

Alameda CTC to approve over \$70 million for local projects

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APBP Webinars — June 5, 19 and 26

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Alameda CTC Meeting — June 27

Senior and Disabled Mobility Workshop — July 1

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MESSAGE FROM THE EXECUTIVE DIRECTOR, ART DAO

Planning for the Future



Welcome to the June edition of Alameda CTC Reports!

This month we highlight many programs and projects delivered by Alameda CTC that reduce greenhouse gas emissions and provide safe transportation choices. We recently celebrated the groundbreaking of the 1.5 mile Iron Horse Trail extension, which, when completed later this year, will close the gap from Santa Rita Road to the Pleasanton/Dublin BART Station, and will complete the Iron Horse Trail through Pleasanton. We also recognized the one-year anniversary of the [BikeMobile](#), a pilot program that hosts Bike Fix-a-thons at schools and community events to help youth repair

their bikes and learn important bike safety – a critical link to our [Safe Routes to Schools](#) program.

Alameda CTC is developing a comprehensive County-wide Transportation Demand Management (TDM) plan to promote travel options that offer healthy and sustainable travel choices. The [Guaranteed Ride Home \(GRH\)](#) program, which provides a free ride in an emergency to anyone who has ridden a bicycle, or taken transit, a carpool or a vanpool to work, is a good example of this effort. The program is free and available to employees whose employers have signed up for the program. You and your employer simply need to [sign up here](#).

I'm also pleased to report that the Alameda CTC approved the

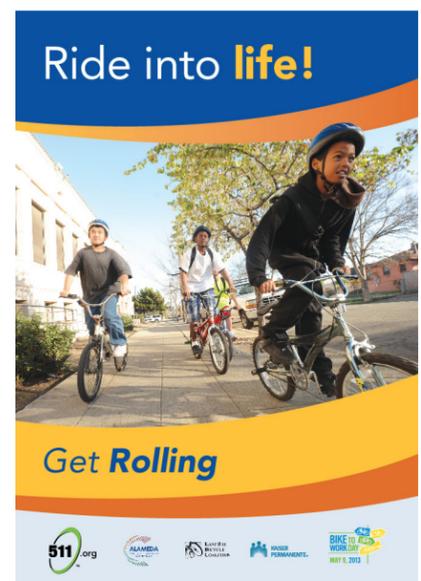
implementation of a [paperless meeting-packet distribution](#) process in March. As Alameda CTC Chair Supervisor Scott Haggerty noted, "Reducing the Commission's paper consumption was a big priority for me. We promote environmental sustainability in transportation, and now we are doing so in our business practices."

As we enter summertime, I'm eager to see many projects move forward that support local community needs – transit, senior mobility programs, local street, road, and highway repairs, and investments supporting walking and biking – that are largely funded with the county's half-cent transportation sales tax, Measure B, as well as local, regional, state and federal funds.

Annual Bike to School Day a Big Success

Bike to School Day on May 9th was a big success! More than 3000 bicyclists rode to school from forty-four schools spread throughout the County – representing a 338% increase from a typical day – and twenty-one schools held their first ever bike to school day event! We are pleased that this is part of a larger trend of increased Active In FY 11-12, Alameda CTC distributed \$4 million to the cities and the county for Active Transportation projects, as well as supporting important programs including Safe Routes to Schools, the BikeMobile, and bike safety training.

Our goal is to provide a range of transportation choices to improve the health, quality of life and mobility of all residents, and the investments are paying off! Bicycling in Alameda County increased 12% from 2011-2012 and 64% since 2002. Additionally, one out of four Alameda County residents who drive say it would not be difficult to replace at least one car trip per week with bicycling. If that's you, sign up for a free [Bicycle Safety Class](#), the [Guaranteed Ride Home program](#), and get on your bike!

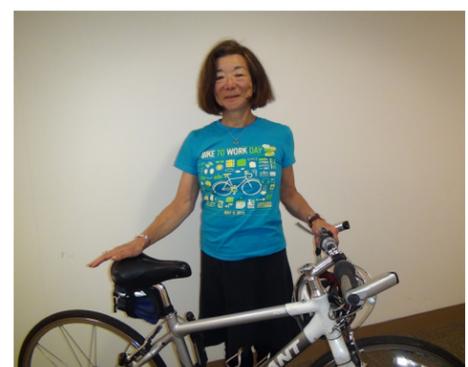


Community Voice: Midori Tabata

Midori Tabata is the Chair of the Alameda CTC's [Bicycle and Pedestrian Advisory Committee](#) (BPAC). She has held this position since July of 2009 and has been on the committee since 2007. The BPAC advises Alameda CTC and staff on the development and implementation of bicycle and pedestrian programs, including a countywide grant program. Midori has advised the Board on over \$22 million in funding since she joined BPAC and has had the opportunity to ride on some of the completed projects funded by Measure B, including the Bay Trail extension in Berkeley and miles of bike lanes throughout the county.

Midori is an avid biker and believes that more bike lanes bring greater driver awareness of cyclists on the roads and perhaps help them share the road a little better. This is why she has consistently supported funding for Alameda CTC investments in local bike lane projects. "I've become a better driver since I became a cyclist," she says.

One of her favorite rides is a loop from the southeast side of I-580 over to Redwood Road and back. It takes her on a roller coaster through Alameda County – she climbs through the hills of Oakland, enjoying the fantastic views, down through the canyons, into

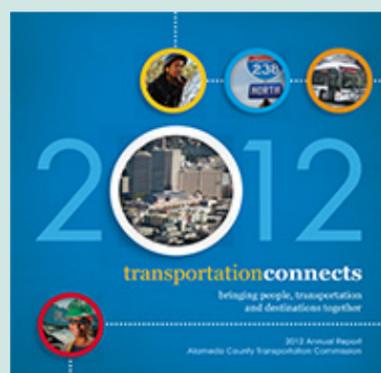


Castro Valley, around Lake Chabot, through San Leandro, and past the zoo. "It is really a beautiful ride no matter the season." Here's a list of [cycling resources](#), including help finding a bike route for work or play.



Encourage your employer to **enroll online in the Alameda County Guaranteed Ride Home program** to receive a free ride home in the event of a personal emergency, illness, or unexpected overtime at work.

Read more about what's going on around Alameda County on our [website!](#)



Alameda CTC 2012 Annual Report



I-680 Express Lanes 2012 Annual Report

Learn more online about contracting opportunities, the Executive Director's report, and our calendar of events @ www.alamedactc.org

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Coordinated Call for Projects – \$70 million in Funding

Alameda CTC staff has been busy reviewing applications and making recommendations for the [FY12-13 Coordinated Funding program](#), which will allocate more than \$70 million from multiple fund sources allocated by the Alameda CTC, including [One Bay Area Grant \(OBAG\)](#), [Measure](#)

[B transportation sales tax](#) Bike/Ped funds and Express Bus grant, and [Vehicle Registration Fee](#) Bike/Ped grant and transit funds. In response to the February 2013 call for projects, Alameda CTC received 69 applications requesting a total of \$121.1 million. Each application underwent a rigorous

evaluation process to prioritize projects that link transportation improvements with land-use decisions, relieve congestion and improve the region's air quality, resulting in a [draft program of recommended projects](#). Final recommendations will be presented to the Commission at the [June 27 meeting](#).

On the Move—Around Alameda County

Berkeley's West Street Pathway Completed



On Earth Day, April 20, 2013, the City of Berkeley held a Ribbon Cutting Celebration to officially open the West Street Pathway, a multi-use pedestrian and bicycle pathway along the former Santa Fe Railroad right of way between Cedar-Rose Park and Strawberry Creek Park. The West Street Pathway is a spur of county and regional bicycle routes and connects the existing Ohlone Greenway and the North Berkeley BART Station to parks, neighborhoods, shopping, schools and other community destinations. This long-awaited project was funded by Measure B Local Street and Roads and Bike/Ped funds and a Caltrans Bicycle Transportation Account grant.

Bus Rapid Transit - Moving East County Residents, Workers, and Visitors Faster than Ever

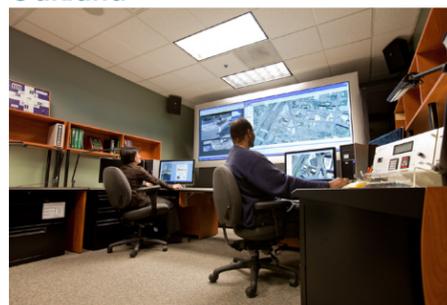
The Livermore Amador Valley Transit Authority (LAVTA) launched its bus rapid transit line, the Rapid, in January 2011. The service connects all three Tri-Valley cities (Dublin, Pleasanton, and Livermore) and both Tri-Valley BART Stations with fast, frequent, efficient, and reliable transit service. The day the Rapid launched, the new bus line instantly became LAVTA's second most popular.

The Rapid project began in 2006, following a study by BART that recommended upgrading the Route 10 – the busiest in the LAVTA bus system, carrying half of its ridership – to a bus rapid transit line. The new Rapid features transit signal priority (TSP) technology to improve on-time performance and decrease the travel time on the route. With TSP, the Rapid can extend green lights ensuring the Rapid gets through intersections before stoplights turn red. Thanks to the limited stops (concentrated at major residential and commercial developments) and TSP, the Rapid is 20% faster than regular local service. In addition to limited stops and signal priority, the Rapid also features improved bus stop amenities like larger shelters, real-time arrival signs, service every 15 minutes during weekdays,

unique branding, and new hybrid-electric buses.

The Rapid project was made possible by a coalition of local, Alameda County, State, and Federal supporters. Not only did Measure B help fund the construction of the Rapid, but Measure B also supports the daily operations of the route.

Improving Traffic Management in Oakland



Over the past ten years, the City of Oakland has been working to install and upgrade an Intelligent Transportation System (ITS), which takes advantage of the latest advances in wireless and fiber-optic technology to improve vehicle and public transportation transport times, improve the safety and security of motorists, bicyclists and pedestrians, and improve emergency response times.

Recently, the Public Works Department used Measure B funds to increase the number of traffic signals connected to the City's Traffic Management Center, an important part of the ITS Strategic Plan. Signals connected to the Traffic Management Center share data in real time, allowing traffic engineers to re-set the timing on signals remotely to improve the flow of traffic and for signal problems to be immediately reported to the Center. Problems reported to the Traffic Management Center can often be diagnosed or even repaired remotely, which saves staff time and money. Measure B funds are being used to connect all the signals on Broadway between 5th Street and 27th Street with a fiber-optic cable, increasing the number of signals connected within the City by more than a quarter. This will improve traffic conditions and safety on one of Oakland's busiest corridors. The project is scheduled to be completed in fall 2013.

Union City Transit is 100% Green!

Union City Transit recently acquired six compressed natural gas (CNG) buses. These buses were built locally in Alameda County by the Gillig Corporation in Hayward. Union City Transit's active fleet is now 100%

alternative fueled. Service is funded from a variety of sources including passenger fares, state sales and fuel taxes, and Measure B.

Measure B Sales Tax and Vehicle Registration Fee Dollars at Work in Dublin



With the use of Measure B funds earmarked for local streets and roads, the City of Dublin continues its annual street overlay program. This program removes and replaces failed asphalt, resurfaces the streets and restripes pavement markings.

In April 2013, the City of Dublin's City Council approved Vehicle Registration Fee (VRF) funding for the upgrade and on-going maintenance of the Citywide Signal Communication system. This project will reduce traffic delays, improve air quality, and enhance overall traffic safety along major arterials in the city.

Paratransit Taxi Service Expands to Central County

The Central County Taxi Voucher program is an exciting new transportation option that provides subsidized taxi rides to participants of the San Leandro and Hayward paratransit programs. The Taxi Voucher program provides same day service, and is available 24 hours a day, 7 days a week. Registered riders can purchase a limited number of taxi vouchers each year for travel throughout Hayward, San Leandro, San Lorenzo, Castro Valley and unincorporated areas of San Leandro. Each taxi voucher costs \$3.50, and subsidizes up to \$14 of taxi meter fare within the designated service area.

To schedule a taxi ride, participants must call (866) 377-1535 to make arrangements with our contracted provider, St. Mini Cab. The Taxi Voucher Program is operated by the Alameda CTC in cooperation with the Cities of San Leandro and Hayward and is funded by Measure B.

Here is a link to updates on the many more projects that Measure B grants have supported over the past year.