0061	Bay Trail – Gilman to Buchannan	East Bay Regional Park District	X	
A13-0062	Cross Alameda Trail (Ralph Appezatto Memorial Parkway, Webster to Poggi)	City of Alameda	X	
A13-0063	Buchanan/Marin Bikeway	City of Albany	X	
A13-0064	W. Juana Ped Improvements	City of San Leandro	X	
A13-0065	Fruitvale Alive Gap Closure Streetscape Project (Fruitvale Ave E. 12th to Estuary)	City of Oakland	X	
A13-0066	Piedmont Pedestrian and Bicycle Master Plan	City of Piedmont	X	
A13-0067	Bike-Go-Round (education/safety program)	Cycles of Change	X	

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ALAMEDA CTC
GRANT PROJECT PROGRESS REPORT

PROJECT PROGRESS REPORT No.: 9

REPORTING PERIOD: **From:** January 1, 2014 **To:** June 30, 2014

PROJECT SPONSOR: CITY OF NEWARK

PROJECT TITLE: Newark Pedestrian and Bicycle Master Plan

AGREEMENT NO.: A09-022

STATUS:

A draft of the Newark Pedestrian and Bicycle Master Plan has been completed and major components have been reviewed by the City's Bicycle and Pedestrian Advisory Committee (BPAC). However, staff and the City's consultant are still in the process of revising the master plan document into a final draft for review and approval by the BPAC, the City's Planning Commission, and the Newark City Council. The final draft requires incorporation of key elements of recently approved documents, including the City's General Plan Update and the Bay Trail Realignment Feasibility Study, as well as bicycle and pedestrian improvements planned in the Dumbarton Transit Oriented Development.

ACTIONS *(in this reporting period):*

Staff has continued to work on several different chapters of the master plan document including further development of a detailed list of potential projects, prioritization of identified projects and programs, and incorporation of some of the key elements of the recently approved Transportation Element of the General Plan Update and the Bay Trail Realignment Feasibility Study. Additional work is needed in this area of the plan.

ANTICIPATED ACTIONS *(in next reporting period):*

Design elements associated with the Dumbarton Transit Oriented Development and other residential projects that are in various stages of approval need to be incorporated into the master plan along with key applicable elements of the Transportation Element of the General Plan Update and the Bay Trail Realignment Feasibility Study. When staff and the City's consultant have completed these additions, the final draft master plan will be prepared for review by the City's Bicycle and Pedestrian Advisory Committee. This is scheduled for early 2015. Along with completion of the master plan document, the environmental document for the plan will be finalized. Following the BPAC's review, the master plan will be taken before the Planning Commission and the Newark City Council. It is anticipated that all of these actions will be completed by July 1, 2014.

GENERAL:

- ☐ At this time we anticipate no problems on the project.
- ☐ We anticipate problems in the following area(s) but do not feel we need your assistance at this time:
- ☒ We anticipate problems in the following area(s) and would appreciate any assistance you could offer: An additional extension to the project schedule is needed.

SCHEDULE, SCOPE, AND BUDGET:

- ☐ The project schedule, scope, task budgets, and performance measures remain unchanged, as shown in Attachments A, B, C, and D of the Grant Funding Agreement or previously approved amendment.
- ☒ There are proposed changes to the project schedule, scope, task budgets, and/or performance measures. *(If checked, proceed to the section below)*
 - ☐ A Grant Amendment Request was previously submitted on *(enter date)* and is awaiting approval.
 - ☒ Revisions to the following area(s) are being proposed and a Grant Amendment Request is attached for review and approval. *(Check all that apply)*
 - ☐ Project Scope
 - ☐ Task Budgets
 - ☒ Project Schedule
 - ☐ Project Performance Measures

EXPENDITURES

- ☐ A Request for Reimbursement is included with this Progress Report.
- ☒ No Request for Reimbursement is included with this Progress Report. *(If checked, proceed to section below.)*
 - ☐ A Request for Reimbursement was submitted within the last six months on *(enter date)*.
 - ☒ No Request for Reimbursement has been submitted within the last six months for the following reason(s):

We have submitted requests for all reimbursable funds except final closeout costs. These costs will be expended during the final reporting period when the project is completed.

PUBLICITY:

- ☒ As required per the Grant Funding Agreement, updated and accurate project information is included at the following website address, with a link to the Alameda CTC website and reference to Measure B and/or VRF fund usage:
<http://www.newark.org/departments/public-works/engineering-division/pedestrian-bicycle-master-plan/>

The webpage is in the process of being updated by staff.

- ☐ As required per the Grant Funding Agreement, an annual article was published in the Project's Sponsors newsletter, newspaper, or Alameda CTC's newsletter, highlighting the Project and Measure B and/or VRF fund usage.

Publication Date:

Publication Name:

- ☒ An article was included in the previous progress report. Thus, no article was published in this reporting period. An article is planned for the Fall 2014 version of the Newark News.

PERFORMANCE MEASURES PROGRESS REPORT:

- ☐ There were *[enter total numbers]* trips provided during the reporting period.
- ☐ There were *[enter total numbers]* people served during the reporting period.
- ☐ Project Performance Measures Progress Report is completed and attached.
- ☒ Project Performance Measures Progress Report is not included / completed because no performance measures are associated with this project.

PERFORMANCE MEASURES PROGRESS REPORT

Project Performance Measures: Evaluate the PROJECT using the outcome-based performance measures set forth in Table D-1 (AGREEMENT Attachment D) to demonstrate that the PROJECT is meeting its objectives.

Performance Measures Report			
No.	Performance Measure Target ⁽¹⁾	Progress/Activity to date	Progress/Activity this Period
1			
2			
3			
4			
5			
6			

Notes:

1. List all performance measures included in application for PROJECT submitted by PROJECT SPONSOR to ALAMEDA CTC.



CITY OF NEWARK, CALIFORNIA

37101 Newark Boulevard • Newark, California 94560-3796 • (510) 578-4000 • FAX (510) 578-4306

September 30, 2014

Mr. Matthew Todd, P.E.
Principal Transportation Engineer
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94612

Subject: Request No. 8 for Administrative Change to
Grant Agreement No. A09-022 for
Newark Pedestrian and Bicycle Master Plan

Dear Mr. Todd:

We are hereby requesting an administrative change to the grant agreement in the subject line as per Section IV Part 8 of the subject agreement. We have attached the appropriate exhibits to reflect our requested change(s) as follows:

Attached (Yes or No)	Documentation for Change Request	
Yes	Exhibit A	Written Explanation for Change Request
No	Exhibit B	Revised Attachment A: Project Description and Task Breakdown
No	Exhibit C	Revised Attachment B: Task Budgets and Other Funding
Yes	Exhibit D	Revised Attachment C: Task Deliverables and Project Milestone Schedule
No	Exhibit E	Revised Attachment D: Project Performance Measures

We have signed each of the exhibits showing the requested changes and understand that Alameda CTC will review our requested changes and, if agreeable, will also sign the exhibits and return copies of the approved exhibits. The approved exhibits signed by both parties will become the current agreement information on file at Alameda CTC.

If you have any questions or need additional information please contact Soren Fajeau at telephone number (510)578-4286.

Sincerely,

Soren Fajeau, P.E.
Assistant City Engineer



CITY OF NEWARK, CALIFORNIA

37101 Newark Boulevard • Newark, California 94560-3796 • (510) 578-4000 • FAX (510) 578-4306

September 29, 2014

EXHIBIT A

Mr. Matthew Todd, P.E.
Principal Transportation Engineer
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94612

RE: ADDITIONAL EXTENSION FOR GRANT AGREEMENT NO. A09-022
CITY OF NEWARK PEDESTRIAN AND BICYCLE MASTER PLAN

Dear Mr. Todd:

The City of Newark is formally requesting an additional extension of Grant Agreement No. A09-0022 to October 31, 2015, for completion of the Newark Pedestrian and Bicycle Master Plan. While progress has been made towards completion of the master plan in the past year, there are several factors that have influenced the need for additional plan modifications, further environmental analysis, and additional time to complete these final changes to the document.

The City of Newark recently adopted a new General Plan with a completely revised Transportation Element. The Transportation Element includes significant revisions to goals, policies, and actions related to bicycle and pedestrian components that require additional detail within the master plan document. An example includes the potential conversion of a tract of land previously reserved for a southerly extension of Cedar Boulevard between Haley Street and Willow Street to a linear bicycle and pedestrian parkway, including a potential bridge over the Union Pacific Railroad. The segment of dedicated, but unimproved roadway backs-up to many residential properties and would result in a significant change for residents. This addition, along with many other changes to the Transportation Element of the General Plan, requires further evaluation in terms of scope and prioritization in the Pedestrian and Bicycle Master Plan.

The City also recently approved a Bay Trail Realignment Feasibility Study, coordinated with the City of Fremont, which identifies a preferred ultimate alignment, an interim alignment, various

loop/spur trails, and other phased approaches to the Bay Trail segment through Newark. Work on the Bay Trail will be a challenging long-term commitment and requires now additional detailed analysis within the City's Pedestrian and Bicycle Master Plan for both short-term and long-term connectivity between the trail alignment alternatives and the other planned improvements.

The previously approved Specific Plan for the Dumbarton Transportation Oriented Development (TOD), an important project for Newark as part of Plan Bay Area, includes plans for significant bicycle and pedestrian infrastructure improvements. The City currently has several tentative maps and improvement plans related to this TOD under review. Given the complexity of converting former industrial properties to higher density residential development projects, there is a need to coordinate the scope and detailed designs for improvements in this major planning area with the various developers to ensure feasibility. The TOD area includes the planned installation of roundabouts on a major arterial street and Class I bicycle facilities that have never been constructed previously in the City. Prior to finalizing the Pedestrian and Bicycle Master Plan, it is essential that the details associated with this infrastructure be further analyzed and that the master plan be properly informed in terms of scope and feasibility.

The City currently has 15 proposed residential subdivisions under various forms of review, an unprecedented number in the recent history of the City. Many of these developments have surfaced within the last year and staff feels strongly that the master plan needs to include relevant information related to all of these projects in order to be a complete document.

For these reasons, we are requesting on additional year for completion of the City of Newark Pedestrian and Bicycle Master Plan, through October 31, 2015. If you have any questions, please contact Mr. Soren Fajeau, Assistant City Engineer, at (510) 578-4286 or soren.fajeau@newark.org. Thank you very much for your consideration.

Regards,



PEGGY A. CLAASSEN, P.E.
Public Works Director
(510) 578-4671

REVISED ATTACHMENT C

TASK DELIVERABLES AND PROJECT MILESTONE SCHEDULE

Project Sponsor: CITY OF NEWARK

Project Title: Newark Pedestrian and Bicycle Master Plan

Agreement Number: A09-0022

Project Task Deliverables and Due Dates: The following Revised Table C-1 is intended to replace the current, approved Table C-1 in its entirety.

Table C-1: Task Deliverables and Due Dates			
Task No. (from Table A-1)	Deliverable	Previously Approved Deliverable Due Date	Revised Deliverable Due Date to Alameda CTC
1	Copy of RFP	December 31, 2009	December 31, 2009
1	Copy of executed consultant contract	June 30, 2010	June 30, 2010
2	Council Resolution to create the BPAC	June 30, 2010	June 30, 2010
3	Copy of Draft Master Plan	September 30, 2011	September 30, 2011
4	Copy of Final Master Plan	July 31, 2014	July 31, 2015
5	Invoices submitted to Alameda CTC	Ongoing	Ongoing
6	Final Report/Presentation to BPAC/Final Invoice	September 30, 2014	September 30, 2015
6	Grant Funding Agreement Expires	October 31, 2014	October 31, 2015
Note: Project Sponsor shall provide Alameda CTC with not less than 10 days advance notice of any public meetings or events related to implementation of this grant.			



Signature of Person Requesting Change

9/30/2014

Date

Alameda CTC Approval

Date

ALAMEDA CTC
GRANT PROJECT PROGRESS REPORT

PROJECT PROGRESS REPORT No.: 2

REPORTING PERIOD: **From:** January 1 **To:** June 30, 2014

PROJECT SPONSOR: City of Emeryville

PROJECT TITLE: Christie Ave Bay Trail Gap Closure

AGREEMENT NO.: A13-0059

STATUS:

Design is 65% complete with bid expected in fall (next period). Community review completed.

ACTIONS (in this reporting period):

Staff brought the contract for City Council approval on January 21, 2014. The Consultant (Aliquot) drafted preliminary design for presentation to the Bicycle and Pedestrian Advisory Committee of the Transportation Commission of the City of Emeryville on April 7, 2014 and incorporated comment into presentation to City Council on May 20, 2014. Citizen Watchdog Committee representative for Bike East Bay was invited to BPAC and City Council meetings (did not attend). Bike East Bay staff comments were noted at BPAC. The adjacent hotel development traffic consultant commented on the preliminary design. Aliquot revised design to incorporate intermittent right turn on red signage per public comment.. The City Council sought revision to Bay Trail alignment consistent with the project from the Association of Bay Area Governments (ABAG).

ANTICIPATED ACTIONS (in next reporting period):

ABAG will approve realignment in July 2014, consultant will complete design and City will bid work in the next period. City will provide Final Plans and Bid Documents to ACTIA (Deliverables 1f and 2a).

GENERAL:

☒ At this time we anticipate no problems on the project.

☐ We anticipate problems in the following area(s) but do not feel we need your assistance at this time:

☐ We anticipate problems in the following area(s) and would appreciate any assistance you could offer:

SCHEDULE, SCOPE, AND BUDGET:

- X The project schedule, scope, task budgets, and performance measures remain unchanged, as shown in Attachments A, B, C, and D of the Grant Funding Agreement or previously approved amendment.
- ☐ There are proposed changes to the project schedule, scope, task budgets, and/or performance measures. *(If checked, proceed to the section below)*
 - ☐ A Grant Amendment Request was previously submitted on *(enter date)* and is awaiting approval.
 - ☐ Revisions to the following area(s) are being proposed and a Grant Amendment Request is attached for review and approval. *(Check all that apply)*
 - ☐ Project Scope
 - ☐ Task Budgets
 - ☐ Project Schedule
 - ☐ Project Performance Measures

EXPENDITURES

- X A Request for Reimbursement is included with this Progress Report.
- ☐ No Request for Reimbursement is included with this Progress Report. *(If checked, proceed to section below.)*
 - ☐ A Request for Reimbursement was submitted within the last six months on *(enter date)*.
 - ☐ No Request for Reimbursement has been submitted within the last six months for the following reason(s): *(enter reason)*

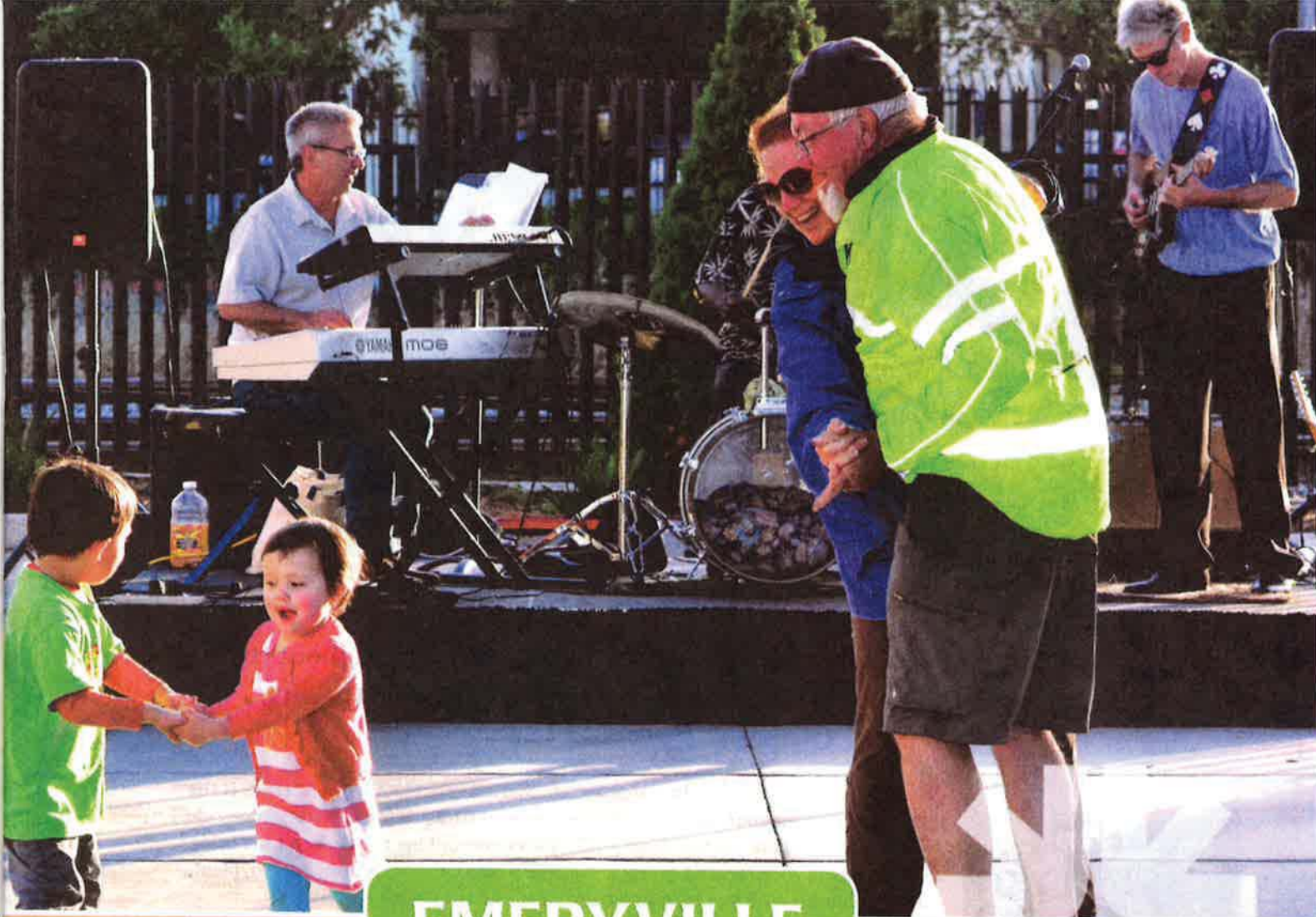
PUBLICITY:

- x As required per the Grant Funding Agreement, updated and accurate project information is included at the following website address, with a link to the Alameda CTC website and reference to Measure B and/or VRF fund usage:
<http://www.emeryville.org/index.aspx?nid=354>
- X As required per the Grant Funding Agreement, an annual article was published in the Project's Sponsors newsletter, newspaper, or Alameda CTC's newsletter, highlighting the Project and Measure B and/or VRF fund usage.
Publication Date: *April 2014*
Publication Name: *Emeryville City News and Activity Guide*
Attachment A is a print-out of the published article(s).
 - ☐ An article will be included in the next progress report. Thus, no article was published in this reporting period.

PERFORMANCE MEASURES PROGRESS REPORT:

- ☐ There were *[enter total numbers]* trips provided during the reporting period.
- ☐ There were *[enter total numbers]* people served during the reporting period.
- ☐ Project Performance Measures Progress Report is completed and attached.
- x Project Performance Measures Progress Report is not included / completed because no performance measures are associated with this project.

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EMERYVILLE

CITY NEWS & ACTIVITY GUIDE



SUMMER 2014

Attachment A

Get Social!

Follow us on facebook, twitter, instagram and pinterest for up-to-date information and for the chance to win free classes, gift certificates, and more!



Our handle for all sites is *EmeryvilleCSD*

WHAT'S INSIDE

Youth Camps/PAGE 5

Teen Leaders/PAGE 9

Special Events/PAGE 20

Senior Excursions/PAGE 16

Map of Emeryville/PAGE 26

New Affordable Housing/PAGE 30

Green Building/PAGE 34

NEW BIKE/PEDESTRIAN TRAIL FUNDED TO FILL "CRITICAL GAP"

The City of Emeryville just received \$550,000 from the Alameda County Transportation Commission's One Bay Area Grant (OBAG) to build a key section of the Bay Trail in central Emeryville. The project is a multi-use Class I (ie: physically separated from the street/cars) bicycle/pedestrian path on the northeast side of Christie Avenue between Powell Street and Shellmound Street. Bike East Bay ranked this project the #1 priority of all the bicycle access and safety improvement projects competing for grant funding in the entire County.



The project fills a critical gap in access from the Bay Trail north of Powell Street to key destinations in Emeryville and will be a critical link to the newly opened Bay Bridge bicycle and pedestrian trail off Shellmound Street, across from IKEA. The improvements will allow the Bay Trail to abandon the current route that crosses one of its systems' most congested intersections and also traverses a one-way back ally going the wrong way.

The multi-use pathway will replace the existing sidewalk and one vehicle travel lane. Both bicycle and pedestrian users will be accommodated within an 18-foot wide area that will include a multi-use pathway and landscaping. Additional improvements will include:

- traffic signal modifications at two intersections: Shellmound Street/Christie Avenue and Christie Avenue/Powell Street Plaza Entrance;
- two new crosswalks: Christie Avenue/Powell St Plaza Entrance and Shellmound Street/Christie Avenue (north side);
- bicycle crossing markings;
- changes to pavement delineations; and
- landscaping & storm water planters

In early 2014, the City of Emeryville selected Aliquot & Associates to design the project and prepare construction documents for bidding this fall. The construction to begin in early 2015.

The project is funded by a combination of Measure B and the Vehicle Registration Fees administered by the Alameda-CTC to improve safety and access for bicyclists and pedestrians in the county. For more information on this and other projects supported by Measure B Sales Tax Initiative and the Vehicle Registration Fee, visit the Alameda-CTC's website at <http://www.alamedactc.org/>. You may also contact grant manager Amber Evans at aevans@emeryville.org or 510-596-4382.

CELEBRATE EMERYVILLE'S GREEN BUSINESSES

Congratulations to the 27 businesses in Emeryville that have made the pledge to keep it green! Join the movement in your own company by joining the Bay Area Green Business Program today at www.greenbiz.ca.gov.

BUSINESS NAMES	WEBSITE
Arizmendi Bakery & Pizzeria	www.arizmendi-bakery.org
Art.com	www.art.com
Aspera, Inc.	www.asperasoft.com
Bacchus Press Inc.	www.bacchuspress.com
Back to Earth Inc. Organic Catering	www.backtoearth.org
BASLINE Environmental Consulting	http://www.baseline-env.com
Bay Area Economics	www.baecf.com
Bay Street Emeryville	www.BayStreetEmeryville.com
Cliff Bar	www.cliffbar.com
Consumer Financial Service Corporation	www.consumerfinancial.com
Emeryville Chamber of Commerce	www.emeryvillechamber.com
Escuela Bilingue Internacional	http://www.ebiinternacional.org
Farley's on 65th St.	http://www.farleyscoffee.com/emeryville.html
Four Points Sheraton	www.fourpointsemeryville.com
Greenberg Brand Strategy	www.greenberginc.com
Hines 2100 Powell	www.hines.com
Julie Holcomb Printers	www.julieholcombprinters.com
Med America	www.medamerica.com
Paula LeDuc Fine Catering	www.paulaleduc.com
Paulding and Company	www.pauldingandco.com
Photo Science	www.photoscience.com
PrintingGreen.com	www.printinggreen.com
ScanArt	www.scanart.com
Siegel & Strain Architects	www.stiegelstrain.com
Summer Summer Tha	http://summersummerthal.com
Ubuntu	Find on Facebook
VEE Horticulture Garden Design	http://www.veehorticulture.com

ALAMEDA CTC
GRANT PROJECT PROGRESS REPORT

PROJECT PROGRESS REPORT No.: 2

REPORTING PERIOD: **From:** January 1, 2014 **To:** June 30, 2014

PROJECT SPONSOR: East Bay Regional Park District

PROJECT TITLE: Bay Trail - Gilman to Buchanan Project

AGREEMENT NO.: A13-0061

STATUS:

Signed grant contract in February 2014

ACTIONS (in this reporting period):

As stated on the grant application, EBRPD has filed eminent domain with the owners of Golden Gate Fields in 2012 in order to obtain the right-of-way for the project. EBRPD is working to resolve land tenure for the property.

ANTICIPATED ACTIONS (in next reporting period):

Resolve land tenure and begin geotechnical boring and begin final engineering design.

GENERAL:

- ☐ At this time we anticipate no problems on the project.
- ☒ We anticipate problems in the land tenure but do not feel we need your assistance at this time:
- ☐ We anticipate problems in the following area(s) and would appreciate any assistance you could offer:

SCHEDULE, SCOPE, AND BUDGET:

- ☒ The project schedule, scope, task budgets, and performance measures remain unchanged, as shown in Attachments A, B, C, and D of the Grant Funding Agreement or previously approved amendment.
- ☐ There are proposed changes to the project schedule, scope, task budgets, and/or performance measures. *(If checked, proceed to the section below)*
- ☐ A Grant Amendment Request was previously submitted on *(enter date)* and is awaiting approval.
- ☐ Revisions to the following area(s) are being proposed and a Grant Amendment Request is attached for review and approval. *(Check all that apply)*
- ☐ Project Scope
 - ☐ Task Budgets
 - ☐ Project Schedule
 - ☐ Project Performance Measures

EXPENDITURES

- ☐ A Request for Reimbursement is included with this Progress Report.
- ☒ No Request for Reimbursement is included with this Progress Report. *(If checked, proceed to section below.)*
- ☐ A Request for Reimbursement was submitted within the last six months on *(enter date)*.
- ☒ No Request for Reimbursement has been submitted within the last six months for the following reason(s): *Working to resolve land tenure.*

PUBLICITY:

- ☐ As required per the Grant Funding Agreement, updated and accurate project information is included at the following website address, with a link to the Alameda CTC website and reference to Measure B and/or VRF fund usage:

Attach a print-out of the website page and information.

- ☐ As required per the Grant Funding Agreement, an annual article was published in the Project's Sponsors newsletter, newspaper, or Alameda CTC's newsletter, highlighting the Project and Measure B and/or VRF fund usage.

Publication Date: *(enter publication date)*

Publication Name: *(enter name of newsletter, newspaper, publication, etc.).*

Attach a print-out of the published article(s).

- ☐ An article was included in the previous progress report. Thus, no article was published in this reporting period.

PERFORMANCE MEASURES PROGRESS REPORT:

- ☐ There were *[enter total numbers]* trips provided during the reporting period.
- ☐ There were *[enter total numbers]* people served during the reporting period.
- ☐ Project Performance Measures Progress Report is completed and attached.
- ☐ Project Performance Measures Progress Report is not included / completed because no performance measures are associated with this project.

PERFORMANCE MEASURES PROGRESS REPORT

Project Performance Measures: Evaluate the PROJECT using the outcome-based performance measures set forth in Table D-1 (AGREEMENT Attachment D) to demonstrate that the PROJECT is meeting its objectives.

Performance Measures Report			
No.	Performance Measure Target ⁽¹⁾	Progress/Activity to date	Progress/Activity this Period
1			
2			
3			
4			
5			
6			

Notes:

1. List all performance measures included in application for PROJECT submitted by PROJECT SPONSOR to ALAMEDA CTC.

**ALAMEDA CTC
GRANT PROJECT PROGRESS REPORT**

PROJECT PROGRESS REPORT No.: 2

REPORTING PERIOD: **From:** January 1, 2014 **To:** June 30, 2014

PROJECT SPONSOR: City of Alameda

PROJECT TITLE: Cross Alameda Trail Segment Project

AGREEMENT NO.: A13-0062

STATUS:

Design and outreach are in progress.

ACTIONS *(in this reporting period):*

A draft cross section is completed (Exhibit 1). Focus groups and a community workshop are scheduled for July 2014. Staff is working with a survey company to confirm exact right-of-way boundaries. Staff compiled pedestrian and bicycle counts for baseline/before construction data (Tables 1 and 2), and took before construction photos of the project site (Exhibit 2).

For the pedestrian and bicyclist counts, the focus is on the Webster Street/Atlantic Avenue intersection, which is the City's most congested intersection and is the City's busiest bus stop. The northerly adjacent land uses include the College of Alameda with 8,000 students and faculty in the northwest corner; Independence Plaza, which is a 186-unit senior living residence in the northeast corner; and the Webster/Posey Tubes to the north, which is one of the five access/egress points on/off the island. The southerly adjacent land uses include the Webster Street Business District along Webster Street to the south, Starbucks/Kinkos/Walgreens in the southeast corner and the Cross Alameda Trail in the southwest corner.

Table 1 shows manual pedestrian and bicyclist counts at this intersection. One PM peak hour averages almost 200 pedestrians crossing an intersection leg and about 20 bicyclists originating at an intersection leg. Midday counts are high, averaging 443 pedestrians per hour and 15 bicyclists per hour.

Table 1: Pedestrian and Bicyclist Counts at Webster Street/Atlantic Avenue

	Pedestrian Counts			Bicyclist Counts		
	Midday	PM	Weekends	Midday	PM	Weekends
2006					29	
2008					38	
2009		313	140		26	24
2010	874	457		40	82	
2011	938	399		26	26	
2012	843	373		22	40	
Average	885	386	140	29	40	24
AM	7-9 am					
Midday	12-2 pm					
PM	4-6 pm					
Weekend	varies - for two hours					

Source: *Pedestrian and Bicycle Manual Counts Report, 2002 – 2012*, Alameda County Transportation Commission, August 2013.

The bus stops at the Webster Street/Atlantic Avenue intersection, which represent 3.6 percent of all boardings and alightings in the entire City of Alameda, have a total of 1,348 boardings and alightings each weekday from the various bus lines that serve this intersection (Table 2). The AC Transit bus lines include local lines 20, 31, 851 and 51A and Transbay lines O and W. The Estuary Crossing Shuttle, which transports up to ten bicycles on the shuttle, carries passengers between West Alameda and the Lake Merritt BART station.

Table 2: Weekday Bus Boardings and Alightings at Webster Street/Atlantic Avenue

Line	Direction	On	Off	Total
20	East	58	28	86
20	West	56	39	95
31	North	18	14	32
31	South	26	13	39
51A	North	303	160	463
51A	South	165	221	386
Sub-total		626	475	1,101
All Alameda Stops - Local Lines		15,810	15,842	31,652
All Alameda Stops %		4.0%	3.0%	3.5%
W	To Alameda	0	5	5
W	To Transbay Terminal	5	0	5
O	To Alameda	34	32	66
O	To Transbay Terminal	26	24	50
Sub-total		65	61	126
All Alameda Stops - Transbay		2,858	2,884	5,742
Total %		2.3%	2.1%	2.2%
851	North	1	0	1
851	South	0	1	1
Sub-total		1	1	2
All Alameda Stops - Night Line		133	136	269
Estuary XING Shuttle: Intersection		119	NA	119
Estuary XING Shuttle: Alameda		153	NA	153
Grand Total - All Alameda Lines		18,954	18,862	37,663
Grand Total - Intersection		811	537	1,348
Grand Total - Intersection %		4.3%	2.8%	3.6%

Source: AC Transit.

ANTICIPATED ACTIONS *(in next reporting period):*

Complete outreach at community workshop on Monday, July 28, focus groups in July and August and the Transportation Commission on Wednesday, September 24. Complete detailed design (PS&E) and environmental review.

GENERAL:

- ☐ At this time we anticipate no problems on the project.
- ☒ We anticipate problems in the following area(s) but do not feel we need your assistance at this time: *The project tasks are delayed yet the overall schedule still is on track for construction completion by September 30, 2015.*
- ☐ We anticipate problems in the following area(s) and would appreciate any assistance you could offer:

SCHEDULE, SCOPE, AND BUDGET:

- ☐ The project schedule, scope, task budgets, and performance measures remain unchanged, as shown in Attachments A, B, C, and D of the Grant Funding Agreement or previously approved amendment.
- ☒ There are proposed changes to the project schedule, scope, task budgets, and/or performance measures. *The project tasks are delayed yet the overall schedule still is on track for construction completion by September 30, 2015.*
- ☐ A Grant Amendment Request was previously submitted on *(enter date)* and is awaiting approval.
- ☐ Revisions to the following area(s) are being proposed and a Grant Amendment Request is attached for review and approval. *(Check all that apply)*
- ☐ Project Scope
 - ☐ Task Budgets
 - ☐ Project Schedule
 - ☐ Project Performance Measures

EXPENDITURES

- ☒ A Request for Reimbursement is included with this Progress Report.
- ☐ No Request for Reimbursement is included with this Progress Report. *(If checked, proceed to section below.)*
- ☐ A Request for Reimbursement was submitted within the last six months on *(enter date)*.
- ☐ No Request for Reimbursement has been submitted within the last six months for the following reason(s):

PUBLICITY:

- ☒ As required per the Grant Funding Agreement, updated and accurate project information is included at the following website address, with a link to the Alameda CTC website and reference to Measure B and/or VRF fund usage: <http://alamedaca.gov/public-works/cross-alameda-trail>
- ☒ As required per the Grant Funding Agreement, an annual article was published in the Project's Sponsors newsletter, newspaper, or Alameda CTC's newsletter, highlighting the Project and Measure B and/or VRF fund usage.

Publication Date: *March 21, 2013*

Publication Name: *Contra Costa Times, San Jose Mercury News and the Oakland Tribune*

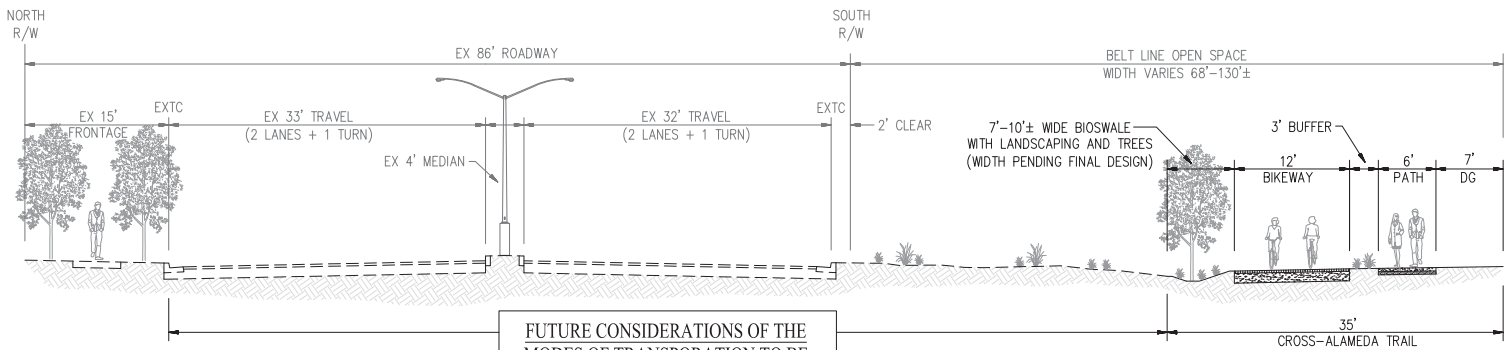
Previously attached articles are in progress report #1.

- ☒ An article was included in the previous progress report. Thus, no article was published in this reporting period.

PERFORMANCE MEASURES PROGRESS REPORT:

- ☐ There were *[enter total numbers]* trips provided during the reporting period.
- ☐ There were *[enter total numbers]* people served during the reporting period.
- ☐ Project Performance Measures Progress Report is completed and attached.
- ☒ Project Performance Measures Progress Report is not included / completed because no performance measures are associated with this project.

Exhibit 1: Cross Alameda Trail Draft Cross Section



**FUTURE CONSIDERATIONS OF THE
MODES OF TRANSPORTATION TO BE
INCORPORATED (104'):**

- 2 DEDICATED TRANSIT LANES
- PEDESTRIAN SIDEWALKS & TRANSIT STOPS
- 2-4 TRAVEL LANES
- LEFT TURN LANE / MEDIAN
- EXPANDED BIOSWALE & LANDSCAPING

**RAMP
PROPOSED
IMPROVEMENTS
MAIN STREET TO WEBSTER**

CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA

DATE: JUNE 10, 2014 NOT TO SCALE



G:\1087-10\ACAD-10\EXHIBITS\PLAN LINES\WB_RAMP_SECTIONS.DWG

Exhibit 2: Before Construction Photos of the Project Site

Ralph Appezato Memorial Parkway – Webster Street to West Campus Drive



(west of Webster Street, looking east)



(west of Webster Street, looking west)



(east of Public Storage, looking west)



(west of Public Storage, looking east)

(further west of Public Storage,
looking east)



(east of West Campus Drive, looking
east)





(at West Campus Drive, looking east – Summerhouse and HOA boundary)



(at West Campus Drive, looking north)

Ralph Appezato Memorial Parkway – West Campus Drive to Fifth Street



(west of West Campus Drive, looking east)



(west of West Campus Drive, looking east)



(Fifth Street – west and east sides of the intersection)

Ralph Appezato Memorial Parkway – Fifth Street to Poggi Street



(west of Fifth Street, looking south to Summerhouse)



(east of Poggi Street, looking west)



(east of Poggi Street, looking west)



(east of Poggi Street, looking east)

Ralph Appezato Memorial Parkway – Poggi Street to Third Street



(west of Poggi Street, looking northeast)



(west of Poggi Street, looking east)



(west of Poggi Street, looking east – Alameda Boys and Girls Club)



(west of Poggi Street, looking east – Alameda Boys and Girls Club)



(east of Third Street, looking west by Alameda Unified School District property)



(east of Third Street, looking west)

Ralph Appezato Memorial Parkway – Third Street to Main Street



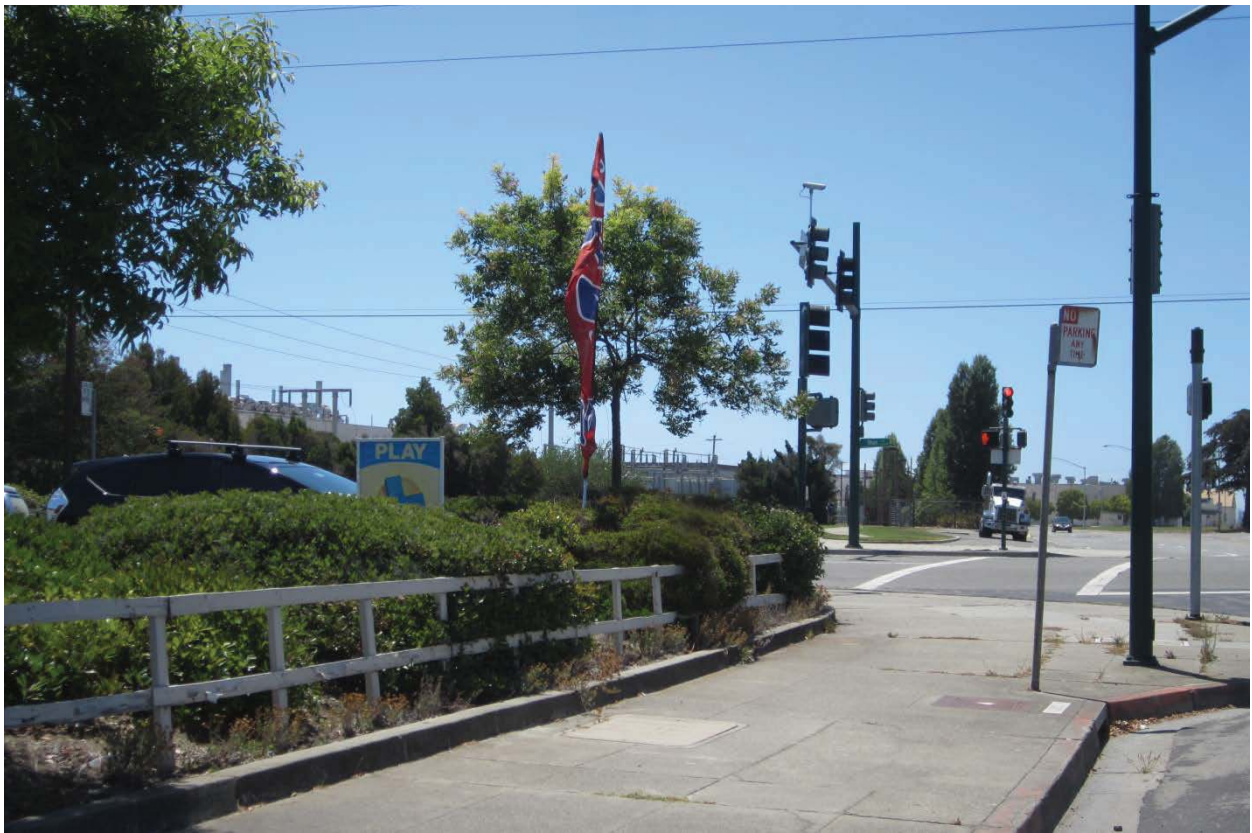
(Third Street, looking west)



(trees in right-of-way, looking east)



(east of Main Street, looking south)



(east of Main Street, looking west)

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ALAMEDA CTC
GRANT PROJECT PROGRESS REPORT

PROJECT PROGRESS REPORT No.: 1

REPORTING PERIOD: **From:** 1/1/2014 **To:** 06/30/2014

PROJECT SPONSOR: City of Albany

PROJECT TITLE: Buchanan Marin Bikeway Phase III

AGREEMENT NO.: A13-0063_636 6

STATUS:

The project design is advancing according to schedule along with the undergrounding design. 35 percent design was presented to the T&S Commission in February 2014 to receive more feedback for the design of bulb outs at intersections.

ACTIONS *(in this reporting period):*

Presented response to comments to Traffic and Safety Commission (February 2014) and informational meeting with PG&E and other utility companies.

Met with Utility Companies in March 2014

Sent letter to property owners in the project area informing them of the conversion panel work that would take place in September 2014.

ANTICIPATED ACTIONS *(in next reporting period):*

Meet with Caltrans to discuss modifications at the San Pablo/Marin intersection in September

Panel conversion for utility undergrounding in project area in September/October 2014

Present 95% plans to T&S Commission in October or November of 2014

GENERAL:

- ☒ At this time we anticipate no problems on the project.
- ☐ We anticipate problems in the following area(s) but do not feel we need your assistance at this time:
- ☐ We anticipate problems in the following area(s) and would appreciate any assistance you could offer:

SCHEDULE, SCOPE, AND BUDGET:

- ☒ The project schedule, scope, task budgets, and performance measures remain unchanged, as shown in Attachments A, B, C, and D of the Grant Funding Agreement or previously approved amendment.
- ☐ There are proposed changes to the project schedule, scope, task budgets, and/or performance measures. *(If checked, proceed to the section below)*
 - ☐ A Grant Amendment Request was previously submitted on *(enter date)* and is awaiting approval.
 - ☐ Revisions to the following area(s) are being proposed and a Grant Amendment Request is attached for review and approval. *(Check all that apply)*
 - ☐ Project Scope
 - ☐ Task Budgets
 - ☐ Project Schedule
 - ☐ Project Performance Measures

EXPENDITURES

- ☐ A Request for Reimbursement is included with this Progress Report.
- ☒ No Request for Reimbursement is included with this Progress Report. *(If checked, proceed to section below.)*
 - ☐ A Request for Reimbursement was submitted within the last six months on *(enter date)*.
 - ☒ No Request for Reimbursement has been submitted within the last six months for the following reason(s):

PUBLICITY:

- ☒ As required per the Grant Funding Agreement, updated and accurate project information is included at the following website address, with a link to the Alameda CTC website and reference to Measure B and/or VRF fund usage: *Attach a print-out of the website page and information. Link to project description: <http://www.albanyca.org/index.aspx?page=1285>*
- ☒ As required per the Grant Funding Agreement, an annual article was published in the Project's Sponsors newsletter, newspaper, or Alameda CTC's newsletter, highlighting the Project and Measure B and/or VRF fund usage.

Publication Date: *February, 2014*

Publication Name: *City of Albany Newsletter*

Attach a print-out of the published article(s). No publication has been issued yet. It will be included in the next reporting period.

- ☐ An article was included in the previous progress report. Thus, no article was published in this reporting period.

PERFORMANCE MEASURES PROGRESS REPORT:

- ☐ There were *[enter total numbers]* trips provided during the reporting period.
- ☐ There were *[enter total numbers]* people served during the reporting period.
- ☐ Project Performance Measures Progress Report is completed and attached.
- ☐ Project Performance Measures Progress Report is not included / completed because no performance measures are associated with this project.

PERFORMANCE MEASURES PROGRESS REPORT

Project Performance Measures: Evaluate the PROJECT using the outcome-based performance measures set forth in Table D-1 (AGREEMENT Attachment D) to demonstrate that the PROJECT is meeting its objectives.

Performance Measures Report			
No.	Performance Measure Target ⁽¹⁾	Progress/Activity to date	Progress/Activity this Period
1			
2			
3			
4			
5			
6			

Notes:

1. List all performance measures included in application for PROJECT submitted by PROJECT SPONSOR to ALAMEDA CTC.

**ALAMEDA CTC
GRANT PROJECT PROGRESS REPORT**

PROJECT PROGRESS REPORT No.: 2

REPORTING PERIOD: **From:** 1/1/2014 **To:** 6/30/2014

PROJECT SPONSOR: City of San Leandro

PROJECT TITLE: West Juana Pedestrian Improvements

AGREEMENT NO.: 636.7

STATUS:

Design has not yet started.

ACTIONS (in this reporting period):

The City has selected a consultant for design of the project and negotiated a contract. We are working on obtaining a purchase order for the design work.

ANTICIPATED ACTIONS (in next reporting period):

We will complete the design in the next six months.

GENERAL:

- ☒ At this time we anticipate no problems on the project.
- ☐ We anticipate problems in the following area(s) but do not feel we need your assistance at this time:
- ☐ We anticipate problems in the following area(s) and would appreciate any assistance you could offer:

SCHEDULE, SCOPE, AND BUDGET:

- ☐ The project schedule, scope, task budgets, and performance measures remain unchanged, as shown in Attachments A, B, C, and D of the Grant Funding Agreement or previously approved amendment.
- ☒ There are proposed changes to the project schedule, scope, task budgets, and/or performance measures. *(If checked, proceed to the section below)*
- ☐ A Grant Amendment Request was previously submitted on *(enter date)* and is awaiting approval.

- ☐ Revisions to the following area(s) are being proposed and a Grant Amendment Request is attached for review and approval. *(Check all that apply)*
- ☐ Project Scope
 - ☐ Task Budgets
 - ☐ Project Schedule
 - ☐ Project Performance Measures

EXPENDITURES

- ☒ A Request for Reimbursement is included with this Progress Report.
- ☐ No Request for Reimbursement is included with this Progress Report. *(If checked, proceed to section below.)*
- ☐ A Request for Reimbursement was submitted within the last six months on *(enter date)*.
 - ☐ No Request for Reimbursement has been submitted within the last six months for the following reason(s):

PUBLICITY:

- ☒ As required per the Grant Funding Agreement, updated and accurate project information is included at the following website address, with a link to the Alameda CTC website and reference to Measure B and/or VRF fund usage:

<http://www.sanleandro.org/depts/transit/project/currproj2010.asp>

- ☒ As required per the Grant Funding Agreement, an annual article was published in the Project's Sponsors newsletter, newspaper, or Alameda CTC's newsletter, highlighting the Project and Measure B and/or VRF fund usage.

Publication Date: *June, 2014*

Publication Name: *Alameda CTC newsletter*

http://www.alamedactc.org/app_pages/view/11185?utm_source=Alameda+CTC+Reports_June2014_eNewsletter&utm_campaign=June+2014+E-Newsletter&utm_medium=email

- ☐ An article was included in the previous progress report. Thus, no article was published in this reporting period.

PERFORMANCE MEASURES PROGRESS REPORT:

- ☐ There were trips provided during the reporting period.
- ☐ There were people served during the reporting period.
- ☐ Project Performance Measures Progress Report is completed and attached.
- ☒ Project Performance Measures Progress Report is not included / completed because no performance measures are associated with this project.

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Project Development Division

Navigation

[Current Projects](#)[Completed Projects](#)[Planned Projects](#)[Projects Completed over one year ago](#)[Street Improvements: Street Selection Process](#)[SUBMIT A REQUEST](#)[PROJECTS](#)[CONTRACTORS](#)

The City's Project Development Division provides engineering services in support of various public improvements and provides engineering related services to staff in all City departments. This division implements the City's Capital Improvement Program, which includes contract development, project oversight, and design services for capital projects within San Leandro. This division is also responsible for inspection of public improvement projects during construction.

Capital Improvement Projects

Each year the City allocates funds toward the maintenance of existing City facilities and the design and construction of new projects to enhance the quality of life for San Leandro residents. Examples of capital improvement projects include street improvements, sewer replacements, street tree planting, municipal building enhancements, and Marina area and park improvements. As part of the City's annual budget process, the City Council approves a list of new capital improvement projects. For information about current or proposed City projects, call (510) 577-3433.

Measure B Program

The Measure B Program, first authorized by voters in 1986 and re-approved in 2000, utilizes a half-cent sales tax to fund a variety of transportation improvements throughout Alameda County. For larger projects, proceeds are allocated to specific improvements identified in the Measure B Expenditure Plan, which includes projects from throughout the whole county. In addition to projects in the Expenditure Plan, cities such as San Leandro are allocated funds separately, based on population figures, that are used directly for use in local roadway, bicycle and pedestrian facility improvements. These funds are administered by the Alameda County Transportation Commission (Alameda CTC).

• Measure B Funded Local Streets and Roads Program

Each year, the City performs a variety of roadway improvements to maintain and upgrade the pavement condition of the City's streets. These improvements range from the application of cape and slurry seals to extend the useful life of structurally sound streets to complete asphalt surface reconstruction on those streets where the paving has deteriorated. The process of selecting streets for improvement is determined by the street's Pavement Condition Index (PCI) based on yearly street inspections and coordination with other City projects. During 2007, funds provided by the Alameda CTC via Measure B, the 1/2 cent sales tax initiative, funded the improvement of 16 street segments.

• Measure B Funded Bicycle and Pedestrian Program

The City strives to ensure safety for bicyclists and pedestrians by publishing informational pamphlets. The City also plans pedestrian and bicycle projects. Measure B funds were used to prepare a Bicycle and Pedestrian Master Plan for the City. This document will provide the framework for future bicycle and pedestrian improvements throughout the City.

One of the projects is a pedestrian/bicycle bridge across the San Leandro Slough. This project will complete a critical gap in the San Francisco Bay Trail and will provide access to the bay shoreline. This and other bicycling projects benefit from funding provided by the Alameda CTC.

For further information on these programs, contact the Engineering and Transportation Department at (510) 577-3428.

For more information on the Measure B program, visit the Alameda CTC website at



This project will install underground conduit for fiber optic communication cable at the locations indicated in red on the map. The new conduit will be used to extend the City's current communication system and will improve redundancy of that system by creating alternate data paths. The conduit system may be used for communication between City buildings, traffic signals, and other City infrastructure as well as for high-speed broadband communications.

The project is in design phase and installation will be completed in 2014.

Funding for this project is provided by the Economic Development Administration of the Federal Government.

Bicycle Network East

This project will stripe 4.5 miles of Class II Bikeways (bike lanes) and mark 13.2 miles of Class III Bikeways (lanes shared by cars and bicycles) in portion of San Leandro which is east of the Union Pacific Railroad track. The project area includes downtown San Leandro and the San Leandro BART station, top destinations for workers and commuters. This project will complete gaps in the bicycle network in the eastern half of San Leandro to supplement the existing Class II and III Bikeways on Bancroft Avenue, Hesperian Boulevard, Estudillo Avenue, San Leandro Boulevard, and Foothill Boulevard making work commute trips easier and safer for residents and employees.

Construction is planned for Winter 2014-2015.

Funding for this project is provided through Measure B Bicycle and Pedestrian Funds.

West Juana Pedestrian Improvements

This project will enhance the pedestrian environment on a street that links the City's Downtown with the San Leandro BART station. This project will design and construct sidewalk bulb outs at the intersections of West Juana Street and Carpentier Street, Clarke Street, and Hayes Street as well as stamped asphalt decorative crosswalks at all locations. Additionally, the work includes widening the sidewalk on the north side of West Juana Street between San Leandro Boulevard and Carpentier Street four feet by moving the curb toward the center of the street. The City will select a consultant to perform the design work in Summer 2014.

Construction is expected to be complete by the end of 2015.

Funding for this project is provided through Measure B Bicycle and Pedestrian Funds and Regional Measure 2 Traffic Congestion Relief Funds.



The City of San Leandro is using Measure B funds for this project which will repair spalling concrete and seal the deck of a Monarch Bay Drive bridge. The project will extend the life of the structure which forms a portion of the San Francisco Bay Trail and is located south of Marina Park. A construction contract has been awarded and construction is planned for September 2014.

San Leandro Boulevard Rehabilitation

The City of San Leandro will use Measure B funds to complete preventive street maintenance on San Leandro Boulevard from Williams to Hudson Streets in San Leandro. Repair will comprise replacing the top 4 inches of asphalt concrete with new paving to extend the service life of the existing street. Construction is anticipated to begin in spring 2015.

Storm Drain Inventory and Replacement

The City of San Leandro is using Measure B funds for this project to develop a system to manage the 100 miles of storm water pipelines in the City. Inventory, such as pipeline lengths, diameter, material and condition will be input into an Asset Management System and their locations will be mapped and linked in GIS. The completed system will provide comprehensive management and of the storm system and will allow monitoring and prioritizing of individual sections needing repair or replacement. This project is ongoing.

Storm Drain Outfall Repair

The City of San Leandro is using Measure B funds to repair Storm Drain Outfalls at 3 separate locations. At the bay shoreline, a broken pipeline will be replaced in kind. Two existing outfalls at San Leandro Creek have collapsed and their upstream flows will be diverted into nearby functioning outfalls. This project is in design phase currently and construction dates will be set after permits are obtained.

West Juana Pedestrian Improvements

The City of San Leandro is using Measure B funds for this project which will design and construct sidewalk bulb outs at the intersections of West Juana Street and Carpentier Street, Clarke Street, and Hayes Street as well as stamped asphalt decorative crosswalks at all locations. Additionally, the work includes widening the sidewalk on the north side of West Juana between San Leandro Boulevard and Carpentier Street four feet by moving the curb toward the center of the street. This project will enhance the pedestrian environment on a street that links San Leandro's Downtown with a BART station. The City is in the process of selecting a consultant to perform the design work; construction is expected to be complete by the end of 2015.



ALAMEDA CTC
GRANT PROJECT PROGRESS REPORT

PROJECT PROGRESS REPORT No.: 2

REPORTING PERIOD: **From:** January 1, 2014 **To:** June 30, 2014

PROJECT SPONSOR: City of Oakland

PROJECT TITLE: Fruitvale Alive Gap Closure Streetscape Project -
Feasibility Study

AGREEMENT NO.: A13-0065

STATUS:

Start of Feasibility Study

ACTIONS *(in this reporting period):*

Released request for proposal (RFP)

Selected design consultant team

Issued notice to proceed (NTP) to consultant

Held kick-off meeting

Feasibility Study began

Topographic Survey Development

ANTICIPATED ACTIONS *(in next reporting period):*

Project Announcement in the Unity Council Fall (September) Newsletter

Complete a Draft Feasibility Study

GENERAL:

- ☒ At this time we anticipate no problems on the project.
- ☐ We anticipate problems in the following area(s) but do not feel we need your assistance at this time:
- ☐ We anticipate problems in the following area(s) and would appreciate any assistance you could offer:

SCHEDULE, SCOPE, AND BUDGET:

- ☒ The project schedule, scope, task budgets, and performance measures remain unchanged, as shown in Attachments A, B, C, and D of the Grant Funding Agreement or previously approved amendment.
- ☐ There are proposed changes to the project schedule, scope, task budgets, and/or performance measures. *(If checked, proceed to the section below)*
 - ☐ A Grant Amendment Request was previously submitted on *(enter date)* and is awaiting approval.
 - ☐ Revisions to the following area(s) are being proposed and a Grant Amendment Request is attached for review and approval. *(Check all that apply)*
 - ☐ Project Scope
 - ☐ Task Budgets
 - ☐ Project Schedule
 - ☐ Project Performance Measures

EXPENDITURES

- ☐ A Request for Reimbursement is included with this Progress Report.
- ☒ No Request for Reimbursement is included with this Progress Report. *(If checked, proceed to section below.)*
 - ☐ A Request for Reimbursement was submitted within the last six months on *(enter date)*.
 - ☒ No Request for Reimbursement has been submitted within the last six months for the following reason(s): The Project has not incurred significant City Staff costs yet and the consultant has not yet submitted an invoice.

PUBLICITY:

- ☐ As required per the Grant Funding Agreement, updated and accurate project information is included at the following website address, with a link to the Alameda CTC website and reference to Measure B and/or VRF fund usage: *They City's Measure B website* (<http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/MeasureB/OAK022502>) *will be updated in the next two weeks with updated and accurate project information.*

Attach a print-out of the website page and information.

- ☐ As required per the Grant Funding Agreement, an annual article was published in the Project's Sponsors newsletter, newspaper, or Alameda CTC's newsletter, highlighting the Project and Measure B and/or VRF fund usage.

Publication Date: *TBD. Since this project has just begun and there have been no public meetings yet, the Project Announcement has not yet been published. It is scheduled to go out in the fall (September) newsletter.*

Publication Name: *Project Announcement in the Unity Council Fall (September) Newsletter.*

Attach a print-out of the published article(s).

- ☐ An article was included in the previous progress report. Thus, no article was published in this reporting period.

PERFORMANCE MEASURES PROGRESS REPORT:

- ☐ There were *[enter total numbers]* trips provided during the reporting period.
- ☐ There were *[enter total numbers]* people served during the reporting period.
- ☐ Project Performance Measures Progress Report is completed and attached.
- ☒ Project Performance Measures Progress Report is not included / completed because no performance measures are associated with this project.

PERFORMANCE MEASURES PROGRESS REPORT

Project Performance Measures: Evaluate the PROJECT using the outcome-based performance measures set forth in Table D-1 (AGREEMENT Attachment D) to demonstrate that the PROJECT is meeting its objectives.

Performance Measures Report			
No.	Performance Measure Target ⁽¹⁾	Progress/Activity to date	Progress/Activity this Period
1	No Performance Measures are Associated with this Project	N/A	N/A
2			
3			
4			
5			
6			

Notes:

1. List all performance measures included in application for PROJECT submitted by PROJECT SPONSOR to ALAMEDA CTC.

GRANT PROJECT PROGRESS REPORT

2014)

- Present draft PBMP and environmental clearance document to Alameda CTC (August 4, 2014)
- Present draft PBMP and environmental clearance document for recommendation to City Council at Planning Commission hearing (August 11, 2014)
- Present draft PBMP to Piedmont Unified School District Board (August 20, 2014)
- If necessary, present draft PBMP and environmental clearance document at Planning Commission again (September 8, 2014)
- Present final PBMP and environmental clearance document for adoption at City Council hearing (October 6, 2014)

GENERAL:

- ☒ At this time we anticipate no problems on the project.
- ☐ We anticipate problems in the following area(s) but do not feel we need your assistance at this time:
- ☐ We anticipate problems in the following area(s) and would appreciate any assistance you could offer:

SCHEDULE, SCOPE, AND BUDGET:

- ☐ The project schedule, scope, task budgets, and performance measures remain unchanged, as shown in Attachments A, B, C, and D of the Grant Funding Agreement or previously approved amendment.
- ☒ There are proposed changes to the project schedule, scope, task budgets, and/or performance measures. *(If checked, proceed to the section below)*
 - ☒ A Grant Amendment Request was previously submitted on *May 14, 2014* and is awaiting approval.
 - ☐ Revisions to the following area(s) are being proposed and a Grant Amendment Request is attached for review and approval. *(Check all that apply)*
 - ☐ Project Scope
 - ☐ Task Budgets
 - ☐ Project Schedule
 - ☐ Project Performance Measures

EXPENDITURES

- ☒ A Request for Reimbursement is included with this Progress Report.
- ☐ No Request for Reimbursement is included with this Progress Report. *(If checked, proceed to section below.)*
 - ☐ A Request for Reimbursement was submitted within the last six months on *(enter date)*.
 - ☐ No Request for Reimbursement has been submitted within the last six months for the following reason(s):

PUBLICITY:

- ☒ As required per the Grant Funding Agreement, updated and accurate project information is included at the following website address, with a link to the Alameda CTC website and reference to Measure B and/or VRF fund usage: *http://www.ci.piedmont.ca.us/walkbike*

Attach a print-out of the website page and information.

- ☒ As required per the Grant Funding Agreement, an annual article was published in the Project's Sponsors newsletter, newspaper, or Alameda CTC's newsletter, highlighting the Project and Measure B and/or VRF fund usage.

Publication Date: *February 19, 2014*

Publication Name: *Piedmont Post*

Attach a print-out of the published article(s).

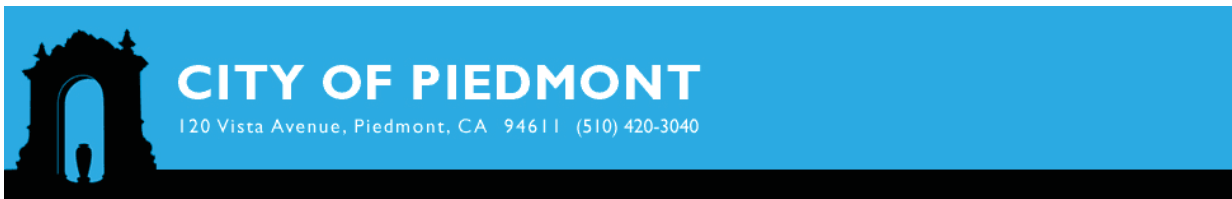
- ☐ An article was included in the previous progress report. Thus, no article was published in this reporting period.

PERFORMANCE MEASURES PROGRESS REPORT:

- ☐ There were *[enter total numbers]* trips provided during the reporting period.
- ☐ There were *[enter total numbers]* people served during the reporting period.
- ☐ Project Performance Measures Progress Report is completed and attached.
- ☒ Project Performance Measures Progress Report is not included / completed because no performance measures are associated with this project.

ATTACHMENTS:

Request for Reimbursement	Attachment I
Copy of invoices for reimbursement	Exhibit A
City website page and information	Attachment II
Published newspaper article	Attachment III



[Home](#) [Government](#) [Departments](#) [Community Links](#) [Forms + Applications](#) [Who Do I Call?](#) [KCOM](#) [Community Calendar](#)

Presentations on the Ped/Bike Plan

In July, the Piedmont Recreation and Park Commissions (in a joint meeting on July 2) and the Planning Commission (on July 14) heard presentations on recent progress in the planning process for the City's Pedestrian and Bicycle Master Plan (PBMP).

The purpose of the hearings was for City staff and its project consultant to present and receive feedback on the "implementation strategy" for the plan—namely the prioritization, funding and phasing of projects and other improvements that will make up the plan. The implementation strategy is an interim step in the planning process; based on feedback at the hearings, the list of high-priority projects (and other aspects of the strategy) will be refined and presented more broadly to the public as part of the draft Pedestrian and Bicycle Master Plan, beginning in August.

The prioritization of projects will be based in large part on feedback received from Piedmonters and other stakeholders on ideas presented to the community in recent months. An important opportunity for feedback was through an online survey that ran for four weeks in February and March and received more than 260 responses. For a summary of the survey results, as well as the full list of comments received through the survey, click [here](#).

The slideshow presentation presented at these two meetings can be viewed [here](#).

For more information about the PBMP, contact Kate Black at kblack@ci.piedmont.ca.us or at (510) 420-3063. If you would like to stay up to date on the development of the plan, contact Janet Chang at janetchang@ci.piedmont.ca.us or at (510) 420-3094 to be added to the email list for the project.

Get involved—these are your streets and sidewalks. Your voice is important!



The PBMP is being funded entirely through a grant from the [Alameda County Transportation Commission](#) (CTC; www.alamedactc.org) and through the City's existing funds for pedestrian and bicycle improvements (pass-through Measure B funds), also distributed by the Alameda CTC.

OPINION

Discount rate of total repayments

By Berlekamp

[Piedmont] School Board has taken to the idea that taxes can be reduced and reinvested to earn a safe return high enough to significantly offset the cost of additional interest charges. This safe return is chosen to be between 3% and 4% based on a mix of long-term rates.

School Board has asserted that as a result of this "discount rate", financing options including CIBs, interest-only hybrids and CABs. are very close to the same amount.

Question this assertion on a number of grounds.

Application of a discount rate assumes the taxpayer already has an equivalent to these financial instruments or plans to get them through a brokerage account when the School Board decides on a financing that defers taxes. Most taxpayers will find this a hassle to do. Piedmont issued a CAB in August 2013 (Series E) but taxpayers were informed that the discount rate assumptions required reinvestment. For an individual taxpayer, the amount deferred is so low (\$100-\$200 tax bill, for the typical appraised value in Piedmont) that transactions getting in and out of these safe investments will eat into their savings.

The taxpayer would need to make two transactions per year, getting the "savings" every time they pay their lower property taxes, building up their investment until it is time to start cashing out into the deferred taxes.

His effort by the taxpayer is in stark contrast to the simplicity of the effort by the district in the first place (e.g. buying bonds).

When lenders did one transaction and got a virtually guaranteed safe return that compounds automatically.

Most taxpayers, deferred taxes will realistically end up in higher estimates like the stock market, or in near zero return savings, or end up spending on consumer goods, travel etc. (which is only a 100% loss from a reinvestment standpoint). Reporting the payment costs and repayment multipliers inherently assumes a count rate on unpaid taxes with no assumption on reinvestment. Comparing repayment multipliers correctly shows the investment gap posed to those taxpayers who do want to reinvest deferred taxes.

Applying a discount rate analysis for the whole community makes the same assumptions of how taxpayers will behave in the future.

Mr. Berlekamp received his PhD from MIT in 1964 and became a professor of Electrical Engineering, Computer Science, and Mathematics at UC Berkeley. He managed an algorithmic trading fund known as "The Hedge Fund". Under him, the fund's one-year return to investors in 1990 was 100%. He then sold the company to Renaissance Technologies. According to the Wall Street Journal, this fund continued to provide the hedge fund until 2005.

Letters to the Editor

Thanks for support of senior theater company

Dear Editor:
We are so grateful for the Post's generous support of our Love Lines performance at the Center for the Arts on February 9. We were really pleased with the success of the event.

Center for the Arts is a terrific venue for storytelling and the audience had a wonderful time and the performers were able to have a large and enthusiastic crowd.

We look forward to returning to the Center.
George Betley
Executive Director
Berkeley Senior Theater

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☐ Please check if you do not wish your name published as an underwriter

Bike/walk improvements to be picked Feb. 24

City will release list of potential projects today

By Paisley Strellis

On February 19 the city's Planning Department will release specific ideas for pedestrian and bicycle projects. They will be part of the city's first Pedestrian and Bicycle Master Plan (PBMP).

Next Monday, February 24, a workshop will be held at 7 p.m. in the Community Hall, 711 Highland Avenue, to allow residents to help decide which of these projects they think are most urgently needed. Community input will help inform the City Council about how to prioritize projects with a finite amount of funding.

• What is the PBMP? Why does it matter?

"The purpose of the plan is to make walking and biking in Piedmont safer and easier," explained City Planner Kate Black. Piedmont is the only city in Alameda County not to currently have a plan, or series of written policies, outlining how to make its streets more accessible for people who are on foot or riding bikes.

A key element of the Plan will be addressing ways in which Piedmont can connect to existing bike and pedestrian pathways in Oakland to make it easier for people to travel throughout the region.

Black and her staff secured a grant of more than \$100,000 from the Alameda County Transportation Commission (CTC; www.alamedactc.org) to pay for the creation of a plan. Using that money, and the City's existing funds for pedestrian and bicycle improvements (pass-through Measure B funds), also distributed by the Alameda CTC, the City was able to retain the services of Niko Letunic of EisenLetunic to help develop the bike-pedestrian plan. Since last August there have been several public meetings as well as a brainstorming workshop and an online survey which received more than 450 responses – all eliciting ideas for bike and pedestrian improvements.

• What improvements are being considered?

The ideas for changes include: better crosswalks, paths, stairs; more and better designation for bike lanes; bike racks at key destinations; more aggressive enforcement of traffic laws; and activities to promote traffic safety and to encourage walking and biking, especially among school kids.

The city's four principal ar-

terials, Grand, Highland, Moraga and Oakland avenues, have each been identified as being in special need of traffic calming. For Grand and Highland, residents have suggested "road diets" (removing one lane in each direction to slow down traffic, making room for bike lanes and a center turn lane).

Streets leading to schools – Linda, Magnolia and Wildwood avenues – or to the Civic Center, parks and other key destinations, such as Blair, La Salle and Vista avenues, Hampton Road and St. James Drive – have also been identified as needing im-

provement.

"All of these ideas have come from the community," said Black. Though Piedmonters are known for their higher-than-average participation in civic issues, Black was still impressed by the number of residents who have shared their thoughts about a bike-pedestrian plan.

"There were certain ideas that we heard over and over again," said Black. "We took those very popular ideas and made them into a list of suggested improvements."

Black estimates that over the next decade, barring ma-

A Roast & A Toast

It all started in a garage

Piedmont resident Ray Sherman offered the use of his garage as an office when the Piedmont Post was founded in late 1998.

Editor:

I have fond memories of the Post's beginnings. You and your staff were incredibly patient with the circumstances of your working space. Having you there was an honor.

It hadn't occurred to me until now, but those Silicon Valley types can brag all they want about startups in garages, but they've got nothing on the Post.

(By the way, when will that book be written?)

You are doing more than putting along these many years later. The Post is a fantastic accomplishment, thanks to your hard work and the work of your many writers, reviewers, cartoonists and others. It just keeps getting better.

I doubt you need reminding, but you have done a singularly wonderful thing for this community.

-Ray Sherman

Piedmont Boy Scout Council will honor
Gray Cathrall
with a

Distinguished Citizen Award

Saturday, March 22, 6:30 p.m.,

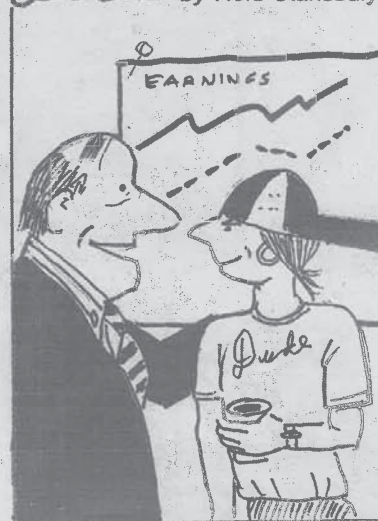
Turf Club, Golden Gate Fields, Berkeley

To receive an invitation, call 220-0743

or e-mail theweberfamily@aol.com.



Dude by Herb Stansbury



"Congratulations, Dude. Human Resources tells me you have developed some genuine stress symptoms."

City wins \$40,000 in landslide settlement

Total cost to city was \$57,000 in direct expenses and staff time



Photo by Jonathan Payne

More than 250 cubic yards of debris had to be cleared from Moraga Avenue and transported to Blair Park as a result

By Paisley Strellis

The City of Piedmont has settled its legal action against the property owners of 3 Maxwellton Road for \$40,000 to cover the cost of cleaning up a mudslide that blocked Moraga Avenue for 36 hours in April 2012. The settlement is in addition to the \$5,000 paid by the homeowners at the time of the slide.

A total of 45 households lost power when power poles were knocked over. As any of those residents will remember, the slide occurred at approximately 7:15 a.m. on April 13, 2012. More than 250 cubic yards of dirt and vegetation from the sloped

hillside in front of the house at Maxwellton Road near Moraga Avenue spilled onto Moraga Avenue, completely blocking the roadway and inconveniencing the thousands of people who use that road each day.

The slide also caused several trees to fall, collapsed onto power lines.

The Piedmont Police, Fire and Public Works Departments worked around the clock for 48 hours to redirect traffic, clear the road and assist PG&E in restoring power.

"In the year subsequent to the slide, the City made several requests to the property owners and their insurance company to

pay the costs of the cleanup, but no payment was forthcoming," stated the City Administrator's office in a press release.

"As a result, in April 2013, the City filed suit against the property owners to recover the costs of the cleanup. The settlement announced will end that suit."

The City spent approximately \$57,000 in direct expenses and staff time to clear the roadway and manage the hillside stabilization and reconstruction. The City Council decided that it was more prudent to settle the case now and recover a majority of the cleanup costs without the risk of uncertain results and the legal expense of a trial.

Turnout

Continued from page 1

bers would be elected as well as one city and one school measure.

In March 2008, 44.9 percent of voters turned out to decide contested School Board and City Council races and two measures.

February 2012 brought 51 percent of voters to the polls to elect City Council and School Board members, again in contested races, and to decide one measure.

And in March 2013, 52.8 percent of Piedmont's voters decided a school parcel tax measure.

Some have suggested that one possible explanation for the decline in participation this year

is voter fatigue. Piedmont holds significantly more city-only elections than any other city in Alameda County. Since March 2006, Piedmont has held four elections not related to county, state or national votes. That is twice the number of municipal elections held by Alameda, Oakland or San Leandro in the same time span.

The only other cities to have held standalone municipal elections, Pleasanton and Dublin, have each held only one in the last eight years.

Of note, the cost of a standalone election in Piedmont is approximately \$90,000, as contrasted with \$15,000-\$25,000 when the election involves other municipalities in Alameda County.

Vice Mayor Jeff Wieler has made first, if it is not financially feasible to do all of the projects," added Black.

How to participate

Residents are encouraged to attend the workshop on Monday night, February 24, at 7 p.m., in the Community Hall and share their thoughts on the list of projects. A second survey aimed at creating priorities, will be live on the city's website today. It can be found at: <http://www.ci.piedmont.ca.us/walkbike>.

For more information, contact City Planner Kate Black at kblack@ci.piedmont.ca.us or call 420-3063.

Bike

Continued from page 3

for changes in the state budget, there will be approximately \$1,440,000 in grant funding available for Piedmont to use to make improvements to a bike-pedestrian plan.

However the most popular ideas put forth by residents for the plan could cost as much as \$3.5 million.

"Since there is a limited amount of money, we would like residents to prioritize the projects. It will give the City Council a better sense of which improvements residents would like to see

A guide to Recycling, Greenwaste & Garbage

Prepared by Fran Wolfe.

RECYCLING - BLUE CAN

All Cans
All Glass Bottles and Jars
All Plastic Bottles and Jars - # 1 - 7
Plastic Wrap, Plastic Bags & Dry Cleaning Bags - bagged or bundled with cotton or hemp string
Styrofoam - Peanuts and Bulk, Egg Cartons
Aluminum Foil
All types of Paper
Corrugated Cardboard
Clean Cardboard Egg Cartons
Waxed Paper Containers - cracker, cookie and cereal box liners
Shredded Paper enclosed in paper bags only.
Fruit Juice & Cooking Stock Boxes
Non-toxic Spray Cans
Batteries should be put in a plastic bag on top of Blue can

GREENWASTE - GREEN CAN

Food-soiled Paper including paper towels
Food-soiled Paper Plates
Food-soiled Paper Cups
Coffee Grounds, Filters and Tea Bags
Waxed Paper Cartons - milk, ice cream, juice
Pizza Boxes and Take Out Food containers
Garden Clippings and Grass
All Food Scraps - bones, peels, pits, plate scrapings, egg shells, dairy products, bread, grains, pastas, nuts, fruits, vegetables
The Food Scrap Bucket should be lined with paper or "Bio Bags" - no plastic bags for liners

GARBAGE - BLACK CAN

No Hazardous Waste - Take to special locations (found in phone book)
Anything that will not go in the green can or the blue can
Diapers • "Depends" • Feminine Products
Plastic Containers (other than #1-7) • Non-fluorescent Light Bulbs
Disposable Razors • Rubber or garden Hoses
Broken Ceramic Plates, Cups, Saucers • Broken Glassware
Cat litter and Animal feces • Vacuum Bags • Leather

Barnes

Continued from page 26

dangerous inflation. Hence the Fed's wish to tighten just enough in early stages to prevent premature overheating.

Anybody out there see aggressive bidding up of wages? Specialized IT, "Obamacare" programmers. The Seahawks' defense. Health care invoice. Snow removal.

Several common theories offer common explanations. The baby boomers are mailing it in, many early. Skills mismatch: We don't need wrench-turners on the line, but we do need robot repairmen. Automation. The 1 percent has all the chips and won't play. Too much government, or not enough.

Look elsewhere, and look long-term. Automation is tempting, but it has been feared as a job-killer ever since the Industrial Revolution began 250 years ago. Stick with this: Today's unprecedented suppression of U.S. wages has been caused by a wave of excess labor hitting global markets at the end of the Cold War, and a second wave of excessive investment in productive capacity, especially in China.

Yellen's top problem: The labor imbalance will stabilize without warning, global wages rising. Working-age populations are shrinking in all the developed world and China, and the emerging world does not have the social capital to replace them.

A classic Phillips Curve chart. Wages (red) jump as unemployment (blue) declines. When wages get too hot, the Fed tightens hard and we have a recession, wage growth falling. In this chart, wages are shown as "rate of change," which is improving now, but barely over inflation and not nearly as fast as unemployment is dropping.

Many people doubt the inflation rate is so low. Conspiracy theories abound, alleging cooked books. Do not believe a word of that. This week Bloomberg ran this spectacular chart showing how pervasive disinflation has become. We do not have low inflation because some prices are rising a lot and others offset by falling. Prices are flat for nearly everything, in largest part because incomes are too flat to compete to buy anything.

Lou Barnes is a mortgage broker based in Boulder, Colo. He can be reached at lbarnes@pmgending.com.

SUDOKU SOLUTION

3	5	8	7	9	1	4	2	6
4	1	9	2	8	6	5	7	3
7	6	2	3	5	4	8	1	9
5	9	3	1	6	2	7	4	8
6	7	1	5	4	8	3	9	2
8	2	4	9	3	7	1	6	5
2	8	6	4	7	5	9	3	1
9	4	5	6	1	3	2	8	7
1	3	7	8	2	9	6	5	4

CROSSWORD SOLUTION

CLUB	STEWY	KITE
AERY	MACAE	IRON
GONEW	ITH	THEWIND
ENS	ELATE	DISKS
	TIER	RUGS
MISERY	ELSE	LAP
OCTAD	ANOVA	LIRA
THESOUND	OF	MUSIC
TORE	GNUS	ECLAT
ORE	FLOE	STRESS
	DOIT	CERE
MEDIC	AIOLI	BRA
ACHRIST	MASCAROL	
SHAG	PEATY	NASA
SOLE		AYER

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ALAMEDA CTC
GRANT PROJECT PROGRESS REPORT

PROJECT PROGRESS REPORT No.: 2

REPORTING PERIOD: **From:** 1/1/14 **To:** 6/30/14

PROJECT SPONSOR: Cycles of Change

PROJECT TITLE: Bike-Go-Round/ Neighborhood Bicycle
Centers

AGREEMENT NO.: A13-0067

STATUS:

Active 3/25/14

ACTIONS (in this reporting period):

Hosted four education/distribution classes, with a total of 52 participants. Provided additional services and training to approximately 120 residents per month, for a total of 355.

ANTICIPATED ACTIONS (in next reporting period):

Provide education/distribution program for 75 local residents for whom bicycles will be provided as a means of transportation. Publish one or more articles about the program. Provide service to an additional 750 low-income bike commuters.

GENERAL:

- ☒ At this time we anticipate no problems on the project.
- ☐ We anticipate problems in the following area(s) but do not feel we need your assistance at this time:
- ☐ We anticipate problems in the following area(s) and would appreciate any assistance you could offer:

SCHEDULE, SCOPE, AND BUDGET:

- ☒ The project schedule, scope, task budgets, and performance measures remain unchanged, as shown in Attachments A, B, C, and D of the Grant Funding Agreement or previously approved amendment.
- ☐ There are proposed changes to the project schedule, scope, task budgets, and/or performance measures. *(If checked, proceed to the section below)*
 - ☐ A Grant Amendment Request was previously submitted on *(enter date)* and is awaiting approval.
 - ☐ Revisions to the following area(s) are being proposed and a Grant Amendment Request is attached for review and approval. *(Check all that apply)*
 - ☐ Project Scope
 - ☐ Task Budgets
 - ☐ Project Schedule
 - ☐ Project Performance Measures

EXPENDITURES

- ☐ A Request for Reimbursement is included with this Progress Report.
- ☒ No Request for Reimbursement is included with this Progress Report. *(If checked, proceed to section below.)*
 - ☒ A Request for Reimbursement was submitted within the last six months on *May, June, July 2014*.
 - ☐ No Request for Reimbursement has been submitted within the last six months for the following reason(s): *New contract*

PUBLICITY:

- ☒ As required per the Grant Funding Agreement, updated and accurate project information is included at the following website address, with a link to the Alameda CTC website and reference to Measure B and/or VRF fund usage: <http://www.cyclesofchange.org/programs/bike-go-round/>

Attach a print-out of the website page and information.

- ☐ As required per the Grant Funding Agreement, an annual article was published in the Project's Sponsors newsletter, newspaper, or Alameda CTC's newsletter, highlighting the Project and Measure B and/or VRF fund usage.

Publication Date: *(enter publication date)*

Publication Name: *(enter name of newsletter, newspaper, publication, etc.).*

Attach a print-out of the published article(s).

- ☒ An article was included in the previous progress report. Thus, no article was published in this reporting period.

**** As this is the first active period of the project, we will publish our first annual article next period.***

PERFORMANCE MEASURES PROGRESS REPORT:

- ☐ There were *[enter total numbers]* trips provided during the reporting period.
- ☒ There were 407 people served during the reporting period.
- ☒ Project Performance Measures Progress Report is completed and attached.
- ☐ Project Performance Measures Progress Report is not included / completed because no performance measures are associated with this project.

PERFORMANCE MEASURES PROGRESS REPORT

Project Performance Measures: Evaluate the PROJECT using the outcome-based performance measures set forth in Table D-1 (AGREEMENT Attachment D) to demonstrate that the PROJECT is meeting its objectives.

Performance Measures Report			
No.	Performance Measure Target ⁽¹⁾	Progress/Activity to date	Progress/Activity this Period
1	24	4	4
2	300	52	52
3	3000	355	355
4			
5			
6			

Notes:

1. List all performance measures included in application for PROJECT submitted by PROJECT SPONSOR to ALAMEDA CTC.

**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2014-2015**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since Jul '14*
1	Ms.	Tabata, Chair	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Sep-13	Sep-15	0
2	Ms.	Zimmerman, Vice-Chair	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Apr-14		Apr-16	0
3	Mr.	Bucci	Mike	Newark	Alameda County Supervisor Richard Valle, District 2	Sep-12		Sep-14	1
4	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14		Jan-16	0
5	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-12	Oct-14	0
6	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Sep-13	Sep-15	0
7	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Sep-12	Sep-14	1
8	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13		Jun-15	1
9	Ms.	Shaw	Diane	Fremont	Transit Agency (Alameda CTC)	Apr-14		Apr-16	0
10	Mr.	Turner	Matt	Castro Valley	Alameda County Supervisor Nate Miley, District 4	Apr-14		Apr-16	0
11		Vacancy			Alameda County Mayors' Conference, D-1				9.1

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2014 ALAMEDA COUNTY TRANSPORTATION COMMISSION PUBLIC OUTREACH ACTIVITIES

October - December (Planned)

Date	Event Name	Sponsor Agency/ Organization	Location	Time	Estimated Number of Attendees
Wednesday, October 01, 2014	City Center Fall Music Series	City Center	Oakland, City Center	12 - 1pm	Varies
Thursday, October 02, 2014	East Bay EDA Executive Committee Meeting	East Bay EDA	Zero Net Energy Cneter	11:30am - 2pm	unknown
Friday, October 03, 2014	KONO - First Fridays	KoreaTown Oakland, Inc	Telegraph Ave between West Grand and 27th Street Oakland, CA	5 - 9:30pm	Varies
Saturday, October 04, 2014	Science in the Park - BikeMobile	Supervisor Richard Valle and Hayward Area Recreation And Park District	Alden E. Oliver Sports Park 2580 Eden Park Place Hayward, CA	9am - 4pm	5,000+
Saturday, October 04, 2014	Senior Info Fair	Dublin Senior Center	Dublin Senior Center 7600 Amador Valley Blvd. Dublin, CA 94568	10 - 2pm	300
Saturday, October 04, 2014	Oaktoberfest/ BikeMobile	Dimond District Association	Dimond District Oakland, CA	11am - 6pm	20,000
Tuesday, October 07, 2014	Senior Resource Faire: Healthy Lifestyle and Fitness	Newark Senior Center	Silliman Activity Center, 6800 Mowry Avenue, Newark	9am - 12pm	200
Tuesday, October 07, 2014	Meet the Primes	BOC (Business Outreach Committee)	Santa Clara VTA 3331 North First Street (River Oaks) San Jose, CA 95134	8:30am - 1pm	Varies
Wednesday, October 08, 2014	City Center Fall Music Series	City Center	Oakland, City Center	12 - 1pm	Varies
Wednesday, October 08, 2014	Business Expo - 29th Annual Hayward Chamber of Commerce	Hayward Chamber of Commerce	St. Rose Hospital 27200 Calaroga Ave Hayward, CA	4:30 - 7:30pm	Varies
Sunday, October 12, 2014	Sunday Streets in Berkeley	Livable Berkeley	Downtown Berkeley	11 - 5 pm	43,000
Tuesday, October 14, 2014	Lakeshores Homes Association Meeting	Lakeshores Homes Association	907 Underhills Road Oakland, CA	7:30 - 8:30pm	Varies
Wednesday, October 15, 2014	City Center Fall Music Series	City Center	Oakland, City Center	12 - 1pm	Varies
Wednesday, October 15, 2014	APBP Webinar: Design Treatments to Transition from Trails to Roadways	Alameda CTC/APBP	Alameda CTC 1111 Broadway, Suite 800 Oakland, CA 94607	12 - 1pm	25

2014 ALAMEDA COUNTY TRANSPORTATION COMMISSION PUBLIC OUTREACH ACTIVITIES

October - December (Planned)

Date	Event Name	Sponsor Agency/ Organization	Location	Time	Estimated Number of Attendees
Thursday, October 16, 2014	Society of Marketing Professional Services (SMPS) Panel Discussion	Society of Marketing Professional Services (SMPS)	AIA 130 Sutter Street San Francisco, CA	8:30 - 10am	50-80
Friday, October 17, 2014	Mobility Workshop	Alameda CTC	Location TBD	9:30 - 3:30pm	100
Sunday, October 19, 2014	Montclair Farmer's Market	Urban Village	La Salle Avenue at Moraga Avenue	9am - 1pm	Varies
Sunday, October 19, 2014	Wheels for Meals Ride	Alameda County Meals on Wheels	Shadow Cliffs Regional Park (Lakeside Picnic Area) 2500 Stanley Boulevard Pleasanton, CA	10:30am - 4 pm	1200
Wednesday, October 22, 2014	City Center Fall Music Series	City Center	Oakland, City Center	12 - 1pm	Varies
Wednesday, October 22, 2014	Livermore Rotary Club 2014 Plan Presentation by Supervisor Scott Haggerty	Livermore Rotary Club	Double Tree by Hilton 720 Las Flores Road Livermore, CA	12:10pm	Varies
Thursday, October 23, 2014	Berkeley Farmers' Market - North Berkeley	Pacific Coast Farmers' Market Association	Shattuck @ Rose	3 - 7pm	Varies
Sunday, October 26, 2014	Temescal Farmers' Market	Urban Village	5300 Claremont	9am - 1pm	Varies
Sunday, October 26, 2014	Halloween Community Carnival	Union City	Holly Community Center 31600 Alvarado Blvd Union City, CA 94587	1 - 4pm	400-600
Tuesday, October 28, 2014	Berkeley Farmers' Market - South Berkeley	Ecology Center	Adeline Street and 63rd Street	2 - 6:30pm	Varies
Sunday, November 02, 2014	Dia de los Muertos/ BikeMobile	Unity Council	Fruitvale Village and BART parking lots 12th St. between 33rd and 37th Streets Oakland, CA	10am - 5pm	60,000+
Wednesday, November 19, 2014	APBP Webinar: E-bikes, Electric Assist Bikes and Transportation Policy	Alameda CTC/APBP	Alameda CTC 1111 Broadway, Suite 800 Oakland, CA 94607	12 - 1pm	25
Wednesday, December 17, 2014	APBP Webinar: Getting to Better Outcomes from Public Engagement	Alameda CTC/APBP	Alameda CTC 1111 Broadway, Suite 800 Oakland, CA 94607	12 - 1pm	25

Alameda CTC Bicycle Pedestrian Advisory Committee Project Review Recommendation
Last Updated 09/08/2014

ID	Alameda CTC Funding Process	Project Name	Project Description	Sponsor	Project Type (Capital/Program)	Fund Sources (\$ x 1000)		Regional Significance/ Interjurisdictional Nature	Local Review Activities	Capital Projects Only		BPAC Review
						2000 MB	VRP			Project Phase	Bike/Ped Nexus	
1	1986 TEP	I-680 to Mission Blvd East-West Connector	The project will construct an improved east-west connection between I-680 and Route 238 (Mission Boulevard) and is a combination of new roadways, improvements to existing roadways, and improvements to existing intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and Route 238 (Mission Boulevard).	Alameda CTC	Capital	\$58,771	\$0	Yes - on Fremont/Union City border	N/A	65% Design Complete; additional phases awaiting funding	On Countywide Bike Route	No; project development in advanced stages
2	2000 TEP	East 14th St/Hesperian Blvd/150th St Intersection Improvements	The project involves constructing improvements in the area of East 14th Street, Hesperian Boulevard, and 150th Avenue. The improvements include a second left turn lane for southbound East 14th Street at 150th Ave and a second left turn lane for northbound Hesperian Boulevard at East 14th Street. The road will be widened, the medians replaced, and the striping reconfigured to accommodate this change. Traffic signals and pedestrian ramps at all three intersections will be upgraded to comply with current Americans with Disabilities Act regulations.	City of San Leandro	Capital	\$12,200	\$0	Yes - on San Leandro/Ashland border	N/A	65% Design Complete; ROW and Final Design underway.	Hesperian is Countywide Bike Route; Pedestrian Transit Access	No; project development in advanced stages
3	2000 TEP	Iron Horse Transit Route	The project will widen Dougherty Road from the northern boundary of the City of Dublin to the vicinity of Scarlett Drive from four to six lanes to accommodate buses. In addition, the city proposes to include Class II bike lanes within the limits of the project to accommodate bicyclists.	City of Dublin	Capital	\$6,300	\$0	Yes - section of Iron Horse Trail, connects to BART station	N/A	Final Design and ROW underway.	In bike/ped project	No; project development in advanced stages
4	2000 TEP	Route 92/Clawiter - Whitesell Interchange and Reliever Route	The project involves improving access to and from Route 92 in the area of the existing Route 92 / Clawiter Road interchange. The improvements being considered include a reconfigured Route 92 / Clawiter Road - Whitesell Street interchange, a Whitesell Street extension from Depot Road to Breakwater Avenue and signal and related improvements along the Winton Avenue Corridor.	City of Hayward	Capital	\$27,000	\$0	No	N/A	Phase 1 (local street extensions) - 95% Design Complete. Phase 2 (Interchange)- funding strategy under development.	On Countywide Bike Route	No; project development in advanced stages
6	2000 TEP	Route 84 Expressway - South Segment	The project involves widening Isabel Ave (State Route 84) from Concanon Blvd. to Ruby Hill Drive from 2 to 4 lanes.	City of Livermore	Capital	\$34,900	\$0	No	N/A	65% Design Complete; Final Design and ROW underway.	On Countywide Bike Route	No; project development in advanced stages
7	2000 TEP	Dumbarton Corridor Improvements (Study Only)	The project involves improvements to transit connections in the Dumbarton Corridor connecting southern Alameda County and the Peninsula and other improvements to support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.	City of Newark	Capital	\$19,400	\$0	Depends on project location, TBD by PSR	N/A	Environmental complete for Dumbarton rail; project on hold due to regional funding reallocations.	Depends on project location, TBD by PSR	TBD
8	2000 TEP	I-680 Corridor/BART to Livermore (Study Only)	The project involves studies to evaluate improvements in the I-680 corridor including highway, rail, transit and bicycle route improvements and right-of-way (ROW) preservation for a future rail corridor.	Alameda CTC and BART	Capital	\$6,700	\$0	Yes	N/A	Environmental Assessment underway	Low - project not primarily transit access related	No; low bike/ped nexus
9	2000 TEP	I-680/1-880 Cross Connector Studies	The project involves studies in three corridors related to an improved connection between I-680 and I-880 in southern Alameda County. Potential improvements include road modifications, intersection specific improvements and traffic system management options.	Alameda CTC	Capital	\$1,200	\$0	Depends on project location, TBD by PSR	TBD	Currently in scoping phase; on hold due to Caltrans project oversight issue	Depends on project location, TBD by PSR	TBD

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10	2000 TEP	1980/Broadway/Jackson Interchange Improvements (Study Only)	The project includes development work to identify improvements between 1980, 1980 and local Oakland streets; including access to and from the Posey/Webster Tubes which connect Oakland and the City of Alameda. The improvements are intended to enhance or replace access to and from the freeways in the area of the existing Broadway and Jackson Street interchanges.	Alameda CTC	Capital	\$5,100	\$0	\$10,600	Yes - in Downtown Oakland, near Alameda border	TBD	PdR complete; procurement for environmental assessment underway.	Broadway & Bike Route; Access to CBD	Yes, timing TBD by project schedule
11	2013 Coordinated Call	Christie Ave Bay Trail Gap Closure	Project proposes gap closure of the Bay Trail in central Emeryville with the improvement of a segment from Powell Street and Christie Avenue to Shelbourne Street and Christie Avenue along Christie Ave.'s northern/eastern edge with new class 1 multi-use pathway in lieu of existing sidewalk and one vehicle travel lane & improvement to the intersections.	City of Emeryville	Capital	\$50	\$500	\$550	Yes - section of Bay Trail, connects to PDA	Local BPAC Review	65% Design Complete; construction to commence early 2015	Is bike/ped project	No; project development in advanced stages
12	2013 Coordinated Call	Bay Trail - Gilman to Buchanan	Construction of 4,200 feet of new San Francisco Bay Trail between Gilman Avenue and Buchanan Street at Eastshore State Park between the Cities of Berkeley and Albany.	EBRPD	Capital	\$1,000	\$0	\$4,851	Yes - section of Bay Trail, in Albany and Berkeley	N/A	Final Design package complete. ROW activities underway.	Is bike/ped project	No; project development in advanced stages
13	2013 Coordinated Call	Cross Alameda Trail	This funding would design and construct a Class 1 path along Ralph Apperzato Memorial Parkway between Poggi Street and Webster Street, which is 0.4 miles, and would provide connections to intersecting streets as well as landscaping urban runoff control.	City of Alameda	Capital	\$798	\$0	\$991	Yes - section of Bay Trail, connects to PDA	Community meeting, focus groups, city Transportation Commission	Design work currently underway.	Is bike/ped project	No; considerable local review planned
14	2013 Coordinated Call	Buchanan/Marin Bikeway Phase III	This project entails the construction of a bicycle lane between the right turn lane and the through lane along Marin Avenue in the eastbound direction at the Marin/San Pablo intersection and the construction of Phase III of the Buchanan Marin Bikeway from San Pablo Avenue to Cornell Avenue.	City of Albany	Capital	\$536	\$0	\$1,225	Yes - connects Bay Trail to Ohlone Greenway, connects to PDA	City Traffic & Safety Commission	Final Design work currently underway.	Is bike/ped project	No; project development in advanced stages
15	2013 Coordinated Call	W. Juana Ped Improvements	This project will enhance crosswalks with sidewalk bulbouts and other features between the BART station and downtown on W. Juana Avenue.	City of San Leandro	Capital	\$346	\$0	\$724	Yes - in Downtown San Leandro	Local BPAC Review	Consultant selection for design work to occur Summer 2014.	Is bike/ped project	No; local review planned
16	2013 Coordinated Call	Fruitvale Alive Gap Closure Streetscape Project (Study Only)	Complete the design and develop construction documents for essential pedestrian and bicycle improvements, thus closing the existing gap along Fruitvale Avenue between E. 12th Street and the Estuary.	City of Oakland	Capital	\$113	\$0	\$226	Yes - connects to PDA and Bay Trail, on Alameda border	Local BPAC Review	Design work not yet commenced	Is bike/ped project	Yes; interjurisdictional significance; tentatively scheduled Jan 2015
17	2013 Coordinated Call	Bike Go Round	Cycles of Change will operate cost-effective bicycle education and distribution programs which enable and support 5,100 low-income Oakland residents in using bicycles as daily transportation.	Cycles of Change	Program	\$240	\$0	\$262	Yes - program will be countywide	N/A	N/A	N/A	No; program activities commenced
18	SCAP	Kains St and Adams St Bicycle Facility Study	Evaluate the type of bicycle facilities, including contra-flow bicycle lanes, suitable for implementation along Kains and Adams streets in Albany. These streets serve as parallel facilities to San Pablo Ave.	City of Albany	Capital	\$32	\$0	\$32	Yes - connects to PDA	Design Task Force may be formed as part of project	Project will include Scoping and Conceptual Design; consultant selection not started	Is bike/ped project	No; low BPAC interest; considerable local review planned

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						2000 MB	WRF	Total Cost					
19	SC-TAP	Horton St Bicycle and Complete Street Design Project	Project #1 is on Horton Street between 45th Street and 53rd Street and involves traffic calming and speed reduction of motor vehicles to increase bicycle and pedestrian safety. Project #2 is on Horton Street adjacent to the Antak station covering the area from Powell Street to 63rd Street. This part of Horton Street is designated as both Bicycle Priority and a Transit Priority Streets. There are commercial and residential uses in the area that have motor vehicle loading and parking needs that are not currently being met legally with the existing street configuration.	City of Emeryville	Capital	\$36	\$0	\$36	Yes - connects to PDA and Antak	Emeryville BPAC extensively engaged	Project will include Scoping and Conceptual Design; consultant selection not started	Is bike/ped project	No; complex design issues are related to local traffic circulation restrictions, not bike/ped experience
20	SC-TAP	Feasibility study for pedestrian and bicycle bridges	Pleasanton has a system of trails adjacent to waterways. The lack of bridges at key locations prevents connectivity and access to destinations, however. Project will develop a prioritized list of bicycle and pedestrian bridges.	City of Pleasanton	Capital	\$25	\$0	\$250	No - most locations on local routes	Two public workshops planned as part of scope	Project will include Scoping and Preliminary Engineering; consultant selection not started	Is bike/ped project	No; project does not involve design development
21	SC-TAP	Clement Avenue Complete Streets	The project includes the development of a local bicycle and pedestrian network, outreach for developing a bikeway along Clement Ave that provides a direct, commuter oriented route linking central Alameda to the east end and beyond, including Oakland and Fruitvale BART.	City of Alameda	Capital	\$34	\$0	\$125	Yes - connects to PDA	Three community meetings and two public workshops meeting planned as part of scope	Project will include Scoping and Conceptual Design; consultant selection complete	Is bike/ped project	No; low BPAC interest, local review planned
22	SC-TAP	Bikeway Network 2.0	Project addresses major network gaps in four bikeway corridors that extend across Oakland as well as gaps on three additional bikeways. These seven corridors comprise 37 miles of the city's bikeway network and connect all of Oakland's PDAs. The scope addresses gaps along 6 miles of these roadways and at 7 additional intersections. Project would focus on "next generation" bikeway design. The project will develop a methodology to apply AB 2245 to the analysis and environmental clearance of road diet projects.	City of Oakland	Capital	\$31	\$0	\$271	Yes - connects to numerous PDAs, regional activity centers, and Downtown Oakland	Will receive local BPAC review	Project will include Environmental and 30% Design; consultant selection not started	Is bike/ped project	No; local review planned. Note special methodology for environmental assessment of bicycle road diet projects could be BPAC presentation topic.
23	SC-TAP	Iron Horse Connectivity to BART Feasibility Study	The study will examine the feasibility of crossing and trail improvements on the Iron Horse Trail (IHT) from Dougherty Road to the Dublin/Pleasanton BART Station, in order to decrease barriers, reduce parking demand at BART, and increase bike/walk mode share to the BART Station from the surrounding activity centers.	City of Dublin	Capital	\$0	\$0	\$364	Yes - section of Iron Horse Trail, connects to PDA and BART	Formation of PAC and TAC and three community workshops planned as part of scope	Project will include Scoping/feasibility study; consultant selection complete	Is bike/ped project	Yes, timing TBD by project schedule (tentatively late 2015)

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