



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair

Supervisor Scott Haggerty, District 1

Commission Vice Chair

Councilmember Rebecca Kaplan,
City of Oakland

AC Transit

Director Elsa Ortiz

Alameda County

Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART

Director Thomas Blalock

City of Alameda

Mayor Trish Spencer

City of Albany

Vice Mayor Peter Maass

City of Berkeley

Councilmember Laurie Capitelli

City of Dublin

Mayor David Haubert

City of Emeryville

Mayor Ruth Atkin

City of Fremont

Mayor Bill Harrison

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember Dan Kalb

City of Piedmont

Mayor Margaret Fujioka

City of Pleasanton

Mayor Jerry Thorne

City of San Leandro

Mayor Pauline Cutter

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Bicycle and Pedestrian Community Advisory Committee

Thursday, October 8, 2015, 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

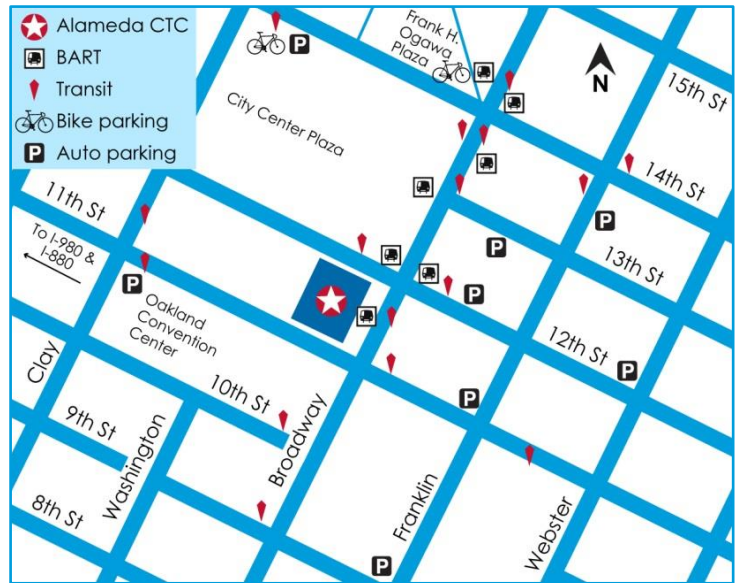
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

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

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.



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.

Connect with Alameda CTC

www.AlamedaCTC.org



facebook.com/AlamedaCTC

[@AlamedaCTC](https://twitter.com/AlamedaCTC)

youtube.com/user/AlamedaCTC



Bicycle and Pedestrian Advisory Committee Meeting Agenda Thursday, October 8, 2015, 5:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

Chair: Midori Tabata
Vice Chair: Matt Turner
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 July 9, 2015 BPAC Meeting Minutes	1	A
5:45 – 6:45 p.m. City of Dublin Staff	4. Review of City of Dublin Iron Horse Connectivity Feasibility Study	9	I
6:45 – 7:05 p.m. Matt Bomberg	5. Annual Report on Countywide Bicycle and Pedestrian Plan Implementation	39	I
7:05 – 7:10 p.m. Matt Bomberg	6. Review of Measure B and Vehicle Registration Fee Bicycle/Pedestrian Grant Progress Reports	57	I
7:05 – 7:25 p.m. Matt Bomberg	7. Staff Reports (Verbal)		I
	<ul style="list-style-type: none"> Report on Alameda County Pedestrian-Bicycle Working Group Discussion on Integrating Bicycle/Pedestrian Plans and Pavement Management Programs Report on Arterial Plan Technical Advisory Committee Meeting 	107	
7:25 – 7:30 p.m. BPAC Members	8. BPAC Member Reports (Verbal)		
	8.1. BPAC Roster	113	I
7:30 p.m. Midori Tabata	9. Adjournment		

Next meeting: January 7, 2016

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

This page intentionally left blank



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
SRTP	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 9, 2015, 5:30 p.m.

3.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Welcome and Introductions

BPAC Chair Midori Tabata called the meeting to order at 5:30 p.m. The meeting began with introductions, and the chair confirmed a quorum. All BPAC members were present, except for David Fishbaugh, Jeremy Johansen, and Preston Jordan.

David Fishbaugh and Jeremy Johansen arrived during item 4.

2. Public Comment

There were no public comments.

3. Approval of April 9, 2015 Minutes

Midori Tabata requested the removal of "Bay Area Bikes" from the first paragraph on page 5 of the agenda packet.

Matt Turner moved to approve the April 9, 2015 minutes with the above correction. Sara Zimmerman seconded the motion. The motion passed unanimously. All BPAC members were present, except for David Fishbaugh, Jeremy Johansen, and Preston Jordan.

4. Review of Fruitvale Alive Gap Closure Project

Nick Cartagena, Project Manager, with the City of Oakland reviewed this agenda item. Nick informed the committee that Matt Bomberg has the link to the webpage for the committee to continue to provide updates to the Fruitvale Alive Gap Closure project. He mentioned that in the near future, the committee will also be able to sign up to receive updates on the project.

See Attachment 3.1A for a detailed log of BPAC comments on the project and responses from the project manager.

Overall, the committee was unanimously in support of the cycletrack concept, among the different alternatives under consideration.

5. Presentation on Countywide Multimodal Arterial Plan

Saravana Suthanthira explained that the Countywide Multimodal Arterial Plan is a long-range plan focused on the importance of arterial roads throughout the county. The goal of the plan is to ensure that the county's arterial roads will meet the needs of all the users, including transit, solo drivers, goods movement, youth, paratransit, bicyclists and pedestrians. She informed the group that the planning team is going through the process of identifying the typology of the county's roadways. Saravana presented the overall vision, goals, and performance measures of the Countywide Multimodal Arterial Plan as approved by the Alameda County Technical Advisory Committee and the Planning, Policy and Legislation Committee. She introduced the study and arterial networks and explained what they are.

Daniel Wu reviewed and explained the process of developing typologies to determine modal priorities on the county's roads. He discussed the following:

- The different types of streets as highways, arterials, collectors, and local streets. Each type of street has a different purpose and function, and this plan will help identify which streets need improvements.
- How the process of using an overlapping map works and how it will help determine the different types of streets. He explained the process of using these overlays to achieve the goals and vision of the arterial plan.
- How local land use policies will be used in conjunction with the arterial plan. He also defined priority development areas from regional land-use plans.

Saravana assured the committee that the cities will use the defined arterial guidelines to assist them in building on the complete streets.

Questions/comments from the committee:

- Are new roads included in the study (e.g. roads to be constructed in Fremont or Pleasanton)? These will be considered.
- Do you have a baseline? Working on existing conditions analysis now that network is defined. Analysis will consider all modes that use arterials.
- Clarify the mileage of the study network? Was originally 1600 miles but was reduced to 1200 miles for manageability.
- Is the land use used to develop typology current or future? Land use is consistent with Sustainable Communities Strategy land use from 2012. There are three horizon years.
- How do the multimodal overlays work and how does it all add up to a multimodal hierarchy? The arterial plan takes as inputs different adopted plans that have different and potentially even conflicting views of how to prioritize a street network and seeks to resolve these. For instance, different plans may call for a street to have bicycle lanes, bus operations, and be a truck route, but there may not be sufficient width to support this.
- Arbitrating existing conflicts is good, but aspiring to health and community livability in the network prioritization would be better.
- Cities need to buy-in to the priorities identified in the plan.
- What will the January public outreach look like? The project team will work with city staff first. Staff from cities is typically at the workshops.
- Will this plan propose improvements? For future years, the plan will propose cross-sections.
- How will this plan inform future updates a city might perform to its modal plans? This is still being determined. The project team sees a need for guidelines on what updates look like.
- Don't just be reactive, seek to use this plan to drive mode shift.
- Consider how arterials may also be barriers to crossing or impediments to travel on a low stress network.
- Has there been outreach to Unincorporated Areas? ACPWA staff is participating and the project team can work to publicize workshops to Community Based Organizations.
- Castro Valley has a BPAC and is updating their bike/ped plan – can this information be incorporated? The project team needs to work with current adopted plans for consistency and cannot wait for other plans to be adopted.

- Dave Campbell from Bike East Bay expressed that the Arterial Plan is based on outdated bike plans. Many cities have plans that were adopted in 2010 that were cutting-edge at the time but have been surpassed by significant design innovation since that time including separated bike lanes. Rather than basing the plan on adopted plans the project team should consider looking at the street and considering what accommodation for bicyclists can be provided. Cities plan for bike routes on parallel streets for expediency but this may not be the most ideal network. Saravana responded that for consistency the team needs to use adopted plans. Matt Bomberg noted that there is “never a good time” to start a plan because there is always another plan that is being updated that it would be good to wait on, but that this is not always feasible.
- Arterial plan goals do not match what is currently in local bike plans. Would like to see Alameda CTC guide locals.
- A similar approach of listening to locals priorities was taken in the Countywide Bike Plan, but some BPAC members did not like this approach.
- Can this item come back for further discussion? Project team will consider when it may make sense to bring Arterial Plan back to BPAC.

6. Organizational Meeting

6.1. Election of Officers for FY15-16

Midori Tabata nominated Matt Turner for Vice Chair. David Fishbaugh seconded the motion. The motion passed unanimously. All BPAC members were present, except for Preston Jordan and Diane Shaw.

Sara Zimmerman nominated Midori Tabata for Chair. Jeremy Johansen seconded the motion. The motion passed unanimously. All BPAC members were present, except for Preston Jordan and Diane Shaw.

6.2. Review of BPAC Bylaws

Matthew Bomberg informed the committee that the BPAC bylaws were modified to incorporate information regarding Measure BB and the 2014 Transportation Expenditure Plan. He also noted that a few other modifications occurred to standardize the advisory committee bylaws. Finally he noted that, per the newly adopted Administrative Code, all Alameda CTC advisory committee bylaws are now to be approved by the Commission.

The BPAC expressed that it did not feel that the bylaws should be referred to as such if members would not vote to approve them. The BPAC asked a clarifying question about the membership term section of the bylaws.

6.3. Review of FY15-16 BPAC Meeting Calendar

Matthew Bomberg reviewed the FY15-16 BPAC meeting calendar. Midori Tabata informed Matt that she will email additional items to be considered for the calendar.

7. Staff Reports

There were no staff reports.

8. BPAC Member Report

Sara Zimmerman stated that the Safe Routes to Schools National Partnerships has generated reports: 1) Active Transportation and Equity; 2) and a report on how Safe Routes to Schools can be an opportunity to help with violence prevention in communities. Sara will send the link to both reports to Matt Bomberg and he will distribute the link to the committee.

Matt Turner informed the committee that the office of Supervisor Nate Miley is working on a joint task force with TransForm, Deputy Sheriff Activity League, Sheriff Department, and the school districts to address the school pickup/drop-off zones in the Alameda County Unincorporated area. Matt noted that the schools in Hayward were built to accommodate 200 students and currently 500 to 700 students are attending. The goal of the task force is to create a safe environment for the school pickup/and drop-off areas.

Kristi Marleau said that the City of Livermore is looking for people to work on their Bicycle and Pedestrian Plans. The requirement is that volunteers must work or live in Livermore. She informed the committee Pedal fest on July 25, 2015.

8.1. BPAC Roster

The committee roster is in the agenda packet for review purposes.

9. Meeting Adjournment

The meeting adjourned at 8:10 p.m. The next meeting is scheduled for October 8, 2015 at the Alameda CTC offices.

Project: Fruitvale Alive Gap Closure

Project Manager: Nick Cartagena, ncartagena@oaklandnet.com

Project Website:

<http://oaklandnet/home/Government/o/PWA/s/Projects/FruitvaleAlive/OAK053620?ssSourceSiteId=nul&SSContributor=true>

Comment	Response
Section of Fruitvale Avenue between E 9 th St and E 7 th St is the most difficult to bicycle on, however the cycletrack concept does not address this section except with striping	In this section the vehicle volumes do not permit a lane reduction. City is looking at lane width reductions, reducing turning radii at some freeway ramp intersections and adding green paint in conflict zones
Is there potential for a Dutch style protected intersection at E 9 th St/Fruitvale Ave intersection – particularly at northwest corner for SB traffic? See www.protectedintersection.com	Concept can be discussed with design engineer
Are bike signals planned? Intersection of E 9 th St and Fruitvale Ave might be good location for bike signal.	Bike detectors are proposed to be added; plan does not currently call for bike signals
Issue is vehicle lane changing and congestion under the freeway that contributes to high-stress environment, not striping	
It is difficult to turn from NB Fruitvale Avenue to WB E 7 th St (left turn off of Fruitvale Avenue). Hard for bicyclists to find gap in traffic to merge over. E 7 th St is an important bicycling route.	Looking into signal warrant, heard from previous community outreach that need to retain turn pocket here.
If calling concept a cycletrack, should extend it into intersections	
E 9 th St/Fruitvale Ave intersection could be a good location for bicycle signal	
Is it possible to combine the two left turn lanes under I-880 into a single, two-way center left turn lane in order to create more space for buffered or protected bike lanes? Possibly a directionally peaked center left turn lane?	Due to short length of this segment, directionally separate left turn lanes are needed for queue storage of turning vehicles
Is there a constraint on moving the curb back in section under I-880 to create more space for bike lanes?	Sidewalk abuts Caltrans ROW and I-880 support columns. City is looking into gaining an easement of some ROW from UPRR at the northwest corner of E 9 th Ave/Fruitvale Ave. This would involve the city trading UPRR construction of an aesthetic fence restricting access to the RR tracks for permission to make soft improvements.
Could pedestrians go on the other side of columns under I-880 to allow moving curb back?	
Is it possible to take a couple feet between the sidewalk and columns to move curb under I-880?	

Comment	Response
Designs that involve creating space between columns and fence under I-880 or having pedestrians walking outside of columns would present potential for people lurking behind columns.	
Is it possible to close the left turn from Fruitvale Ave SB onto E 8 th St EB?	Do not believe traffic counts support this.
Owens Brockaway facility at corner of Alameda Ave and Fruitvale Ave is a glass recycling facility which sometimes results in lots of debris in bike lanes	
Median refuge “nose” at south leg of Fruitvale Ave/Alameda Ave intersection could create issues for vehicles making left turns from Alameda Ave WB to Fruitvale Ave/Tilden Way SB due to double left turn pocket and “off camber” intersection	
Goal of median refuge “nose” is to slow vehicles down so that they stay on intended path when making LET from Alameda Ave WB to Fruitvale Ave/Tilden Way SB	
If there are not significant residential uses, is it possible to trade sidewalk width for a wider cycle path?	For most of project corridor sidewalks are 5’ wide. The most constrained section for bicycling is the E 7 th St to E 9 th St section, but in this section it is difficult to reallocate width from sidewalk because sidewalk zone is effectively narrower due to street lights, utilities, etc. The only area that really has a consistent wider sidewalk is under I-880
Important to maintain minimum 5’ wide effective sidewalk width to ensure access for wheelchair users	
Is it possible to embed lighting in columns under I-880 to reduce utility encroachment in sidewalk width?	
Are there any locations with frequent bus stopping in bike lanes? Are there opportunities to have bike lanes route behind bus stop (e.g. bus loading island) to eliminate weaving of buses and bikes?	Bus stops in project area are not very high boarding/alighting activity levels. Bus stop just north of 9 th St could be location to explore bus loading island but this would require negotiation ROW from UPRR. Bus stop just north of Alameda Ave (NB) is also potential place for bus loading island, and City does own ROW here.
Please select trees that will not create maintenance issues in bike lanes – things to consider include leaves, sap, and root damage	
Does UPRR really want to retain trackage? It does not lead to anything in Alameda.	Difficult to negotiate acquisitions; temporary easement to make soft improvements much more likely

Comment	Response
BPAC unanimously supports cycletrack concept	City would need to figure out issues of street sweeping and maintenance. City is encountering these issues on other projects, so hopefully a more systematic solution is coming.

This page intentionally left blank



Memorandum

4.0

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 29, 2015

SUBJECT: Review of Iron Horse Regional Trail Feasibility Study

RECOMMENDATION: Provide Input on Iron Horse Regional Trail Feasibility Study

Summary

One of the main roles of the Countywide BPAC is to provide input to sponsors of capital projects and programs during early development phase. The City of Dublin received a technical assistance grant from the Alameda CTC to study improvements to explore future improvements along the Iron Horse Trail within the City of Dublin.

The goal of the feasibility study is to identify potential improvements to enhance the Iron Horse Trail within the City of Dublin by establishing the trail as a “front door” to the City and the rest of the regional trail. The project team has completed initial community and stakeholder outreach and multimodal assessments and has developed a range of proposed improvements.

The City of Dublin project manager will be in attendance at the October 8, 2015 meeting to answer questions and respond to comments on the project's preliminary design concepts. BPAC members are encouraged to review the project materials and formulate questions and comments in advance of the meeting, using the worksheet in Attachment D.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Project Review Cover Sheet
- B. Project Overview Maps, Preliminary Improvement Plan, and Improvement Concept Drawings
- C. Project Area Collision History Map and Information
- D. Project Review Checklist and Input Form

Staff Contact

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

[Matthew Bomberg](#), Assistant Transportation Planner

This page intentionally left blank



Bicycle Pedestrian Advisory Committee Capital Project Information Sheet

Background Information

Project Name: Dublin Iron Horse Trail Feasibility Study

Project Location: Iron Horse Trail from Dublin/Pleasanton BART to North of Dougherty Road
Describe project limits, intersections, etc.

Project Type (check one below):

Arterial/ Collector	Freeway Interchange	Multi-use Pathway	Transit Station Area	Local Street	Streetscape
		X			

Project Cost (estimated): TBD based on project elements selected

Project Phase: Feasibility Study

(Example: feasibility study, scoping, preliminary design, 30% design)

Project Description: identify potential near-term and long-term improvements to improve user experience for bicyclists and pedestrians along trail, at trail crossings of Dublin Blvd and Dougherty Rd, and near the BART station.

Project Context

Major Trip Generators (please describe): Dublin/Pleasanton BART station, Camp Parks Reserve Forces Training Area, Dublin City Hall and Civic Area half mile to west

Land Use(s): Commercial, multi-family residential, and mixed-use

(Example: high-density residential, mixed residential/commercial, rural/agricultural, etc.)

Existing Facility Classifications

FHWA Functional class: Dublin Blvd - principal arterial; Dougherty Blvd - principal arterial

Transit routes: At BART Station: LAVTA Routes 1, 3, 10, 12, 12X, 20X; County Connection routes 35, 36, 97X;

Along Dublin Blvd: 1, 2, 3, 10, 12, 70X, 502, 503, Rapid

Along Dougherty Rd: 3, 502, 503

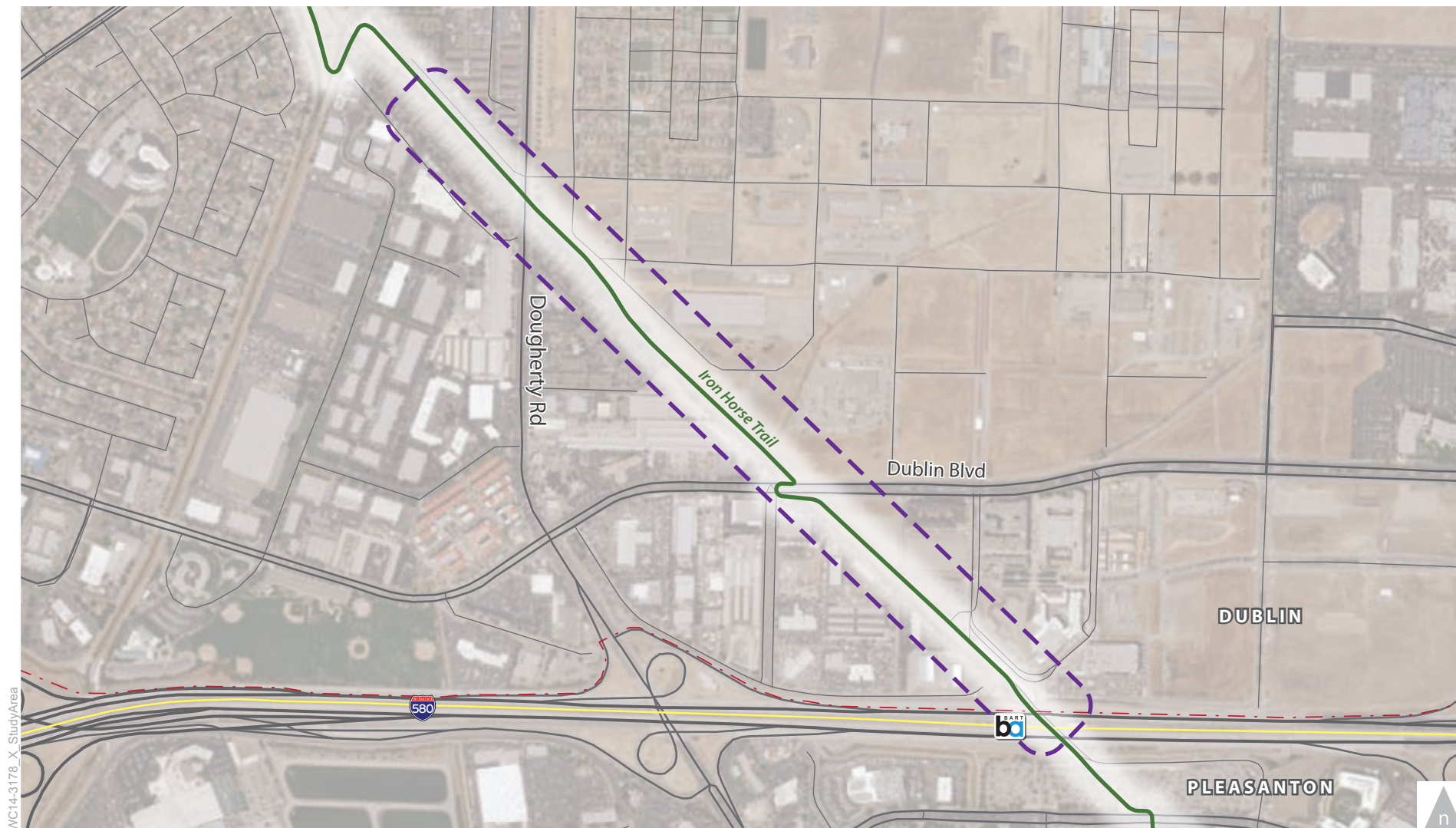
Bicycle facilities: Facility is Class I multi-use trail

Pedestrian facilities: Facility is Class I multi-use trail

Truck route (yes/no): Dublin Blvd – yes; Dougherty Rd – yes South of Scarlett Drive

Design speed: Dublin Blvd – 35 mph west of Scarlett Drive, 45 mph east of Scarlett Drive; Dougherty Rd – 40 mph

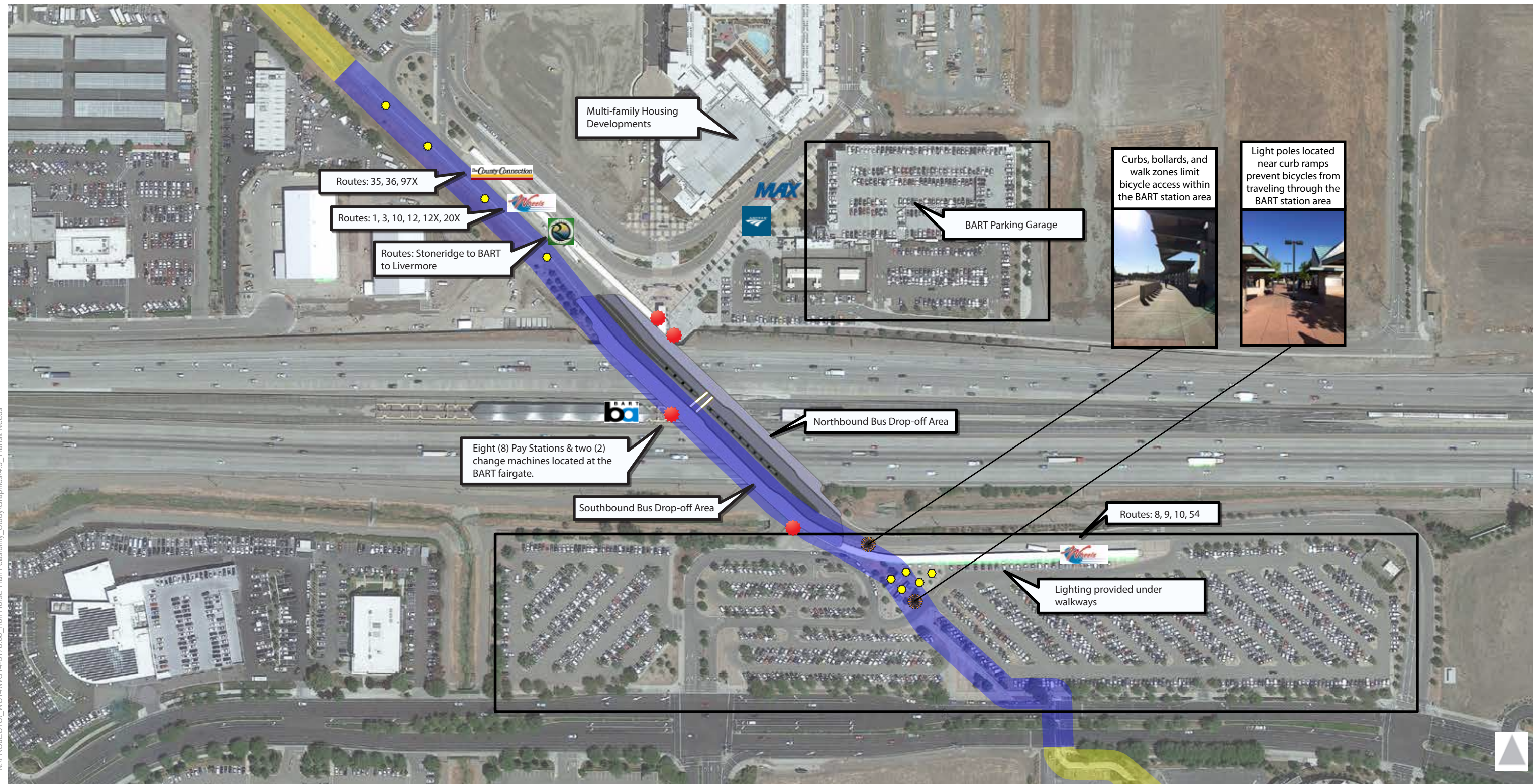
This page intentionally left blank



LEGEND

- Iron Horse Trail
- Study Area





LEGEND





-  Wayfinding
-  Access Constraints
-  Lighting
-  Iron Horse Trail through Transit Zone
-  Iron Horse Trail
-  BART Parking



Figure 2
Iron Horse Trail Feasibility Study
Transit Resources and Amenities

Table 1: Dublin Iron Horse Trail Crossings Preliminary Improvement Plan Potential Project Lists

Area	Location	BEF Criteria	Issue/Opportunity	Near-term Improvements	Long-term Improvements
1.0	Dublin Boulevard/Iron Horse Trail Intersection at Scarlett Drive (Signalized)	Crossing	The existing crossing distance is long (115'). Diagonal curb ramps do not direct users into the directional crosswalk.	NT 1.1: Reduce curb radii on the northeast and southeast corners to provide oversized directional ramps for two-way trail traffic and to reduce the crossing distance to the roadway width.	LT 1.1: Consider the construction of a grade-separated structure to meet trail user desire lines, reduce vehicular conflicts, and provide a comfortable crossing for all ages and abilities. Near-term improvements are assumed to have been installed in order to enhance the at-grade crossing and to should be integrated with the structure.
			Curb radii are large. This allows autos to make higher-speed right-turn movements, and makes providing directional curb ramps difficult.		
			The large intersection features a greater than 120 second cycle length which creates trail user delay.		
			Permitted right-turns (Northbound from Scarlett) are frequently made across the trail crossing.	NT 1.2: Remove median protruding into crosswalk or shift the crosswalk to the west upon construction of the reduced curb radii.	
			Median protrudes into crosswalk and does not provide a pedestrian refuge.		
			The crosswalk is striped using standard double lines that do not distinguish the Trail crossing from a typical crosswalk.	NT 1.3: Stripe a modified Triple-four trail crossing with bike stencils to distinguish the trail crossing from a typical crosswalk. Consistent designs should be applied at all trail crossings in Dublin. Consider color or decorative paving, if desired.	
		Path Approach/ Detection	Sharper turns are required by bicyclists to actuate push buttons on both trail approaches.	NT 1.4: Adjust push button placement to reduce sharp-turns for bicyclists. Add passive detection for cyclists on trail.	-
			Trail alignment is offset from user desire lines on both approaches.	NT 1.5: Provide wider turns for bicyclists from the Iron Horse Trail to the sidewalk on the northern side of Dublin Boulevard and provide queuing space for bicyclists.	-
			Some trail users use the adjacent commercial driveways (and parking lot) to bypass the sharp turn required of bicyclists at the south approach of the crosswalk.	NT 1.6: Install direction signage to detail the preferred method for crossing Dublin Boulevard.	-
		Gateway/ Wayfinding	Gateway signage and treatments needed to highlight the Iron Horse Trail.	NT 1.7: Install art installations, banners, and other temporary features to highlight the trail presence.	LT 1.2: Consider permanent art installations highlighting Dublin and the Iron Horse Trail. If grade separation is considered, utilize bridge design to highlight the Trail, the City of Dublin, and BART.
			Trail-user destination wayfinding needed to detail connections with local amenities and transit options.	NT 1.8: Install trail-user destination wayfinding in Dublin right-of-way to identify preferred routes to key destinations, such as BART, Downtown, and other trails.	-
		Vehicular Speeds	Dublin Boulevard has a 35 mile per hour speed posted speed limit west of Scarlett Drive and 45 mile per hour posted speed limit to the east of Scarlett Drive.	NT 1.9: Consider installing speed feedback signs in the block ahead of the Trail crossing.	-

Source: Fehr & Peers, 2015..

Table 1: Dublin Iron Horse Trail Crossings Preliminary Improvement Plan Potential Project Lists (continued)

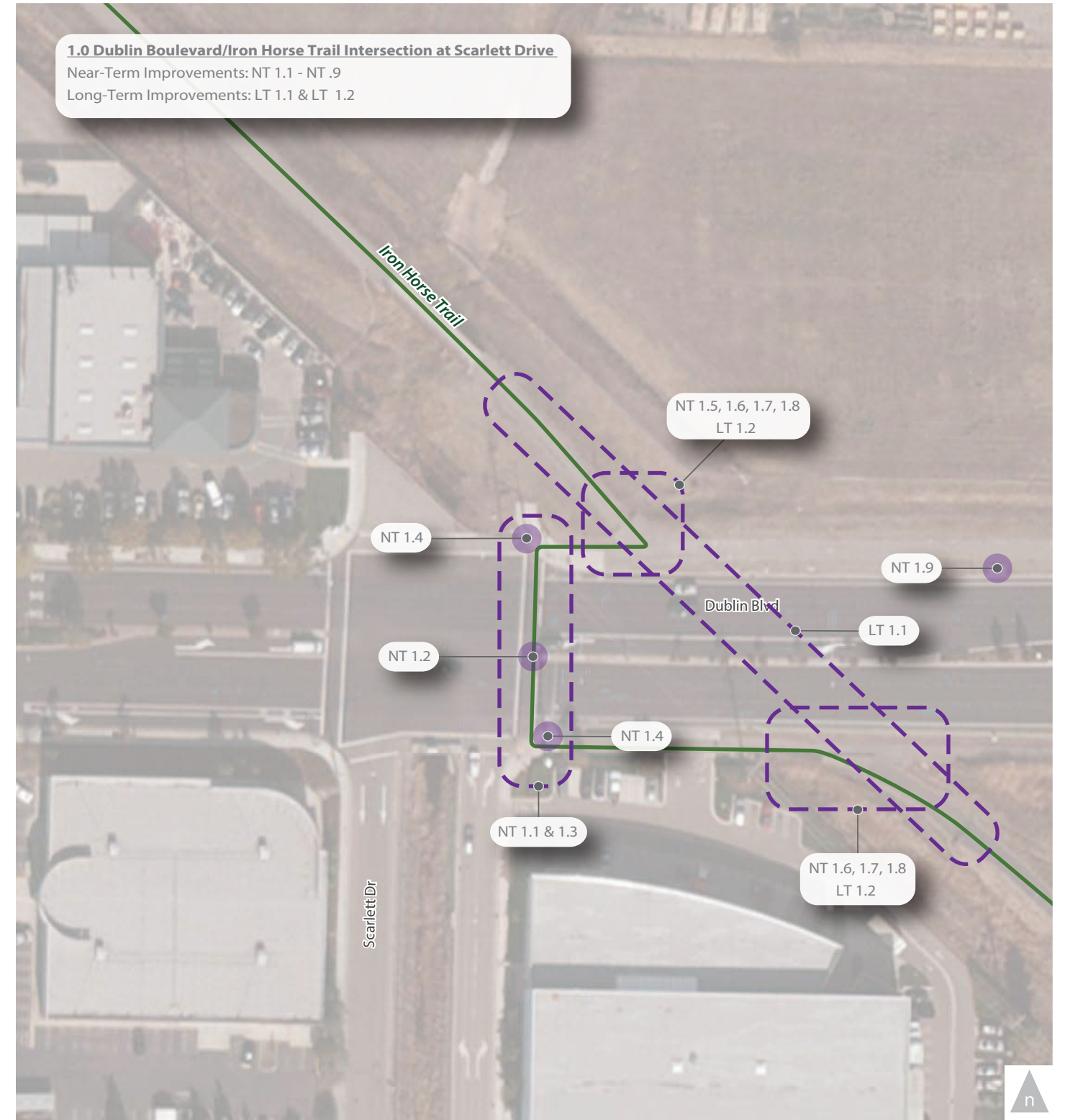
Area	Location	BEF Criteria	Issue/Opportunity	Near-term Improvements	Long-term Improvements
2.0	Houston Place/Scarlett Drive Intersection (Unsignalized Connection to IHT)	Crossing	Standard two-line striping is provided to cross Scarlett Drive to access the trail.	NT 2.1: Stripe a high visibility crosswalk across Scarlett Drive to highlight where higher volumes of pedestrians may access the trail.	-
		Trail	Path connection to the Trail from Houston Place/Scarlett Drive is narrow.	NT 2.2: Widen path connection to allow two-way bicycle/pedestrian traffic.	-
		Gateway / Wayfinding	Directional signage and wayfinding is not provided.	NT 2.3: Trail-user destination wayfinding and trail identification signage should be installed to highlight access to the trail.	-
3.0	Dougherty Road/Iron Horse Trail Intersection at Scarlett Drive	Crossing	The crossing distance is long (130') .	NT 3.1: Install a curb extension on the southern side of the intersection to reduce the crossing distance.	LT 3.1: Establish monitoring program for safety and comfort at this location. If warranted, consider the construction of a grade-separated structure to meet trail user desire lines, reduce vehicular conflicts, and provide a comfortable crossing for all ages and abilities.
				NT 3.2: Stripe a modified Triple-four trail crossing with bike stencils to distinguish the trail crossing from a typical crosswalk. Consistent designs should be applied at all trail crossings in Dublin. Consider color or decorate paving, if desired.	
				NT 3.3: Modify the signal to include leading pedestrian interval for Trail crossing with extinguishable “No Right Turn” signs for northbound traffic during the LPI.	
			The large intersection features a greater than 120 second cycle length which creates trail user delay.	NT 3.5: Add advanced passive detection for trail users approaching intersection to reduce delay once arrived at intersection.	
			Permitted northbound right-turns, westbound right-turns, and southbound left-turns are frequently made when trail users are crossing. Westbound left-turns are protected and do not conflict with trail crossings.	NT 3.6: Modify the signal to incorporate protected left-turns to eliminate the conflict with trail users.	
		Curb Ramps	The trail crossing aligns with the north-south desire line of Trail users, but the diagonal ramp does not aim users directly into the crosswalk.	NT 3.7: Install an oversized ramp on the southern side of the trail crossing.	

Source: Fehr & Peers, 2015..

Table 1: Dublin Iron Horse Trail Crossings Preliminary Improvement Plan Potential Project Lists (continued)

Area	Location	BEF Criteria	Issue/Opportunity	Near-term Improvements	Long-term Improvements
3.0	Dougherty Road/Iron Horse Trail Intersection at Scarlett Drive	Pork Chop Island	At the southbound approach trail users need to navigate a porkchop island with narrow passages and sharper turns.	NT 3.8: Widen the pork chop paths at the northern side of the intersection to allow for easier bicycle navigation and two-way trail traffic.	LT 3.2: Consider removing the pork chop island.
				NT 3.9: Stripe triple-four trail crossing across slip lane.	
		Curb Radii	Large curb radii limit the ability to provide directional curb ramps and have radii greater than 25 feet.	NT 3.10: In conjunction with the curb extension on the south side of the intersection, reduce the curb radii to less than 25 feet if possible.	LT 3.3: As redevelopment occurs, consider realigning the intersection to meet at 90 degrees.
		Detection	The push button on the southern side of the crossing is located on an inconvenient side of path, making it difficult for cyclists to access. The placement also puts cyclists and pedestrians against oncoming trail users on the left side and may require dismounting if other users are present.	NT 3.11: Relocate the push-button on the southern side of the intersection to the eastern side of the crossing in order to provide easier access for trail users or add passive detection for bicyclists.	-
		Gateway/ Wayfinding	Gateway treatments are not provided at this intersection to identify the Iron Horse Trail.	NT 3.12: Install art installations, banners, and other temporary features to highlight the trail presence.	LT 3.4: Consider permanent art installations highlighting Dublin and the Iron Horse Trail. If grade separation is considered, utilize bridge design to highlight the Trail, the City of Dublin, and BART.
			Trail-user destination wayfinding is not provided.	NT 3.13: Install trail-user destination wayfinding in Dublin right-of-way to identify preferred routes to key destinations, such as BART, Downtown, and other trails.	-
		Vehicular Speeds	Dougherty Road has a 40 mile per hour posted speed limit.	NT 3.14: Consider speed feedback signs	-
				NT 3.15: Install advance stop bars.	-

Source: Fehr & Peers, 2015..



- LEGEND**
- Iron Horse Trail
 - General Preliminary Improvement Areas
 - Specific Preliminary Improvement Locations



Figure 3
Iron Horse Trail Feasibility Study
 Preliminary Intersection Improvements

Table 2: Dublin Iron Horse Trail Segments Preliminary Improvement Plan Potential Project Lists

Area	Location	BEF Criteria	Issue/Opportunity	Near-term Improvements	Long-term Improvements
4.0	Iron Horse Trail Segment along the BART Access Road (North of the I-580 overcrossing) to DeMarcus Boulevard Intersection	Trail	The trail is generally 10 feet wide parallel to the BART Access Road but a small portion near the I-580 overcrossing expands to 13 feet.	NT 4.1: Stripe a cycle track from the Demarcus Boulevard/Trail connection intersection along the BART Access Roadway connecting to the fare gates. Work with Pleasanton to continue this facility to the south. Direct bicyclists to use this facility instead of the Trail through this segment.	LT 4.1: Widen and redesign the trail to a minimum of 11 feet with 2 foot shoulders on both sides. This can be accomplished by reducing the bus travel lane widths in the BART Access roadway or by expanding to the east and removing the chainlink fence, which may require working with private property owners.
			-	-	LT 4.2: Identify consistent pavement materials and treatment through corridor.
			There are no shoulders provided along the portion of the trail and there is a chainlink fence directly along the trail on one-side and an asphalt curb on the other. The chainlink fence minimizes the effective width of the trail.	-	LT 4.3: As the trail is widened, provided DG shoulders on each side of the trail.
			The asphalt surface is in need of repair and creates a rough ride through this segment on a bicycle.	NT 4.2: Repave the asphalt surface to provide a smoother riding surface.	LT 4.4: Work with EBRPD and BART to maintain the trail over time.
		Landscaping	-	-	LT 4.5: Relocate light poles into a landscaped buffer or out of the effective ten foot minimum walkway.
			Some trees are provided near the I-580 overcrossing but are located behind the chain link fence and do not provide any shade for the trail.	-	LT 4.6: Plant trees alongside the trail to provide shade and visual interest. Maintain the trees overtime.
		Placemaking / Amenities	Long- and short-term bicycle parking options are located near the BART station.	NT 4.3: Consider adding landscaping along the trail.	-
			Long- and short-term bicycle parking options are located near the BART station.	NT 4.4: Add places to rest along the trail and pair with shading elements and landscaping.	LT 4.7: Construct a trail plaza in the existing cul-de-sac space just north of the Demarcus Boulevard/ BART Access Road intersection. Install benches, wayfinding, and interpretative signage to act as a gateway to the Iron Horse Trail in Dublin.
		Wayfinding	Only East Bay Regional Parks District trailhead signage is located along the trail. Regional transit maps are provided near the BART station for transit users but are not located directly along trail.	NT 4.5: Install EBRPD wayfinding signs. Install trail-user destination wayfinding to identify preferred routes to key destinations, such as BART, Downtown, and other trails.	LT 4.8: Maintain and update wayfinding signage over time, as needed.
		Connectivity	Transit amenities/services and adjacent multi-family residential developments are accessible but require trail users to travel through the BART Access Road at unmarked location.	NT 4.6: Install a high visibility crosswalk to connect the trail to the bus depots to the west.	LT 4.9: Improve connections between development along DeMarcus Boulevard the trail crossing, including through the bus plaza.

Source: Fehr & Peers, 2015..

Table 2: Dublin Iron Horse Trail Segments Preliminary Improvement Plan Potential Project Lists (continued)

Area	Location	BEF Criteria	Issue/Opportunity	Near-term Improvements	Long-term Improvements
4.0	Iron Horse Trail Segment along the BART Access Road (North of the I-580 overcrossing) to DeMarcus Boulevard Intersection	Maintenance	Some vegetation is located along the west side of the path; however, it is not well-maintained	NT 4.7: Work with EBRPD, BART, and property owners to formalize landscaping.	LT 4.10: Work with EBRPD, BART, and property owners to maintain trail and adjacent land over time.
		Lighting	Minimal lighting is available from the BART Access Road lights along trail which face the street toward the transit facility.	NT 4.8: Retrofit existing light poles to provide lighting toward the BART Access Road and the Trail.	LT 4.11: Provide additional pedestrian scale lighting along the trail to enhance the pedestrian experience and encourage people to commute by walking or bicycling. Enhance lighting at trail crossings, as feasible.
5.0	Iron Horse Trail Segment between BART Access Roadway/ DeMarcus Boulevard Intersection and Dublin Boulevard	Trail	The trail is 10 feet wide throughout the entire segment.	NT 5.1: Widen trail opportunistically and as feasible.	LT 5.1: Widen trail and include shoulders.
			Most of the trail segment features a grassy shoulder which is generally unmaintained. Some portions of the trail feature sloped gravel shoulders	-	
			The pavement is average quality asphalt with a generally smooth riding/walking surface.	-	LT 5.2: Identify consistent pavement materials and treatment through corridor. Work with EBRPD and BART to maintain the trail over time.
		Landscaping	Smaller, immature trees are located near the trail but do not provide shade/visual interest.	NT 5.2: Plant trees alongside the trail to provide shade and visual interest.	LT 5.3: Maintain trees and vegetation over time.
			The vegetation near the trail is generally unmaintained weeds and provides minimal visual interest. Stickers from the vegetation result in flat tires.	NT 5.3: Consider adding drought-tolerant landscaping along both sides of the trail to provide visual interest and create a more welcoming environment. Keep vegetation away from paved portion of trail.	
		Placemaking / Amenities	There are no gateway features or amenities to identify the Iron Horse Trail.	NT 5.4: Add benches and interpretative signage near gateways at Dublin Boulevard and DeMarcus Boulevard.	LT 5.4: Add benches and interpretative signage near possible future connection to Campell Lane.
		Wayfinding	Trailhead signage is located at the entrances to this segment but there is no EBRPD wayfinding signage or destination wayfinding to local amenities.	NT 5.5: Install EBRPD wayfinding signs. Install trail-user destination wayfinding to identify preferred routes to key destinations, such as BART, Downtown, and other trails.	LT 5.5: Maintain and update wayfinding signage over time, as needed.
		Connectivity	No connections are provided but there is an opportunity to connect to the future development to the east in the Dublin Transit Village along Campbell Lane.	-	LT 5.6: Incorporate a connection between Campell Lane and the Iron Horse Trail.
		Maintenance	Vegetation is generally not well maintained and some of the trees are in need of maintenance.	NT 5.6: Work with EBRPD, BART, and property owners to formalize landscaping.	LT 5.7: Work with EBRPD, BART, and property owners to maintain trail and adjacent land over time.
		Lighting	There is no lighting present along this segment of the trail.	NT 5.7: Provide lighting at gateway locations to the trail segment near Dublin Boulevard and Demarcus Boulevard.	LT 5.8: Provide pedestrian scale lighting along the trail to enhance the pedestrian experience and encourage people to commute by walking or bicycling.

Table 2: Dublin Iron Horse Trail Segments Preliminary Improvement Plan Potential Project Lists (continued)

Area	Location	BEF Criteria	Issue/Opportunity	Near-term Improvements	Long-term Improvements
6.0	Iron Horse Trail Segment between Dublin Boulevard and Dougherty Road	Trail Width	The trail is 10 feet wide throughout the entire segment.	-	LT 6.1: When the Scarlett Drive extension to Dublin Boulevard occurs, widen path and include shoulders and a landscaped buffer between the roadway and the trail.
				-	LT 6.2: Minimize the frequency of driveway and intersection crossings.
				-	LT 6.3: Identify consistent pavement materials and treatment through corridor.
			There are soft-shoulders in many places, but this frequently has overgrown vegetation, including thorny weeds in some seasons.	NT 6.1: Create shoulders on each side with decomposed granite.	LT 6.4: Identify consistent pavement materials and treatment through corridor.
			The asphalt was resurfaced along this segment but there are still some sections with poor quality and cracks.	-	LT 6.5: Maintain the pavement quality overtime and repair cracked pavement.
		Landscaping	No trees or shade structures are present in this segment.	NT 6.2: Plant street trees near Scarlett Drive that would provide at shade.	LT 6.6: Plant street trees and landscaping in buffer between Scarlett Drive travel way and the Trail, as redevelopment occurs.
			Fence, vegetation, and drainage ditch do not provide welcoming environment	NT 6.3: Plant drought-tolerant landscaping along both sides of the trail to provide visual interest and create a more welcoming environment.	
			Vegetation maintenance problem with burrs that often get imbed in bike tires and cause flat tires.	NT 6.4: Remove vegetation with burrs.	
		Placemaking / Amenities	No amenities are present creating an opportunity to add resting places and new landscaping.	NT 6.5: Add benches, rest area with shade structure, and interpretative signage along the trail.	-
		Wayfinding	There is one sign that highlights how to access the Tassajara Creek Trail near Dublin Boulevard. No other wayfinding to local destinations and transit is present.	NT 6.6: Install EBRPD wayfinding signs. Install trail-user destination wayfinding to identify preferred routes to key destinations, such as BART, Downtown, and other trails.	LT 6.7: Maintain and update wayfinding signage over time, as needed.
		Connectivity	There is mid-block connection at Houston Place, but a continuous fence otherwise prevents access to the Trail from side streets.	NT 6.7: Consider formalizing another connection point at Kerry Court (future street) to improve connectivity along Scarlett Drive.	-
			Opportunity to provide connections to the future Dublin Crossing development to the east of the trail.	-	LT 6.8: Provide connections to Dublin Crossing and the future park near the Dublin Boulevard intersection with the trail. Minimize driveway/intersection frequency. Treat such conflicts as "trail crossings" to define priority for trail users.

Source: Fehr & Peers, 2015..

Table 2: Dublin Iron Horse Trail Segments Preliminary Improvement Plan Potential Project Lists (continued)

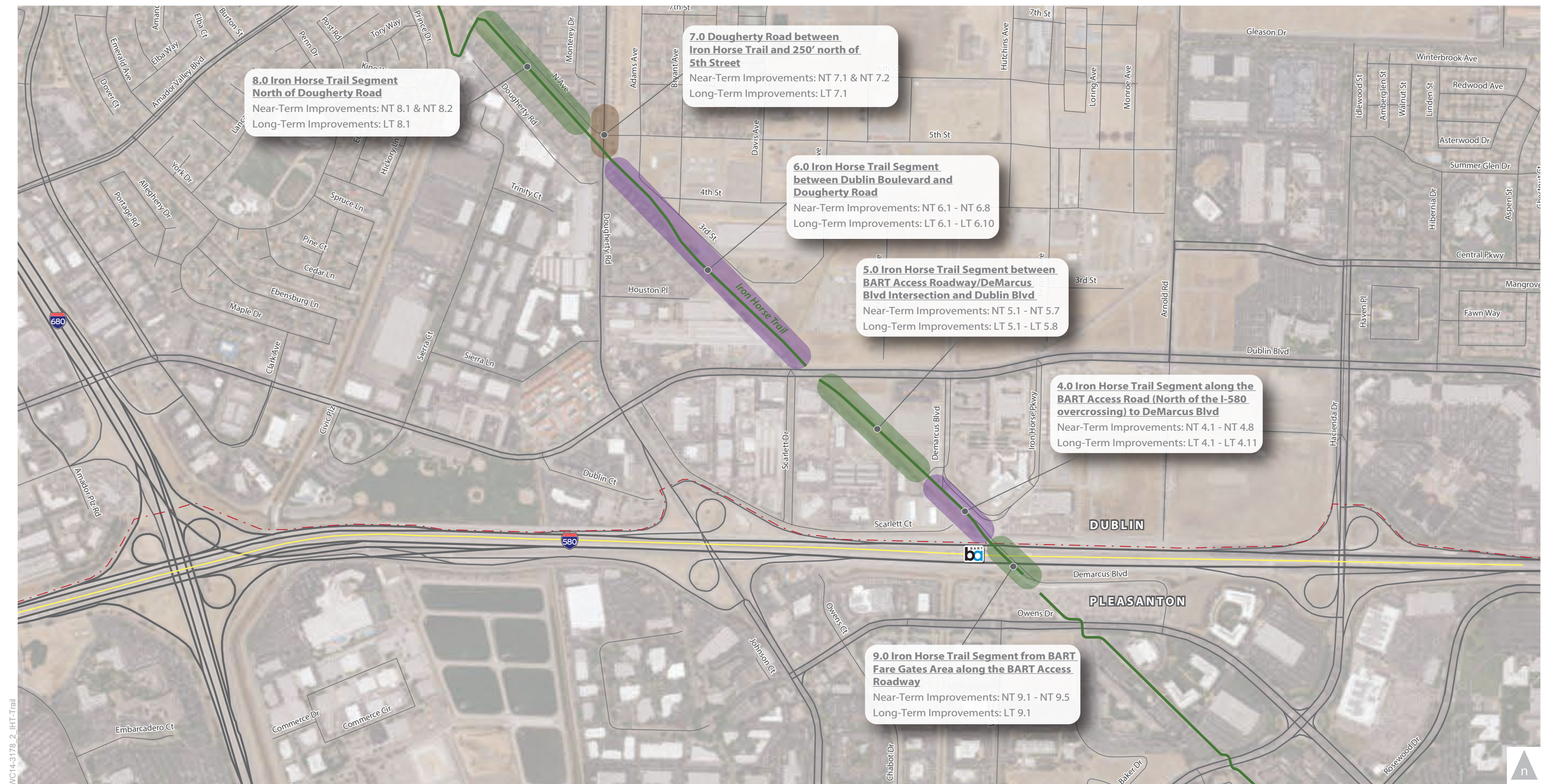
Area	Location	BEF Criteria	Issue/Opportunity	Near-term Improvements	Long-term Improvements
6.0	Iron Horse Trail Segment between Dublin Boulevard and Dougherty Road	Maintenance	Vegetation has not been maintained. Weeds were overgrowing the shoulder and parts of the trail.	NT 6.8: Work with EBRPD, BART, and property owners to formalize landscaping.	LT 6.9: Work with EBRPD, BART, and property owners to maintain trail and adjacent land over time.
		Lighting	No lighting is provided along this portion of the trail. Some indirect lighting is provided near the existing residential uses to the west of the trail but the lighting is directed at trail.	-	LT 6.10: Provide pedestrian scale lighting along the trail to enhance the pedestrian experience and encourage people to commute by walking or bicycling.
7.0	Dougherty Road between Iron Horse Trail and 250' north of 5th Street	Trail/Gap Closure	Existing gap for bicyclists and pedestrian between Dougherty Road path and the Iron Horse Trail. Current guidance requires southbound bikes to cross six lanes of traffic to continue south. Limited guidance for pedestrians.	NT 7.1: Connect both directions of the Dougherty Road Path to the Iron Horse Trail along the east side of Dougherty Road. Provide in-roadway two-way cycletrack and designated walkway through striping and low-cost materials.	LT 7.1: Formalize the path connection to the Iron Horse Trail with the Dougherty Road widening project.
			No signage is provided to indicate the Dougherty Road Path connection with the Iron Horse Trail.	NT 7.2: Provide bicycle and pedestrian destination wayfinding on Dougherty Road Path to the Iron Horse Trail.	LT 7.2: Maintain and update wayfinding signage over time, as needed.
8.0	Iron Horse Trail Segment north of Dougherty Road	Trail	Pavement in poor quality	NT 8.1: Resurface existing asphalt.	LT 8.1: Work with EBRPD to maintain trail over time.
			Opportunity for a speed table to elevate trail users at residential roadway and to make drivers more aware of the trail crossing.	NT 8.2: Consider working with private property owners to install a raised crossing (speed table) across Park Sierra, which intersects the Iron Horse Trail to the north of the Dougherty Road.	-
9.0	BART Fare Gates Area along the BART Access Roadway	Transit Zone	Signage requires bicyclists to dismount, which is inconvenient and a barrier to biking through the Transit Zone. However, they are not provided an alternative alignment through the BART station area.	NT 9.1: Work with BART and City of Pleasanton to provide an attractive alternative for bicyclists that creates a continuous dedicated bikeway through the BART area, such as a cycle track. Remove dismount zone signs with the installation of the bikeway.	-
		Wayfinding	Limited wayfinding or guidance on the Trail alignment through the Transit Zone.	NT 9.2: Work with BART, City of Pleasanton, and EBRPD to install destination wayfinding and EBRPD signs along the Trail through the BART area.	LT 9.1: Maintain and update wayfinding signage over time, as needed.
		Bike Parking	Not all lockers allow BikeLink cards.	NT 9.3: Work with BART to convert all lockers to BikeLink technology.	-
			Bike racks nearest to the station area are full on weekdays and the bike racks further from the BART gates are not utilized due to a lack of visibility from the BART fare gates.	NT 9.4: Work with BART and City of Pleasanton to relocate underutilized bicycle racks to more convenient and secure locations.	-

Source: Fehr & Peers, 2015..

Table 2: Dublin Iron Horse Trail Segments Preliminary Improvement Plan Potential Project Lists (continued)

Area	Location	BEF Criteria	Issue/Opportunity	Near-term Improvements	Long-term Improvements
9.0	BART Fare Gates Area along the BART Access Roadway	Lighting	Lighting is provided underneath I-580 and under the bus bay shelters.	-	-
		Crossings	Few pedestrians coming from bus station use the marked crosswalk.	NT 9.5: Restripe and sign the new crosswalk across the BART Access Roadway, just north of I-580 to high-visibility ladder striping and remove stop bars. Add crosswalk signs and ensure the crosswalk is sufficiently lit by adjacent roadway lighting.	

Source: Fehr & Peers, 2015..



WC14-3178_2_IHT-Trail



Figure 4
Iron Horse Trail Feasibility Study
 Preliminary Intersection Improvements

WC14-3178\Fieldwork Inventory\InDesign Files\BPAC_Meeting\Figure_5_IHT-Dougherty

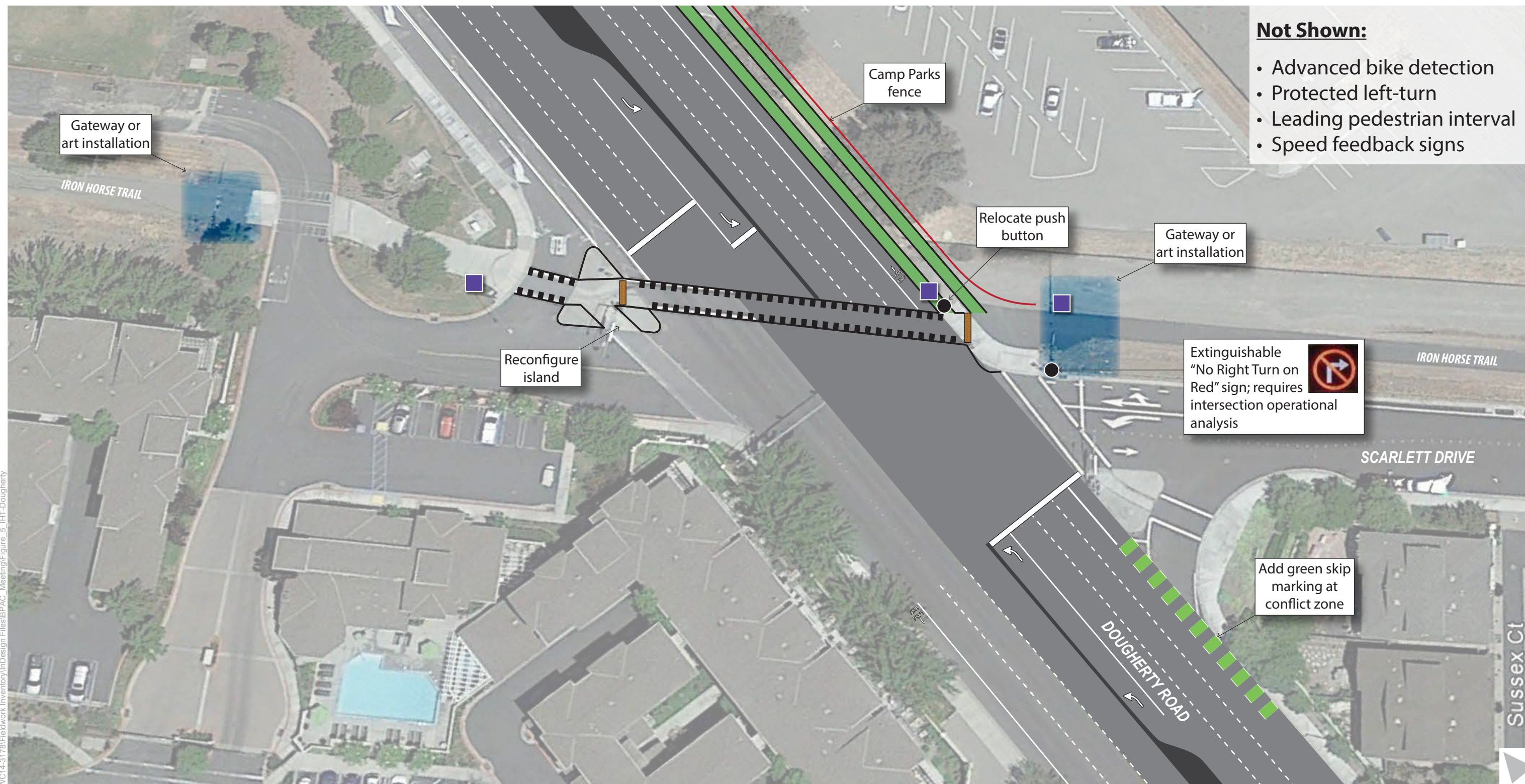


Figure 5
Iron Horse Trail Feasibility Study
Preliminary Intersection Improvements - Dougherty Road Crossing

WC14-3178\Fieldwork Inventory\InDesign Files\BPAC_Meeting\Figure_6_IHT-Dublin



Not Shown:

- Advanced bike detection
- Leading pedestrian interval

LEGEND



Triple-Four Crosswalk



Directional Curb Ramps

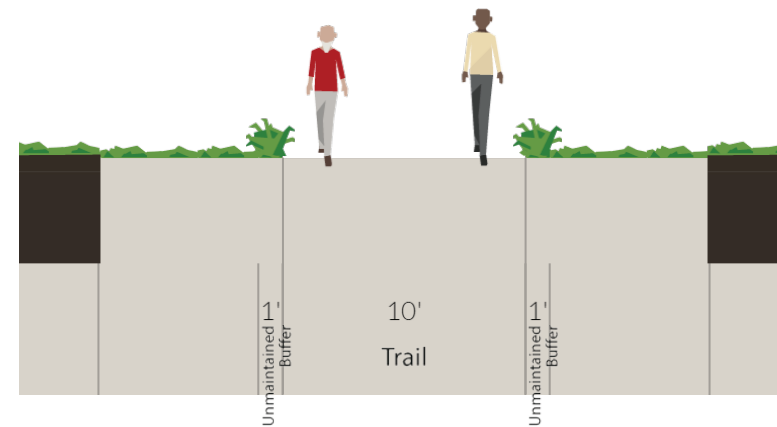


Directional Wayfinding Locations

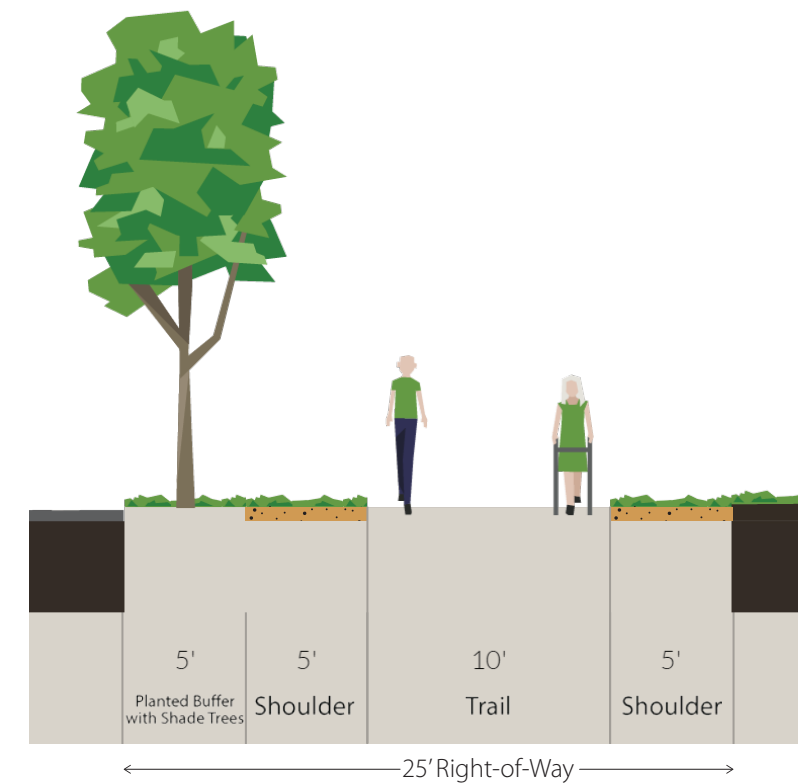


NOTE: Trail design will be coordinated with on-going planning and design of Scarlett Road extension and Dublin Crossing park area.

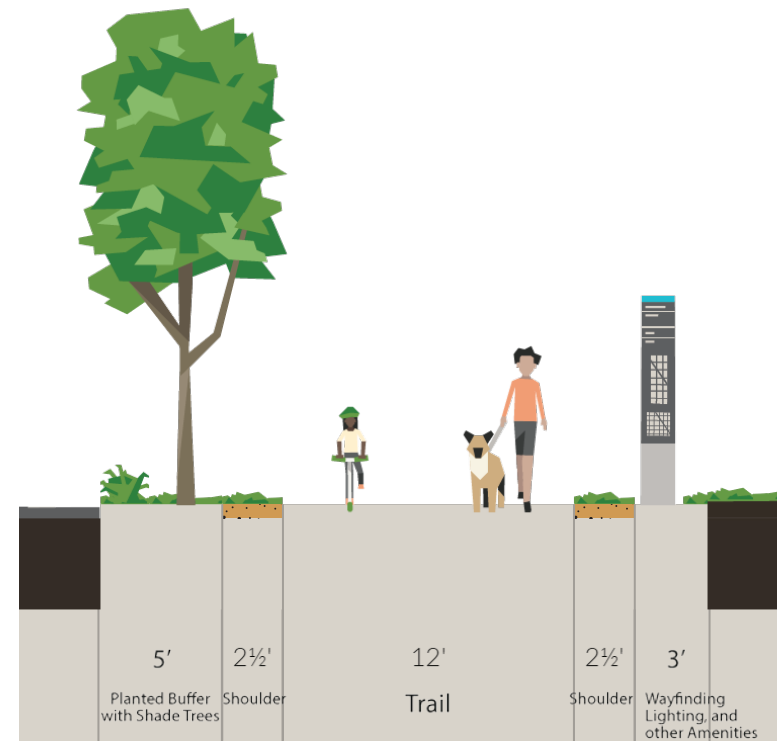
Figure 6
Iron Horse Trail Feasibility Study
Preliminary Intersection Improvements - Dublin Boulevard Crossing



Iron Horse Trail Existing Conditions



Scarlett Drive Proposed Segment



Iron Horse Trail Segment Alternative One



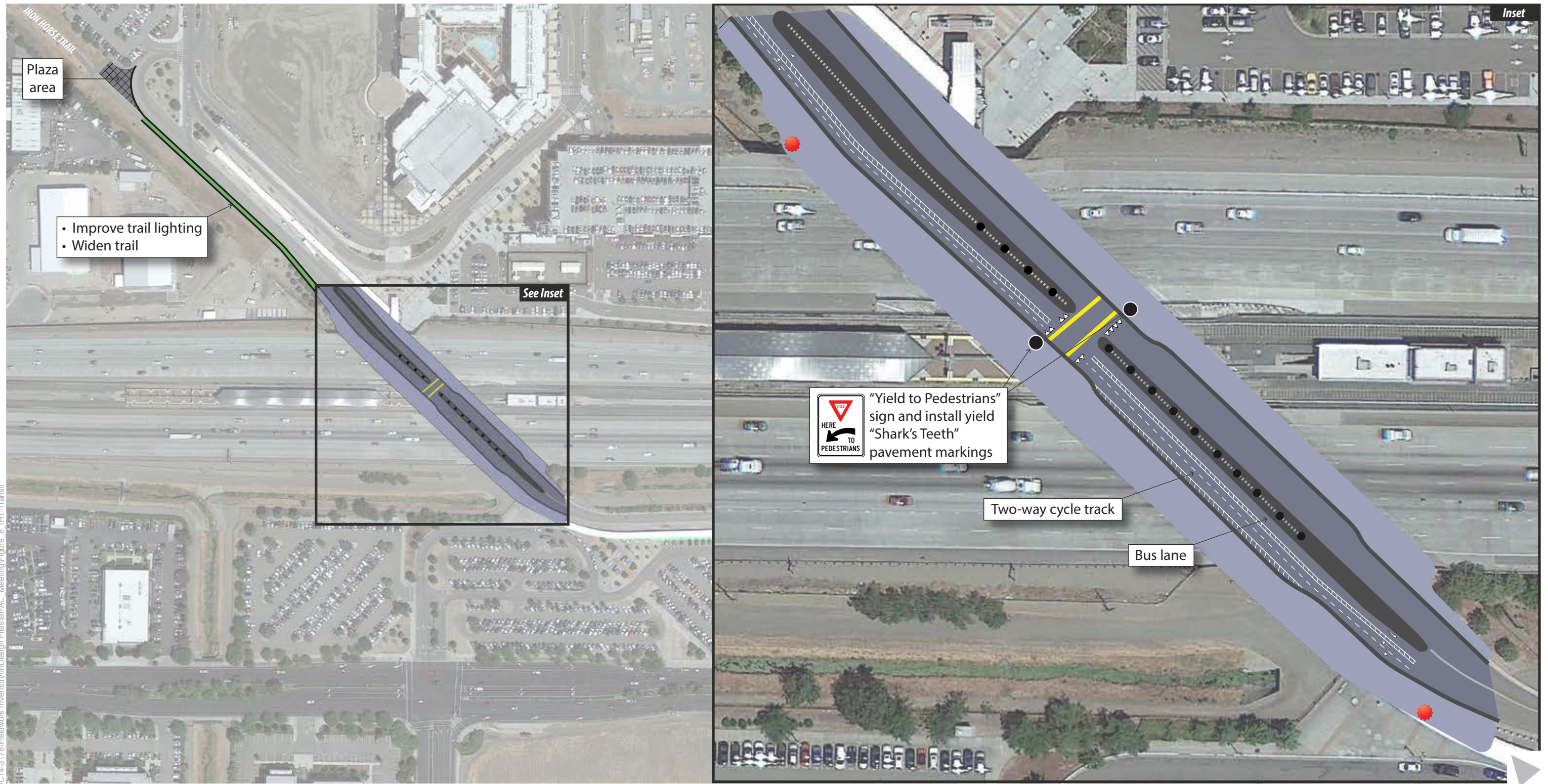
Iron Horse Trail Segment Alternative Two

WC14-31781Fieldwork Inventory\InDesign Files\BPAC_Meeting\Figure_7_IHT-TrailSeg



NOTE: Trail design will be coordinated with on-going planning and design of Scarlett Road extension and Dublin Crossing park area.

Figure 7
Iron Horse Trail Feasibility Study
 Preliminary Trail Improvements - Trail Cross Sections



LEGEND

Wayfinding Signs



Figure 8
Iron Horse Trail Feasibility Study
 Preliminary Trail Improvements - Transit Area Improvements

Collision History in Project Vicinity
January 1, 2009 - December 31, 2013

4.0C1

Case ID	Crash Severity	Violation	Category	Number	Fatalities	Number Injuries	Pedestrian Involved?	Bicycle Involved?	Truck Involved?	Alcohol Involved?	Crash Type	Pedestrian Action	Primary Road	Secondary Road	In Intersection?	Date	Time	Number Parties	Primary Collision Factor	CA Vehicle Code	CA Vehicle Code Subsection
4288978	2	12	0	1	1		Y			D	A	DUBLIN BL	SCARLETT DR	N	6/19/2009	1048	2	A	21453	A	
4514945	4	4	0	1						C	A	DUBLIN BL	SCARLETT DR	N	11/29/2009	1340	2	A	21703		
4566243	4	10	0	1	Y					G	B	DUBLIN BL	SCARLETT DR	N	2/8/2010	1655	2	A	21950	A	

This page intentionally left blank

Collision Severity

- 1 - Fatal
- 2 - Injury (Severe)
- 3 - Injury (Other Visible)
- 4 - Injury (Complaint of Pain)
- 0 – Property Damage Only (PDO) (PDO collisions not included on TIMS)

Violation Category

- 01 - Driving or Bicycling Under the Influence of Alcohol or Drug
- 02 - Impeding Traffic
- 03 - Unsafe Speed
- 04 - Following Too Closely
- 05 - Wrong Side of Road
- 06 - Improper Passing
- 07 - Unsafe Lane Change
- 08 - Improper Turning
- 09 - Automobile Right of Way
- 10 - Pedestrian Right of Way
- 11 - Pedestrian Violation
- 12 - Traffic Signals and Signs
- 13 - Hazardous Parking
- 14 - Lights
- 15 - Brakes
- 16 - Other Equipment
- 17 - Other Hazardous Violation
- 18 - Other Than Driver (or Pedestrian)
- 19 -
- 20 -
- 21 - Unsafe Starting or Backing
- 22 - Other Improper Driving
- 23 - Pedestrian or "Other" Under the Influence of Alcohol or Drug
- 24 - Fell Asleep
- 00 - Unknown
- - Not Stated

Type of Collision

- A - Head-On
- B - Sideswipe
- C - Rear End
- D - Broadside
- E - Hit Object
- F - Overturned
- G - Vehicle/Pedestrian
- H - Other
- - Not Stated

Ped Action

- A - No Pedestrian Involved
- B - Crossing in Crosswalk at Intersection
- C - Crossing in Crosswalk Not at Intersection
- D - Crossing Not in Crosswalk
- E - In Road, Including Shoulder
- F - Not in Road
- G - Approaching/Leaving School Bus
- - Not Stated

Primary Collision Factor

- A - (Vehicle) Code Violation
- B - Other Improper Driving
- C - Other Than Driver
- D - Unknown
- E - Fell Asleep
- - Not Stated

CA Vehicle Code

Corresponds to categories and described in vehicle code manual -
<http://www.dmv.ca.gov/pubs/vctop/vc/vc.htm>)

This page intentionally left blank



Bicycle Pedestrian Advisory Committee Project Review Checklist

Routine accommodation

Potential issues	Opportunities
<ul style="list-style-type: none"> • Missing sidewalks • Crosswalks missing on some intersection approaches • Adequate intersection crossing time at signalized intersections • Uncontrolled crossings of high volume roadways • Missing bicycle detection 	<ul style="list-style-type: none"> • Frequently spaced pedestrian crossing opportunities • Pedestrian crossing opportunities placed according to "desire lines" • Signing and striping to alert motorists of pedestrians and bicyclists • Bicycle signal detectors and markings • Connected sidewalk network with well-spaced crossing opportunities

Shorten crossings

Potential issues	Opportunities
<ul style="list-style-type: none"> • Crossing of numerous vehicle lanes • Roadways that cross at skewed angles (greater than 90 degrees) • Wide vehicle lanes when not justified by presence of buses or trucks • Special populations that need more time to cross not considered 	<ul style="list-style-type: none"> • Add median refuges or pedestrian refuge islands • Add curb extensions • Narrow vehicle lanes • "Tee up" intersection approaches • Calculate appropriate pedestrian clearance time

Manage vehicle speeds

Potential issues	Opportunities
<ul style="list-style-type: none"> • Vehicle capacity much greater than volumes • Wide lane widths when not justified by presence of buses or trucks • Wide turn radii at intersections • Documented history of vehicle speeding 	<ul style="list-style-type: none"> • Consider lane reduction or narrowing lane widths • Reduce turning radii • "Tee up" intersection approaches • Time traffic signals for slower signal progression speed • Employ traffic calming techniques • Speed feedback signs

Improve visibility

Potential issues	Opportunities
<ul style="list-style-type: none"> • Obstructions of sight lines to pedestrians (parked cars, utility boxes, etc.) • Multiple threat situations at mid-block crossings • Vertical curves preceding merging zones • Reduced field of vision from skewed roadway approach angle 	<ul style="list-style-type: none"> • Daylight intersections with red curb or curb extensions • Tee up intersections to widen field of vision • Curb extensions and bulb outs to position pedestrian more prominently • High-visibility crosswalks • Back-in angle parking

Clarify the right-of-way

Potential issues	Opportunities
<ul style="list-style-type: none"> • Yielding non-compliance at mid-block crossings • Weaving zones for through bicyclists and right-turning vehicles • Bus/bike weaving • Driveway conflicts • Turn conflicts between through bikes on cycle tracks and turning autos 	<ul style="list-style-type: none"> • Advance stop lines or yield markings • Mark conflict zones with green paint, striping, etc. • Signage and traffic control devices to indicate right-of-way • Bus loading islands with bicycle lanes behind • Separate bicycle signal phasing and/or protected turns across cycle tracks

One decision at a time

Potential issues	Opportunities
<ul style="list-style-type: none"> • Permitted left turns – vehicles must scan for gaps in traffic and look for crossing bicyclist and pedestrians • Weaving/merging of through bicyclists and right turning vehicles • Right turning vehicles must scan for gaps in traffic and identify pedestrians waiting to cross intersection • Driveway conflicts – vehicle must look for pedestrians and gaps in traffic 	<ul style="list-style-type: none"> • Change permitted left turns to protected • Leading bicycle and/or pedestrian intervals in signal phasing • Restrict right turn on red in high pedestrian demand areas or with bike turn treatments • Control free right turns ("slip lanes") with stop or yield signs • Bike lanes to the left of right turn pockets • Appropriate weaving distance for bicyclists and motorists in advance of intersection

Keep it direct

Potential issues	Opportunities
<ul style="list-style-type: none"> • Missing crossing opportunities near transit stops and major trip generators • Infrequently spaced crossing opportunities • Bicycle/pedestrian grade separation that results in less direct route 	<ul style="list-style-type: none"> • Frequently spaced crossing opportunities • Align crossing opportunities with transit stops, major trip generators • Crossing opportunities at all intersection legs unless strong justification for restricting

Access for all

Potential issues	Opportunities
<ul style="list-style-type: none"> • Sidewalks not wide enough for mobility device users • Curbs that do not accommodate mobility device users, people with strollers, elderly, etc. • Vision impaired users • Hearing impaired users 	<ul style="list-style-type: none"> • Directional ADA compliant curb ramps at all crosswalk approaches • ADA compliant median refuges, wide enough to fit a bike or stroller • Tactile markings and accessible/audible pedestrian countdown devices

Comfortable, secure environment

Potential issues	Opportunities
<ul style="list-style-type: none"> • Lighting does not fully illuminate bicycle or pedestrian zones • Pinch points or obstructions of sidewalk • Insufficient lighting and eyes on the street in undercrossings • Landscaping with potential to be overgrown or cause sidewalk maintenance issues 	<ul style="list-style-type: none"> • Pedestrian scale lighting • Buffers between sidewalk and vehicle travel lanes (parked cars, landscape strip, etc) • Clear definition of amenity and walking zones of sidewalk • Sidewalk width adequate for groups to walk side-by-side • Landscaping that contributes positively to streetscape • Placemaking elements • Benches, trash cans, bicycle parking, and other amenities

Low stress bicycling streets

Potential issues	Opportunities
<ul style="list-style-type: none"> • Minimal separation from high speed, high volume vehicle traffic • Bicycle lanes impeded by car door zone or storm drains • Shared lanes on roadways with high traffic volumes and/or speeds 	<ul style="list-style-type: none"> • Implement wide bike lanes and/or mark door zone with parking T's or buffer • Add buffers between travel lanes and bike lane • Opportunities for traffic calming on shared streets

Low stress bicycling intersections

Potential issues	Opportunities
<ul style="list-style-type: none"> • Left turn situations in which bicyclist must merge across multiple lanes of traffic • Cycle tracks with permitted turns at signalized intersections and poor visibility at unsignalized intersections 	<ul style="list-style-type: none"> • Bike boxes, two stage left turn queue boxes, and bicycle signal phases to facilitate left turns onto/off of key bikeways • Separated bike signal and/or protected turn phasing at cycletracks • Red curb, tight curb radii, and clear sight lines at unsignalized intersections for cycle tracks

Trail/Multi-Use Path user conflicts

Potential issues	Opportunities
<ul style="list-style-type: none"> • Insufficient width for bicyclists to pass pedestrians • Speed differential between bicyclists and pedestrians 	<ul style="list-style-type: none"> • Adequate trail width • Treatments to slow bicyclists down • Marking different zones for bicyclists/pedestrians with striping, paving materials, signage etc.

Trail/Multi-Use Path crossings

Potential issues	Opportunities
<ul style="list-style-type: none"> • Drivers not expecting trail crossing • Trail users cross multiple lanes of traffic with no enhancements • Long crossing distances for trail users 	<ul style="list-style-type: none"> • Gateway features • Raised crosswalks • Special paving, signage, and striping to denote trail crossings rather than crosswalk • Flashing beacons (RRFB, PHB) or signalization • Signage (for vehicles and trail users)

Bicycle/pedestrian friendly freeway ramps

Potential issues	Opportunities
<ul style="list-style-type: none"> • Insufficient space and queues for vehicle speed transition • Bicycle lane located between auto travel lanes for long distances (e.g. more than 200 ft) • Need for pedestrians and bicyclists to cross multiple lanes • Long crossing distances where ramps meet urban streets • Poor visibility of motorists entering/exiting ramps 	<ul style="list-style-type: none"> • Realign ramps at 90 degree angles • Crosswalk sited to balance highest visibility and lowest auto speeds through ramp • Add buffers around bicycle lanes • Mark conflict zones with green • Add yield marking and yield here signs • Add HOV lane or second lane to ramp only after crosswalk • Provide bicycle lane escape ramps to sidewalk option

Fast, efficient, attractive transit operations

Potential issues	Opportunities
<ul style="list-style-type: none"> • Unreliable arrivals and slow operating speeds that make transit an unappealing option • Buses required to use pull outs • Buses experiencing significant signal delay • Buses inadequately sized for articulated buses or multiple bus arrivals • Bicycle/bus conflicts on high frequency bus routes or major bicycle routes • Safety and comfort at bus stops 	<ul style="list-style-type: none"> • Move transit stops to far side of intersection • Transit bulb outs to keep buses from needing to pull back into traffic • Consolidation of stops • Bus queue jump lanes • Bicycle lane runs behind bus stop to separate bicycle/bus conflicts • Shelters, lighting, information, trash receptacles, and benches at stops

Accommodating trucks

Potential issues	Opportunities
<ul style="list-style-type: none"> • Not accommodating loading/delivery resulting in double parking • Insufficient lane widths • Inadequate turning radii 	<ul style="list-style-type: none"> • Appropriately select design vehicle (18 wheeler vs. delivery truck) • Bicycle lanes can contribute to effective turning radius • Designate loading zones • Mountable curbs in some situations



Bicycle Pedestrian Advisory Committee Project Review Input Form

Instructions:

- This form is designed to facilitate BPAC members in their role reviewing projects during early development phases.
- BPAC members may use this form to brainstorm comments/questions for project sponsors in advance of a meeting at which a capital project is reviewed.
- BPAC members may share comments/questions verbally or submit this form at the meeting.
- The categories on this form correspond to the BPAC Complete Streets Project Review Checklist, and BPAC members should consult this checklist for an overview of issues and opportunities in each category.
- In addition to this form, BPAC members may also develop comments/questions by marking up/annotating project design drawings.

Project Name:

Comments/Questions on Project Design:

Routine accommodation

Shorten crossings

Manage vehicle speeds

Improve visibility

Clarify the right-of-way

One decision at a time

Keep it direct

Access for all

Comfortable, secure environment

Low stress bicycling streets

Low stress bicycling intersections

Trail/Multi-Use Path user conflicts

Trail/Multi-Use Path crossings

Bicycle/pedestrian friendly freeway ramps

Fast, efficient, attractive transit operations

Accommodating trucks

Other Comments or Questions



Memorandum

5.0

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 29, 2015

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.

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.

Staff will provide a brief verbal update of some of the actions completed during the previous year and planned for the upcoming year at the BPAC meeting.

Attachments

A. Status of Countywide Bicycle and Pedestrian Plan Implementation Actions

Staff Contacts

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

[Matthew Bomberg](#), Assistant Transportation Planner

This page intentionally left blank

Alameda Countywide Bicycle and Pedestrian Plans - 2015 Progress Report
Implementation Actions (Tables 7.1) – 2013 to 2017

5.0A

			2013	2014	2015	2016	2017	Status	Notes
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	Annual reports brought to BPAC in October
1.6		Implement grant funding cycles for bicycle and pedestrian projects and programs every two years, or as discretionary funding is available.	\$		\$		\$	Ongoing	Bicycle/ pedestrian countywide discretionary funds and other funding sources with bicycle/pedestrian eligibility were programmed as part of 2013 Coordinated Funding Program. These funds now to be programmed biannually as part of Comprehensive Investment Program (first CIP was adopted in June 2015).
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 [<i>bike</i>] and 11 local jurisdictions [<i>ped</i>] and also other public agencies (such as BART [<i>bike</i>], AC Transit [<i>ped</i>], and UC Berkeley [<i>bike/ped</i>]) with plans can keep them up to date.	\$		\$		\$	Ongoing	Piedmont Active Transportation Plan funded in 2013 Coordinated Call. Local master plans remain eligible for bicycle/pedestrian countywide discretionary funds programmed through CIP.

Subitem numbering: B= Bike Plan; P = Ped Plan; Number only = Both Plans
√ = timing of ongoing implementation
■ = timing of feasibility studies or strategic planning
\$ = coordinated with a funding cycle

Alameda Countywide Bicycle and Pedestrian Plans - 2015 Progress Report
Implementation Actions (Tables 7.1) – 2013 to 2017

			2013	2014	2015	2016	2017	Status	Notes
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.	■	■				Completed	Bicycle Plan Guidelines adopted in January 2015. Supporting tools including cost-estimating guide to be finalized in 2015.
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.	■	■	√	√	√	Completed	PDA Investment and Growth Strategy adopted in March 2013; Updates adopted in September 2014 and May 2015.
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.	■	■	√	√	√	Planned	Comprehensive update to Community-Based Transportation Plans to be conducted as part of an Equity Analysis Task of the Countywide Transportation Plan update (ongoing, to be adopted in 2016).
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.		■				No progress	
3.4		Investigate other ways to maximize the coordination of transportation funding with land use decisions to support and enhance bicycling.			√	√		Ongoing	

Subitem numbering: B= Bike Plan; P = Ped Plan; Number only = Both Plans
√ = timing of ongoing implementation
■ = timing of feasibility studies or strategic planning
\$ = coordinated with a funding cycle

Alameda Countywide Bicycle and Pedestrian Plans - 2015 Progress Report
Implementation Actions (Tables 7.1) – 2013 to 2017

			2013	2014	2015	2016	2017	Status	Notes
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.	\$		\$		\$	Ongoing	Trail maintenance is an eligible Measure BB bicycle/pedestrian discretionary fund expenditure; no progress towards dedicated set-aside.
4.2	B	Advocate for dedicated funding for bikeway maintenance, particularly for trails, at the regional, state and federal levels.	√	√	√	√	√	Ongoing	Alameda CTC staff advocated for trail maintenance to be eligible expenditure of state Active Transportation Program funds
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.			■			Potential work program item for 2015-16	
4.2	P	Develop best practices and recommendations for funding the maintenance of sidewalks, including suggesting possible new funding sources.				■		Potential work program item for 2015-16	
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]	■					Ongoing	Alameda CTC hosted a half-day conference on complete streets implementation in 2013. Alameda CTC has covered topics such as planning for emergency response and green streets in PBWG meetings. Alameda CTC is leading a Central County Complete Streets Implementation Project which will develop a number of technical resources with countywide applicability.
5.2		Implement the recommended complete streets resources. [starting in 2012]	√	√	√	√	√	Ongoing	See 5.1.

Subitem numbering: B= Bike Plan; P = Ped Plan; Number only = Both Plans
√ = timing of ongoing implementation
■ = timing of feasibility studies or strategic planning
\$ = coordinated with a funding cycle

Alameda Countywide Bicycle and Pedestrian Plans - 2015 Progress Report
Implementation Actions (Tables 7.1) – 2013 to 2017

			2013	2014	2015	2016	2017	Status	Notes
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.	√	√				Completed	Alameda CTC created a Best Practice Resource on Incorporating Complete Streets in a Circulation Element. Alameda CTC is developing a multimodal street typology as part of Countywide Multimodal Arterial Plan that could inform local circulation element updates.
6. 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	
6.3		Host half-day educational forums on best practices in bicycle and pedestrian infrastructure and programs, at least every other year.	√		√		√	Ongoing	Half-day conference on Complete Streets Implementation hosted in Summer 2013. No progress in 2015.
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.	√	√	√	√	√	No progress	

Subitem numbering: B= Bike Plan; P = Ped Plan; Number only = Both Plans
√ = timing of ongoing implementation
■ = timing of feasibility studies or strategic planning
\$ = coordinated with a funding cycle

Alameda Countywide Bicycle and Pedestrian Plans - 2015 Progress Report
Implementation Actions (Tables 7.1) – 2013 to 2017

			2013	2014	2015	2016	2017	Status	Notes
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.	■	■				No progress	
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	
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.		■				Completed	Countywide Bicycle/Pedestrian Coordinator determined that this is of lower value as many jurisdictions have developed local design guidelines as part of master plans and many examples of innovative, exemplary design guidelines already exist.
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.		■				No progress	

Subitem numbering: B= Bike Plan; P = Ped Plan; Number only = Both Plans
 √ = timing of ongoing implementation
 ■ = timing of feasibility studies or strategic planning
 \$ = coordinated with a funding cycle

Alameda Countywide Bicycle and Pedestrian Plans - 2015 Progress Report
Implementation Actions (Tables 7.1) – 2013 to 2017

			2013	2014	2015	2016	2017	Status	Notes
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).			■	■	■	Ongoing	
7.5		Support local jurisdictions in testing and implementing innovative infrastructure, as feasible.	√	√	√	√	√	Ongoing	Innovation is considered as part of project selection criteria for bicycle/pedestrian countywide discretionary funding, to help offset typically higher costs associated with innovative infrastructure.
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	
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.	■	■	√	√	√	Completed	Alameda CTC funded several bicycle/pedestrian technical assistance projects as part of Sustainable Communities Technical Assistance Project (SCTAP) in 2013.

Subitem numbering: B= Bike Plan; P = Ped Plan; Number only = Both Plans
√ = timing of ongoing implementation
■ = timing of feasibility studies or strategic planning
\$ = coordinated with a funding cycle

Alameda Countywide Bicycle and Pedestrian Plans - 2015 Progress Report
Implementation Actions (Tables 7.1) – 2013 to 2017

			2013	2014	2015	2016	2017	Status	Notes
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.	√	√	√	√		Ongoing	Senate Bill 743 passed in 2014 will eliminate vehicle Level of Service as the CEQA metric used to assess transportation impacts. This shift should reduce frequency of mitigation measures which degrade the walking/biking environment and remove an impediment to bicycle/pedestrian projects that remove vehicle travel lanes. Alameda CTC is monitoring development of new CEQA guidelines pursuant to this bill and will support local jurisdictions in implementation.
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.	√	√	√	√	√	Ongoing	Alameda CTC reviewed and adopted a series of trip-generation methodologies appropriate for smart growth as part of 2013 CMP. Alameda CTC is monitoring implementation of SB 743 to address auto LOS issues (see 9.1). Alameda CTC is funding a technical assistance project in Oakland that will develop a streamlined method for environmental review of road diet projects.
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	Program has increased number of schools and events year-over-year; many schools exhibit increases in student active and shared mode split

Subitem numbering: B= Bike Plan; P = Ped Plan; Number only = Both Plans
√ = timing of ongoing implementation
■ = timing of feasibility studies or strategic planning
\$ = coordinated with a funding cycle

Alameda Countywide Bicycle and Pedestrian Plans - 2015 Progress Report
Implementation Actions (Tables 7.1) – 2013 to 2017

			2013	2014	2015	2016	2017	Status	Notes
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	Program has increased classes provided and attendance year-over-year
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.		■	√	√	√	Potential work program item for 2015-16	
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.		■	√	√	√	Potential work program item for 2015-16	
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 progress	
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.	√	√	■	√	√	Completed	"Ride into Life!" campaign revamped as "I Bike" campaign in 2013.
10.4	P	Countywide walking promotion program. The agency will develop new strategies to promote walking for health, recreation and transportation.				■	√	Not yet initiated	

Subitem numbering: B= Bike Plan; P = Ped Plan; Number only = Both Plans
√ = timing of ongoing implementation
■ = timing of feasibility studies or strategic planning
\$ = coordinated with a funding cycle

Alameda Countywide Bicycle and Pedestrian Plans - 2015 Progress Report
Implementation Actions (Tables 7.1) – 2013 to 2017

			2013	2014	2015	2016	2017	Status	Notes
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.	√	√				Potential work program item for 2015-16	Would like to discuss this with John and Trinity - is there a way for us to take off the top of DLDs?
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.	■					Potential work program item for 2015-16	
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]	■	√	√			Completed	Model update completed in 2015. Model improvements include adjusting bicycle mode share to reflect extent of bicycle network and assigning bicycle trips to network.
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.	■	√	√			No progress	

Subitem numbering: B= Bike Plan; P = Ped Plan; Number only = Both Plans
 √ = timing of ongoing implementation
 ■ = timing of feasibility studies or strategic planning
 \$ = coordinated with a funding cycle

Alameda Countywide Bicycle and Pedestrian Plans - 2015 Progress Report
Implementation Actions (Tables 7.1) – 2013 to 2017

			2013	2014	2015	2016	2017	Status	Notes
13. Determine options for revising the Congestion Management Program to enhance bicycle/pedestrian safety and access, and implement the best feasible option									
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.	■					Completed	2013 CMP update explored use of MMLOS, ultimately determining HCM 2010 MMLOS metrics not suitable for CMP purposes. Multimodal Arterial Plan is using bicycle level of traffic stress and a pedestrian comfort index to assess existing conditions and potential improvements on countywide arterial network.
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.	■	√	√	√		Completed	
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]	■	√	√			No progress	No longer relevant due to 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.	■					Completed	Overlap between CMP and bicycle/pedestrian networks being explored as part of Countywide Multimodal Arterial Plan.

Subitem numbering: B= Bike Plan; P = Ped Plan; Number only = Both Plans
√ = timing of ongoing implementation
■ = timing of feasibility studies or strategic planning
\$ = coordinated with a funding cycle

Alameda Countywide Bicycle and Pedestrian Plans - 2015 Progress Report
Implementation Actions (Tables 7.1) – 2013 to 2017

			2013	2014	2015	2016	2017	Status	Notes
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 progress	
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	Seven of eight performance measures are reported on annually as part of Alameda CTC Performance Report.
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	Annual reports brought to BPAC in October
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.	■	√	√	√	√		Ongoing	GIS database of bikeways completed and updated annually based on information obtained from local jurisdictions

Subitem numbering: B= Bike Plan; P = Ped Plan; Number only = Both Plans
√ = timing of ongoing implementation
■ = timing of feasibility studies or strategic planning
\$ = coordinated with a funding cycle

Alameda Countywide Bicycle and Pedestrian Plans - 2015 Progress Report
Implementation Actions (Tables 7.1) – 2013 to 2017

			2013	2014	2015	2016	2017	Status	Notes
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	Manual counts collected in 2013 and 2014; 4 automated counters remain installed around county. Alameda CTC exploring changes to count program beginning in 2016.
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.				■	■	Not yet initiated	
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.	■	■				No progress	Deferred until next Countywide Bicycle and Pedestrian Plan update.
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.	■	■				Completed	Staff has identified deficiencies in many outside publically available data sources, but has also identified that best opportunities are to pursue enhanced data collection at regional level.
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	Completed in 2014.

Subitem numbering: B= Bike Plan; P = Ped Plan; Number only = Both Plans
 √ = timing of ongoing implementation
 ■ = timing of feasibility studies or strategic planning
 \$ = coordinated with a funding cycle

Alameda Countywide Bicycle and Pedestrian Plans - 2015 Progress Report
Implementation Actions (Tables 7.1) – 2013 to 2017

			2013	2014	2015	2016	2017	Status	Notes
16.4		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</i> : This work would build upon the list of major non-bikeway capital projects already included in Appendix X.] This list would be shared with Caltrans, and other agencies, as appropriate, to help them identify opportunities to better accommodate non-motorized users.		■	■			No progress	
16.5		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.			■	■		Ongoing	Bicycle/pedestrian cost estimating guide to be completed in 2015, which includes unit cost information based on actual project bid documents.
16.6		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.			■	■		Potential work program item for 2015-16	

Subitem numbering: B= Bike Plan; P = Ped Plan; Number only = Both Plans
 v = timing of ongoing implementation
 ■ = timing of feasibility studies or strategic planning
 \$ = coordinated with a funding cycle

Alameda Countywide Bicycle and Pedestrian Plans - 2015 Progress Report
Implementation Actions (Tables 7.1) – 2013 to 2017

			2013	2014	2015	2016	2017	Status	Notes
During next plan update [2017]									
16.7		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.					■	Not yet initiated	
16.8		Central business districts [ped : and major commercial districts]: Review and standardize the definition of central business districts (CBDs) [ped : and major commercial districts (MCDs)], as used in the “Countywide Priorities” chapter, and determine their distribution throughout the county for planning purposes under the updated Bicycle/Pedestrian Plan.					■	Not yet initiated	
16.9	B	Major bus transfer points: Re-evaluate the purpose and definition of major bus transfer points, included in the “Countywide Priorities” chapter.					■	Not yet initiated	
16.9	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.					■	Not yet initiated	
16.10	B	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.					■	Not yet initiated	

Subitem numbering: B= Bike Plan; P = Ped Plan; Number only = Both Plans
 v = timing of ongoing implementation
 ■ = timing of feasibility studies or strategic planning
 \$ = coordinated with a funding cycle

Alameda Countywide Bicycle and Pedestrian Plans - 2015 Progress Report
Implementation Actions (Tables 7.1) – 2013 to 2017

			2013	2014	2015	2016	2017	Status	Notes
16.10	P	Major [non-bikeway] capital projects: Identify the major [non-bikeway] capital projects (such as over- and under-crossings, and bicycle/pedestrian bridges) needed along the bicycle/pedestrian vision network [<i>bike</i> : that are along access to transit and access to CBD routes]. This will assist in estimating the full costs of the Bicycle/Pedestrian Plan and prioritizing projects.						Not yet initiated	
16.11	B						■	Not yet initiated	
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.						Not yet initiated	
16.12	B						■	Not yet initiated	
16.13	B	Re-paving needs: Refine the cost to improve and maintain pavement along all bikeways in the bicycle vision network.					■	Not yet initiated	

Subitem numbering: B= Bike Plan; P = Ped Plan; Number only = Both Plans
 √ = timing of ongoing implementation
 ■ = timing of feasibility studies or strategic planning
 \$ = coordinated with a funding cycle

This page intentionally left blank

**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, 2015

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	Bicycle and Pedestrian Master Plan	City of Piedmont	X	
A13-0067	Bike-Go-Round (education/safety program)	Cycles of Change	X	

This page intentionally left blank

**CITY OF NEWARK, CALIFORNIA**

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

September 24, 2015


Alameda County Transportation Commission
ATTN: John Nguyen
1111 Broadway, Suite 800
Oakland, CA 94612

RE: PROJECT PROGRESS REPORT NO. 11 FOR GRANT AGREEMENT
NO. A09-0022 (NEWARK PEDESTRIAN AND BICYCLE MASTER PLAN)

Dear Mr. Nguyen:

Project Progress Report No. 11 for the Grant Agreement No. A09-0022 (Newark Pedestrian and Bicycle Master Plan) is enclosed along with a Grant Amendment Request.

Please contact me with any questions at (510)578-4286 or soren.fajeau@newark.org.


SOREN FAJEAU, P.E.
Assistant City Engineer

Enclosure

ALAMEDA CTC
GRANT PROJECT PROGRESS REPORT

PROJECT PROGRESS REPORT No.: 11

REPORTING PERIOD: **From:** January 1, 2015 **To:** June 30, 2015

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). City 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):

A grant extension request was approved by the Alameda County Transportation Commission on October 23, 2014 and formalized with an amendment to the grant funding agreement. Staff has continued to work on all 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 Transportation Element of the General Plan Update and the Bay Trail Realignment Feasibility Study. Additional work is still needed in this area of the plan before the final draft is finalized for public review.

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 BPAC review will have to be rescheduled for early 2016. Along with completion of the master plan document, the environmental document for the plan will also need to be finalized. Following the BPAC's review, the master plan will be taken before the Planning Commission and the Newark City Council. It is now anticipated that all of these actions will be completed by June 2016.

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: December 2014

Publication Name: Newark News Winter 2014/2015

- ☒ An article was included in the previous progress report.

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.

ALAMEDA CTC
GRANT PROJECT PROGRESS REPORT

PROJECT PROGRESS REPORT No.: 4

REPORTING PERIOD: **From:** January 1, 2015 **To:** June 30, 2015

PROJECT SPONSOR: City of Emeryville

PROJECT TITLE: Christie Ave Bay Trail Gap Closure

AGREEMENT NO.: A13-0059

STATUS:

Construction is under way – project to be completed within two months, assuming no unexpected weather or construction issues.

ACTIONS (in this reporting period):

City Council approved permission to enter contract with Redwood Engineering on April 7, 2015. The Contractor initiated work in June 1, 2015.

ANTICIPATED ACTIONS (in next reporting period):

Complete construction by end of September 2015 is anticipated.

GENERAL:

- x 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 not submitted within the last six months on xxx
 - ☐ 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>
- ☐ As required per the Grant Funding Agreement, an annual article will be 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: *August 5, 2015*
- Publication Name: *Emeryville City News and Activity Guide*
- An article from April 2014 was provided with a prior report.*
- X 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.

ALAMEDA CTC
GRANT PROJECT PROGRESS REPORT

PROJECT PROGRESS REPORT No.: 4

REPORTING PERIOD: **From:** January 1, 2015 **To:** June 30, 2015

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. On May 18, 2015, a time extension was requested through June 30, 2018.

ACTIONS (in this reporting period):

On May 18, 2015, a time extension was requested through June 30, 2018.

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. We have reached a settlement with Golden Gate Fields and are in the process of finalizing the agreement.

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 and have requested a time extension.
- ☒ We anticipate problems in the following area(s) and would appreciate any assistance you could offer: *A time extension is needed through June 30, 2018.*

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 18, 2015* 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: Due to the land tenure challenges, publicity for this project has not yet begun. Project information and an article will be completed by the next reporting period.

- ☐ 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.: 4

REPORTING PERIOD: **From:** January 1, 2015 **To:** June 30, 2015

PROJECT SPONSOR: City of Alameda

PROJECT TITLE: Cross Alameda Trail Segment Project

AGREEMENT NO.: A13-0062

STATUS:

Design is in progress.

ACTIONS (in this reporting period):

The following occurred:

- Worked with Tetra Tech and Alameda County to investigate site for extent of soil contamination.
- Coordinated with 1930 Main Street shopping center on parking lot changes.
- Coordinated with Atlantic Apartments on lot line adjustment west of Poggi Street.
- Coordinated with Webster Area Business Association design committee.
- Submitted NEPA categorical exclusion request to BART and obtained comments, which included Phase II environmental analysis, flora/fauna and historic analysis.
- Held a community workshop on Tuesday, February 10, 2015 to discuss the preliminary design.
- Revised the design based on community/staff input up to 60 percent drawings.
- The Transportation Commission and the Planning Board approved the preliminary design at a joint meeting on Wednesday, February 24, 2015.
- Coordinated with Alameda Unified School District and their tenants on proposed trail adjacent to the school site east of Third Street at February 26, 2015 meeting.
- Reviewed by staff and independent consultant the 95 percent design drawing and the draft specification.
- Updated the project web page: <http://alamedaca.gov/public-works/cross-alameda-trail>.

ANTICIPATED ACTIONS *(in next reporting period):*

Staff plans to accomplish the following:

- Work with Tetra Tech to finalize the soil remediation plan.
- Coordinate with 1930 Main Street shopping center on parking lot changes.
- Review by staff and independent consultant the 95 percent design drawing and the draft specification based on the results of the soil remediation plan.
- Re-submit NEPA categorical exclusion request to BART/FTA and obtain comments, which will include Phase II environmental analysis, flora/fauna and historic analysis.
- Finalize the design.
- Prepare the City Council staff report for the contractor request for proposal approval.
- Request City Council approval of the contractor request for proposal.

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 due to the need to find the extent of the soil contamination. The overall schedule still is on track for completion by September 30, 2016.*
- ☐ 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.
- ☐ A Grant Amendment Request was previously submitted on *October 17, 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 *June 25, 2016*.
- ☐ 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: *February 2, 2015*

Publication Name: *Alameda Chamber of Commerce – Information for the Week of February 2nd*



Mon 2/2/2015 8:38 AM

Alameda Chamber of Commerce <connect@alamedachamber.com> <c
Information for the Week of February 2nd

To Gail Payne

Retention Policy Expunge after 180 days (6 months)

Expires 8/1/2015

This item will expire in 4 days. To keep this item longer apply a different Retention Policy.

[Unsubscribe](#)

**Community Meeting for Proposed Cross Alameda Trail
Project along Ralph Appezzato Memorial Parkway**

Public Works staff invites you to a community meeting to discuss the proposed Cross Alameda Trail project on Ralph Appezzato Memorial Parkway between Webster Street and Main Street.

When: Tuesday, February 10, 2015 at 6:30 p.m.

Where: City Hall West (located in Alameda Point), 950 West Mall Square, Conference Room 201

What: The purpose of this second community meeting is to discuss the preliminary design of the proposed Cross Alameda Trail, which will run parallel to and south of Ralph Appezzato Memorial Parkway between Webster Street and Main Street in an abandoned railroad right-of-way for almost one mile.

How: \$1.8 million in grants from the Alameda County Transportation Commission and the Federal Transit Administration and in Development Impact Fees.

If you are unable to attend this working session, please submit written comments to Gail Payne, Transportation Coordinator at gpayne@alamedaca.gov. For more information on the project, please refer to the web link: <http://alamedaca.gov/public-works/cross-alameda-trail>. The joint Transportation Commission/Planning Board is tentatively scheduled to review the preliminary design on Wednesday, February 25 at 7 p.m. (City Council Chambers, 2263 Santa Clara Avenue).



- ☐ 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.

This page intentionally left blank

**ALAMEDA CTC
GRANT PROJECT PROGRESS REPORT**

PROJECT PROGRESS REPORT No.: 4

REPORTING PERIOD: **From:** 1/1/2015 **To:** 6/30/2015

PROJECT SPONSOR: City of Albany

PROJECT TITLE: Buchanan Marin Bikeway Phase III

AGREEMENT NO.: A13-0063_636 6

STATUS:

100% Plans Specifications and Estimates (PS&E) have been finalized, City is review and comment of the construction documents.

ACTIONS (in this reporting period):

Met with project design team in 3/30/15 to update schedule, and 6/2015 to coordinate final review with utility companies.

City conducted pre-project pedestrian and bicycle counts at project intersections (submitted to Alameda CTC in June 2015).

Traffic and Safety Commission recommended to Council approval of Plans, Specifications and Estimates and authorization to City Manager to issue Call for Construction Bids,

ANTICIPATED ACTIONS (in next reporting period):

Council to Approve PS&E and authorize Call for Construction Bids in November, 2015

Issue Call for Construction Bids – December, 2015

Construction Contract approval – February, 2016

Construction starts – February/March 2015

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:

Publication Name:

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.
An article will be published in the August City Newsletter.

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.: 4

REPORTING PERIOD: **From:** 1/1/2015 **To:** 6/30/2015

PROJECT SPONSOR: City of San Leandro

PROJECT TITLE: West Juana Pedestrian Improvements

AGREEMENT NO.: 636.7

STATUS:

Bid and Award 90% complete.

ACTIONS *(in this reporting period):*

Project construction work has been bid and awarded. Awaiting Purchase Order to prepare the Notice to Proceed for the contractor.

ANTICIPATED ACTIONS *(in next reporting period):*

Construction will have started and should be about 60% complete.

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 5/29/15
 - ☐ 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: *to be published (see attached)*

Publication Name: *Alameda CTC newsletter*

- ☐ 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.

This page intentionally left blank

ALAMEDA CTC
GRANT PROJECT PROGRESS REPORT

PROJECT PROGRESS REPORT No.: 4

REPORTING PERIOD: **From:** January 1, 2015 **To:** June 30, 2015

PROJECT SPONSOR: City of Oakland

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

AGREEMENT NO.: A13-0065-A1

STATUS:

Start of Feasibility Study

ACTIONS *(in this reporting period):*

Began coordination efforts with Union Pacific Railroad, CPUC, Caltrans, and Utility Agencies

Preliminary draft conceptual designs and cost estimates developed

Expanded scope of Project and conducted a traffic analysis using local funds

Held first community design workshop on May 12, 2015

Informational presentation given at Oakland BPAC on July 16, 2015

Informational presentation given at Alameda CTC BPAC on July 9, 2015

Created project webpage (www.oaklandnet.com/fruitvalealive)

ANTICIPATED ACTIONS *(in next reporting period):*

Complete Conceptual Plans & Estimate

Hold Community Meeting #2

Complete Final Conceptual Plans & Estimate

Prepare to begin 35% Engineering Design Task

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 webpage* (<http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/MeasureB/OAK022502>) and the *Project's webpage* (<http://www.oaklandnet.com/fruitvalealive>)

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: *An article and project photos was emailed to Heather Barber (Alameda CTC) on July 24, 2015 for newsletter publication. A print out of the published article will be attached to the next progress report.*

Publication Name: *Alameda CTC's 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.

Learning about Measure BB

Funding for Transportation

Measure BB (<http://www.alamedactc.org/2014Plan>), that passed the 2/3 required voter approval on the November 4, 2014 ballot, will increase the local transportation sales tax from ½ cent to 1 cent, and will extend it for 30 years. The current ½ cent sales tax, which is the most important source of funding for maintaining and building Oakland's streets, is scheduled to end 2020. Oakland will receive \$1.4B in transportation funds over the next 30 years, the largest source of transportation funds in the City and are used for a wide variety of projects including:

- Repaving streets
- Repairing sidewalks & installing curb ramps
- Installing traffic and pedestrian signals and other safety improvements
- Maintaining the City's streetlights, signage and other street infrastructure
- Installing bicycle lanes and parking
- Renovating pedestrian stairs and paths
- Installing transit and pedestrian friendly street designs (road "diets", traffic calming, bulb-outs, etc.
- Providing required local matching funds for federal and state grants for transportation projects

Measure BB funds will also support several major transportation projects and programs in Oakland including:

- I-880 Broadway/Jackson Access improvements
- 42nd/High I-880 Access Improvements
- Planning for transit improvements on the Broadway Corridor
- Implementation of the Bay Trail and East Bay Greenway Trail
- Access (bike/ped/transit) improvements at BART stations and Eastmont Center

Oakland's three-year average street Pavement Condition Index (PCI) is currently 60 (on a 100-point scale) and falling. Oakland's pavement condition is ranked 98th among 109 Bay Area jurisdictions, while the Bay Area average is 66. Oakland's streets are currently on an 85-year paving cycle instead of the 25-30 year industry-preferred cycle. Oakland's current backlog of street repairs is \$443 million and growing.

For more on Measure BB and what it can do, including the 2014 Transportation Expenditure Plan, please visit www.alamedactc.org (http://www.alamedactc.org/news_items/view/12921).

A recent article from the Metropolitan Transportation Commission (MTC) presents information about road conditions in the Bay Area. **[Read the article here](http://www.prnewswire.com/news-releases/stubborn-mediocrity-marks-local-streets-and-roads-280634832.html)** (<http://www.prnewswire.com/news-releases/stubborn-mediocrity-marks-local-streets-and-roads-280634832.html>).

Measure B & Vehicle Registration Funds

Alameda County Transportation Commission

Measure B provides a one-half-cent sales tax to improve transportation in Alameda County. The citizens of Alameda County authorized a transportation sales tax in 1986 and in 2000 voted to continue this tax through March 2020.

The Alameda County Transportation Commission also administers the Measure F Alameda County Vehicle Registration Fee (VRF) Program. This program was approved by Alameda County voters in November, 2010. The VRF is a \$10 charge per year for each vehicle registered in Alameda County.

How Do Measure B and Vehicle Registration Fee (VRF) Funds Help Oakland?

- **Oakland receives approximately \$10 million every year to maintain our local streets and roads.** These

funds help Oakland repave streets, fill pot holes and repair sidewalks; install and maintain traffic signals, streets signs and street lights; and address neighborhood traffic safety issues and traffic safety near schools.

- **Oakland receives another approximately \$1 million each year specifically for bicycle and pedestrian safety projects.** Projects include new pedestrian signals, and design and installation bicycle lanes, racks and other facilities.
- **Oakland receives approximately \$1 million in paratransit dollars** to assist seniors and people with mobility impairments.
- Through the VRF program, **Oakland receives approximately \$1.5 million** annually for local street and road repair, which is specifically targeted to paving projects.

Current Measure B Discretionary Grants

In addition to the pass-through funds highlighted above, the City of Oakland receives Measure B funded discretionary grants from Alameda CTC for specific projects, including:

- **Fruitvale Alive Gap Closure Streetscape Project** This project is completing design work for streetscape improvements along Fruitvale Avenue between East 12th Street and the Estuary, to improve this important corridor for bicycling and walking. Design work has commenced and is scheduled to be finished in 2015. Please visit the webpage (<http://www2.oaklandnet.com/FruitvaleAlive/index.htm>) for more information.

Highlights & Updates

2014

- Signs of a cleaner, greener Bay Trail (</oakca1/groups/pwa/documents/marketingmaterial/oak045127.pdf>)
- Bike lanes on Alcatraz and Piedmont Avenues (</oakca1/groups/pwa/documents/marketingmaterial/oak048591.pdf>)

2013

- Colby Street Bike Lanes Repaved (</Government/o/PWA/o/EC/s/MeasureB/OAK039537>)
- Estuary Crossing Shuttle Connects Alameda to Oakland Downtown (http://www.alamedactc.org/files/managed/Document/10182/AlamedaCTC_Enewsletter_Jan2013.pdf)
- Lakeshore Avenue Complete Streets Project (</Government/o/PWA/o/EC/s/MeasureB/OAK039537>)
- Improving Traffic Management in Oakland (</Government/o/PWA/o/EC/s/MeasureB/OAK044929>)

2012

- New bikeways on MacArthur Blvd (</Government/o/PWA/o/EC/s/MeasureB/OAK037290>) and 27th Street (</Government/o/PWA/o/EC/s/MeasureB/OAK033089>)
- Projects highlighted in the May 2012 ACTC Newsletter (http://www.alamedactc.org/files/managed/Document/7720/AlamedaCTC_Enewsletter_May2012.pdf) include:
 - Senior Shuttle Service Continues
 - Pedestrian Connections in Oakland updated and improved
 - BART Oakland Airport Connector

Measure B & VRF Annual Alameda CTC Compliance Report

Annual Measure B Compliance Report for 2012/2013

([http://www.alamedactc.org/files/managed/Document/14087/FY12-](http://www.alamedactc.org/files/managed/Document/14087/FY12-13%20MB%20Compliance%20Summary%20Report%20FINAL%2020140630.pdf)

[13 MB Compliance Summary Report FINAL 20140630.pdf](http://www.alamedactc.org/files/managed/Document/14087/FY12-13%20MB%20Compliance%20Summary%20Report%20FINAL%2020140630.pdf))

Annual VRF Compliance Report for 2012/2013 ([http://www.alamedactc.org/files/managed/Document/14088/FY12-](http://www.alamedactc.org/files/managed/Document/14088/FY12-13%20VRF%20Compliance%20Summary%20Report%20FINAL%2020140630.pdf)

[13 VRF Compliance Summary Report FINAL 20140630.pdf](http://www.alamedactc.org/files/managed/Document/14088/FY12-13%20VRF%20Compliance%20Summary%20Report%20FINAL%2020140630.pdf))

Annual Measure B Compliance Report for 2011/2012

([http://www.alamedactc.org/files/managed/Document/11163/FY11-12 MB Compliance Summary Report FINAL.pdf](http://www.alamedactc.org/files/managed/Document/11163/FY11-12%20MB%20Compliance%20Summary%20Report%20FINAL.pdf))

Annual VRF Compliance Report for 2011/2012 ([http://www.alamedactc.org/files/managed/Document/11164/FY11-](http://www.alamedactc.org/files/managed/Document/11164/FY11-12%20VRF%20Compliance%20Summary%20Report%20FINAL.pdf)

[12 VRF Compliance Summary Report FINAL.pdf](http://www.alamedactc.org/files/managed/Document/11164/FY11-12%20VRF%20Compliance%20Summary%20Report%20FINAL.pdf))

Fruitvale Alive!

Gap Closure Streetscape Project

Welcome to our new project. Please review our website for the following information:

- [Project Overview](#)
- [Community Involvement](#)
- [Project Materials](#)
- [Funding](#)
- [Background Materials](#)
- [Contact Information](#)

Project Overview

The City of Oakland is working to improve the safety and experience for all modes of travel on Fruitvale Avenue from Alameda Avenue to East 12th Street. The **Fruitvale Alive! Gap Closure Streetscape** Project builds on past planning efforts for the area, including the [Central Estuary Area Plan](#)



([/Government/o/PBN/OurOrganization/PlanningZoning/DOWD008415](#)) (2013) and the [Fruitvale Alive! Community Transportation Plan \(/FruitvaleAlive/OAK053631\)](#) (2005).

The Fruitvale Avenue corridor functions as the spine connecting the MacArthur Freeway (I-580), densely populated neighborhoods and shopping districts, the future AC Transit Bus Rapid Transit (BRT) project, the Fruitvale BART Station, Nimitz Freeway (I-880), waterfront uses, and the City of Alameda to each other. A critical gap in bike and pedestrian facilities exists along Fruitvale Avenue. This gap extends from Alameda Avenue to East 12th Street where bike and pedestrian connections are substandard and need improvement. This half mile of roadway encompasses approximately eight intersections, one underpass, two railroad track crossings, and numerous driveways and other bike and pedestrian challenges. A lack of connectivity, high collision rates at intersections, and an overall poor pedestrian environment characterizes the Fruitvale corridor in this gap area.

This project will build upon the previous planning, design, and construction work completed to increase the corridor's utility for bike and pedestrian access while simultaneously improving traffic operations and vehicle safety. Key components include improved and/or widened sidewalks, underpass improvements and artwork, bike facility upgrades, high visibility crosswalks, traffic striping and lane modifications, bulb-outs, corner radius reductions, improved pavement, landscaping, pedestrian lighting, traffic and pedestrian signal and timing upgrades, and wayfinding signs. The project is currently funded for conceptual design and 35% engineering design through Measure B. At the conclusion of this phase, the City Of Oakland will seek additional funding to complete engineering design and to construct the improvements.

Community Involvement

Community Meetings

Date

Materials

Community Meeting #2

TBD (August 2015)

Community Meeting #1

May 12, 2015

[Agenda](#)

</oakca1/groups/pwa/documents/agenda/oak053632.pdf> & [PowerPoint Presentation](#)

</oakca1/groups/pwa/documents/image/oak053630.pdf>

Project Materials

Community Meeting #1:

- [Cycle Track Option \(/oakca1/groups/pwa/documents/image/oak053626.pdf\)](/oakca1/groups/pwa/documents/image/oak053626.pdf)
- [Median Option \(/oakca1/groups/pwa/documents/image/oak053627.pdf\)](/oakca1/groups/pwa/documents/image/oak053627.pdf)
- [Policy Improvements \(/oakca1/groups/pwa/documents/image/oak053625.pdf\)](/oakca1/groups/pwa/documents/image/oak053625.pdf)
- [Underpass \(Fruitvale Ave at I-880 Underpass\) \(/oakca1/groups/pwa/documents/image/oak053629.pdf\)](/oakca1/groups/pwa/documents/image/oak053629.pdf)
- [Gateway \(Fruitvale Ave at Alameda Avenue\) \(/oakca1/groups/pwa/documents/image/oak053628.pdf\)](/oakca1/groups/pwa/documents/image/oak053628.pdf)

Funding

Fruitvale Alive is currently funded for conceptual design and 35% engineering design through Measure B Discretionary Grants from Alameda County Transportation Commission's Bicycle and Pedestrian Grant Program. [Click here to visit Alameda County Transportation Commission's website \(http://www.alamedactc.org/\)](#). [Click here to see the grant program's fact sheet for this project \(http://www.alamedactc.org/files/managed/Document/13644/A130065_N_Oakland_FruitvaleAlive_20140423.pdf\)](#). [Click here to see the City of Oakland's Measure B webpage \(/Government/o/PWA/o/EC/s/MeasureB/index.htm\)](/Government/o/PWA/o/EC/s/MeasureB/index.htm). The City Of Oakland will seek additional funding to complete engineering design and construction.

Background Materials

- [Oakland Bicycle Master Plan \(/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/OAK024597\)](/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/OAK024597)
- [Oakland Pedestrian Master Plan \(/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/OAK024599\)](/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/OAK024599)
- [Central Estuary Area Plan \(/Government/o/PBN/OurOrganization/PlanningZoning/DOWD008415\)](/Government/o/PBN/OurOrganization/PlanningZoning/DOWD008415)
- [Fruitvale Alive! Community Transportation Plan \(/oakca1/groups/pwa/documents/report/oak053631.pdf\)](/oakca1/groups/pwa/documents/report/oak053631.pdf)
- [AC Transit East Bay Bus Rapid Transit Project EIR \(http://www.actransit.org/final-environmental-impact-statementfinal-environmental-impact-report-feisfeir/\)](http://www.actransit.org/final-environmental-impact-statementfinal-environmental-impact-report-feisfeir/)

Contact Information

Be sure to click the link at the top right corner of this page to sign up for project notifications including announcement of the next community design workshop.

For more information or questions, please contact:

Nick Cartagena, P.E.
Oakland Public Works, Bureau of Engineering & Construction
Transportation Planning & Funding
(510) 238-2139
TTY: (510) 238-3254
ncartagena@oaklandnet.com (<mailto:ncartagena@oaklandnet.com>)

[^ back to top](#)

**ALAMEDA CTC
GRANT PROJECT PROGRESS REPORT**

PROJECT PROGRESS REPORT No.: 4

REPORTING PERIOD: **From:** January 1, 2015 **To:** June 30, 2015

PROJECT SPONSOR: City of Piedmont

PROJECT TITLE: Piedmont Pedestrian and Bicycle Master Plan

AGREEMENT NO.: A13-0066

STATUS:

Piedmont staff and the consultant made a presentation on the Final Pedestrian and Bicycle Master Plan to the Alameda County Transportation Commission's Bicycle and Pedestrian Advisory Committee at their regular meeting in April.

ACTIONS (in this reporting period):

- Reported to the Alameda CTC Bicycle and Pedestrian Advisory Committee (April 9, 2015)

ANTICIPATED ACTIONS (in next reporting period):

None.

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 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: April 15, 2015

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
Copy of invoice for reimbursement
City website page and information
Published newspaper article

Attachment I
Exhibit A
Attachment II
Attachment III

Measure B/VRF Grant Reimbursement Request Cover Sheet

Alameda County Transportation Commission (Alameda CTC)
Attn: Accounting/Measure BAVRF Grant Reimbursement
1111 Broadway, Suite 800
Oakland, CA 94607

Project Sponsor:

Agreement No.:

Project No. (APN):

Billing Period (From)

City of Piedmont

A13-0056

336.9

1/1/15 - 6/30/15

2008-09

Billing Date: 4/20/2015
Invoice #1-34

Pill - B-4

Billing Date: 4/30/2013 Invoice #: 311

Summary of Costs by Task ¹		Measure BVRF Funds						Other Matching Funds				All Funds	Reimbursement Ratio Percentage by Task ²
Task No. ²	Task Description ²	Measure BVRF Task Budget ³	Measure BVRF Previously Billed Total	Measure BVRF Billed this Period	Total Measure BVRF Billed to Date	Total Measure BVRF Task Budget Remaining	Other Funds Task Budget ⁴	Other Funds Previously Billed Total	Other Funds Billed this Period	Total Other Funds Billed to Date	Total Other Funds Task Budget Remaining	Total Costs Incurred to Date(All Funds)	(Percentage of Total Measure BVRF to Total Costs Incurred To Date)
1	Prepare Draft and Final Pedestrian and Bicycle Master Plan (PBMP)	\$ 100,134.25	\$ 100,134.25		\$ 100,134.25	\$ -	\$ 17,670.75	\$ 17,670.75		\$ 17,670.75	\$ -	\$ 117,805.00	85.00%
2	Adopt Final Pedestrian and Bicycle Master Plan/Prepare Final Report	\$ 1,865.75	\$ 1,530.00	\$ 335.75	\$ 1,865.75	\$ -	\$ 329.25	\$ 270.00	\$ 59.25	\$ 329.25	\$ -	\$ 2,195.00	85.00%
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!
					\$ -	\$ -				\$ -	\$ -	\$ -	#DIV/0!

Waters.

1. Provide a summary of the costs incurred this period, both the total costs and the Measures BVRF portions, segregated by task. Use one line per task for this summary. Provide details by line item in the attached Sponsor Cost Detail sheet.
2. Costs submitted for reimbursement must be supported by the totals shown in Table A-1 of the approved Grant Agreement.
3. The percentage of the total costs incurred by the sponsor for each task must be provided in Table A-2 of the approved Grant Agreement.
4. Itemize the basis for reimbursement for this Grant Agreement, i.e., 1, 2, 3, etc. For the final request include the word "Final" after the number, e.g. e-FINAL for the case in which the final billing is the final.
5. The maximum number of requests for reimbursement for this Grant Agreement is 3.
6. Reimbursement Ratio Percentage is the percentage of Total Measures BVRF Costs Incurred to Date. Reimbursement request cannot exceed the percentages shown in Table B-1 of the approved Grant Agreement.

Percentage of Total Measure B/VRF to Total Costs Incurred to Date:

\$5.00 00%

Sponsor Certification:

hereby certify that the information included in this Request for Reimbursement is true and accurate and that the claimed expenses have been paid as of the date of this request.

Printed Name:

Kate Black

Title: Planning Director

Telephone Number: (510) 420-3063

Email Address: kblack@ci.piedmont.ca.us

Signature

Signature _____

4.7.15

Date _____

SPONSOR COST DETAIL

Project Sponsor:	City of Piedmont
Agreement No.:	A13-0066
Project Number (APN):	636.9
Billing Period (From - To):	11/15 - 6/30/15

Billing Date: 4/20/2015
Invoice No. 4

SPONSOR STAFF TIME COST DETAIL

Task No. ¹	Employee Name	Role on Project	Rate per Agent (\$/Hr) ²	Measure B/VRP Funded Hours this Period	Other Funded Hours this Period	Total Hours (All Funds) this Period	Total Measure B/VRP Funded Costs this Period	Total Other Funded Costs this period	Total Costs this Period
						0.00	\$ -	\$ -	\$ -
						0.00	\$ -	\$ -	\$ -
						0.00	\$ -	\$ -	\$ -
						0.00	\$ -	\$ -	\$ -
						0.00	\$ -	\$ -	\$ -
						0.00	\$ -	\$ -	\$ -
						0.00	\$ -	\$ -	\$ -
						0.00	\$ -	\$ -	\$ -
						0.00	\$ -	\$ -	\$ -
						0.00	\$ -	\$ -	\$ -
						0.00	\$ -	\$ -	\$ -
						0.00	\$ -	\$ -	\$ -
						0.00	\$ -	\$ -	\$ -
Staff Time Totals (All Tasks)				0.00	0.00	0.00	\$ -	\$ -	\$ -

SPONSOR NON-STAFF TIME COST DETAIL⁵[illegible]

Total Measure B/VRF Reimbursement Request (this Billing Period)

Total Measure B/VRF Reimbursement Request (this Billing Period)	\$	335.75
Check (Total Measure B/VRF Amount from Cover)	\$	335.75

Notes:

- Notes:**
1. Task No. must match summary by task on Cover Sheet. Costs must be assigned to a Task included in the current Grant Agreement.
 2. The "Rate per Airmt" is the billing rate for each employee as outlined in the Sponsor Staff Rate Sheet form to be included with each invoice.
 3. Costs should be segregated by the item. Any contract costs for which reimbursement is requested must be shown on its own line.
 4. The "Total Expenditures this Period (All Funds)" is the total amount, i.e. regardless of fund source, expended for this line.
 5. Attach supporting documentation, e.g. copies of paid invoices, etc. for each line in Non-Staff Cost Detail.

ATTACHMENT I
CITY OF PIEDMONT

120 Vista Ave., Piedmont, CA 94611
(510) 420-3046



EXHIBIT A

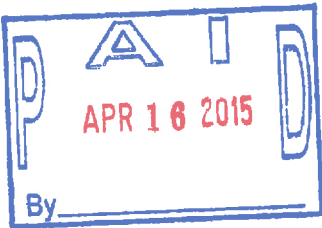
CHECK REQUEST FORM

TO: Eisen/Letunic

2805 Market Street

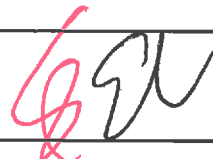
San Francisco, CA 94114-1924

4/13/2015

DESCRIPTION	AMOUNT
Service, Planning Consultant - Piedmont Pedestrian and Bicycle Master Plan	
Mesure B: Acct #131-0439-005-001	335.75
Match Fund: Acct#131-0439-005-000	59.25
	
TOTAL:	\$395.00

REQUESTED BY

DEPARTMENT HEAD APPROVAL

Payee *copy to Janet*
DELIVER CHECK TO

FINANCE APPROVAL

AMOUNT	FUND	DEPT.	ACCOUNT	DATE	INVOICE NO.	VENDOR NO.
\$335.75	131	439	005-001	4/9/15	13-B13-06	1988
59.25	131	439	005-000	4/9/2015	13-B13-06	1988
\$395.00						

(formerly SPD)

**EISEN | LETUNIC**

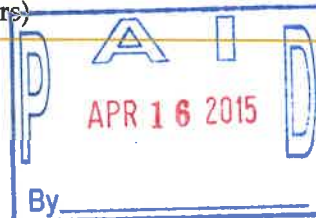
TRANSPORTATION, ENVIRONMENTAL AND URBAN PLANNING

INVOICE

To	Kate Black, City of Piedmont Sent by e-mail to: kblack@ci.piedmont.ca.us	Date	April 9, 2015
		Project	Piedmont Pedestrian and Bicycle Master Plan
		Invoice #	13-B13-06

Remit payment to	Eisen Letunic Attn: Niko Letunic 2805 Market Street San Francisco, CA 94114-1924	Questions about this invoice?	Contact Niko Letunic; (415) 552-2468 or niko@eisenletunic.com
		Tax ID number	75-3190763

Activities	Amount
Prepare presentation to Alameda CTC BPAC (April 3; 0.75 hours)	\$ 95
Presentation to Alameda CTC BPAC (April 9; 2 hours)	\$ 300
Total this invoice	\$ 395



MEASURE B : \$385.75 (ACCT. # 131-0439-005-001)
 MATCH FUND : \$ 59.25 (ACCT. # 131-0439-005-000)
\$395.00

OK to pay
 KB 6.13.15

ATTACHMENT II



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

City Council Adopts Pedestrian/Bike Plan

On Monday, November 3, 2014, City Council unanimously adopted the Planning Commission-recommended Draft Pedestrian and Bicycle Master Plan (PBMP) and the Initial Study/Negative Declaration, adding one modification to page 96 of the plan. Many members of the public spoke at the meeting in support of the plan. The Final PBMP can be found in the link below. A Notice of Determination was filed with the County following the adoption of the Initial Study/Negative Declaration.

The Final Plan and CEQA document can be accessed at the following links:

- [Piedmont Pedestrian and Bicycle Master Plan adopted November 3, 2014](#)
- [Appendices: Comments received through the two online surveys on the needs assessment and on the improvement options](#)
- [CEQA Initial Study/Negative Declaration](#)
- [Notice of Determination](#)

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 implementation 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.



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.

Page last updated on March 23, 2015 @ 3:59 pm.

County applauds new Bike/Walk Master Plan

By Paisley Strellis

Piedmont's Planning Department staff completed the final step in making the city's new Pedestrian and Bicycle Master Plan (PBMP) official when they presented it to the Alameda County Bicycle and Pedestrian Advisory Committee (BPAC) on Thursday, April 9.

Assistant Planner Janet Chang described the meeting as being an extremely positive one, with BPAC members praising the extensive outreach performed by Piedmont during the creation of the plan.

"They were impressed that we had such a comprehensive process," said Chang.

Community involvement was a major part of creating the PBMP, which began with a Piedmont Middle School letter-writing campaign, showing the significant interest in town in improving the city for those on bike or on foot.

The letters from middle school students were submitted as part of a grant application in 2012 to the Alameda County Transportation Commission (CTC). The CTC approved the application and funded the PBMP with a grant through the City's existing pass-through Measure B funds (distributed by the Alameda CTC).

After more than two years of work, the completed PBMP is the first example within the city of a comprehensive plan outlining the priorities of residents for improving bicycle and pedestrian access over the next 10 years.

"One of the challenges of the project was identifying priorities knowing the city would have a limited amount of resources over the next decade," said Chang. The Planning Department staff, working with Niko Letunic of Eisen-Letunic, a planning consulting firm, mounted several workshops where participants

were asked to work as a group to create priorities, working within a limited budget.

"People worked together to create a consensus," said Chang.

Though the PBMP is less than six months old, several ideas outlined within it will be presented to the City Council for consideration during the planning process for the 2014-15 budget next month. Railings for the Oakland Avenue bridge and signs to better indicate bike lanes in certain areas are likely to be among the first put forth to the council.

Chang and her colleagues in the Planning Department are also working on larger projects such as a reworking of Grand Avenue to make it more bike and pedestrian friendly. They are also in discussions with the City of Oakland about the possibility of extending the changes down the length of the busy street.

Dog licenses required in Piedmont

Piedmont residents are required to obtain licenses for their dogs from age four months and older, or within 10 days of bringing the animal into the City. A significant penalty may be assessed for delinquencies. A dog license can only be issued for the duration of the rabies vaccination. Animal Services officers cannot issue a dog license to non-residents.

Off-leash permits allow owners to let their dogs run free in designated "off-leash" areas, including Blair Park in its entirety, Bushy Dell Creek area in Piedmont Park, Dracena Park pathway, and Linda Dog Park. Non-resident off-leash permits are available in one-year increments.

Dog licenses and off-leash permits are available by mail, in person at the police department on Wednesdays from 9 a.m. to 5 p.m., or by calling the department at 420-3006 for an appointment.

Licenses and off-leash permits require that the dog have a current rabies vaccination on file and a spay/neuter certificate. Fees may be paid by check, payable to the City of Piedmont and brought to the Police Department, 403 Highland Avenue.

License Fees	ALTERED	INTACT
1 year	\$17	\$32
2 year	\$27	\$53
3 year	\$37	\$75
Senior Citizen Yearly	\$ 5	\$10
Lost Tag Fee	\$10	
Lost Tag Fee (Senior)	\$ 3	

Off-Leash Permit	ALTERED	INTACT
1 year - Resident	\$17	\$42
2 year - Resident	\$27	\$63
3 year - Resident	\$37	\$85
1 year - Non-Resident	\$37	\$68
Lost Tag Fee	\$10	

Drought

Continued from page 1

Other potential impacts of drought regulations would include limiting the city's ability to add new plants to the landscape. That would delay the replacement of the eight elm trees, recently removed from Highland Avenue, with 14-foot London plane trees which are currently being held at the corporation yard. It might also prevent the planting of new vegetation to replace lawns, such as on the Highland strip. Though new vegetation will require less water than the existing turf, a new landscape would require a significant amount of water as it puts down roots.

"We will know more specifics soon and will be sharing that information with the City Council on April 20," said Nakahara.

While the city manages its water reductions, Park Commissioner Nancy Kent, a landscape architect, had several suggestions for ways in which residents can work towards their own state-mandated 25 percent reduction from 2013 water usage levels.

"We sometimes see as much as half of the water used by a

household going to the landscape," said Kent. Though residents are being required to cut landscape watering down to two times a week, Kent had suggestions about how to make those waterings more effective and efficient.

"Everyone should check their irrigation systems to make sure there are no leaks," said Kent. She also suggested that residents with older irrigation systems consider upgrading their equipment, even if it is only replacing the sprinkler heads.

"Newer sprinkler heads have very refined nozzles that give the best distribution of water so there is less overwatering and less runoff," said Kent. She also pointed to the benefits of mulch for keeping planting beds moist between waterings.

"Adding a good quality mulch makes a big difference," she said. She is also being inspired by her plants that are thriving in the drier conditions, such as her roses which are doing spectacularly.

As a landscape architect, Kent is looking at the drought as a challenge.

"I think the drought is an opportunity for us to reprioritize our water use. It is also a chance for people to see the ways in

which drought-tolerant plants can be just as beautiful and formal as [more traditional gardens]," said Kent. "Whenever designers get restrictions it is an opportunity to create a new paradigm."

Information on E-Waste Recycling in Piedmont

ITEMS	RECYCLING LOCATION
Computers, monitors, TVs, stereos, DVD players, microwave ovens, radios, CD players, telephone answering machines, cell phones, chargers, connectors, cables, cords, wires	Richmond Sanitary: Special bulky waste pick-up at curbside on an on-call basis (1-800-320-8077) Alameda County Computer Resource Center: (510-528-4052)
Large appliances e.g., refrigerators, AC units, washing machines and ranges	Richmond Sanitary: Special bulky waste pick-up at curbside on an on-call basis (1-800-320-8077)
Refrigerators, freezers, AC units	PG&E: Recycling & \$35 Rebate Program (1-800-299-7573)
Household batteries	Piedmont Fire Department: M-Sat, 9 am to 5 pm Richmond Sanitary: Curbside pickup - place in plastic baggy on top of Blue Bin Alameda County Hazardous Waste Facility: Th-Sat, 9 am to 1 pm (800-606-6606)
Compact fluorescent bulbs & tubes	Piedmont Fire Department: M-Sat, 9 am to 5 pm (CFLs only) Alameda County Hazardous Waste Facility: Th-Sat, 9 am to 1 pm (800-606-6606) Home Depot and Ikea - Drop at Customer Service
Cell phones, iPods, camera, GPS units, laptops	Piedmont School Fundraising Office, 401 Highland Avenue, 653-1816

Signs

Continued from page 1

of the construction of the triangle," said Nakahara. In order for that to happen the City Council will have to approve the traffic study. At that point Coastland Engineering will create detailed plans and the project will go out to bid.

Park Commission Chair Patty Siskind asked if there would be any discussion of the placement of the stop signs.

"The traffic study recommends installing a sign [in the middle of the intersection, adjacent to the planned triangle], but it is not necessarily the only option," said Nakahara. He pointed out that the corner of Rose and

Linda Avenues is in Oakland and thus requires additional approval.

"We have had an open discussion with the city engineer for Oakland," said Nakahara. "There is a possibility that we will cooperate with Oakland and we will put it in that more desired location. Approval of the study doesn't lock us into a specific location."

Siskind also noted that the landscaped triangle planned for the intersection is the focus of the Piedmont Beautification Foundation's spring fundraiser. To find out more about the project or to make a donation to the foundation, visit www.piedmontbeautificationfoundation.org/Spring_Newsletter.html.

SUDOKU SOLUTION

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

CROSSWORD SOLUTION

B	I	T	T	T	A	P	A	G	U	S	H
A	C	H	E	U	F	O	S	S	A	N	T
R	A	R	E	N	O	P	E	U	N	D	E
B	O	U	N	C	E	U	P	A	N	D	O
				H	U	L	A	O	O	H	
L	E	T	R	I	P	U	T	R	I	C	L
O	D	E	O	N	I	D	L	E	E	A	T
R	U	N	B	A	C	K	A	N	D	F	O
I	C	E	H	O	Y	A	R	A	T	T	Y
S	E	T	U	P	O	N	M	O	R	S	E
				P	U	S	M	E	O	W	
F	L	I	C	K	E	R	I	N	A	N	D
A	U	R	A	E	A	M	E	N	A	K	R
D	R	O	S	S	D	I	A	G	S	T	A
S	E	N	T	S	C	A	N	E	S		

This page intentionally left blank

ALAMEDA CTC
GRANT PROJECT PROGRESS REPORT

PROJECT PROGRESS REPORT No.: 4

REPORTING PERIOD: **From:** 1/1/15 **To:** 6/30/15

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):

None

ANTICIPATED ACTIONS (in next reporting period):

Provide education/distribution program for 150 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 1/15/15 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 *April and July 2015*.
 - ☐ 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: 6/30/15

Publication Name: *Cycles of Change 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.

**** 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 680 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	48	19	9
2	600	254	149
3	3000	1775	680
4			
5			
6			

Notes:

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

Notes from Pedestrian-Bicycle Working Group discussion in integrating complete streets projects and Pavement Management Programs (PMPs)

Attendees:

Matt Bomberg, Alameda CTC

Sui Tan, MTC

Jason Patton, City of Oakland

Eric Anderson, City of Berkeley

Reh Lin Chen, City of San Leandro

Paul Keener, Alameda County

Nancy Humphrey, City of Emeryville

Midori Tabata, BPAC Chair

Matt Turner, BPAC Vice-Chair

Mollie Cohen-Rosenthal, Alameda CTC

Saravana Suthanthira, Alameda CTC

Questions for Discussion

- (1) What are barriers to implementing complete streets features/routine accommodation as part of existing repaving projects?
- (2) How does your jurisdiction currently determine its repaving program? What factors are considered when prioritizing streets for repaving (e.g. PCI, others)?
- (3) Has your jurisdiction considered including whether a street is a bikeway as part of repaving selection criteria? Has this been successful?

Overview of StreetSaver (from MTC)

- StreetSaver software is used by most jurisdictions in Bay Area as their Pavement Management Program
- StreetSaver requires detailed data on the condition of every segment of roadway in a city, measured using Pavement Condition Index (PCI)
- StreetSaver helps a city determine which streets to repave. It prioritizes streets primarily based on (1) the functional classification of the street (with greater weight going to arterials which carry higher traffic) and (2) if a street is a preventative maintenance candidate (with repairs that, if not addressed, will be significantly more costly to address in the future)
- StreetSaver generates a recommended list of streets, but cities can ultimately choose to use or modify this recommendation based on other factors

Oakland

- Oakland has monthly coordination meetings between bike/ped team and repaving group
- Oakland has a 5-year repaving program so there is lead time – staff knows what streets will be repaved when and can plan ahead for bikeway/complete streets implementation
- Oakland has enough deferred maintenance that there are generally more streets in need of repaving than available funds in any PCI range; therefore it is possible to use whether a

street is a bikeway to pick between two streets that are equally good candidates for repaving from a Best Management Practice perspective

- Trying to implement complete streets features into a repaving project can cause the scope of the project to grow. Oakland is not set up to handle the additional design work involved with adding any features beyond simple striping modifications to a repaving project. Furthermore, even a striping change can trigger a need for community outreach that takes longer than the time available before the repaving project is set to be implemented.
- Oakland would like to better implement bikeways into its process for selecting which streets get repaved. Currently, the city looks to implement bikeways as part of repaving projects that are already slated to happen. This means that some bikeways get implemented, but not necessarily high priority bikeways. Oakland would also like to include a liability/risk overlay in its repaving prioritization to ensure that streets that could lead to high cost settlements get repaved.

Berkeley:

- Council has adopted a policy that all else equal staff should prioritize repaving bicycle and transit routes
- Berkeley also has a 5-year repaving program, however it is a “living document” that gets revisited annually, so there is no certainty or long lead time around which streets will get repaved
- Berkeley uses StreetSaver to prioritize streets for repaving. StreetSaver places emphasis on arterials which means that bike boulevards which are intentionally put on lower traffic streets do not get picked up. Berkeley knows this is an issue and tries to compensate by moving some streets up in priority as “bicycle arterials.”
- In some cases, repaving arterials has led to shifts in bicycle traffic from a lower pavement quality bike boulevard to the parallel arterial, which has then led to increased advocacy for repaving the bike boulevard
- Berkeley passed Measure M (local repaving bond) in 2010, but this measure predated adoption of complete streets policy so assumed project budgets did not assume complete streets features
- Berkeley uses some of its Measure M funds for supplemental design budget to add complete streets features to repaving projects
- Berkeley requires repaving consultant to look at bicycle/pedestrian plan for opportunities to implement features
- Berkeley also faces issues with insufficient lead time for public outreach if parking modifications are considered as part of a repaving project (e.g. moving parking away from curbside to implement a parking-protected bikeway)

Emeryville:

- As a small city, there are not enough roadway miles that selecting which streets to repave is a difficult question to answer

San Leandro:

- Transportation engineers (responsible for implementing bike plan) work closely with repaving group
- Bike plan implementation follows the repaving plan – transportation engineers get the list of which streets will be repaved, then look to the bike plan to see if there are any opportunities to implement projects
- San Leandro has looked at some opportunities to implement road diets – cases where the bike plan called for a Class III facility but the vehicle volumes would support a road diet and Class II bike lanes. Floresta Boulevard buffered bike lanes were implemented as a road diet.
- San Leandro can often do public outreach quickly and nimbly as a smaller city.

Alameda County:

- Bike plan implementation and repaving are coordinate
- County staff have good lead time and advanced knowledge if a road diet would be needed
- Repaving is prioritized by very closely following StreetSaver recommendations. Staff sometimes waits for the PCI of a road to fall in order to implement a bikeway.

Discussion:

- In addition to bike plan implementation, many jurisdictions adjust StreetSaver repaving recommendations based on knowledge of upcoming utility work that will require digging up a street
- Actual implementation of a repaving project can be very quick. Trying to wait to add bikeways or complete streets features into the project could cause the road condition to degrade and increase the maintenance cost.
- StreetSaver currently does not consider costs of non-paving features like curb ramps, signage, and sidewalks; MTC is working to inventory these items to add it into StreetSaver
- Some jurisdictions supported the idea that StreetSaver should give cities greater flexibility to weight different types of streets within the framework of the software (e.g. a classification system other than functional class). One jurisdiction suggested this would be a natural outgrowth of adoption of complete streets policies.

MTC Pavement Management Program Certification Requirements

Pavement Management

A Pavement Management System (PMS) (typically utilizing pavement management software) is geared towards helping jurisdictions understand the condition of their pavement and whether current and future revenues will be sufficient to fund the pavement maintenance necessary to ensure streets and roads are at an acceptable level of quality. Every jurisdiction in the Bay Area now utilizes a pavement management system and has the ability to make informed and cost effective decisions in regard to maintaining their street networks.

Pavement Management Program Certification

In order to be eligible for regional discretionary funds, MTC requires a jurisdiction to have their Pavement Management Program (software or analysis program) certified. MTC is responsible for verifying the certification status. Most jurisdictions in the Bay Area are using StreetSaver® as the PMP. Certification must be renewed every 2 years. An extension of up to 1 year may be granted upon request and in special circumstances.

Requirements for certification:

1. The Pavement Management Program used by the jurisdiction is capable of completing all the following:
 - Storing inventory data for all roads within the jurisdiction
 - Assessing the pavement condition based on distress information
 - Identifying all pavement sections that need rehabilitation or replacement
 - Calculating budget needs for rehabilitating or replacing deficient pavement sections
2. The jurisdiction completes all the following:
 - Reviews and updates the inventory information for all roads every two years. The review will include checking for road network completeness along with checking for the accuracy of the existing management sections.
 - Completes inspection of pavement sections for arterial and collector routes in the system every two years, and residential routes every 5 years.
 - Calculates budget needs for rehabilitating or replacing deficient pavement sections for the current year and the next three years.

Importance of PMP Certification

To remain eligible for other funding opportunities it is important for jurisdictions to remain certified. Two policies in particular are:

- Under MTC Resolution 4035, (Project Selection Policies and Programming for STP and CMAQ funds) it states: *“To be eligible for funding of any Local Streets and Roads (LSR) preservation project, the Jurisdiction must have a certified Pavement Management Program (StreetSaver® or equivalent). The needs analysis ensures that streets recommended for treatment are cost effective. Pavement projects (rehab, preventive maintenance, non-pavement) should be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. MTC is responsible for verifying the certification status.”*
- In accordance with section 2108.1 of the Streets and Highway Code, MTC requires cities and counties submitting pavement maintenance and rehabilitation projects for funding to utilize a Pavement Management Program (PMP). Section 2108.1 of the Streets and Highway Codes says: *By July 1, 1990, the City, County, State Cooperation Committee in the department shall develop and adopt a pavement management program to be utilized on local streets or highways that receive funding under the state transportation improvement program.*

Certification Process

Submit the following documents to MTC for certification:

1. Your jurisdiction's latest updated pavement management database. If you are not using MTC's Streetsaver software, please submit items #2 and #3 only. If you are using Streetsaver please submit all files associated with the version of StreetSaver you are using. If you need assistance in accessing these files, please contact your [PMP coordinator](#).
2. A report containing the following 3 budget scenarios: 1) a report showing sections selected for treatment over the next five years based on your jurisdiction's annual budget estimates, 2) a report showing what would need to be done to maintain your jurisdiction's existing PCI, and 3) a scenario depicting a five-point increase of your jurisdiction's current PCI over the next five years. *(These types of reports are typically generated as part of the Pavement Management Technical Assistance Program (P-TAP) projects.)*
3. A signed letter by the Public Works Director, or equivalent department head, stating that all of the requirements in parts 1 and 2 above have been met.
 - [Sample letter](#) (Word)

MTC will post certification status updates of Bay Area jurisdictions on this page the first day of every month. The updated certification will have an expiration date two years from the date when the last inspection of arterials and collectors in your network was completed.

SOURCE: http://www.mtc.ca.gov/services/pmp/pmp_cert.htm

This page intentionally left blank

**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2015-2016**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Ms.	Tabata, Chair	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Sep-13	Sep-15
2	Mr.	Turner, Vice Chair	Matt	Castro Valley	Alameda County Supervisor Nate Miley, District 4	Apr-14		Apr-16
3	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14		Jan-16
4	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-12	Oct-14
5	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Sep-13	Sep-15
6	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Oct-14	Oct-16
7	Ms.	Marleau	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14		Dec-16
8	Mr.	Dave	Murtha	Hayward	Alameda County Supervisor Richard Valle, District 2	Sep-15		Sep-17
9	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jul-15	Jul-17
10	Ms.	Shaw	Diane	Fremont	Transit Agency (Alameda CTC)	Apr-14		Apr-16
11	Ms.	Zimmerman	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Apr-14		Apr-16

This page intentionally left blank